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SEASONS GREETING FROM THE FRONZ EXECUTIVE

To all readers of Journal, the FRONZ Executive wish you a Merry Christmas. Grant, Clark, John, Nigel, David, Scott, Lindsay, Jeff and Trevor wish all busy FRONZ member groups and their many hard workers, best wishes for a pleasant family Christmas, and a successful season in whatever heritage rail activities you are involved with.



FRONZ CONFERENCE 2016 – AUCKLAND JUNE 3-6 (QUEENS BIRTHDAY WEEKEND)

While you are lying on the beach over the Christmas Break – or more likely under a steam locomotive or tram – here are preliminary details of plans for the FRONZ Conference for you to think about.

The Railway Enthusiasts Society is our host group this year and of course we will be visiting their railway at Glenbrook as well as other Auckland FRONZ member sites.

Venue: We have selected the Novotel, Ellerslie, as our conference venue. The Novotel is co-sited with the Ibis hotel which offers two levels of accommodation and no parking problems (there is a daily parking charge). Good bar and restaurant facilities on site. It is located right beside the motorway at the Greenlane interchange and more importantly also the Greenlane Railway Station so there will be opportunity for those who want to try out the new Auckland electric trains to have a ride. This will mean easy access to the city if you want to go in for an evening. Here's hoping there won't be a block of line that weekend!

Friday 3 June. Main event this day will be a visit to Glenbrook Vintage Railway where a special train will run for our delegates and visitors. We plan to run a coach from the Novotel mid-morning for those who travel to Auckland early, via the airport to pick up arrivals that morning, then to Glenbrook for lunch and an afternoon on the train and visiting the GVR facilities.

Saturday 4 June. Conference sessions all day. We have arranged a varied group of presentations with speakers confirmed from overseas as well as all the regular and some new local input.

Sunday 5 June. FRONZ AGM and further presentations in the morning. After lunch we will travel by coach to see the rail and tramway sites at the Museum of Transport and Technology. Conference Awards dinner will be at the Novotel that evening.

Monday 6 June. A very special opportunity this day will be a morning cruise on a large catamaran with 360 Discovery Cruises to Coromandel town where we will transfer to the Driving Creek Railway for lunch and a trip on Barry Brickell's amazing railway. If you haven't ridden the DCR it will be well worth considering staying an extra day for this experience. The cruise leaves Auckland at 8.45am and does not return to Auckland until 6.30pm which leaves limited opportunity for those who want to fly out of Auckland that night so it would be worth considering staying in Auckland a further night if at all possible. There is an airport bus from Auckland city that runs every 20-30 minutes if you need to fly later that evening.

Conference costs are yet to be finalised and details will be advised when we open bookings around 1 April, 2016.

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

RAIL SAFETY RESEARCH



Rail Safety Research

How can we enhance how we assess risk in the rail industry? How does the new *so far as is reasonably practicable* test for rail licence holders in the Railways Act affect rail operations? How should we determine what is an acceptable level of risk and what the critical risks the rail industry faces?

Fortunately NZTA has arranged funding for an industry-led research project to explore these questions and related safety matters. The research is intended to help develop a system to prioritise rail safety risks in New Zealand. A primary objective is to provide a reliable foundation for future risk reduction activities.

This research project is led by a Steering Group, drawing members from the following organisations:

FRONZ

KiwiRail

NZTA

Ministry of Transport (MOT)

Navigatus Consulting, an independent third-party risk management advisory firm, has been engaged to assist the Steering Group. Navigatus plans to use a combination of research methods, including global literature review, rail incident analysis, and very importantly, to visit and talk to a sample of licence holders to learn from their experiences and practices. Navigatus will be contacting a range of licence holders to invite them to participate and would appreciate their help in assisting with the research project.

For further information, or to share your insights with the research team, please call Grant Craig (FRONZ), Chris Ballantyne (NZTA), or call the Navigatus research team directly at 09 377 4132 (Kevin Oldham or Cathy Hua).

DAVE CARR



Many of you will have heard by now of the untimely and unexpected passing of Dave Carr, following a heart attack, on Monday 9th November. Dave was in his 58th year.

Dave was a long serving, hardworking member and respected leader in the Tramway Historical Society, the Heritage Tramways Trust and the Ferrymead Trust and will be sorely missed by the whole Ferrymead community, amongst many others. Our thoughts are with Colleen and the Carr family at this very difficult time.

