



JOURNAL

**MAY2015
ISSUE # 144**

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC : P O BOX 140, DUNEDIN 9054

PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond@extra.co.nz

IN THIS ISSUE

Paul Heighton	1	Members Classifieds	7
News From Our Members	3	International News	8
Northern Explorer	6	Picture of the Month	10

JOURNAL 144

This edition of "Journal" is published early so your Editor can concentrate on finalising arrangements for the FRONZ Conference in Blenheim 29 May to 1 June. Looking forward to seeing many readers there for an enjoyable and informative weekend.

PAUL HEIGHTON

Message from FRONZ President - Grant Craig

Our friend and colleague Paul Heighton passed away Saturday night 9 May. He was a champion of heritage railways and we will all miss his knowledge, determination and sense of humour.

For those who may not be aware of everything he did for FRONZ and heritage rail please see the impressive biography from Clark Simmonds on page 3.

On a personal note I have to say that I was really appreciative of the support he gave me after my appointment in the wake of Paul Dillicar's stroke.

We will all miss him very much.



We all have our private memories of Paul and I was fortunate to spend a few hours in recent years sitting yarning with him on a train. One evening the two Pauls (as many of us know Paul Heighton and Paul Dillicar) took a ride to Helensville and back on the ill fated Helensville commuter train. I sat with Paul H and all the way he shared his recollections of every little detail of the line he knew as a steam locomotive driver. He pointed out the location of stations that were long closed down to detail like "that was where the gate and access road to Woodhill station was", and "we used to change crews here at Wharepapa station".

I also travelled with Paul on the Overlander between Auckland and Palmerston North when we travelled to the 2010 FRONZ Conference. Ten hours of rail reminiscences I will never forget!

When Paul spoke at meetings, as he so often did, his wisdom was always apparent. At the 2014 RES AGM after Alan Verry had introduced proposed changes to RES/GVR structure and operations, Paul stood and spoke for 15 minutes or more on his thoughts both for and against but he made it clear that the need to always be thinking of new ideas and attractions to ensure the success of rail heritage operations was uppermost. Paul was "old school" with the benefit of modern thinking and true vision. Paul was a person of infinite experience and wisdom who knew that the future of the rail heritage movement needs to attract and nurture a new generation of railfans. This, in my opinion, will be his greatest legacy.

Scott Osmond

**JOURNAL IS FOR ALL OF YOUR MEMBERS. PLEASE
FORWARD IT TO ALL ON YOUR E-MAIL LISTS**

PAUL HEIGHTON— 10 JANUARY 1939 TO 9 MAY 2015

Paul was at the inaugural meeting of FRONZ on 2 June 1975 held in Christchurch. I'm not sure who he represented that day because the minutes talk of his name associated with both the Railway Enthusiasts Society and Glenbrook Vintage Railway. He was at every AGM from that date through to 2014.

Paul was elected Secretary at this meeting and carried this position until 1978. At the same meeting he was elected Mainline Running Convenor. In 1979 he was Elected Convenor of a proposal to run one Vintage Train with steam locomotives on the main line. Paul was the Original Mainline Crewing Convenor. A position held from 1989 to 1994. He also held the position of Infrastructure Convenor from 2003 to 2014.

In the minutes of meetings from 1975 to 2014 he is mentioned many times actively contributing to the workings of FRONZ. The early meetings with NZR in Wellington were conducted with Paul Dillicar & Paul Heighton representing FRONZ.

In 1994 Paul instituted the Paul Heighton Award for Excellence. This was awarded to groups or individuals who Paul believed had made a contribution of some significance to the Rail Preservation Fraternity for that year. FRONZ will continue that tradition.

Paul had worked steadfastly for many years on the concept of mainline running. Even towards the end of his life when he couldn't talk he had a Powerpoint presentation made for our next AGM so we can discuss once again the problems associated with running our trains on the main line.

What should not be forgotten though was the contribution Paul also made to some of our smaller members helping them with their track problems and giving up his time to travel to inspect and advise these smaller railways.

