



JOURNAL

**APR 2016
ISSUE # 153**

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

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

REGISTRATIONS ARE NOW OPEN FOR THE 2016 CONFERENCE

Bookings for the 2016 FRONZ Conference at the Novotel, Ellerslie, Auckland, are now open. You can register for the Conference and book accommodation online at: <https://www.fronz.org.nz/conference.php>

The Conference will include the 2016 FRONZ AGM, and we are excited at the lineup of speakers and Conference sessions that are scheduled. Make sure your organisation is represented.

Note that you will receive further Conference information and official notice of the AGM and documents in due course.

The full Draft Program for conference is included in this Journal so readers can see what is planned.

Please get your registrations in by the end of April so we can confirm numbers for transport, catering, etc.

FRONZ AGM AGENDA ITEMS

Notice of the 2016 FRONZ Conference will be sent out shortly. If member groups have any items that they wish to raise as General Business, please send them to secretary@fronz.org.nz so that they can be included in the Agenda.

We're looking forward to seeing you at this year's Conference.

John Peterson
FRONZ Secretary

FRONZ INSURANCE

For those groups that have been covered by the FRONZ insurance policy, please be aware that we have managed to contract with a new insurer, QBE. If your group participate in the FRONZ insurance scheme, then you are covered. More information will be circulated in the near future.

TRANSPORT AGENCY RESEARCH REPORT - RAIL SAFETY REPORT

For your information, research report RR 583 – International benchmarking of rail safety indicators has been published on the Transport Agency website, and is available at www.nzta.govt.nz/resources/research/reports/583.

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



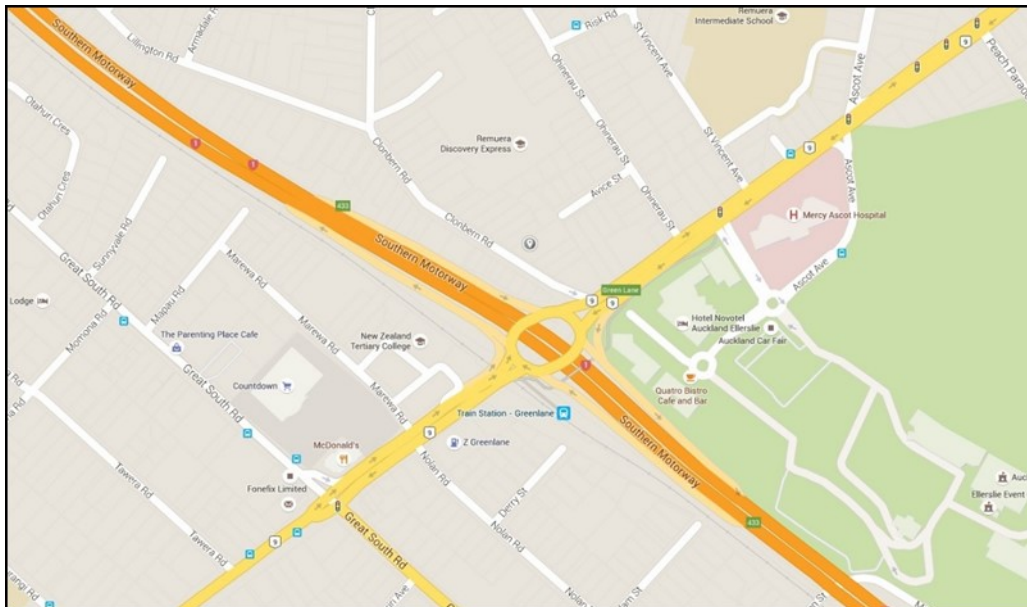
FRONZ

2016 CONFERENCE

Program

Friday 3 June

0930	Coach departs Novotel Ellerslie
1100	Coach departs Auckland Airport
1200	Visit Glenbrook Vintage Railway—Lunch
1500	Coach departs Glenbrook
1600	Coach arrives Novotel Ellerslie
1700 - 1900	Registration & Social Evening Novotel Ellerslie



The RAILWAY ENTHUSIASTS SOCIETY Inc.