Dave's life was celebrated with a Funeral Mass on Monday, November 16, and later in the day a further function for people to meet and celebrate Dave's life at The Friendly Society Lodge building, Moorhouse Township, Ferrymead.

Photo. D.L.A. Turner.

AUCKLAND TRAM 235 PROJECT

Restoration plans could see Auckland Tram 235 back riding the rails

A "landmark" tram which has sat almost 60 years in a Dargaville garden could once again be transporting passengers in central Auckland.

Tram 235 has been bought by tram enthusiast Dr Vincent Chan, a urologist at Whangarei Hospital, who plans to fully restore "her" to original condition and specifications.

It is thought to be the only restorable tram of its era in the country and restoration is expected to cost around \$200,000.

Chan, who doubles as a coach builder, and his twin brother Leyton, an engineer, are passionate about trams and together with a handful of colleagues plan to bring Tram 235 back to her former glory.

"Not an easy job, but I love it," Chan says.

"It's not a process that can be hurried and can take up to five years to complete.

"You have to spend time looking at how things were done in that era."

He is fortunate to have the original plans and specifications to help.

Plans are currently being considered for a tramway for Auckland city - the first stage up Queen St.

Chan can think of nothing better than to see Tram 235 (under lease) return to the city where 84 years ago she began her duties carrying commuters from Onehunga to central Auckland and return.

"The workmanship of this tram is top quality," an excited Chan says. "All the timber is heart kauri and lined with plywood, the floor has a sacrificial layer of rewa rewa on top. Double ended it was driveable in either direction," he says.

It seated 52 people but was licensed to carry up to 84 including the motorman [driver] and conductor.

Wheels and the bogies will need to be manufactured specific to the tram, but it is hoped negotiations for a Melbourne tram in Masterton, which has the exact electrical components as those used in No 235, can be obtained.

Auckland's tramline system was built in 1902 and was fully functional until it was phased out in December 1956 in favour of trolley buses which were in vogue in the US and England.

"It's such a shame since they [trams] worked well," Chan says.

In their heyday, 1942-1943, the trams carried 99 million passenger each year.

Built and designed in Auckland by Frank Hamilton at the Auckland Transport Board workshops in Manukau Rd, Tram 235 began service in 1931 - its livery much more ornate than those of later years because of costs and a lack of skilled livery painters.

After the trams were decommissioned No 235 was sold to the Olsen family at Mt Wesley and transported to Dargaville in May 1957 by Don Elliot and his father.

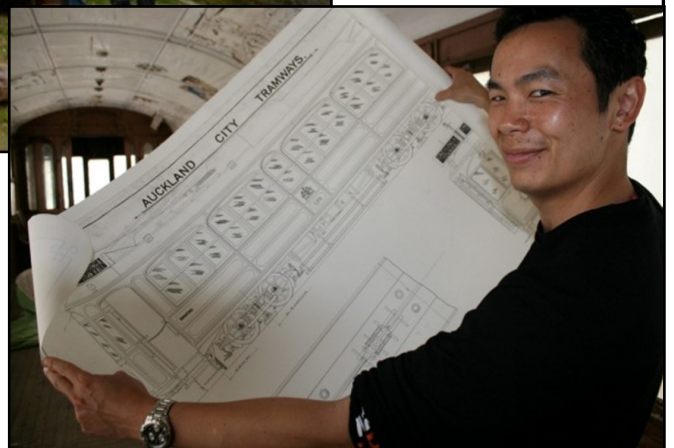
The lady of the house used it as a greenhouse for growing African violets for many years. Her daughter Colleen, who still lives in the house, says over the ensuing years it was used as sleepout and for storage.

She says she will miss it but is pleased it is getting a new lease of life.

Don Elliot stopped by for a chat recently while the tram was being made ready for transportation to the Packard Pioneer Museum at Maungatapere for storage, preliminary assessment and preservation.

Ultimately Chan hopes to relocate the tram to Auckland to complete its restoration.

From Dargaville & District News



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

GISBORNE CITY VINTAGE RAIL

At last in November we saw the return of Wa165 to active duties on its train after much hard work by the team at GCVR and others supporting their return. Well done. Here are some comments and images from their Facebook page.

We are back on track after nearly two long years!

All track, engine and rolling stock work is complete and we will be ready to run our public trips 21/22 November. What a fantastic weekend! Both trips were fully booked out.

The next trips are on the 28th & 29th of December and 2nd & 3rd of January. Get in early to grab your choice of seating on the train at the Gisborne Info centre.

Thank you everyone who came aboard this weekend, we hope you enjoyed the trip.



Photo by Paul Rickard



Left: November 17 Today we had Wa165 out till late. Probably the first stream hauled work train in over 50 years on the Gisborne-Napier line.



Right: November 13. We are in steam! Currently getting the final tick off by the boiler inspector.

MEDIA RELEASE FROM DRIVING CREEK RAILWAY

28 November 2015

Under 5's can take parents on the Driving Creek Railway again

After a restriction put in place by the NZTA Rail Regulators earlier this year, Driving Creek Railway can once again take under 5 year olds on the train tour to the Eyeful Tower. This will begin from **1 December 2015**.

Driving Creek Railway has made some modifications to their trains and seating arrangements that have been approved by the NZTA.

There are now double locking systems on carriage doors and higher sides on the carriages of the train where children will be permitted to sit. All passengers must remain seated on the train at all times. Children under the age of two years old will need to be seated on an adults lap at all times. Any child between two and under four years old must remain seated next to an adult at all times.

There are limited seats available for under four year olds and it is recommended that to avoid disappointment you book early to secure a booking for families and groups that include children under four years old. The good news is that children under four years old are still free of charge.

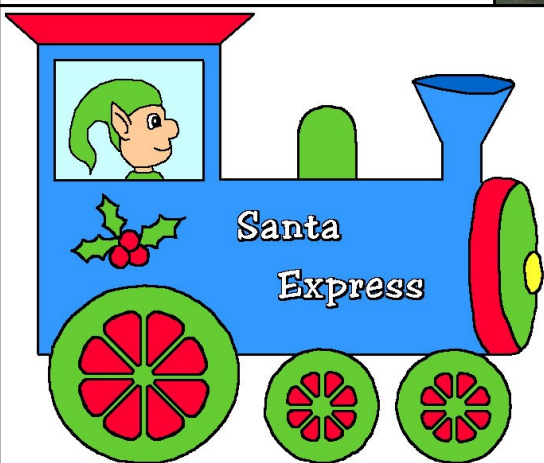
When booking for the railway please advise if you have any children under four years old. Our friendly staff will be pleased to take your booking by phone on (07) 866 8703 or by email using bookings@dcrail.nz Further information on train times can be found on the website at www.drivingcreekrailway.co.nz

This year Driving Creek Railway is celebrating its 25th year in operation and Barry Brickell OBE has just celebrated his 80th birthday in October!

For further information in regard to this release please contact the General Manager, John Gurney at gm@dcrail.co.nz or phone 021 936 090

SILVER STREAM RAILWAY

Barclay 1749 all loaded up ready for its trip to the Upper Hutt Railway Station opening on Saturday 12 December. A big thanks to Richard from Hammond Crane and Cartage for taking it up



NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

From newsletter "The Roundhouse".

Work on the start of construction of the museum building continues to be delayed, until we are successful in obtaining support from one of the major grant agencies such as the Lotteries Grants Board.

The NRM was recently offered the chance to purchase from KiwiRail one of the remaining YD class bogie side discharge ballast wagons. We are pleased to announce that following a successful application to the Christchurch Earthquake Recovery Trust, agreement has been made to purchase from KiwiRail wagon YD 490. This was one of three survivors located at Addington and was assessed as being in the best condition.

While little has happened on the museum site since earlier in the year when the foundation piles for the roundhouse were installed by Technical Drilling Services Ltd, shortly some changes will occur in what is termed the "Lower Pad-dock" which is crossed by the turntable access track. We have now awarded a contract to Grass Ltd to landscape the area. This will involve the sorting of the concrete lumps and scrap (with the former being buried), followed by grading to former drainage levels and seeding of the whole area with grass seed. This will make the area a lot more presentable than at present, particularly for passengers travelling in Ferrymead Railway trains around the triangle.

PAHIATUA RAILCAR SOCIETY



Members of the Pahiatua Railcar Society have replaced an engine in the RM31 railcar.

Built in 1938 in the Hutt Railway Workshops, the RM31 was one of six of its type made, and is the only one of the surviving four still certified to run on the main line.

On Friday, two cranes lifted the railcar and four society members fitted it with a reconditioned engine.

Steve Jones, society member and project manager, said it was the biggest job ever done on a standard railcar outside of a major railway workshop in New Zealand.

The railcar has two six-cylinder Meadows diesel engines, one at either end.

"One of the motors needed to be replaced, so we had to get an engine overhaul, gear box overhaul and other bits and pieces done," said Mr Jones.

The railcar was lifted by cranes and suspended above the rail track, by about 1.8 metres.

Then the bogie, the carriage base, with the "old sick motor", got pulled out from underneath the railcar and the railcar was lowered back onto the track.

The old engine was removed from the bogie and replaced with the new one and the railcar was lifted back up so the bogie with the new gear could be put back underneath.

Mr Jones said the job took about three hours.

"We don't do a lot of runs with it so it [the engine] will be good for about 20 to 30 years, I'd say.

"That other engine is okay, but it will probably need replacing in the next five to 10 years."

Wairarapa Times-Age

TRAMWAY HISTORICAL SOCIETY

From Ferrymead Tram Tracts

The Wellington Tramway Museum, who have been the publishers of *Tramway Topics* on behalf of the NZ tramway museums, advise that the next, long-awaited edition will be the last. This was resolved at their recent AGM.

Dave Hinman has been in contact with the Editor of the New Zealand Railway Observer (Graeme Carter—Ed.) regarding the potential for him to include matters of Tramway history and Museum activities in its publication and he is quite prepared to cover this topic. Ironically the Observer used to cover New Zealand tramway activities prior to the introduction of *Tramway Topics* in the early 1960s.



After 2½ years in storage at the Royal New Zealand Air Force Museum, Wigram, ex-Roslyn cable grip tram No. 97 has finally moved to Ferrymead Heritage Park for storage and eventual restoration for the Dunedin Light Rail Trust.

The body of No. 97 was acquired from the Wanaka Toy and Transport Museum in 2012. It was partially restored, though unfortunately part of the 'restoration' saw most of the original frame members replaced by lengths of Radiata Pine which were bolted to the remaining parts of the old frame. It will need a new chassis when the time comes, but still has most of its original features and is in good, restorable condition.



During the Association of Railway Enthusiasts (Australia). Charter on 3 November 2015, Dave Hinman and Alastair Cross made the 'last trip of the day' with Christchurch No. 1 to meet Alan Roi on the trolleybus at the Truscotts crossing. The weather packed in not long after—in fact it was so blustery, Alan lost the poles on Wellington 103 several times coming back! Photo Alastair Cross.

STEAMRAIL WANGANUI

From Wanganui Model Railway and Engineering Society Inc. & SteamRail Wanganui Inc. newsletter

The flood clean-up is the biggest main time consumer still down at our shed. Although most of the mud is out it is now the hard job of getting it out of all the tight spots like between all the fittings and springs on the bogies of the carriage and between the iron and the frame work of the building walls. We have removed two rotten sleepers on the track in our shed closest to the river and we are looking at the possibility of having a small drop pit here for oil changes on the locos etc.

Wanganui Heritage Weekend 2016: We will be having our doors open to the public again for this weekend (January 23rd to 25th) with a possible sausage sizzle. We have heard the Standard railcar RM31 will be in town on the Saturday and we hope to do jigger rides on the other two days. Members help would be appreciated.

GOLDFIELDS RAILWAY

From The Goldfields Express December 2015

Our Safety Case has been reviewed and submitted to NZTA for approval. Our operation is about to undergo our annual track and bridge inspections due in Dec. We are now obtaining quotations for the rebuild of the Waitekauri Bridge and will be filing applications for grant funding forthwith. It appears that we will need to raise \$350,000 plus GST to complete all the work required on this bridge and section of track.

The Committee hosted a Business after Five group of local Waihi business people to show them the completed Waitete Bridge and talk about the Goldfields Railway operation.

Model Railway: Progress is a tad slow on the track laying as other pieces of infrastructure need to be put into place beforehand. The gate through the road fence has been completed and the fence painted in accordance with the heritage colour of the station and surrounding buildings. In the workshop I've been fairly busy with constructing a "Gondola" wagon that will be able to carry a couple of passengers and also used for general use. Its nearly finished and all it needs is a piece of marine carpet to cover the floor. It runs well on its compensating bogies and sprung bolster.

Wednesday 30th September once again saw the annual Goldfields Great Train Robbery take place.

Once again a very successful event for Goldfields and the number of passengers and smiles from the children and parents back this up. I look forward to the event in the following year, and only hope it will be just as successful as this year's Hold Up.



WAITARA RAILWAY PRESERVATION SOCIETY

From Denyse Bettridge

Jim Hook (2014 Bronze) and myself, (2015 Silver) have had the distinction of being awarded the Kiwi Bank medals as local volunteer hero's. This came out of the blue, to be honest, and only 20 medals were passed out locally for Taranaki out of close to 300 nominations. There was a panel of 72 judges of eminent locals, who adjudicated on all of us. One judge Peter Tennant (ex-mayor) spoke privately to us and spoke highly of the WRPS on our standing in the community. The candidates were of a very high calibre, and one in particular from around the coast in South Taranaki stood head and shoulders over us all for his outstanding work with "very troubled young men", The Haka he received from that group was very heart felt by all present. No one could deny him that accolade, well deserved. He will be a shoo-in to be representing Taranaki in the New Zealander of the year awards, I would venture. Both Jim Hook and I have kept this secret until now as this was a time to be spent with family. Once again our group are being recognised in the quality of how all of us operate in the community and are viewed. It is very apparent that involvement over many years, with more than one group or organisation really counts in these matters. To my daughter Robyn, Son in law Neil, Jim & Pat Hook and of course my wife Eileen for the support in this proud moment, a big thank you. It was indeed a pleasure to speak on behalf of you all to those assembled.

WELLINGTON TRAMWAY MUSEUM

Progress on Tram 260 is now gathering pace and we are hopeful it will be complete for the 50th anniversary in December. (19th) Unfortunately Tram 17's restoration will not be finished by then, although progress is good. Just so much detailed work to do.



WAITAKERE TRAMLINE SOCIETY

From: Dam tram news.

President, Jim Eyre reports on the question of re-opening. We have had productive and amiable talks with Watercare with several confidential options being looked into. I'm going to be bold in making this statement, but I believe that both of the Waitakere Ranges tramlines will be re-opened in one form or another in 2016. It would appear that we probably will miss this summer's window though.

WEKA PASS RAILWAY

Work continues on the rebuild of our carriage A1730. Some before and after photo's are attached. The carriage certainly has a much refreshed look, with the new vinyl flooring and the recovered seats.

Next year is going to be busy again, with finishing off, and reroofing A1730 with Butynol.

A1697 is next in line for a visit to the WPR carriage hospital.

A big thank you to all the team who have worked hard on the rebuild of A1730 over the year, I am sure we will end up with a great looking asset to WPR,

Merry Christmas.

Peter Gibson



JAMES WAITE VISIT

A British Railfan, James Waite, has sent a number of excellent images from a recent South Island visit here following the Steam Incorporated South Island tour and various other South Island rail heritage sites. I will publish these over the next few issues as some are of such quality they are worth sharing and others of objects we do not see that much of.



Left: This is the loco shed at Shantytown Heritage Park, a few kms south of Greymouth. Like many of the buildings in the park it's a building rescued from elsewhere, in this case the old shed at Blackball coal mine near Ngahere, northeast of Greymouth. The park operates a tourist railway about 1.5kms long on the route of an old bush tramway and currently has these two locos in working order. We were lucky to find both in steam. The train was being worked by NZR L class 2-4-0T no 208 (Avonside 1206/1877), wearing somewhat tired paintwork - not one you could say is too shiny for its own good!! Its boiler certificate

is about to expire.



Left: Ten of these L class 2-4-0T's were built in 1877. They were much bigger than the little D class 2-4-0T's. Seven of them were later rebuilt at 4-4-0T's and later still as 4-4-2T's. The other three were transferred to the government's Public Works Department and renumbered into their numbering series as no's 507-9, this one becoming no. 508 and it's in this condition that it's preserved today. All three locos ended up with the Wilson's Portland Cement Co on their short line up in the north of North Island and all three are now preserved in working order.

Right: The other loco "Kaitangata" (Sharp Stewart 4270/1897) was a development of the NZR F class 0-6-0ST design with side tanks and outside Walschaerts gear. Similar locos were built for the NZR around the same time and were later rebuilt as 0-6-2T's but this one spent its entire working life at the Kaitangata Railway and Coal Co on their line in the far south of South Island. It has just undergone a general overhaul and was under test. Its new boiler certificate was issued the day before our visit.



MEMBERS CLASSIFIEDS

GOLDFIELDS RAILWAY

Goldfields Railway has for sale the following items.



2x gearboxes by Self Changing gear Ltd of England part number 273434
Type 11A serial numbers 12089 & 12091



A fluid drive unit by Vulcan Sinclair of the UK, part number 13979 3.

These units appear to have been drained and have been stored inside for a number of years. Their internal condition is unknown.



A drive coupling of unknown brand etc.

Items are for sale Plus GST if applicable, and ex yard. They are currently stored on a pallet for easy lifting and a forklift is available. Inspection invited.

The Society is also disposing of surplus railway items. Currently we have old railway seats, gearboxes and some other interesting mechanical items approved for sale.

All enquiries to the Operations Manager, Goldfields Railway at (07) 8639020 or by e-mail info@waihira.co.nz

For Sale: The Society is selling a large quantity of HO/OO English styled cardboard buildings, track, points, people and trees on to raise funds which will be split equally between the vendor and the Society. These items have been recovered after having being permanently fixed onto the base boards. Some damage, but all repairable, but may need some light dusting. The buildings are now packed in plastic. Track & pints are Peco, Hornby or GT flexitrack but some set track. Further details contact Graeme M at (07) 8637300 anytime and if I am not mobile, leave a message.

E-Mail: graeme.martin2@gmail.com.



INTERNATIONAL NEWS

EXPANDING BENDIGO TRAMS INTO WIDER SERVICE NOT FEASIBLE

Wednesday, 4 November

From www.railpage.com.au/

A State Government study has found a central Victorian heritage tourist tram attraction would not be viable as a fully-fledged public transport service.

Bendigo's Talking Tram tour offers tourists a ride through the gold rush city's centre.

However, an investigation into the idea of turning the tramway into a public transport system has found it is not feasible.

The tramways study shows even if a light rail service was established, that requires a population of at least 150,000 people and Bendigo is not forecast to reach that figure until 2035.

Instead, the report suggests new stops could be introduced for visitors at the Golden Dragon Museum, the Sacred Heart Cathedral and themed trams could be run to coincide with big tourist events.

The report shows extending the tracks and providing a commuter service would not be justifiable because of the cost involved, the expected future use of roads and the tram's main purpose, which is tourism.

It found patronage has been stagnant for the past 10 years, with greater investment needed to reinvigorate the network.



ARNOTT'S WAGON RESTORED

From Railpage

A custom-made railway carriage for Arnott's biscuits has been painstakingly restored for over three years and is now displayed at the Train Works rail museum in Thirlmere.

The decade was the 1960s and the Arnott's biscuit company had switched from tin packaging to the plastic style used today, and they needed a watertight way to transport them by rail.

Not only was NSW Railways keen to transport the biscuits, they built Arnott's 45 custom-made carriages for the job.

"It indicates how important Arnott's was to the railways," Train Works rail museum collections manager Jennifer Edmonds said. "They were the only company the railways did that for. Other companies like Shell took fuel oil and petrol [by rail], but Shell actually owned those tankers. The railways felt it was important enough to put their own rolling stock into Arnott's."

With just 45 made, one has now found its way to the New South Wales Southern Highlands town of Thirlmere, home to the enormous Train Works rail museum. The museum is Australia's largest display of rolling stock and railway objects, artefacts and memorabilia.



Painted gun-metal grey and with minimal signage, you could be forgiven for not realising it was a carriage for Australia's most iconic biscuit company.

"When I found out we weren't going to be painting it red and putting a parrot on it, I was a bit disappointed because I thought 'what a showpiece'," Ms Edmonds said. "It's pretty plain and has white writing stencilled on it [ABV - Arnott's Biscuit Van], but the signage was removed by the railways early on because they found when it was parked, the vans got broken into and the biscuits got stolen. They removed it quick smart so the general public didn't know what was being carried."

The van was taken out of service in 1976 and the body was removed from the chassis.

PICTURE OF THE MONTH



D. L. A. Turner

Evening Time Warp

We have this month a double header featuring two FRONZ members. Steam Incorporated and Weka Pass Railway. An evening double-header from Waipara to Waikari on Thursday 5 November 2015, during Steam Incorporated's successful South Island Tour. Ab 608, *Passchendaele*, leading A 428. Photo D.L.A. Turner.

FRONZ CONFERENCE AUCKLAND
3—6 JUNE 2016

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