A number of organisations called on Paul's expertise for setting up cars for running on their railways or out on the mainline. I remember once going out Glenbrook during the week (pouring with rain) and was told that "Paul was over there" pointing to a rake of cars. I found a couple of legs sticking out from under a car and here was Paul lying on the ballast (sopping wet) resetting some brake rigging that needed adjusting as the train was going out the next day.

The running joke in FRONZ for years was that Paul refused point blank to get himself a computer. Long after the rest of us were in the "digital age" Paul was pounding on his Imperial 66 typewriter. The word was that in the end he had to buy a computer because he could no longer buy typewriter ribbons. Who could forget his Powerpoint show, at the 2013 FRONZ Conference Awards Dinner in Oamaru, on how he had connected his Imperial 66 to the internet. Even in correspondence back and forth he would make mention of it.

For a number of years Paul and Paul Dillicar ran a number of very successful overseas tours for rail fans visiting railways From Australia to Europe. Even earlier this year Paul was over in Queensland travelling with some other Railfans and picking up ideas there that he thought we could use for our arguments for running on the main line.

Paul was a great servant for the Rail Preservation movement in NZ. He will be sorely missed.

Obituary by Clark Simmonds

Paul was always prominent and had his say at every FRONZ Conference. Here with Paul Mahoney and Jim Staton of DOC. Photos: D.L.A. Turner



NEWS FROM OUR MEMBERS

These items are obtained from numerous e-newsletters that our member groups publish. Members are welcome to submit these or any other information they would like to share with the wider rail and tramway heritage community by e-mailing to scottosmond@xtra.co.nz

SILVER STREAM RAILWAY

From "Pantograph"

North End Display Shed

This work is the first stage of a new rail vehicle shed that the committee has commissioned for SSR to provide under cover storage for our railway vehicle assets that are currently kept outside.

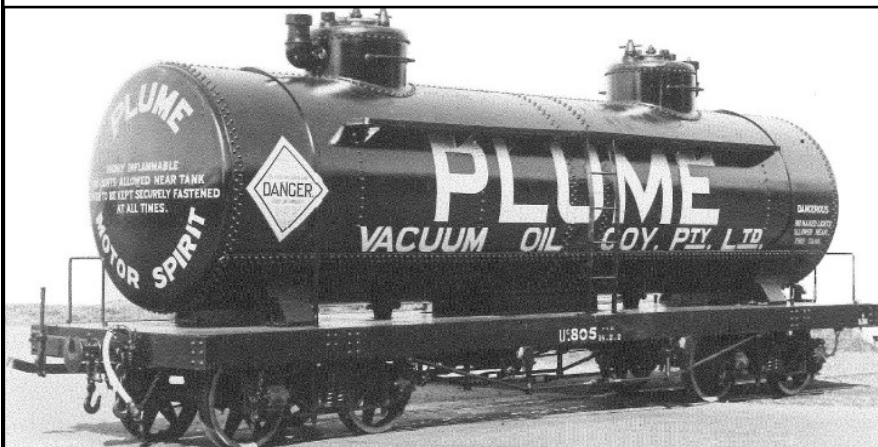
Work completed to date includes site clearance and levelling by Dixon and Dunlop and construction of the shed foundations and perimeter concrete nib by Kiwispan.

The primary source of funding for this project is the SSR share of the proceeds from the sale of the Kiln Street property for housing development across this site which is currently under construction. There is still a shortfall in funding for the total project so work is underway to obtain grant funding



Tank wagon Uc 826

SSR has initiated a project to restore a private owner petrol tank wagon from the 1930's. The starting point is Uc 826, an Addington built 1928 vintage twin compartment Type C tank wagon of 4,910 gallon capacity with two washplates (or baffles) per tank compartment originally owned by the Vacuum Oil Company. SSR has purchased this wagon through members' donations from Steam Inc. where it was surplus to their requirements.



PLEASANT POINT RAILWAY

Happy Railfans!

On the Tr18 were Asian kids from Hong Kong, Malaysia, Taiwan. Total of 13 visited us this afternoon.

They are here, starting picking apples out Temuka way today. They did a lot of laughing while with us and took lots of photos while at the museum,

Photo and text from Bryan Blanchard, 9 March



WESTERN SPRINGS TRAMWAY

From "The Controller"

Newly refurbished tram 906 crossing Meola Road on its first day in service on September 25 last year. The ex Melbourne tram was completely refurbished inside and out by the MOTAT tram workshop team, and the work included a new seat layout inside, aluminium windows and a new livery.

The restoration of Melbourne SW6 tram 906 was recognised at last year's COTMA conference in Sydney.

The Council of Tramway Museums of Australasia recognised the work on the tram with an Achievement Award.

Albert Chan photo



Presentation for job well done

It was with mixed feelings that outgoing Tram Section manager Colin Zeff accepted a special recognition plaque from section members to mark his retirement from the position.

The position had been disestablished by MOTAT as part of its restructuring with his duties spread among permanent staff.

Colin is pictured with a special presentation controller handle to recognise his contribution over the previous 12 years.

RIMUTAKA INCLINE RAILWAY HERITAGE TRUST

Plenty of progress at Maymorn reported in the RIRHT May Newsletter.

Further major components required for our 1880s Gumdigger Carriage restoration project have been made available to the Rimutaka Incline Railway, and approximately (\$4,000) is required to fund their transport from Dunedin to Upper Hutt.

On 7 February 2015 we extended our mainline track past the gate towards Maymorn station. Just a short distance, but great to be heading "up the hill" with the track again.

Other projects reported are work on the rail vehicle shed and workshop.

RIRHT also report their presence at local events where their project is given more public exposure. This is a good way of ensuring more people get to know about rail heritage projects.

NELSON RAILWAY SOCIETY

An update photo taken 6 May of the work that has been done to restore WF403 Back into steam again.

On 1 May the boiler was reunited with WF403 main frame which the attached photo shows.

Photo: Michael T Burt



BUSH TRAMWAY CLUB

BTC are celebrating their fiftieth anniversary this year with the following events:

Saturday 6 June Family & Friends Play Day with Pot Luck Dinner and film evening.

Saturday 24 October Current Club Members Fun Day

Sunday 25 October Celebration Luncheon at Metcalfe's Conference Centre

Sunday 6 December Mayoral visit. 100 years of the line.

Below: Work is progressing on restoring the line to Glen Afton as this sequence shows from BTC Newsletter



NORTHERN EXPLORER EXPERIENCE

We recently took our first trip on the Northern Explorer from Auckland to Wellington. This was my first journey on any of the Kiwirail trains with the new, Hillside built, carriages and found the journey a huge improvement, in comparison to older rolling stock. The train was very full, obviously mainly with overseas tourists, which is the market Kiwirail are aiming at. I appreciated the automatic doors between carriages which makes for convenience but much more the quietness compared to the past when four doors had to be slammed each time anyone passed between carriages. Also the commentary now supplied on individual headsets (which I chose not to use as I know the NIMT rather well), also adds to the quieter ambience.

Our train was 10 minutes late leaving Britomart and 25 late leaving Papakura after negotiating the Auckland subbies. This was never made up and, with track work, including a compulsory stop at the Makatote Viaduct painting project, we got to Wellington 50 minutes late, but this was not a great inconvenience. The lack of intermediate stops now does speed up the service significantly. Due to the late running we only were allowed off the train for a leg-stretch at Hamilton and very briefly at Palmerton North but there were no complaints about this. As always the train staff were very helpful and happy to bring food to passengers at their seats rather than have them carry it through the train. There are only limited seats in the cafe car at which to eat.

The other improvement to the old outside small platform on the Overlander is the full open viewing car on the Northern Explorer, like the South Island trains. I only spent a brief time there as I left it to the tourists for highlights like the Raurimu Spiral and Kapiti Coast, but enjoyed some fresh air as we passed my two favourite parts of the Trunk; Te Kuiti to Waimiha and Waiouru to Taihape.

I have it on reliable authority that Auckland Transport are pushing Kiwirail to get the Northern Explorer out of Britomart as it berths at one platform for well over an hour even though this only happens on two week day mornings, Monday and Thursday. Auckland Transport are trying to squeeze more subbies in. It looks like the Explorer will be forced to load at The Strand platforms, so its back to the 1930s, with plans for a shuttle bus from Britomart. Scott Osmond

Photos: Northern Explorer at Hamilton and work site at Makatote Viaduct.



MEMBERS CLASSIFIEDS

OAMARU STEAM & RAIL - POSTAL CAR A687

Oamaru Steam and Rail would like to invite expressions of interest from FRONZ MEMBER ORGANISATIONS who may like to acquire our Postal Car A687 of 1901.

Some work has been done in replacing some of the framing, a new pine T&G floor has been installed and new truss rods fabricated and fitted.

On offer is the carriage body and underframe only. There is no brake equipment or drawgear included. The bogies may be used for transporting the carriage but must be returned to us after.

We will consider a sale of the carriage or swap/trade for other railway equipment that may be of use to us.

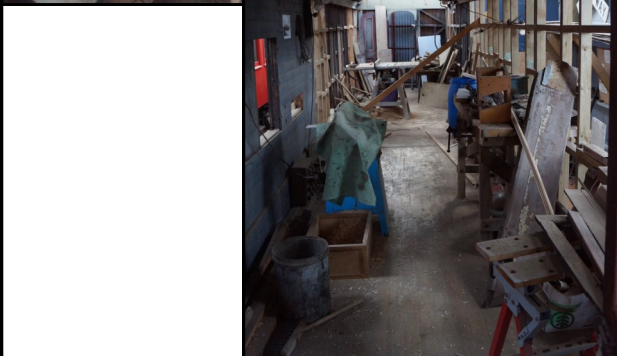
For more on the history of this carriage, see New Zealand Railfan issues March 2014 and June 2014.

To make an enquiry or to submit an offer, write to:
The Secretary
Oamaru Steam and Rail Restoration Society Inc
P.O. Box 37
Oamaru 9444

or email:

info@oamaru-steam.org.nz

Please submit any offers before 31/07/2015



INTERNATIONAL NEWS

HYDROGEN-FUELLED DOUBLE-DECK TRAM ON TEST

UAE: The first of a fleet of fuel cell powered double-deck heritage-style open-top trams is now undergoing tests on the initial section of a line which will serve Emaar Properties' Downtown Dubai development.

Emaar says the tramway will operate between 16.00 and midnight on weekdays and from 15.00 to 23.00 on weekends, providing convenient and easy-to-access transport around the 200 ha Downtown Dubai site as well as being an 'exotic' and 'fun oriented' visitor attraction passing landmarks including Burj Khalifa and the Dubai Mall.

The standard gauge line is being built in three phases which will eventually form a 7 km loop around Downtown Dubai. Phase one will run for 1 km on grassed track in the median of the orbital Sheikh Mohammed Bin Rashid Boulevard, with three stops serving The Address and the Manzil Downtown and Vida Downtown hotels. The stops will have an 'aesthetically appealing façade' and air-conditioning.

The double-deck trams are being custom-built by US firm TIG/m under a contract awarded in 2009. They will use fuel cells to generate electricity for traction, with batteries for to recover regenerated braking energy. TIG/m is also installing the plant for producing hydrogen on-site by electrolysis of water.

They will have a capacity of 50 passengers, with an open upper deck and an air-conditioned lower deck with windows which can be removed in the cooler winter months. Emaar describes their livery as 'resplendent in bright red with aesthetic gold pin-stripes and green trim colours and have Arabesque design features'. The trams will be capable of a maximum speed of 80 km/h, although the service speed will be 16 km/h. A total fleet of 10 cars is envisaged

'The Dubai Trolley is an innovative and sustainable mode of transit that fits perfectly with the requirements of visitors and residents alike to Downtown Dubai', according to Ahmad Al Matrooshi, Managing Director of Emaar Properties. *From Railway Gazette*



ROCKSLIDE CLOSES DURANGO & SILVERTON

May 7, 2015

DURANGO, Colo. – The Durango & Silverton Narrow Gauge Railroad between Durango and Silverton was blocked by a rock-slide, which occurred overnight on Wednesday. The slide covered the track and damaged rails and ties at milepost 481.6, about 14 miles south of Silverton, according to the railroad.

The slide was found during an early-morning motorcar inspection, a daily safety feature of the railroad. Maintenance forces were converging on the slide from both ends of the railroad. A diesel locomotive and flatcar carrying heavy equipment was dispatched from Silverton, while additional manpower and equipment was sent north from Durango.

Photos from the scene showed rocks and debris covering the track for several hundred feet and bent and broken rails, as well as track shoved out of alignment. Railroad officials have not said when repairs might be completed and service resumed.

In the meantime, trains are operating as far as Cascade Wye, 26 miles from Durango. The shortened trip still offered passengers the thrill of the so-called "High Line" portion of Animas Canyon, and, at Cascade, passengers may disembark to explore trails and the footbridge during a 45-minute layover.

From Trains Newswire



READING NO. 2100 IN THE HOME STRETCH OF CROSS-COUNTRY JOURNEY

May 6, 2015

BELLEVUE, Ohio – Former Reading 4-8-4 No. 2100 is in the home stretch of its cross-country journey between the Pacific Northwest and Cleveland. The locomotive, which is owned by the American Steam Railroad Preservation Association, arrived at Norfolk Southern's Bellevue yard on train No. 146 on Wednesday morning. Bellevue is about 70 miles west of Cleveland.

The locomotive is destined for the Midwest Railway Preservation Society's former Baltimore & Ohio roundhouse in Cleveland.

No. 2100 was built in September 1945 at the railroad's Reading, Pa., shops using components from a 2-8-0. The locomotive gained fame powering the railroad's Iron Horse Rambles from 1959 to 1964.

For more information, go to www.fireup2100.org.

From Trains Newswire



NORFOLK & WESTERN NO. 611 NEARS COMPLETION

May 8, 2015

SPENCER, N.C. – Former Norfolk & Western Class J No. 611's restoration moved toward completion Thursday as workers swarmed around the giant 4-8-4, which had been mated to its tender Wednesday for the first time since the restoration began.

Crews installed sheet metal jacketing around the cylinders, fitted washout plugs, and filled the tender with water. The painting of the locomotive is nearly done, and the gloss black shimmered in the Carolina sun.

Friday, No. 611 is set to get its first load of coal in anticipation of steaming Saturday for the North Carolina Transportation Museum's National Train Day celebration, held in coordination with Norfolk Southern. The engine was not expected to move Saturday as this will be another day of test firing. Workers filled the boiler with compressed air so they can use the stoker to dress the firebox with coal – hand shoveling such a large firebox is impractical, they said.

The National Train Day event includes displays of Norfolk Southern's veterans locomotive, SD60E No. 6920, and SD40 No. 3170, which was restored to Southern Railway paint earlier this year and placed in revenue service on the railroad's Piedmont Division.

From Trains Newswire



PICTURE OF THE MONTH



Apologies in advance to any train fans upset at another tram photo this month. But I do love these old streetscapes. Apart from the trams the buildings, vehicles and people are always fascinating.

This was published in Western Springs Tramway "Controller".

Tram 111, and fellow M class Farmers Free Tram 157, outside Farmers department store in Hobson Street, 1946.

Today this area is a busy one way street and on the left is dominated by the Sky City Casino and Sky Tower. Farmers itself is the Heritage Hotel.

I had to read the poster to the left of 111's headlight very carefully. It apparently reads "New Suit"!

Graham Stewart photograph

FRONZ CONFERENCE BLENHEIM
29 MAY—1 JUNE 2015

FRONZ JOURNAL # 144
WAS PUBLISHED ON 20 MAY 2015
 CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT