



JOURNAL

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IN THIS ISSUE

FRONZ Conference 2016	1	Members Classifieds	9
Barry Brickell	2	International News	10
"Clear Heads" Response	4	James Waite. Englishman in NZ	11
News From Our Members	5	Picture of the Month	12

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

In case you missed the December Journal here is the latest update on plans for the FRONZ Conference this year.

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. 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. Our rail regulator NZTA will be participating with several important presentations.

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. This is even more timely following Barry's recent passing. 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. We will have transport available from the Novotel to the ferry and return.

Final Conference costs and details will be advised when we open bookings around 1 April, 2016. Keep an eye on our web site for bookings which will be available online at www.fronz.org.nz.

MARCH JOURNAL

Apologies in advance as there will be no March Journal. Your editor will be holidaying in New South Wales accumulating miles on trains and light rail (that's a modern name for trams!!), to regale you with on my return. Next Journal April.

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

BARRY BRICKELL 1935-2016

All readers will be saddened by the loss of Barry, who died after battling cancer on 23 January 2016. Personally I have read all the books printed about Barry, his life and work and only a few months ago he sent me an email with just a few words (he was a man of few words!) asking if we would like to hold a FRONZ Conference at Coromandel. We will be doing the next best thing at the 2016 FRONZ Conference and taking a day trip from Auckland by ferry to visit his extraordinary railway and pottery. Do think about joining us as it will now become an even more special day.

I have visited his railway at Driving Creek a number of times and on my last visit, about 3 years ago, I bought a coffee mug which I use daily. It has a DCR engraving and it was not even made by Barry but made by a visiting potter from Africa. This indicates the breadth of Barry's influence in the world and it's a proud possession.

Barry was a truly great New Zealander who had a "life force" that influenced many others, from his friends that he joined on expeditions to King Country and other bush tramways in the 1960s, to his many respected friends in the art sphere, and of course every one of the more than one million people who have visited his creation dedicated to "Art, Engineering, and Conservation," at Driving Creek, Coromandel.

Scott

Much has been written about Barry and some is repeated below.



Born in New Plymouth in 1935, Ian Barry Brickell's family soon moved to Auckland, initially staying in Meadowbank then settling in Devonport on Auckland's North Shore. While a third form student at Takapuna Grammar School, he was introduced to potter Len Castle. He enrolled in a Bachelor of Science Degree at The University of Auckland in 1954, completing his studies under the Post Primary Teacher's Bursary Scheme. His first and only teaching appointment was in 1961 at Coromandel District High School, which only lasted a few months. He then became a full-time potter and purchased his first property near Coromandel town. In 1974 he purchased the adjacent 60 acre property, which is the current location of his Driving Creek Railway and Potteries.

The original line was built by the potter Barry Brickell on his 22-hectare property, which he had acquired in 1961, aiming to start a pottery collective. He started construction of the 15-inch gauge rail line in 1975, originally mainly using it to transport clay and pine wood fuel to his kiln.

In 1975, Brickell purchased a larger 60ha block of land, and began working on what would become the Driving Creek Railway and Potteries. The new line would be of 15in (381mm) gauge instead of 10½in (266mm) gauge, and would serve the same purpose as the original, to bring clay and firewood down from the slopes above the

potteries. It would also be used to help re-plant the hillsides on Brickell's property with kauri and other native plants.

The Driving Creek Railway (DCR) was slowly expanded over the next 25 years to become one of the very few completely new railway lines in New Zealand in recent years. The project required significant civil engineering works due to the steep and complex terrain that the line traverses. Among these are the famous Double-Deck viaduct, three tunnels, ten bridges (including the Double-Deck Viaduct) and inclines as steep as 1 in 14. There is also a short branchline from the potteries to a firewood drying shed, including a short bridge, bridge N^o 1A, just behind the workshops at Driving Creek; this line is not used by passenger trains, although passengers will see the drying shed climbing up from N^o 1 bridge towards the Lower Spiral. The trip takes approximately 1 hour return.

The line terminates at the Eyefull Tower, completed in 2004 as the final terminus of the railway. The design of the building was based on the Bean Rock Lighthouse in Auckland, and includes a large viewing deck which was added in 2005 at Brickell's suggestion. The view from the Tower has been compared to the Kereta Hill layover just north of Coromandel, although Brickell maintains that the view from the Eyefull Tower is better than that from the Kereta layover.



Left: A photo of Barry c.1970's taken by Marti Friedlander. Three images below taken more recently on the Driving Creek Railway



CLEAR HEADS RESPONSE

To all FRONZ members

Once again it was worth fronting up and saying our piece as we did for the "Clear Heads" consultation with the Ministry of Transport early last year.

Thanks to those who responded to our request for views on the discussion paper.

It looks like the status quo remains for FRONZ members. But we need to ensure members do what they say they will do in regard to member fitness for duty. Also now is probably a good time to review the policies to ensure they are still adequate for current activities.

Please see the message from the MoT below.

Trevor Burling,
Executive Officer
FRONZ

Good afternoon

From 9 March–8 May 2015, the Ministry of Transport asked for your views on options to reduce the risks of alcohol- and drug-related impairment in aviation, maritime and rail (the Clear heads consultation). We would like to thank you for being part of this consultation.

We used your input to provide advice to Transport Ministers on a range of proposals. The Government made its decisions on our advice. This email is to let you know that the Government has agreed that:

all commercial operators in the aviation and maritime sectors are to have drug and alcohol management plans, which must include random testing

the Directors of Civil Aviation and Maritime New Zealand will have powers to undertake non-notified testing

there will be no changes to the rail sector, as adequate mechanisms exist under the Railways Act 2005 or the recreational aviation and maritime sectors.

The Ministry of Transport will also analyse the viability of enabling TAIC to require drug and alcohol testing for survivors of an accident or incident, to determine the cause of the accident.

Associate Minister of Transport Hon Craig Foss made an announcement today to support these decisions. You can find the announcement [here](#) and you can read question and answers about the changes [here](#).

Thank you for contributing to the Clear heads consultation. The relevant agency will be in touch about how the changes will impact your sector. We are confident the changes will help maintain New Zealand's reputation as a safe place for aviation and maritime operators and passengers.

Kind regards

The Clear heads team
Ministry of Transport – Te Manatū Waka

Statement from Associate minister of Transport Craig Foss 10 FEBRUARY, 2016

Associate Transport Minister Craig Foss today announced the introduction of random testing in the commercial aviation and maritime sectors to help tackle drug and alcohol impairment.

By 2017, it will be mandatory for all commercial aviation and maritime operators to have drug and alcohol management plans, which must include random testing. The plans will have to be approved by either the Civil Aviation Authority or Maritime New Zealand.

"The explicit requirement for drug and alcohol management plans will ensure every operator is managing the risks appropriately," Mr Foss says.

"Random testing, as part of a management plan, will further strengthen the culture of zero tolerance for drug and alcohol use in our transport sector."

The Directors of Civil Aviation and Maritime New Zealand will also be given the power to authorise testing of safety sensitive staff.

The measures announced today are the result of a review prompted by the Transport Accident Investigation Commission's report into the hot-air balloon crash near Carterton in January 2012. They align with the new Health and Safety at Work Act, due to come into force in April 2016, and build on increased requirements for adventure tourism operators, introduced in December 2012.

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

WELLINGTON TRAMWAY MUSEUM

On Saturday 19th December 2015 we celebrated fifty years since the first portion of our tramway was opened back on Sunday 19th December 1965. Well over 100 members, ex members and their families and friends enjoyed a day of celebration which took the form of an open day where they could inspect the trams and new museum displays and relax and catch up with old friends and on all the activities of the museum over the years.

After a pleasant buffet lunch came the highlight – the appearance of restored tram 260, which was driven out of the workshop under its own power. It was its first public appearance for some 35 years! There is still work to do on it but it will not be long before it is back in every day service taking visitors to and from the Beach.

After an introduction by radio announcer Rob Webb speeches were delivered by Celia Wade-Brown, Mayor of Wellington and co-patron of the Wellington Tramway Museum, and by Russell Jenkins, President. Then it was time to cut the anniversary cake this important mission being undertaken by three men who were founding members of the first committee back in September 1960 – David Rarity, John Lawes and Graeme Bennett. Ngaire Donaldson, widow of tram driver member the late Noel Donaldson, then cut a birthday cake in honour of tram 260's 63rd birthday which was that very day.

The assembled crowd was then piped over to the platform where three trams awaited for a celebratory ride to the Beach and back.

As a result of a lightning strike on 18 January, the power supply for the trams has been damaged. The extent of the damage to our power supply for the trams is more than initially thought and as a result TRAMS WILL NOT BE OPERATING UNTIL FURTHER NOTICE.



BAY OF ISLANDS VINTAGE RAILWAY



Concert at the Station

Kawakawa Railway Station * Sunday 28 February, 3.00 - 6.00 pm

MC - Mayor John Carter

diamond diva dance crew (hip hop)

bella a capella (ladies' barbershop)

tbk whangai entertainment group (kapa haka)

wallace johnson (saxophonist)

bootleg (blues band) * colleen still (country)

zoe king-samuels (vocal)

gate sales only*adults \$10*kids \$5*under 5's free*family pass \$25

great raffles*railway station café will be open

bring own seating*proceeding wet or fine

enquiries:frank leadley: 09 402 7650 or shirley may: 027 235 0106

SILVER STREAM RAILWAY

From "Pantograph".

Silver Stream Railway publication "Pantograph" celebrates 60 years of publication this year. A great effort which began with a group of members of the New Zealand Railway and Locomotive Society (Wellington Branch) members meeting in the Staff Cafeteria of the Wellington Railway Station.

From Railway Enthusiasts, over the decades, a group of preservationists began work in the 1970s to a society that purchased land and built a railway from the ground up. The success of the Silver Stream Railway continues with their latest projects.

The North End Display Shed is nearly complete. Photo right.

The property development in the adjacent land at the north end of the railway at Kiln Street has included "Reverse Sensitivity Covenants" which ensure that current and future property owners are restricted from making complaints about the railway operations. Surely a unique situation which some other FRONZ members must be envious of!

Another major project which required a mammoth effort in December, so as not to disrupt operations, was the reconstruction of a 60m length of track at "Gantry Curve". This involved major trackwork plus clearing of 50 adjacent pine trees, replacement of track base, and drainage. Panorama photo below.



SSR have trialed a change to their operating days which has now become permanent. They will run on the first and third Sunday each month.

A successful result from the annual NZTA audit has also been recorded with only two items recommended. A very good effort.

STEAM INCORPORATED

The Wine Growers Society of New Zealand hired the Steam Incorporated mainline carriage fleet for private excursions around Marlborough in the first week of February. This was due to Kiwirail having no charter carriages available and Dunedin Railways being fully committed to cruise trains. The photo shows the train heading south from Paekakariki between North and South Junction towards Wellington for loading on the Aratere rail ferry.

For the first time for the last 15 years, the Art Deco trust in Napier, has declined to charter the Steam Incorporated train for 5 days over this weekend (20,21 February) so Steam Incorporated is running a diesel hauled day excursion from Paekakariki to Napier and return on Saturday only. The Pahiatua Railcar Society Rm31 is running over the same weekend for 3 days. The other reasons are: the prohibitive cost of a "fire-patrol" for 5 days for a steam locomotive at this time of the year, the restricted running opportunities with the loss of the ability to run north of Napier, the slow 40 kph speed running times owing to track heat restrictions and the 25 kph speed limit for tender-first steam locomotive running.





The Deco Delights Express At Dannevirke.
Photo Ethan Calder.

Nice to see some people dressed in the appropriate style for the occasion.

STEAMRAIL WANGANUI INC

From Wanganui's Mixed Traffic & Railscene.

January 23rd to 25th: SRW was once again involved with the Wanganui Vintage Weekend. On the Saturday we only had a jigger on display down by the tram advertising the next 2 days. The Sunday was busy with SRW helping out the Pahiatua Group with their visit with Standard Railcar RM31. We also had our doors open to the public. On the Monday we once again had our doors open and we gave Jiggers rides to the public for a gold coin donation. We were busy most of the day until about 2.30pm when it started to die down a bit. A big thank you to all members that helped out over the weekend.

Flood 2015. The clean-up continues...

Although we are now in February 2016, the clean-up from the Wanganui River flood of 21 June 2015 is still in progress, but in a very down-scaled way. It was estimated that some months would be required for the clean-up, but nobody quite realised the size of the task at hand, so here we are 7 months later still cleaning up silt!

Standard Railcar RM 31 (Tokomaru) visits Wanganui on 24 January 2016.



DUNEDIN RAILWAYS

From "The Platform"

Cruise next season.

91 ship visits are timetabled for 2016-17 (a 33% increase). The increase represents 19 extra actual cruise days (factoring in that we will also have twice as many double days). As well as a great opportunity this growth will present challenges to most areas of our business. We need to plan for the added staffing needs and the demand on our rolling-stock, track, and timetable. The OETT is also aware of the growth challenges with their volunteers. The volunteers do a valuable job hosting our cruise ship passengers and can't be thanked enough.

Charters and Excursions.

the 30th April east coast excursion to Picton is sold out. we have started planning for the three separately sold trips to use the fern in the down time while it is away. We are looking at a day trip to weka pass, a Christchurch to Kaikoura train and coach day trip (filling the empty train and busses as our excursion passengers are coaching via Hanmer up to Kaikoura), and a day trip out of Picton and Blenheim to somewhere on the coast to the south.

we are considering a repeat of the west coast excursion in September with a view to focus marketing to the as yet untapped southland market. A shorter excursion south is also being considered.

The 16-jan historical motoring convention trip to Oamaru was quite possibly our biggest ever single day charter with almost 700 passengers in a return train and two one-way groups on the Fern. These trips went without a hitch and in the following week many of them also took the TGL. A big thank you goes out to everyone involved.

Maintenance

The loco team have begun reconditioning a cat motor which will most likely be going into DJ1227 later this year.

Track.

January was effectively a short month, with only a skeleton staff on for a large period, even so ~300 sleepers were put into the track between the 10km & 22km.

where ever possible we have kept up the two gang approach using workshop staff to ensure 2 gangs of 3, plus the bridge team (2). after a concentrated effort on class 1 gauge faults, the fault gang has been working on loose fasteners. We are looking forward to the next EM80 run (May/June) where we expect to see the results of the really hard work being put in by all the track gang.

CHRISTCHURCH TRAMWAY

New Regent St buildings classed 'dangerous' after Valentines Day earthquake.

Parts of the bustling New Regent St have been fenced off because of concerns about the safety of five privately-owned buildings. The fencing has blocked access to the tram tracks, forcing the trams to stop using the street and causing some businesses to suffer a halving of trade.

The unoccupied buildings, owned by Helen Thacker, were fenced off by the Christchurch City Council on Wednesday afternoon after a member of the public raised concerns the magnitude 5.7 earthquake that hit on Valentine's Day had left them in a dangerous state.

Consenting and compliance staff met with the building owner and the initial focus is to agree on what can be done immediately to minimise the current risk. Council staff consider the meeting to have been positive with the owner expressing a significant desire to resolve the situation.

The trams were not able to use the street, but people can still access all the usinesses, either from Armagh or Gloucester streets.

Michael Esposito, from tram company Welcome Aboard, said it was only able to operate on the Cashel St loop, thereby missing the museum. It was a major blow after a summer in which they had brought more than 100,000 visitors to New Regent St.

They would take a hit financially as with only one loop in operation they were having to sell tickets at discounted prices. It would cost them money and customers, he said.

They had also been forced to inform 200 to 300 inbound tourism operators that the tram was operating a reduced service and that was a "big setback for the city".

Esposito said all the businesses along New Regent St were fuming about the situation and extremely frustrated that one building owner, who was seemingly unwilling to do their bit to help the city, could have such a significant impact on their livelihoods.

Ross Oxnam, who owns Go Kiwi Gifts on New Regent St, said trade on Thursday was down about 50 per cent because the tram was no longer passing through.

The tram linked the central city together and without it they would probably only see half the number of tourists.

"It has a huge impact for a street like this that has always felt a little isolated," Oxnam said. "My worry is that cruise ship passengers who would normally come to the street by tram may no longer find us. *From Stuff.co.nz*

MEMBERS CLASSIFIEDS

FIELDING STEAM RAIL — CARRIAGES

Feilding Steam Rail has the following pieces of rolling stock available for sale. (OFFERS)

EK486 (F1298 Trunk Van)

EA6208 Weighbridge Cart (A1839 - AL1839 - AL50216)

EA4769 First Class Car (A1970)

Apart from attached photos, others can be viewed on <http://www.steamrail.org.nz/>.

Enquires to Rod Bertram rodbnz@gmail.com



INTERNATIONAL NEWS

SOUTH GIPPSLAND RAILWAY TO CLOSE

From Railpage News

Following a Special General Meeting at the railway's headquarters in Korumburra, the membership have voted to close the tourist railway after 21 years of operation.

Passenger services had ceased in late November due to issues identified in the Safety Management System, although this was reportedly only part of a much bigger problem, which included an "unsustainable" number of active volunteers and insufficient financial resources to maintain the railway's infrastructure and rollingstock.

While the railway was started with the best of intentions, they struggled with vandalism and theft throughout their two decades of operation, as early as February 1995. This level of contempt shown by the community reached new lows in early 2015 when [volunteers were physically assaulted](#) in two separate instances, which lead to hospitalisation.

The railway will be fondly remembered for its unique array of rollingstock and the beautiful landscape it moved through.

Photo by Dave O'Brien



WEST COAST (TASMANIA) RAIL 'UNDER-PERFORMING'

The West Coast Wilderness Railway is under-performing despite a big jump in West Coast visitor numbers.

That is according to Tourism Industry Council Tasmania CEO Luke Martin, who says the tourist railway is getting only about half the passenger numbers it needs to be sustainable long-term.

The railway carried 23,000 passengers in 2015, which was well up on 16,000 in 2014.

However, Mr Martin said 23,000 was less than it carried before the Federal Group handed it back to government in 2012.

"Yet, visitor numbers to the state have increased 30 per cent since that time and other operators on the West Coast are reporting the best operating conditions in a decade," Mr Martin said.

"Questions seriously need to be asked about how well the railway is really performing and where is the strategy to get passenger numbers back up towards the 40-50,000 mark that it carried when it was first launched and is around the number needed to ensure its long-term sustainability"

Infrastructure Minister Rene Hidding said: "As well as being an important, award-winning tourism operation in its own right, we understand the crucial role the railway plays in bringing people to the West Coast and the flow-on effect it has on the wider community."

"When the previous owner relinquished the business the railway carried around 29,000 passengers.

"There is a plan now in place to drive the numbers back up over 30,000 passengers per annum.

"As the peak summer months continue we anticipate there will be continued growth in passenger numbers."

Mr Martin said concerns were being raised about the "confusing schedule", the length of the experience and not running a return coach service, plus a general lack of promotion and awareness of the product.

"This all goes to the heart of the issue that the state government needs to set up a long-term operating model that is accountable and commercially driven to maximise passenger numbers to secure the railway's future and re-establish the experience as one of Tasmania's must-do visitor experiences," he said.

He said if Federal could not make the railway work it was unlikely it could ever be a profitable asset for a commercial operator. He suggested a management structure similar to that used for Port Arthur, with a goal to making the railway profit-neutral in an operating sense.



JAMES WAITE VISIT—MACLEANS ISLAND.

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



I got back to Christchurch for my flight home more quickly than I had expected and called in at the Maclean's Island Steam Museum, close to the airport's perimeter fence, on the off-chance that someone might be there to let me in. It's another place whose railway activities are mainly devoted to preserving and operating stock from NZ's bush tramways though its most impressive display must be a huge modern hall containing numerous stationary engines. Happily the lady looking after the site was the wife of the museum society's chairman and he called in on his way home from

work to show me around - really kind considering that this was an impromptu visit. This is an 0-4-0TG built by J. Johnson & Sons of Invercargill, their A-type geared 4-wheeler built in 1903. These had a two-cylinder steam engine fitted under the smokebox which drove a crankshaft near the middle of the loco which in turn drove through herringbone gears onto the central jackshaft coupled to the wheels. The tooth ratio of 13.30 gave a substantial power increase. This one worked for the Lake Brunner Sawmilling Co at Ruru until 1940 and had a second life working for Jack Brothers at Bell Hill from 1947 to 1951. Eight of these locos were built and two are preserved.

Right. This 2-truck Heisler-type loco is Price 148/1943. Ogilvie's at Gladstone wanted another Heisler but by then the Heisler factory in the US was no longer manufacturing them. Price produced what was essentially a copy as their V class of which this was the only example. It moved to Maclean's Island in 1960 and is in working order.



Left. In the foreground is PWD 0-4-0T no 548 (Fowler 16246/1924) The Price loco is in the background.

PICTURE OF THE MONTH



We feature a tram picture this month, courtesy of Ferrymead Tram Tracts.

Christchurch 'Brill' 178, photographed sometime between its return to service on the electrified Ferrymead Tramway (then just the stretch from the Tram Barn to the Bridle Path Domain loop) and 1982 when Bruce moved to Queensland. Since December 1994, No. 178 has been in regular service on the Christchurch Tramway, but a second 'Brill' in the form of sister 185 ex-Newlands, remains in store at Ferrymead pending eventual restoration to working order.

Photo courtesy Bruce Whiteside.

If anyone wants to send me a current picture of 178 in the "new" Christchurch city centre it would make a good update.

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