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FRONZ EXECUTIVE MEETING

Your FRONZ Executive conducts most of our business online these days thus keeping costs down. We do get together once or twice a year formally and on 10 September 2016 we had a meeting at Wellington airport (most central and cost effective location) to cover current issues.

NZTA presentation

Ian Cotton (NZTA) attended to introduce the NZTA Notifications work he is doing.

An emphasis at NZTA on data, trends, and where issues may be building. Considerations include:

- Move to two-tier system "A-B system"
- Notification threshold, guidelines.
- HSWA threshold of notifications - "admitted to hospital" suggested.
- Drug and alcohol - after accident causing injury or death then testing appropriate.
- Assessment process based on risk.
- Once established, look at key risks of each operator, focus on ordinary assessment.

Network Operations

Steam crewing
Category one tunnels
Heritage Operating Committee, Heritage Technical

Committee updates

Conference

- Review 2016.
- Planning for 2017 – Dunedin.
- Venue selected
- Program considered
- Budget, Sponsorship
- Awards
- Website registrations etc

New Members

- Forgotten World Adventures Ltd admitted,
- Pounamu Travel inquiry received.

Other Matters

FRONZ boiler code.
Website / Facebook /Marketing plan

SUBMISSION ON LEGISLATION TO ESTABLISH FIRE AND EMERGENCY NEW ZEALAND

FRONZ recently made a submission on the proposed Fire Service changes which will impact the levies forming part of insurance costs. The submission made the points below. The submission supported similar opinions voiced by the "Museums Aotearoa" organisation.

FRONZ submitted that this Bill does not give consideration to the ability of the majority of small rail operators in NZ to manage up to 300% increase in fire service levies and will place unsustainable compliance costs on many of them.

As written the Bill:

1. Lacks appreciation of the cash reserve limitations of the heritage railways and tramways in NZ.
2. Has the potential to impose unreasonable compliance costs on heritage railways and operators.
3. We are concerned that any regulations referring to levies may not take the points raised in 1 and 2 above and create a risk of non-compliance.

INDIAN PACIFIC EXPERIENCE

I was planning a story on my recent great experience on the Indian Pacific from Perth to Sydney but due to space that will have to wait for the next issue of Journal.

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

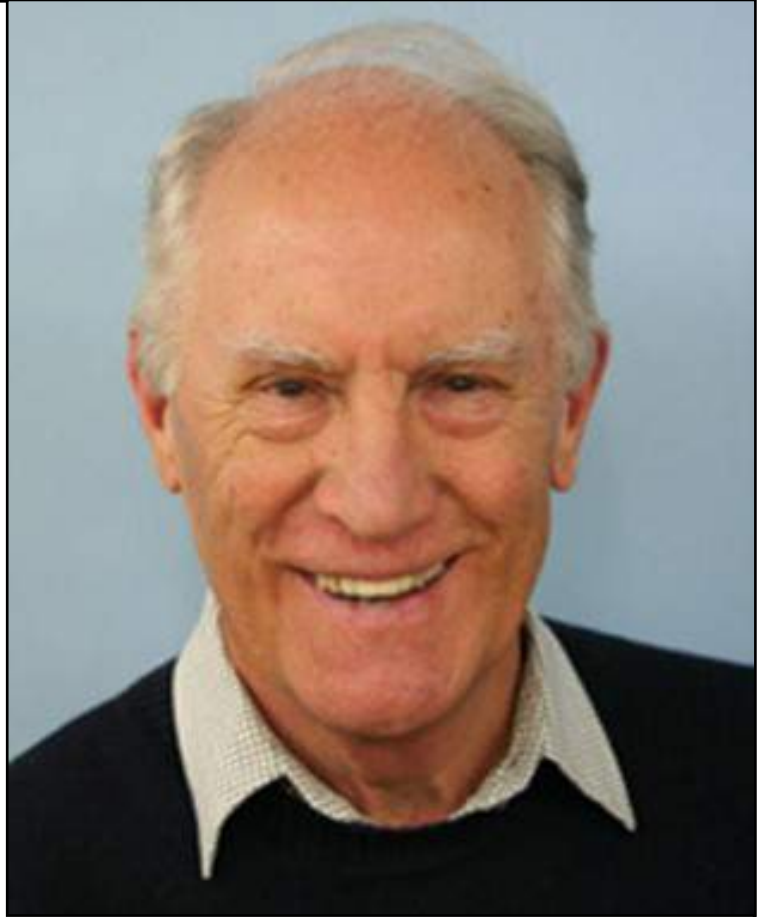
EUAN MCQUEEN 17 FEB 1937 – 29 AUG 2016

It is with much sadness that we report of the passing of Euan McQueen.

Euan was well known in the New Zealand Railways and Heritage Railways fields as very knowledgeable and supportive of FRONZ and our members. He will be remembered as a frequent attendee at conferences and as chairman of the Rail Heritage Trust of New Zealand (RHTNZ). His legacy to us all is the preservation of many railway artefacts and buildings throughout the country. If it were not for the good work of Euan and his team, many of these would have long since disappeared.

Euan had a lifelong interest in transport, from his schooldays when he visited his much loved Greytown branch and wrote about its last days. He trained as a teacher in Christchurch and spent his spare time studying rail transport in that region.

Euan had a genuine fascination with the geography of railways, where they went and why. This led to his abiding interest in branch lines and while a resident of Waimate in the early 1960s he was actively involved in efforts to keep the branch line open. Forty years later he wrote "Rails to the Hinterland", a book that looked at aspects of railway activity at various rural stations most of which have long-since passed into history. It was an interest that remained with him to the end; one his final acts at RHTNZ was to collate and reprint several copies of the "Branch Line Statistics Year. Ended 31.3.65" as issued by the NZR Chief Accountant."



Back in Wellington he worked for the Ministry of Industries and Commerce and then became a lecturer on geography at Victoria university.

Euan was employed by New Zealand Railways from 1969 until his retirement in 1988. He worked in many administrative and planning roles and rose to Assistant General Manager, Finance and Administration.

Euan was involved in the Chartered Institute of Transport including as its President, and Chair of its Research and Education Trust Board. He was Chair of the Onslow College Board of Governors and Chair of a panel that assessed non-university degree proposals for the New Zealand Qualifications Authority. He was a Visiting Fellow at the University of Auckland, and President of the New Zealand Geographical Society. Euan was also a Wellington Regional Councillor and a member of the Wellington Primary Health Care Trust.

In 1991 Euan founded the RHTNZ and chaired it until he retired from the position in 2012.

Murray King, current Chairman of RHTNZ comments: "An item I recall was his involvement early in his Railway career with planning for redevelopment of major terminals across the country, through a series of "Terminal Working Parties". Some of their recommendations did not go ahead, such as in Napier, and others did, like New Plymouth and Auckland. In those days of the 40 mile then 150km road transport limit the problem was coping with growth".

"He also led a major review of minor stations throughout the network, resulting in many of them being closed as the pattern of rural demand had shifted to trucks. I recall the epigraph at the start of the report, which corrupted a phrase from Charles Dickens, as "Bless the boss and his relations, and always close the proper stations". I think the original actually read "... and always keep your proper station". A little bit of humour in a serious subject, which was typical of him".

"I think it realistic to say that through these tasks he left a lasting impression on the structure of the network."

Much has been written, and will appear in other publications about Euan but his contribution to the work of FRONZ is worth mention.

In recent years RHTNZ has been a contributing sponsor to the annual FRONZ Conference thus ensuring our conference costs were kept to a minimum in order that many delegates involved in rail heritage work throughout the country can attend. In supporting FRONZ, Euan was a regular speaker on behalf of RHTNZ at FRONZ Conferences until 2012. At that time Euan handed the leadership of the RHTNZ over to Murray King. At the last FRONZ Conference Euan attended, he diverted from the usual briefing on RHTNZ projects to proudly tell us about the construction and operation of his two foot gauge "Great Martinborough Firewood Railway". This was a short tramway Euan had built by John Gurney, for Euan to move firewood from the wood shed to the back door of his property. Euan was quite proud of his own big (manpower-operated) railway. I recall speaking to Euan at that Conference. He said he would take a break from attending FRONZ conferences now that he had retired from RHTNZ and it was always his intention to return and share more of his experiences. Unfortunately that will not now happen.

As recently as July 2015, Euan wrote to "Journal" about the successful search we assisted with when he was looking for rail and wagons for his Greytown Goods Shed project.



In 2012 Euan's efforts were recognised with the award of the Queen's Service Medal (QSM), for services to rail transport and education.

Conversation with Euan was always stimulating and interesting. Euan was a true gentleman who achieved results by politeness, charm, and a command of the subject matter. His presence on the New Zealand Rail Heritage scene will be greatly missed.

We pass on our condolences to his wife, Noeline, and family Phil, Graeme, Helen and Robyn. He has taken his last train ride into our memories.

Thanks to Murray King and Barry O'Donnell from RHTNZ for information in this article. Some information also obtained from "Rails" magazine, 1988.

Above: Euan receiving his QSM from Governor General Sir Jerry Mateparae.

WHOLESALE OFFER TO ALL FRONZ MEMBERS

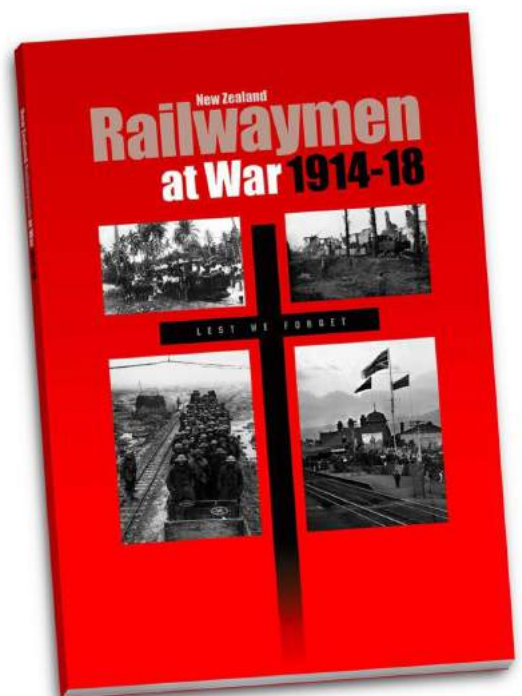
New Zealand Railwaymen at War 1914-18

By 1918 more than 7,500 of New Zealand Railway's permanent and casual employees had enlisted for military service, equivalent to almost 40% of its total 1914 workforce. They served throughout the New Zealand Expeditionary Force, some putting their skills to work by manning specialist rail-operating units in Samoa and Belgium.

The cost was high. At least 450 railwaymen lost their lives, the greatest loss suffered by a single New Zealand employer and one that would be commemorated via a range of distinctive First World War memorials.

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RAIL SAFETY WEEK 2016



MORE THAN JUST A TRAIN TRIP

Rail Safety Week is over for another year – and we are grateful to a number of heritage organisations who went the extra mile to help spread rail safety messages.

One of those groups was Weka Pass Railway, who took around 80 students, staff and whanau from Waipara School and Greta Valley School on a trip during the week.

Prior to the trip, the students heard from Weka Pass staff and KiwiRail LEs about how to stay safe around the rail network.

TrackSAFE NZ Manager Megan Drayton says the trip was organised for the schools to acknowledge the efforts they make every year around rail safety education.

“We know that rail is important in this community and the schools have a focus on curriculum-based rail safety education. This was a way for us all to come together to give the schools a fun rail experience while complementing their prior learning.”

Megan says it was also a great opportunity to see some of the safety issues in the area, particularly where people trespass to climb Frog Rock.

“With the deep and narrow cuttings along the line there are obvious safety risks for anyone who illegally walks on railway tracks to access Frog Rock. We will keep urging people in that region to stay well clear of any railway tracks when they are accessing the rock to photograph the trains or other features of the area.”

Chairman of Weka Pass Railway Neil Burt says the railway is as much an integral part of the Waipara community as is KiwiRail, in that both organisations have railway lines that are regularly used and bisect the community.

“It was important to us to be involved with the schools, and it was an appropriate time to reinforce with the children our safety concerns and the measures we put in place when we run our trains.”

Megan says this year’s national Rail Safety Week campaign has been aimed at reminding people to ‘Expect Trains, anytime, from either direction’, with the Canterbury region having been identified as a high risk area.

According to analysis of rail incident data from 2010, the region has the highest number of near collisions with heavy road vehicles in all of New Zealand and the second highest rate of near collisions with light vehicles.

Overall the region ranked second after Auckland for total incidents at level crossings, which included an analysis of collisions and near collisions between vehicles, people and trains.

She says though that while the figures are high – they do need to be put into context.

“There are many level crossings in Canterbury – in fact the region has the highest number of level crossings in the country (247). Of these, 136 have active protection (flashing lights and bells and/or barrier arms) and the remaining 111 have either Give Way or Stop signs.



Above from left: Neil Burt, Guard (Chairman Weka Pass Railway), Megan Drayton (TrackSAFE NZ), Samantha Pansters, Assistant Guard (Treasurer Weka Pass Railway), Claire Pansters, Trainee Guard.



Above. Back row from left: Neil Burt, Guard (Chairman Weka Pass Railway); Danny Leonard, Jason Lawn and Kyle Swainson (KiwiRail), Samantha Pansters, Assistant Guard (Treasurer Weka Pass Railway), Megan Drayton (TrackSAFE NZ)

In front: Claire Pansters, Trainee Guard.

"Safe behaviour around these crossings is absolutely imperative if we want to reduce the rate of collisions and near collisions at level crossings."



Great effort by Stuart Anderson and Rod Bertram at Feilding Steam Rail who came up with this unique idea to promote rail safety in their local community. These rail safety signs will remain on Feilding Steam's water tanker for the next year while the tanker travels behind the loco on the main line. "Such a great way to get the message out there", says TrackSAFE's Megan Drayton.

FRONZ MEMBERSHIP CHANGES

1. Forgotten World Adventures who run the rail cart operation on the Stratford-Okahukura Line has been admitted to FRONZ membership.

2. Pounamu Travel Ltd has been accepted as a new member of FRONZ. Pounamu Rail is a division of Pounamu Travel Ltd.

Pounamu Rail caters for exclusive private charters, working closely with our valued partners at Steam Incorporated and KiwiRail. Recently Pounamu Travel has leased rolling stock from Steam Incorporated for several excursions. <http://www.pounamutravel.com/rail/>.

3. Westport Railway Preservation Society has advised of their resignation from FRONZ due to lack of funds and they advise the Society will probably disband. The following information is from their web site <http://www.westportrailmuseum.org.nz/>. Photos of their two locomotives are from the Rolling Stock register.

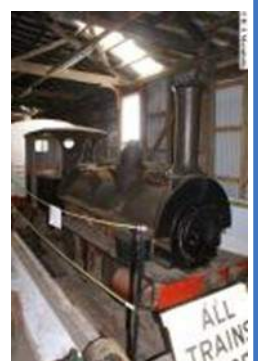
The Westport Railway Preservation Society was formed in March 1993 by a group of local enthusiasts to recover the historic C class locomotive from its resting place in the Buller Gorge.

The group's aim is to acquire and preserve local railway history and eventually run a tourist railway.

The Society acquired the former NZ Railways goods shed and offices to house the C and future rolling stock which forms the basis of its museum today. The museum now houses a comprehensive photographic collection.

One of the Society's other main assets is the former Milburn Cement's shunting locomotive which members have restored to full working order. The group already has a wide range of historic rolling stock, including a 1940s guard's van, Q coal wagons, goods wagons, Denniston Incline ammunition wagon, bulk cement wagons and several distinctive motorised trolleys.

Planned projects were reinstating Westport's turntable, putting in new tracks and steam-era signals, and re-erecting the Buller station and trolley shed.



NORTH AUCKLAND LINE

Don Selby has forwarded some correspondence from Alan Preston, who is something of a lone battler for North Auckland Rail going back a long time. These abridged comments are from a set of questions asked about the North Auckland Railway under the official Information Act.

What sections of the North Auckland Line are currently being used?

Currently freight services are running on all sections of the North Auckland Line (NAL). However, from late August freight services will cease operating on the section of the Line between Otiria and Kauri.

In September, the two Auckland to Whangarei services (126 & 124) will amalgamate into a single service and the two Whangarei to Auckland services (125 & 129) will also merge into a single service. However, the total capacity carried on the line will not change.

What is the approximate tonnage being transported?

199,195 tonnes of customer freight was carried on the NAL in financial year ended June 30 2016.

What is the tonnage comprised of?

The majority of tonnage transported on the NAL is comprised of forestry and dairy commodities including: logs, wood chips and butter exports.

Is this a dedicated service - to a contracted customer?

No. Services on the NAL are for all customers.

What is the distance travelled?

The distance between Whangarei to Auckland is 212km.

How long does this trip take?

A one way trip to Whangarei from Auckland takes six hours.

What is the average / maximum speed that this train travels at?

The average speed that each train travels on the NAL at is 50kmph.

What is the likely future of freight services on the North Auckland Line?

At present there is little demand for freight services on the NAL. If, in the future, the demand for freight services is present in commercial quantities and customers are prepared to pay commercial rates, KiwiRail will carry that freight. The line north of Kauri will remain open so that it may be used again if and when it becomes economic.

Below: Soon to be consigned to history, DCs 4565 & 4916 with L22 shunt at Otonga, near Hikurangi, north of Whangarei, in July this year. The section from Kauri to Otiria of the North Auckland Line that Kiwirail is about to "cease operating on" after Kiwirail abandoned their only customer on the line, "Marasumi". The train is heading south from Otiria consisting of highsiders of logs. These wagons have already been advertised for sale by Kiwirail. Behind the train a well maintained State Highway One can be seen which will no doubt soon see many trucks carrying the loads abandoned by the closure of the rail line.

Photo: Ethan Calder from NZ Rail Geography Facebook page

Ethan Calder-Cass



North Auckland Line — Continued

Has KiwiRail received inquiries / requests from other businesses to transport their freight?

Yes. KiwiRail has received inquiries from businesses that wish to use the NAL line to transport their freight. To date, it has been uneconomic for KiwiRail to carry the freight volumes discussed with potential clients as they are not of a commercial quantity.

Has there been any undue political influence in the decision for KiwiRail to not renew its contract with Marasumi?

No. This is an operational matter for KiwiRail.

Is KiwiRail making any long term plans that take into consideration the completion of the proposed connection with Northport?

KiwiRail has an open mind on the prospect of rail connections to Marsden Point, and supports the retention of the designation. However, any decision to establish the link to Marsden Port and to rebuild the North Auckland Line for an export business would need to be determined by wider decisions regarding future port strategies in the Upper North Island.

Does KiwiRail still own the rail corridor between Otiria and Kawakawa?

Yes.

Does KiwiRail have any plans to rebuild the rail connection between Otiria and Kawakawa?

In the absence of any commercial freight KiwiRail has no plans to upgrade the Line between Otiria and Kawakawa.

What significant repairs or improvements are presently being carried out on the North Auckland Line?

No repairs or upgrades are currently being undertaken on the NAL but the line is being maintained to a level that allows freight to be transported safely.

What significant repairs or improvements have recently (in the last year) been carried out on the North Auckland Line?

During the last financial year a number of maintenance activities were completed on the NAL: four track sites and three bridges were re-sleepered, three sites had new ballast discharged and one location was re-railed.

What significant repairs or improvements need to be carried out on the North Auckland Line in the near future?

In the future, structural bridge works will be completed in a number of locations along the NAL.

What significant repairs or improvements need to be carried out on the North Auckland Line in the long term future to enable it to carry HiCube containers and passenger wagons?

To carry HiCube containers on the NAL would require significant investment to lower the Line's tunnels. KiwiRail initially estimates that upgrades would require an investment of \$40 –\$60million, this figure is based on similar work undertaken on other Lines.

What is the makeup of maintenance crews operating along the North Auckland Line?

The following maintenance crews operate on the NAL:

- 2 track staff at Helensville
- 2 track staff at Maungaturoto
- 4 track staff at Whangarei
- 4 structures staff at Whangarei
- 1 Structures Inspector
- 1 Track Inspector
- 1 signals staff at Whangarei

Has any part of the infrastructure on the North Auckland Line been removed?

No infrastructure has been removed from the NAL.

Is there any plan to remove any part of the infrastructure within the rail corridor - or to relinquish ownership of any part of the rail corridor?

No.

As a State Owned Enterprise, considering its inherent responsibilities to the people of New Zealand, is KiwiRail aware of or made any study to quantify the social and economic impact of discontinuation of KiwiRail's operations along the North Auckland Line?

KiwiRail has not undertaken and is not aware of any detailed analysis in the discontinuation of freight operations on the NAL.

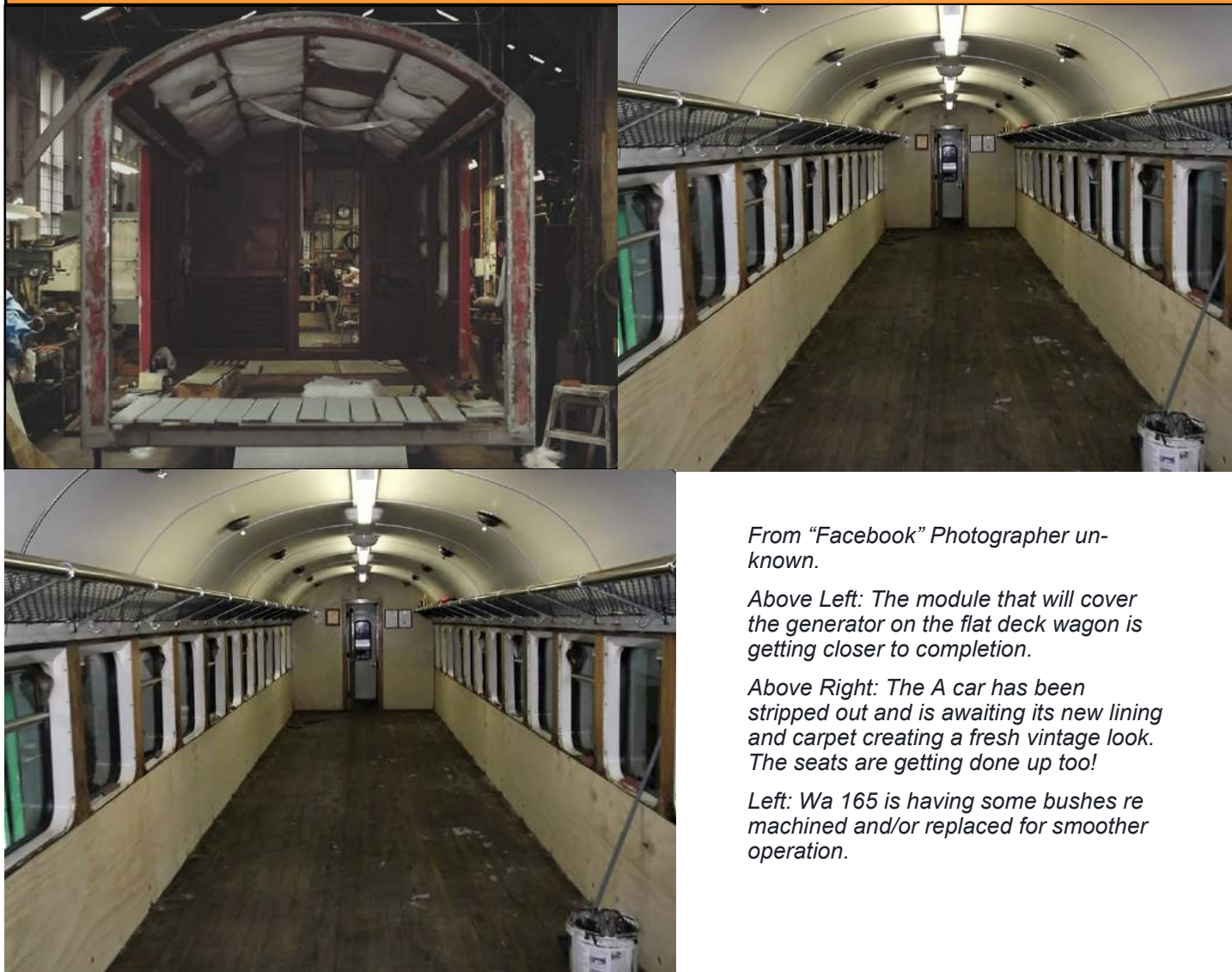
Is KiwiRail required to consider the effects of its greenhouse gas emissions in its planning model?

KiwiRail considers social, environmental and economic factors as part of its standard decision making practices.

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



From "Facebook" Photographer unknown.

Above Left: The module that will cover the generator on the flat deck wagon is getting closer to completion.

Above Right: The A car has been stripped out and is awaiting its new lining and carpet creating a fresh vintage look. The seats are getting done up too!

Left: Wa 165 is having some bushes re machined and/or replaced for smoother operation.

STEAMRAIL WANGANUI INC.

From Railscene newsletter

June 6th: The club held another successful open day to the public offering Motor Trolley rides, a look at our restoration progress in the shed and light refreshments. We even got a write up and picture in the paper. Photo taken by Bevan Conley (Wanganui Chronicle)

The Price loco 212 (ex Imlay) has now had the final drive gearbox cleaned out and its gearbox oil pump removed and cleaned. Once the pump is back in this it will then be ready to put new oil in. More of the clubs tools and wheels etc. have been cleaned up and put in the right places. The clubs band saw has had the electric motor cleaned, removing mud from last year's flood. It has been found that the clubs wooden four man motor trolley has some of its metal pipe frame which holds the head board on was cracked. The head board is now off and we are fixing the pipes. Finally a week before our open day on Queens birthday Monday we found that someone had cut off the handbrake of our R class flat deck bogie wagon down by the turntable with a hack saw. They broke the hack saw in the process and this was taken to the police for testing. A week after our open day and the write up in the paper about the trolley rides and also mention the theft of the handbrake it was returned. Police have since checked this for finger prints.



ALL ABOARD: Driver Russell Jackson prepares to take passengers up the line on the motor trolley. PHOTO: BEVAN CONLEY

WEST COAST HISTORICAL AND MECHANICAL SOCIETY

Ian Tibbles recently retired from the long held position of Engineering Manager at Shantytown. David Maciulaitis shared these photos of the function.



DUNEDIN RAILWAYS

Looking for an enhanced visitor experience? Here is an idea. From "The Platform".

Station Ambassadors

This summer we are establishing a group of Station Ambassadors. This group will be made up of volunteers who work on the platform and foyer especially on cruise ship days answering questions, giving out information about the trains, pointing people in the right direction, and generally enhancing the customer experience. One of the groups that approached us about being involved in this was 'Images of the Past' a group of people who enjoy making and wearing Victorian and Edwardian costumes. Here they are pictured in their finery ready for departure on the Silver Fern up to Oamaru last week. They are very enthusiastic about being involved with the Station Ambassador programme and we look forward to seeing them throughout the season.



NELSON RAILWAY SOCIETY

'Wf' 403, now complete as taken 8 Sept. Taken by Michael Burt and posted on Facebook.



BUSH TRAMWAY CLUB

The September Open Day proved a great success, almost too much for our little railway to handle! Over four times the normal number of tickets were sold, keeping both the main train and the Mamaku Jigger were running continuously for nearly the whole day until mid-afternoon when the crowds dissipated before the rain.

The bottom carpark was at capacity for the first time since the top carpark was built over a decade ago. One visitor with a capable off-roader drove straight off the road up onto the grassy plateau gaining an exclusive parking space! We can't get to Glen Afton fast enough!



Above left: Pecket 1630 on the 2pm passenger train being pulled down the line with the remains of the passengers. A light drizzle beginning to fall.
Above Right: The Mamaku jigger was kept busy by the crowds, hurrying up or down the line while the passenger train was in the other section.
Right: The remaining passengers buy sausages next to the idling Meremere Diesel '401' before the 3pm train. Photos Eliot Baptist



MAINLINE STEAM

From Mainline Steam newsletter

As many of you will already be aware Mainline Steam Heritage Trust has managed to secure a site at Mercer, just south of Auckland, to develop a new facility to replace the one we lost at Parnell.

Like any site there are some issues but they are outweighed by the advantages. Our plan is to develop the site in three stages.

Stage 1. Raise the entire site about two metres to bring the land up to near level with the Main Trunk Railway. This will take about 25,000 cubic metres of soil. Surprisingly this amount is not too hard to find as with all the development currently taking place in Auckland developers are desperate to find such large areas to dump. Also as part of stage one we will have KiwiRail install the connecting turnout to the existing Mercer loop track so we can lay the first of the tracks into the site.

Stage 2. Build the workshop, carriage storage sheds and turntable and lay tracks to them so we can move our equipment there and get back to work.

Stage 3. Build a 16 stall roundhouse, cafe and conference area. This will be used for storing the completed locomotives and for hosting functions, such as weddings. It will also be the museum part of the project to help make the complex self-sustainable into the future.

Newmarket Signal Box.

A few weeks ago we were contacted by KiwiRail to see if we wanted the old Newmarket Signal box. This was removed from the Newmarket station area when the junction and station area was rebuilt as part of the Auckland Electrification process. Initially we were not so sure about it as it has been in storage in a House movers Yard for a number of years.

However, a visual inspection revealed that it is in sound structural condition and so we decided it would be great at our new Mercer site where it

could be placed in such a location that the upper floor would make a great viewing platform for the site while the lower area, that formally housed all the electrical switch gear could be turned into a display area. So after some consideration we decided to accept the offer and are making preparations to move it from its current location in West Auckland to a temporary site in Mercer where we can start the renovations until its permanent site is available.

Unfortunately we have only a very short time to make the move happen as it needs to be removed from its current location before the end of the month. We need your financial help to achieve our restoration aim for this signal box with the first step being the move which is costing \$8000. We have set up a [Givealittle page](#) where you can make your donations towards the move and the future restoration work. *Photo Mainline Steam,.*



OAMARU STEAM AND RAIL

On 4 September, we had some unwelcome visitors to our yard to the east of our workshop. A couple of youths let themselves in to the yard and caused a bit of damage.

These photos show damage done to a couple of material trolleys and a damaged gate they have tried to ram down with one of the trolleys. Thanks to our new CCTV system, the offenders were identified and are being dealt with.

This is an example of how CCTV can be of use at a reasonable cost these days using internet technology. Editor



CLASSIFIEDS

Make tracks for a great time with great friends... touring Tasmania



The Tasmanian Association of Tourist Railways is proud to once again present an exciting **8 day itinerary** introducing you to Tasmania's amazing history and heritage.

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Tony Coen's in-depth knowledge... informative touring in good company visiting every tourist railway in the state.

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For the full itinerary, bookings & enquiries, visit www.tours.greatailexperiencestasmania.com.au

WELLINGTON TRAMWAY MUSEUM - TRAVERSER

Wellington Tramway Museum (WTM) is communicating with the wider museums and heritage community across New Zealand to see if there is any interest in finding a new home for its disused railway traverser which is also an interesting relic of the First World War - and a possibly unique survivor in New Zealand of the post-war reparations.

The relic is a Krupps-built "traverser" for moving railway wagons sideways between parallel tracks. Fully set out (see photo) the traverser would occupy an area of 8.3m x 5.3m, the wheels being of 700mm diameter. It is understood to have come to New Zealand as a post-war "reparation" from Germany, and was used at the NZ Co-Op Dairy Co's Fryatt Quay cool store at Cornwell St on the Wellington wharves until the 1970s. In 1979 the then Wellington Harbour Board gifted it to WTM; the idea was to install it as part of the depot layout at the Queen Elizabeth Park, Paekakariki site of the Museum. Installation did not happen and the traverser has been found to have no functional use at other New Zealand tramway museums. It is fitted with 4'8.5" and 3'6" gauge tracks and if any FRONZ member is interested in it as a piece of rail equipment or as a WW1 artefact - or both - then WTM welcomes enquiries.

WTM believes that its interest now lies in its World War I provenance; as possibly the only remaining artefact in NZ which was a post-Treaty of Versailles (1919) war reparations piece of equipment. The main wheels show clearly the "Fried. Krupp AG Magdeburg" casting. Where in Germany it was originally located; how it came to be included in the reparations schedule; why it ended up in New Zealand (where it had to be adapted to fit our different rail gauge) - these are just some of the aspects of this traverser yet to be fully researched from archives.

WTM is engaging with Museums Aotearoa and with the wider historical community about finding a new home for the traverser. It could be that only parts of it e.g. the marked Krupp wheels, end up being preserved; or that it forms part of a creative artwork rather than part of a technology exhibit. If that is the outcome arrived at through positive discussions across the sector, then WTM looks forward to working with interested parties to achieve it.

For further information or to discuss this further, please contact Alan Smith alanesmith@xtra.co.nz 027-285-6304 or 04-566-3034. WTM genuinely wants the century-old traverser to go to a new owner who appreciates its provenance and its value as part of our World War I heritage.



Left. 1979 photo by Mike Flinn showing the scale and general nature of the Krupps traverser.

Right. 2016 photo by Alan Smith showing the raised lettering cast into each 700mm wheel.

INTERNATIONAL NEWS

THREAT TO TASMANIAN HERITAGE LINES

THE Strategic Infrastructure Corridors (Strategic and Recreation Use) Bill 2016 will be introduced into the Legislative Council on Thursday. However, it has not been discussed with the Tasmanian Association of Tourist Railways or the Derwent Valley Railway.

The Bill is outlined as an Act to enable areas of land that were used, but that are no longer used, for rail transport to be reserved for future strategic use and, in certain cases, for designated recreational uses and for related purposes.

Recreational use includes bike riders, horse riders and runners. Tourism rail is not specifically included.

The Bill works on the premise of removing railway tracks for other uses, and so extinguishing the right of way the corridor had as a railway line.

There has been no mention by Infrastructure Minister Rene Hidding of the cost to Government of removal of rail in the corridors.

Chris Martin of the TATR emphasised that the Bill ends opportunities for tourism rail and is intended to facilitate bike trails on existing rail corridors such as the DVR, Wiltshire Junction Line, North-East Line, Derwent Park Junction Line and Hobart-Bridgewater Line. This makes up 27 per cent of the total Tasmanian rail network.

Tasrail has sought to relieve itself from responsibility and insurance liability of these closed lines.

In February, 2015, Tasrail chairman Robert Annels told the Legislative Council Committee into the Financial Sustainability of Tasrail that it was understood that there was much public interest in re-using these lines, for a variety of purposes, and by rail and non-rail groups.

He stated that the setting up of Tasrail as a state-owned company by the Rail Company Act 2009 prohibited third-party use of its non-operational lines. The only way forward was for Tasrail to be released from responsibility for the non-operational lines and for their control to be vested back to the Crown.

Tourism Tasmania Minister Hidding, in the Second Reading of the Bill in the House of Assembly, referred to retaining land for strategic infrastructure, but made no mention of rail use.

There was an unsuccessful move by the Labor Opposition to take away the sweeping powers of the Minister under the Bill and put these under supervision by the Parliament.

The Bill gives the Minister authority to appoint and direct a corridor manager, appoint one where none is appointed, and cancel any permission issued by them.

Mr Martin has contended that non-operating rail corridors could accommodate bike trails as well as operate tourism rail services given the corridors are about 20m wide.

An interesting issue relating to the Minister's powers under the Bill arises under the Commonwealth Access Regime. Part IIIA of the Competition and Consumer Act 2010 provides for third parties to obtain access to a service (whether in public or private ownership).

This is of particular interest for organisations seeking access to Australian rail networks and associated infrastructure, although they apply to other industries, such as energy utilities.

Legislative Councillor Craig Farrell has argued that tourism rail, particularly the DVR, had operated efficiently up to the closure of services in 2005 and that a lack of rail expertise in the former Department of Infrastructure, Energy and Resources, (now State Growth) has hindered government awareness of rail tourism's marketing potential.

Rail tourism has been neglected by successive Tasmanian governments, save for the takeover of the wilderness railway on the West Coast by the previous state government.

There is the potential for a linkage direct from cruise ships in the Port of Hobart up the line to New Norfolk and through to National Park and Maydena, which the Derwent Valley Council supports.

The Bill is seriously flawed. It could be amended by the Legislative Council, with review by one of its committees, or returned to the House of Assembly for redrafting to curb the Minister's powers and recognise in its purpose the support for tourism rail.

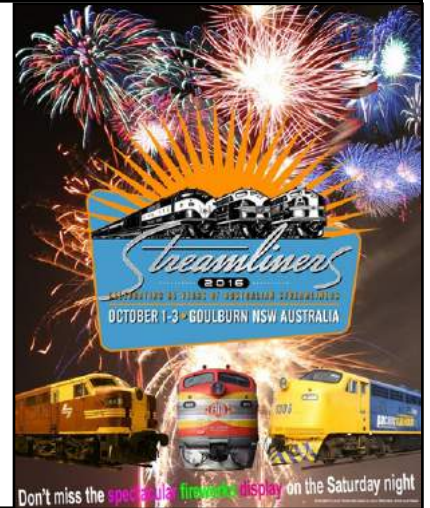
From "Railpage". This article first appeared on www.themercury.com.au

STREAMLINERS 2016 AUSTRALIA

October 1-3 Goulburn, NSW.

Unfortunately I missed earlier advice of this event in Australia but fans of vintage diesels may want to keep an eye out for future events.

www.streamliners2016.com



HYDROGEN FUEL CELL TRAIN ORDER EXPECTED THIS YEAR

While we debate the benefits of using diesel or electric powered trains is the next move to hydrogen fuel cells? Could this be akin to the change from steam to diesel power as a new standard? From Railpage.

Alstom expects to sign a firm order for a production build of hydrogen fuel cell powered multiple-units by the end of the year, Coradia LINT Product Manager Stefan Schrank told Railway Gazette on September 20.

The expected initial firm order would cover units for service in Nordrhein-Westfalen. Alstom has already signed letters of intent with four German Länder covering a total of 60 trainsets, and anticipates firm orders for between 40 and 70 units by the end of 2017.

Schrank was speaking at InnoTrans following the unveiling of the first of two pre-production iLINT fuel cell multiple-units which are to be tested on regional services around Hannover under an agreement with the Land of Niedersachsen.

The two pre-production units are owned by Alstom, which plans to conduct testing throughout 2017, including at the Velim test circuit. Type approval from Germany's Federal Railway Office is expected by the end of 2017, enabling the start of trial passenger running around Hannover in late 2017 or early 2018.

The fuel cell trainsets have the same bodies, bogies and drive equipment as the conventional diesels, and the two units will directly replace two diesel units to provide a real-world comparison of performance.

The hydrogen tanks and fuel cells are mounted on the car roofs, with the tanks carrying 94 kg of hydrogen per car, enough for around one day or 700 km of operation. The fuel cells were supplied by Hydrogenics, after Alstom took a decision to partner with an experienced specialist rather than develop its own technology. The fuel cells are linked to lithium ion batteries from Akasol.

Alstom anticipates that operating costs will be comparable to diesel units. The environmental footprint of the trainsets will depend on how the hydrogen is produced; under Germany's current electricity generating mix and electrolysis produces an unfavourable comparison to diesel, but the generating mix predicted for 2020 would make the hydrogen greener, Schrank said.

He sees a bright future for fuel cells, which he believes have now reached a comparable level of development to diesel engines 100 years ago.

FUTURE MAINLINE EXCURSIONS

A new feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all will be covered from newsletters and web sites but if any members have excursion plans please send them to Journal at scottosmond@xtra.co.nz.

Railway Enthusiasts Society

Whangarei Seatrain - Saturday 1 October 2016. Auckland to Whangarei train/boat. FULLY BOOKED

Okahukura to Whangamomona. Rail Carts. Saturday 26 March 2017

Feilding & Districts Steam Rail Society Inc

Wellington Experience. 15 October 2016. Palmerston North to Wellington

Open Weekend 2016 . 5-6 November 2016

Night with the Stars. 12-13 November 2016

Pahiatua Railcar Society Inc

Taranaki Tourer – 22-24 October 2016

Steam Incorporated

Rivercity Express. - 16 October 2016. Paekakariki to Wanganui

Heartland Flyer—13 November 2016. Paekakariki to Woodville

Christmas Grand Circle - 4 December 2016

Christmas Twilight Express – Sun 4 December 2016

Eketahuna Express – Sat 7 January 2017

Deco Delights Express – Sat 18 Feb 2017

Dunedin Railways

Regular Taieri Gorge and North Line services

Tuesday 4 October and Wednesday 5 October “suburban” train trips running to and from Mosgiel and Dunedin and Waitati and Dunedin,

Southern Rail Tour - Dunedin - Bluff - 27-29 October 2016

Gisborne City Vintage Railway

Gisborne to Muriwai - 22 and 23 October 2016, 27 November 2016, 27,28 December 2016,
3,4 January 2017, 28, 29 January 2017, 25 February 2017, 26 March
2017, 15 April 2017.

No Mainline Excursions presently advertised for:

Mainline Steam

Diesel Traction Group

PICTURE OF THE MONTH



Featuring one of the newer members of FRONZ this month. Your Editor has taken a trip on the Rail Carts based at Dargaville run by Port Dargaville Cruises. On a very unpleasant September day we braved the return trip from Dargaville to Tangowahine and had a most enjoyable two hours. Escorted by the team of John Hansen and Dave Selby who have set up this experience it is a pleasant day out. The picture is at the Dargaville station site where the tour leaves from.

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2—5 JUNE 2017**

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