The Glenbrook Vintage Railway
A railway preservation society



THANK YOU TO OUR 2016 SPONSORS





FRONZ

2016 CONFERENCE

Program

Saturday 4 June

0815	Registration continues at Novotel, Ellerslie.
0850	Welcome & Housekeeping Matters. FRONZ President Grant Craig
0900	Conference Opening. Mike Lee—Auckland Council
0910	Host Welcome. Railway Enthusiasts Society. Alan Verry.
0915	Keynote Speaker—Tim Fischer -"Heritage Trains Unlimited" Australia's best known railfan!
1000	<i>Morning Tea</i>
1030	NZTA - Lessons from the Driving Creek Railway Accident - Erin Moyle. Senior Rail Safety Officer
1100	Kiwirail Update—Peter Reidy
1130	NZTA - Introduction to the NZTA Assessment Framework - Rob Gould, Manager Assessment Development Program.
1200	<i>Lunch</i>
1300	NZTA - Introduction to the Health & Safety in the Workplace Act. Chris Ballantyne or Worksafe representative.
1330	Navigatus Consulting—Rail Risk Work
1430	Megan Drayton—Tracksafe New Zealand
1500	<i>Afternoon Tea</i>
1530	NZ Rail Heritage Trust. Murray King.
1600	Nic Doncaster—Heritage Rail Safety. The Burden of Regulatory Compliance.
1630	Conference breaks into Discussion Groups
	Network Heritage Operators Meeting. <i>A meeting for those member organisations currently registered and approved for Network Operations. Other delegates representing member organisations with genuine aspirations to considerations for future endorsement may attend.</i>
	Tramway Operators Meeting. <i>A meeting for those member organisations operating, or with aspirations to run, Tramways.</i>
Saturday Evening Free	



FRONZ

2016 CONFERENCE

Program

Sunday 5 June

0840	AGM Sign In
0900	AGM
1000	<i>Morning Tea</i>
1030	AGM Continues
1045	Conveners Forum. Conveners Reports and Your Questions
1100	National Rail Museum Update - John Peterson. Chairman NRM
1110	Tramways Update - Dave Hinman
1140	Asia Pacific Heritage and Tourist Rail Organisation. Kyoichi Oda, Nai-Yi Hsu
1210	<i>Lunch</i>
1300	Site Visit - Coach to MOTAT
1330	Visit MOTAT with tram service between sites
1630	Return to Novotel Ellerslie. Coach departs 1630.
1830	2016 FRONZ Awards Dinner <i>Novotel Ellerslie</i>
	Our annual members video show will be shown during the evening.





FRONZ

2016 CONFERENCE

Program

Monday 6 June

0815	Coach leaves Novotel Ellerslie
0845	Ferry leaves Auckland Downtown
1045	Ferry arrives Coromandel. Transfer to Driving Creek Railway.
1630	Ferry leaves Coromandel
1830	Ferry arrives downtown, Auckland. Transfer to Novotel, Ellerslie.



Art
Engineering
Conservation



Barry Brickell 1935-2016

THANK YOU AGAIN TO OUR 2016 SPONSORS



RAIL HERITAGE
TRUST OF
NEW ZEALAND



LESLIE HOSTICK

Thanks to Ian Welch who wrote this obituary

Another stalwart of the steam preservation world died in March, aged 88 years.

I first met Les back in 1970 when New Zealand Railways were disposing of their Mainline Steam Fleet.

Our meeting was at the Linwood locomotive shed where, in the company of Reid McNaught another well-known name in the steam preservation world, we were inspecting an Ab locomotive with the thought of purchase to save from the cutters torch.

Les was busy inspecting Ja1267 a 4-8-2 Hillside built coal burner, which he later purchased. It was interesting to meet with Les as he had already purchased from the Railways Department North Island based Ja1275, the first of the North British built 4-8-2 Ja class steam locomotives and his intervention allowed one of this famous class to survive.

We also learnt that Les had also purchased Bb144 a Waikato based narrow firebox 4-8-0, again his intervention allowed one of this locomotive class to be saved for future generations.

Les was a humble man, quite single minded and very determined. In those days the Railways Department wanted all steam locomotives scrapped, with only a few exceptions. It was difficult to buy them, and with an asking price around \$15,000, nearly a year's wages, for a working man like Les it was quite a stretch.

Many in the rail community talked about preserving steam, but very few acted. Les acted. He secured Hillside built Ja1267, and also at the time Ba552 a wide firebox 4-8-0 from the Dunedin locomotive Depot.

Les now had the uniqueness of owning a Narrow Firebox 4-8-0 & a Wide Firebox 4-8-0, both rare locomotives in terms of NZR mainline locomotive fleet.

Not only did Les face the cost of purchase but he also now faced the cost of moving these locomotives from their South Island base to his base in the Waikato.

Les was known to be frugal but extremely honest and straightforward. Fortunately for the rail heritage movement his frugal habits had allowed him to save, from wages, sufficient money to purchase & move the locomotives to the security of his Waikato base.

While he did not have the money to build a shed to house these machines, he did the next best thing; he cleaned and oiled them, then placed a corrugated iron roofing cover over the top, using the locomotives as the structure to hold the roof.

Testimony to his efforts were, when 30 years later Mainline Steam Auckland, were able to pull Ja1275 out of its Waikato base, and with a minimum amount of work, put her back in steam and have over the last 12 years run her back on the railways Main Line, giving immense pleasure to the New Zealand public as well as Les who would ride on the locomotive foot plate whenever Mainline Steam ventured his locomotive back on the Main Line.

Les was also involved in the saving of Wab800 another Waikato locomotive and while he did not own this locomotive outright he retained a substantial shareholding in its ownership.

Also at that time he assisted the Wellington Locomotive Society obtain Ka935, which is now stored at their Silver Stream preservation site. Les initially stored Ka935 at the Waikato site, securing its long term preservation.

Talking of Ka class locomotives; one of his regrets is he had the opportunity to save Ka959, as it remained for some time at the Frankton Locomotive depot where he was employed. Unfortunately he missed the opportunity and the locomotive was sent North to Pacific Steel and was scrapped. Les was not the only person to look back with regret. Ka958 & Ka959 were all roller bearing and fitted with Baker valve gear, the last of the Ka class to be built in New Zealand's railway workshops. These two locomotives were, in the writers opinion, the ultimate and best of the New Zealand Steam fleet.

Prior to my meeting Les I was aware of this man, as he was out and about in the 40's, 50's & 60's photographing a lot of the steam action in New Zealand. Les had a reputation as an excellent photographer. His collection of black and white negatives and colour slides are historically important, & hopefully will find their way to the NZRLS Archives at Ava in Petone.

Les was also an avid railway locomotive plate collector and again it is hoped that his historically important collection will find its way to a deserving home of a fellow collector with the same responsible attitude.

Life was not all plain sailing for Les. Regretfully he became at odds with the very group he founded in the Waikato, causing him to move his locomotive collection to the Mainline Steam Heritage Trust in Parnell, Auckland. He also moved one of his historic Turtle Back carriages to MOTAT Auckland.

Les lived with his mother and sister at their Hamilton home, with his sister leaving to get married and his mother passing away in her late nineties, some years ago, leaving Les a solo bachelor.

Apart from photography and preservation, Les was a keen model railway builder, and travelled most of his later years to England, to follow his interest in UK steam models and the UK steam preservation scene. He also had a lady friend which he looked forward to meeting during his visits. Sadly Les advised me, she had recently passed away.

I found Les a straight forward honest man, a man of his word with an expectation that you kept yours.

I admire Les for his efforts in preserving our steam heritage. I for one hope that History treats him kindly and that future generations recognise the sacrifices he made and the debt we owe to this humble but dedicated man.

Ian Welch

Mainline Steam Heritage Trust New Zealand.

4th April 2016.



ERIC (RICK) TUTT

Steam Incorporated are very sorry to advise that Eric Tutt passed away on 27 February 2016. Eric had been a dedicated member of Steam Inc. since its start up in 1972 and past president (twice). Plus leading many other restoration, mechanical, secretarial and excursion running roles. He was always passionate about steam and battled to have steam locomotives return to the main line, a battle which he helped win. Ric took on a great many other roles and was instrumental in the return to steam of Ka 945 in 1985. His efforts enabled the startup of our own excursion train operations.

Ric suffered significant ill-health in recent decades, including having a heart transplant.

Despite that he was very much a glass-more-than-half-full person. He will be missed by many.

Our sincere condolences to Carolyn and family.



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

LAST TRAIN TO TAHAKOPA



45 years ago on 27 February 1971 the last passenger train departed Tahakopa hauled by Ab 795. See picture. A small celebration was held in Tahakopa in association with the "Our Hut" restoration.

Having visited the remains of the Tahakopa station and Catlins Branch Line a couple of years ago I appreciate what a special place this is. Editor.

Story below from Otago Daily Times.

The Catlins village of Tahakopa was once brimming with life.

It was at the end of the line of the Catlins River Branch railway in 1915 and the logging industry filled the valley with men and their families .

Eleanor Sinclair (65), a third generation member of the Tahakopa Valley community, remembered those days, when the valley had been better connected to the towns nearby.

Mrs Sinclair recalled taking the train from Tahakopa, through Balclutha to Dunedin on shopping excursions.

"We rattled along in the old carriages and got filthy dirty.

"It used to leave at six o'clock in the morning. I think it got to Balclutha at 10am or 11am, or maybe later, and then we got to Dunedin.

"And my mother would literally run around to catch the express train back to Balclutha at 4pm, then we'd be rattling back on this train back here."

Today, there are 35 ratepayers in the valley, excluding Papatowai. Seven people live in the Tahakopa village.

Six children attend the school she went to as a child.

"It was such a vibrant community at one time," she said. Nowadays "it's not humming".

Mrs Sinclair left the valley when she was 13 years old for boarding school in Dunedin.

She returned to the valley with her husband Don 11 years ago. Her grandfather, Claude Martin, helped to build the community hall - named Our Hut - in 1921.

It still stands in the heart of the community but is in serious need of repair.

Mrs Sinclair and the rest of the Our Hut Tahakopa committee are restoring the hall, which still needs paint on the exterior, concreting and pathways, and a pressure pump for the dishwasher.

When the work was completed the 93-year-old hall would be good for another 50-60 years.

"It was usable, but it was just awful inside."

The hall's fortunes changed in November 2013, when the committee decided to spend \$6000 it had sitting in the bank.

Putting life back into Our Hut had cost a lot more - \$25,000 so far, she said.

The Clutha Licensing Trust granted \$10,000, the Otago Community Trust, gave \$2300, and the committee has run fundraisers, such as garage sales, an election candidates night, raffles, and bring'n buys.

In some ways, the vibrancy of the valley life of her childhood had been forgotten, Mrs Sinclair said.

The Catlins railway closed in 1971, causing concern among the locals.

Today, Our Hut is still used by the Women's Institute and the Tahakopa Fellowship. Religious paintings hang on the wall.

But Mrs Sinclair said, despite the fortnightly services at the hall, Our Hut was not being used as much as it used to be.

She said she saw its future as perhaps a "quirky wedding venue", the site of any number of random meetings or a picnic spot for travellers.



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

DIESEL TRACTION GROUP

On 27 February a DTG crew visited their loco De 1429 on lease to Weka Pass Railway for scheduled servicing and certification and did a test run up to Waikari.



BUSH TRAMWAY CLUB

From March newsletter

PECKETT 1630

This loco has been in bits and pieces for its annual survey. The first inspection was passed in January and it has now been re-assembled prior to its steam test.

CB 117

This loco has been out of service since August when its boiler ticket expired. Some thickness testing of a small part of the firebox has been carried out.

HEISLER

No further work by our boiler man since his last visit. Ian B. has been overhauling some of the boiler fittings and punching out the remains of the bolts that hold the smoke box front ring onto the smoke box.

TRACKWORK

Our CW crew spent a day replacing sleepers on a curve at the 2 km mark. They have also spent a day replacing sleepers on the line to Glen Afton. Very heavy rain on New Year's eve caused a slip to come down and block a deep culvert.

CAR A1319

The main emphasis on the project this last visit by Richard has been on gluing and patching some of the internal wood panels. The other job is designing and making fibre glass patterns of the curved roof ends for above the platform ends. Picture on right,

MAMAKU JIGGER NO.2

Ian reports that this is coming along very well. The engine has been bolted in place now so he can concentrate on the drive shaft.



CHRISTCHURCH TRAMWAY

Within hours of my request for a current picture of Tram 178 following the publication of the older picture (insert) in Journal 152, *David Maciulaitis* sent these photos of 178 today. First picture of 178 passing the Christ Church Cathedral remains, and also, Invercargill Birney 15 and 178 at the High Street terminus.



MOTAT TRAMWAY

Sunday 6 March was "Military Day" at the MOTAT Airfield site with huge numbers enjoying the displays. The Museum trams carried huge loads between the two MOTAT sites. Photographer Albert Chan passed by around 2.30 as the crowds were easing up and captured these great views as the trams trundled by Western Spring College. 1906 Auckland "Dinghy" No.44, Melbourne W2 No.321 and Sydney R1 class No.1808.



FERRYMEAD TRAMWAY & CANTERBURY RAILWAY SOCIETY

The whole country was bathed in sunshine on Sunday 6 March as Gordon Bartram took some shots at Ferrymead. A very clean looking Peveril which had a good cleanup the day before, and the addition of its newly cast replica plate. Also a shot of Kitson no.7 tram running round its trailer at the Ferrymead end of the park.



CANTERBURY RAILWAY SOCIETY

From Branchlines

The summer running season is now behind us once again. February was busier than expected with trains running on all weekends except one. The Nostalgia Festival, which is now into its third year, was very busy and looks set to become a regular fixture.

The 14th of February (Valentine's Day) earthquake came as a surprise to many. The various Department Heads had a busy week inspecting infrastructure to ensure it was fit to use for the following weekend's services. There has been some minor movement in the track, signals, and electric traction overhead, but fortunately all remain fit for service. Elsewhere damage was limited to a few things falling off shelves, with the signals department glass encased spare relays being particularly vulnerable.

Some rail that had moved out of alignment due to several years of earthquake activity was replaced on the Branch over the New Year period.

Also in the Workshop steam locomotive D140 has passed its boiler hydraulic test (where the boiler is pressurised with water to check for leaks). This effectively finishes the boiler part of the project. The focus will now shift to the mechanical work.

Below. Before and after photos of earthquake repair work by Peter Jenkinson



MEMBERS CLASSIFIEDS

FEILDING STEAM RAIL – BRAKE BLOCKS WANTED

---WANTED---Set of brake blocks to suit AB locomotive.

Please reply to Rod Bertram; Feilding Steam Rail.

E-Mail: rodbnz@gmail.com Phone: 0274 430220

SHANTYTOWN – BRAKE CYLINDER

Shantytown are looking for a replacement 10' brake cylinder for their L 508.

We are aware that the 15 ton Tr locos have this size cylinder so maybe someone has a spare from a dead Tr loco.

Contact Ian Tibbles at steam@shantytown.co.nz

URBAN LEVEL CROSSING UPGRADE STUDY

I received an e-mail from the writer of a research project on reducing the cost of level crossing upgrades by installation of "departure side platforms" thus reducing road closure times. As a student of urban transport myself I thought I would share the link for anyone interested to view. Editor.

Perhaps your Journal would be interested with this news regarding my stations level crossing research.

<https://www.rmit.edu.au/news/all-news/2016/january/level-headed-to-reducing-train-crossing-congestion>

If there is any interest, below is a link to a conference paper presented.

<https://www.dropbox.com/s/tvew9gghw5dspyi/CAITR%202015%20Departure%20Side%20Platforms%20Paper%20Submission.pdf?dl=0>

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INTERNATIONAL NEWS

PICHI RICHI RAILWAY



The Coffee Pot Returns to the Rails!

Pichi Richi Railway Heritage Weekend

Saturday 23 – Sunday 24 April 2016

Quorn, Flinders Ranges South Australia

Pichi Richi Railway's flagship engine, Steam Motor Coach #1 - affectionately known as "The Coffee Pot", will be officially re-launched, returning to the rails in 2016 after a long period out of action for mechanical repairs.

Our volunteers have lovingly restored this ornate Edwardian steam engine, now more than 100 years old, and the last operating example of its type world-wide.

Over two days, the volunteers of the Pichi Richi Railway Preservation Society will throw open the doors of their Quorn workshops, sharing rarely-seen treasures from their extensive Heritage Rail collection.

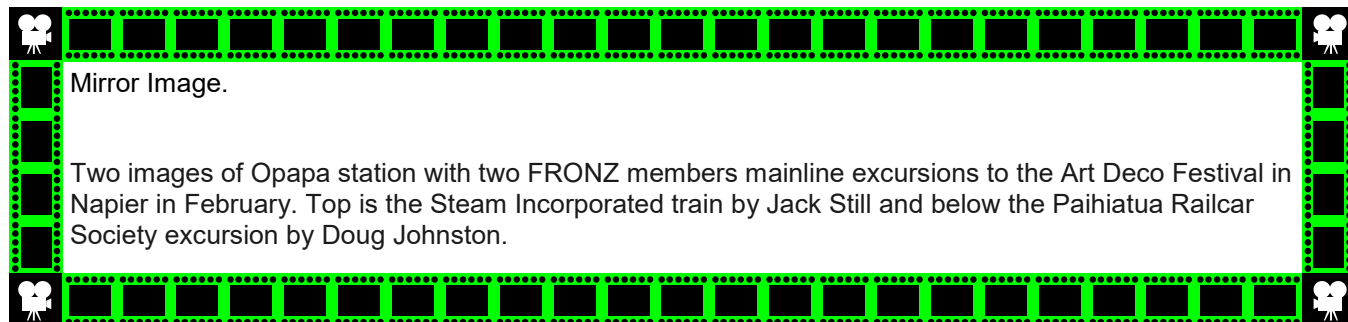


QUEENSLAND RAIL CARRIAGES

On a recent visit to Brisbane while getting lost on a drive to Manly your editor stumbled across a group of QR diesel locomotives and more importantly a set of beautifully restored heritage carriages sitting in a heavy lift company yard near Port Brisbane. All the wheels were on wooden blocks with not a steel rail insight. Can anyone shed any light on what these carriages are doing? Answers to scottosmond@xtra.co.nz will be published.



PICTURE OF THE MONTH



Mirror Image.

Two images of Opapa station with two FRONZ members mainline excursions to the Art Deco Festival in Napier in February. Top is the Steam Incorporated train by Jack Still and below the Paihiatua Railcar Society excursion by Doug Johnston.

FRONZ CONFERENCE AUCKLAND
3—6 JUNE 2016

FRONZ JOURNAL # 153
WAS PUBLISHED ON 19 APRIL 2016
 CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT