



JOURNAL

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IN THIS ISSUE

FRONZ Conference 2016	1	International News	9
News From Our Members	2	James Waite. Englishman in NZ	10
Members Classifieds	8	Picture of the Month	11

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

A further update on our 2016 Auckland Conference.

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. There is some planned work on the Auckland network but there is no Block of Line planned for the section from Ellerslie to Britomart so hopefully a Saturday evening train to town will be possible.

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**

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.

PLEASANT POINT RAILWAY



From "Pleasant Point Gazette" November 2015

Above left: The wood team were out at John Frances farm near Albury on 12.9.2015 cutting up and bringing wood back to Jordan's paddock for our steam locos. Photo: Bill Noble

Above Right: On 7.10.2015 Bill Noble places a volcanic rock from Robert Rhodes property onto one of our two vintage rock wagons with our Ford 5000. Photo: Bryan Blanchard

Right: On 28.10.2015 a photo shot with D16 for the visiting Australian Rail fans Photo: Bryan Blanchard



CANTERBURY RAILWAY SOCIETY



A couple of photos from the camera of Peter Jenkinson of F13 doing photo runs for a visit of the Association of Railway Enthusiasts (Australia). 3 Nov 2015.

Nostalgia Festival. With plenty of entertainment for all ages, including steam train rides from 'Peveril', the village's original NZR F class steam train, there's something for everyone at Nostalgia - a festival to remember. Nostalgia is where good food and music meet a creative culture of arts & crafts, characters and entertainment head-on. The daylong festival will centre around a main stage situated in the heritage town square.



BUSH TRAMWAY CLUB

The Bush Tramway Club Inc. celebrating their 50th anniversary. Held the first Sunday in December 2015. Here are a couple of photos taken by David Maciulaitis.

© 2015 - D. J. Maciulaitis



PLAINS RAILWAY

As we head into 2016 we're celebrating 45 years of The Plains Vintage Railway & Historical Museum! We've got a big event in planning for Labour Weekend, 22-24 October 2016. So head on over to <http://45th.plainsrailway.co.nz> for more details!

45 years ago, in 1971 a group of people got together to save a section of the former Mt Somers branch line, which was being closed by the New Zealand Railways and to restore to a serviceable condition the Dubs & Co 'A' Class 0-4-0 tank engine to operate trains along it. Before long **Ashburton Railway & Preservation Society** was founded and the locomotive was in action busily chuffing along the length of line purchased from the NZR, and as the railway grew so did the attractions!

A heritage styled village was soon founded from a mix of newly constructed buildings and those transported onto the site from the wider district. While the village grew so did the collection of, now, vintage machinery and exhibits ranging from little oil powered pumps to tractors, headers and of course, traction engines.

With the popularity of the site increasing, the AR&PS soon found other organisations we're keen to come on board and the **Ashburton Model Engineers**, to whom the Dubs 'A' locomotive belongs, relocated to the corner of the carpark area and the **Ashburton Volunteer Fire Brigade** constructed a museum to display their heritage equipment. In recent times we've welcomed the **Lynn Woodwork Museum** and just last year the **Ashburton Woodturners Club** to the site.

This year we're celebrating 45 years since that very first meeting in the Red Cross rooms in Ashburton - so come along and join us at **Labour Weekend 2016** for a weekend of trains, tractors, old buildings and so much more!



FEILDING AND DISTRICTS STEAM RAIL SOCIETY

From: "Letting Off Steam" December newsletter.

What a busy year it has been with Feilding Steam Rail. It's been a very satisfying year with several excursions, lots of good work done about the depot, locos and rolling stock maintenance and our very successful Open Day in November.

These positive results are only achieved by good planning and commitment from all the volunteers involved.

Our year started brilliantly with a sold out "Around The Block" trip. We have some long tunnel mitigation work to do before we can do this trip again.

Then we did Raurimu, down the spiral. Again a hugely popular trip, a sell out and another trip that we will do again. Lunch at the Chateau followed and this would have been the most talked about excursion that FSR has ever run. A magnificent trip, magnificent weather and a magnificent lunch. Passengers said "When are you going to do it again?" the answer is 28th February 2016. Bookings are now open.

Our trip to Wanganui, where we did a side trip to Wangaehu for those locals was another successful trip and of course we used the WAB for trips to Taihape and Pahiatua and Woodville during the year. Don't forget WAB 794 returns to Taihape for "Gumboot Day" on March 12th 2016 and on March 6th we take a diesel down to "Southwards" in Paraparamu for their open day. A trip that should be popular with motor bike, vintage car and machinery fans.

None of all this has happened or can happen without our wonderful volunteers.

In a couple of weeks we will run the Christmas Parade Train. It will be the biggest passenger train that Feilding Steam Rail has operated ever. 500 people will come over to Feilding from Palmerston North. Carriages will be Feilding's consist and the Capital Connection joined together.

On the restoration front. The decision has been made on the bogies to go under our new servery car and restoration work on that will kick off early in the New Year. Also we will complete our scaffolding system to enable us to get up (safely) and clean, repair and paint our existing carriage roofs.

On the above weekend of November 13th & 14th FSR hosted it's Open Days, the weather was not as kind to us as it was last year, but that did not deter people from attending. There were attractions for all ages ranging from a "Thomas Tank" bouncy castle, Vintage style street organ, various displays, shed tours, Candy Floss, Buffet car for refreshments etc. Rides available were on a trailer towed by a traction engine which took passengers around a block on the streets. A miniature steam track was laid providing rides. Other rides were in FSR heritage carriages hauled by F163, Jigger rides, and the "Big Boys" special treat was a ride in the cab of WAB794.

"Hawera / Stratford" November 1st. This trip featured a "first time" sight for train buffs with our heritage carriages on an excursion hauled by a DL locomotive. A lot of people were out there taking their photos. Our trip to Hawera offered passengers the options of visiting the Tawhiti Museum / Dawson Falls for lunch or a wander around "Hawera Vegas". We ran a side trip for local people to Stratford return, a first time experience for several on board.



Young Steamers. Both Atze and I have (again) been busy car stewarding on all the trips this year. It is now a full year since the two of us joined FSR. We both hope to keep on helping for a long time to come. *Joel Mclean.*



STEAM INCORPORATED

The December "Steamline" has a magnificent pictorial section and review on the South Island Rail Tour. Meanwhile also reported are all the usual issues associated with the Steam Incorporated operations.

Water supply has been an on-going issue. The current supply has sprung a major leak. Immediately the leak was noticed (by the posting of a significant bill from the Kapiti Coast District Council), the supply was shut off when not needed. Indicative quotes have been received from the council for alternative supplies, which have proved untenable. Quotes have also been provided by plumbers for a rain-water tank system connected to the carriage shed. An allied bore water system is also being investigated. For some months, our steam locomotives have been supplied with rain water collected in one of our UC tank cars. A solution will be found.

Attempts to seek funding for new or overhauled carriage springs has had limited results, however we need them and will fund them out of earnings. Similarly, our bids for funding for fire suppression systems for our Da diesel locomotives to meet requirements for operating through long tunnels have come to nought. Again, we need the equipment, now, so will pay for it out of earnings. Unfortunately, the suppliers cannot fit the equipment until the new year.

DA 1431: The 12,000km 'B' check has been completed. The loco passed its annual inspection, this year carried out by 'FRONZ - Rail' inspector Steve Weir. Over the last month work has been going ahead on the fire suppression install.

DA 1471: Work has been done on cleaning and painting the external surfaces of the engine and main generator, it's starting to look very good.

The South Island Tour proved to be very successful for the buffet with the introduction of an onboard daily meal for most sections of the tour. The onboard daily meal sold out most days. Onboard daily meals served on the South Island Tour included:

- Beef Nachos
- Pork Chow Mein
- Curried Sausages
- Beef Goulash
- All day Breakfast

As well as the daily meal, we also sold our stock standard hamburgers and toasted sandwiches, which were also very popular and meant that we bought most supermarkets out of all their hamburger buns! The following are some statistics from the South Island Tour.

- 52 litres of milk used
- More than 2000 cups of tea/ coffee made
- More than 550 pieces of slice and cake sold
- 250 Cookie Times biscuits sold
- More than 300 eggs cooked
- More than 300 cheese slices
- 13 cans of beetroot
- 20 lettuces
- 72 loaves of bread used for fresh and toasted sandwiches
- 200 bottles of water sold to keep passengers and crew hydrated
- 190 chocolate bars sold for the energy boost



*AB 608 performs a photo runpast, on the south Kaikoura coast at Oaro.
Picture: John Bovis*

Yes, we now have Eftpos onboard!

Future Excursions

The Eketahuna Express – Sunday, January 3, 2016

Discover Kapiti Heritage Day – Saturday, January 23, 2016

Deco Delights Express – Saturday, February 20, 2016

Mangaweka Express – Sunday, March 19, 2016

The Grand Circle Rail Cruise – Sunday, May 8, 2016 (Mother's Day)

Anzac Express – Monday, April 25, 2016

Book online or download booking forms from our website: www.steaminc.org.nz

MAINLINE STEAM

Wellington

Since the last update in September the major work has been to get the three AO carriages and FM3010, the combined guard's and generator van through the FRONZ registration system. This has proved to be more complex than can be assumed by the aide memoire in NRSS11 and there has been a process of working through questions raised by the Heritage Technical Committee to achieve our goal. Two further AO carriages have completed their overhauls, with AO36 ready to go forward and AO123 requiring the final sign-offs by Dick Joyce, our certifying engineer, and subsequent paper work to be completed. This means that early in the New Year Mainline Steam Heritage Trust will have a fleet of five AO carriages, three open seating cars, one servery car and the big window observation car.

On the locomotive front JB1236 is also ready to be put back into steam after her long 10 year refit. AB663 which broke its driving axle in the yard after the very successful excursion to Pahiatua at the end of October now awaits the fitting of a new axle which has arrived from Auckland.

Christchurch

We have continued our progress around Middleton with our yard being filled and levelled in the last few weeks, we were donated 50 cubic metres of unscreened fill by Kb Contracting.

Ao 19 is progressing again. We have fitted new brake blocks and set up the brake rigging correctly amongst several other smaller time consuming jobs. Once some trimming is fitted we hope to be able to start preparing to paint the carriage in the new year. We are fortunate to have found a friendly sheet metal business that lets us use one of their folding machines to manufacture trim that is too long or thick for our own machine.

Fine tuning of our Price shunter is continuing, this machine is operating very well now.

Ka 942 is mobile again. The left hand motion is reassembled this has included a new slipper for the cross head and shims, the remaining work on 942 is expected to be complete in the new year.

Ja 1240 awaits a new bush to be made and fitted for one of the fusible plugs but is otherwise ready to go.

Work has started on Ao 60 with new bearings being fitted to the Air Conditioning fan and some interior panels have been removed to assess the work required, at this stage it looks very good so should not require the amount of work we have had to put into Ao 19.

Auckland

A very busy and frantic first half of the year for the Auckland members with the moving out of the Parnell depot. But with a dedicated team or regular attendees, the mission was completed within the allocated time. If you have not been past the old Parnell site in recent months the whole main shed has gone and it's just a flat piece of land now. Work is still going on to build the new Parnell Station for Auckland Transport.

We are still in discussions with the town planners working on our consents to enable us to commence building our new depot. We are also still meeting with KiwiRail to get a turnout from their Mission Bush line into our new site at Glenbrook. Hopefully this will progress swiftly in the New Year.

PORT DARGAVILLE CRUISES

Rail Carting

Opened 12th December 2015

A new adventure of self-driving converted golf carts along the unused railway line between Dargaville and Tangowahine.

"The line takes you to places you don't realise are there, along the river and over farmland. The views are quite beautiful and in places you can enjoy the thrill of a bungee jump without jumping off a cliff."

Duration: 2 – 2 ½ hours. Track Distance: 28 km return.

Departures: Daily 10:00am and 2:00pm

Station Road, Dargaville.

See: www.portdargavillecruises.co.nz



PAHIATUA RAILCAR SOCIETY

Recent pictures posted on Facebook of progress on the Wairarapa car RM5.



MEMBERS CLASSIFIEDS

OAMARU STEAM AND RAIL

I am writing on behalf of Oamaru Steam and Rail to ask if a request for information could be placed in a future edition of the FRONZ newsletter.

The Society are keen to learn if anyone knows if a machine capable of quartering 1ft 10" dia wheels is available in NZ, the crank throw being 6". These are off PWD 535 a Fowler 0-4-0. Failing that recommendation of suitable machine shops.

Secondly does anyone have any information on the following final drive gearbox mainly what size roller/ball races are fitted. The gearbox is fitted to Tr35. The maker plate states:

Bostock and Bramley
Stalybridge
no 16530
Hp 75
rpm 1600.

Many thanks if you can help us out
Best wishes for Christmas and for the New Year.

regards
John Paul
E-Mail. blackrockahoy@gmail.com

STEAM SCHOOL

CERTIFICATE IN STEAM POWERED VEHICLES

This hands-on programme will prepare you for entry into heritage rail and steam activities.

Starts: 14 April 2016 **Duration:** 12 months, part time

Location: Shantytown, Greymouth

APPLY NOW!

0800 TPP INFO
tpp.ac.nz/trades

Tai Poutini Polytechnic
West Coast
NEW ZEALAND



INTERNATIONAL NEWS

FLYING SCOTSMAN BACK IN STEAM

7 January 2016

From the Manchester Times.

Iconic railway locomotive Flying Scotsman is set to take to tracks under steam for the first time in a decade.

The famous old engine, the first steam loco in the world to hit 100mph, will begin a series of test runs on Friday after a long restoration.

The low-speed drills will be held along the East Lancashire Railway in Bury, barring any last-minute technical engineering issues.

Closed to fans, the sessions will run from the heritage line's Bolton Street station, but the public will get a chance to see the Scotsman under steam in open days scheduled for later this week.

The test runs mark the completion of a painstaking £4.2m restoration project by specialist engineers at Bury-based Riley and Son Ltd, appointed by the York-based National Railway Museum, which owns the Scotsman, three years ago.

Colin Green, the firm's co-director, said: "These are the first stages of bringing it back to the mainline and despite being self-confessed men of iron, we're really quite emotional to see it move under its own steam at last after years of hard work."

The public events at Bolton Street on Friday and Saturday, and on January 15 and 16, will be the Scotsman's first public appearances in 10 years.

Mike Kelly, chairman of the East Lancashire Railway, said fans would be able to ride or dine behind the engine on carriages during test runs. Tickets are needed.

He added: "Our 'Scotsman in Steam' events are literally the first ever opportunities to see Scotsman post-restoration. We're honoured to host this iconic steam locomotive first in its big return year."



The engine, designed by Sir Nigel Gresley, was built in Doncaster for the London and North Eastern Railway (LNER) in 1923.

A year later it was renumbered and named Flying Scotsman – after the London to Edinburgh rail service which started daily at 10am.

The 100mph record was achieved in 1934. The Scotsman is currently in its wartime black livery, but will be repainted in its famous green by a specialist firm in Blackburn later this year.

The first mainline test run is expected to be from Manchester to Carlisle, over the Ribbleshead Viaduct, on January 23.

The museum said that once the Scotsman had built up its mileage, it would return to York ahead of a series of public events in a UK tour.

Museum director Paul Kirkman said: "Along with all our generous supporters for this complex project to bring a 1920s-built cultural icon back to life, we have all been looking forward to the day when Flying Scotsman is once again running on Britain's tracks. Even though we still have the rest of the commissioning phase to get through, including the mainline test runs, we are so thrilled this historic day will finally come to pass."

RAIL MUSEUM DESTROYED BY WILDFIRE IN WESTERN AUSTRALIA

From Trains.com

January 11, 2016

RELATED TOPICS: STEAM/PRESERVATION | INTERNATIONAL | AUSTRALIA

PERTH, Australia – A raging bushfire destroyed most of the town of Yarloop in just 10 minutes, including the historic Yarloop Workshops Museum, a major industrial archeology and historic railway site. News photos show little remaining except twisted metal and smouldering ruins.

Yarloop, located in the state of Western Australia about 75 miles south of Perth, was once the headquarters of the Millars Karri & Jarrah Forests Ltd., which operated an extensive network of 42-inch gauge railways to serve 26 sawmills in the region. It was the largest private railroad system in the southern hemisphere. The complex was constructed in 1901 and closed in 1978. It maintained sawmill equipment, 39 locomotives, and rolling stock used in the logging operations and employed more than 100 people.

The shops area was restored as a museum 30 years ago and had become a popular tourist attraction in the region, with a variety of activities and demonstrations for visitors. A large collection of station steam and diesel engines, as well as steam locomotives, was housed and maintained by volunteers at the museum.

In addition to nearly every home in the town, the post office, bar, fire station, and school were destroyed. Most of the 545 residents fled before the fire, which has burned out of control for days.

JAMES WAITE VISIT

Some more pictures taken by British railfan, James Waite, on his visit here for the Steam Incorporated South Island tour.



G & D Davidson of Hokitika built twenty six bush locos between 1907 and 1920 and this was the twenty fifth of them, completed in 1920. They were low-cost machines whose distinctive feature was the final chain drive which can be clearly seen in this photo. The chains were unreliable in service but as low-cost machines Davidsons earned their place amongst NZ's bush tramways. This loco went new to Stratford & Blair at Paroa, not far from Shantytown, and moved in 1937 to Donaldson's at Red Jacks, near Ngahere. It worked there for only three years but was then left for many years in their yard near Ngahere station on the Greymouth to Reefton line. It's still at the same spot, now beside route 7, the main road between Greymouth and Christchurch via the Lewis Pass and was restored about 25 years ago.

R class 0-6-4T no R28 (Avonside 1217/1878) used to be the world's only surviving Single Fairlie until the arrival of "Taliesin" on the FR in 1999! This one demonstrated an unexpected benefit of the Fairlie concept when it overran the train ferry berth at Lyttelton in 1907. The power bogie fell off into the water, causing the centre of gravity of the rest of the loco to shift towards the rear and it came to rest with just its front dangling over the quayside, quite possibly saving the lives of its crew in the process. R28 ended up working for a coal mine near Reefton and it's now preserved at a park in the town. If you look at the chain link fencing which surrounds the loco you'll understand the unusual viewpoint!



PICTURE OF THE MONTH



Recreation time while a train is halted in the Rimutaka incline, 1955. Image courtesy of the Wairarapa Archive, ref 07-46/4.

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