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FRONZ CONFERENCE 2017

Planning is well in hand for the 2017 FRONZ Conference in Dunedin from Friday 2 to Monday 5 June.

We have selected Scenic Hotel Southern Cross for the conference venue and accommodation. The hotel has offered a very good room rate which includes breakfast for FRONZ delegates. The hotel is about 600metres walk from the Dunedin Railway Station. The Dunedin Casino is also located at the hotel.

Our host group this year is the Otago Excursion Train Trust and we have arranged a couple of trips on Dunedin Railways. On Friday 2 June delegates and guests will be able to travel on the daily Taieri Gorge Limited train to Pukerangi and return. The train leaves the Dunedin Railway Station at 1230, returning 1630. We have arranged a very special fare for this trip for FRONZ delegates and partners. The trip will be FREE OF CHARGE. So make you make your travel bookings to Dunedin in order to take advantage of this great offer.

On Monday 5 June we will also be guests of Dunedin Railways as they are running a day trip from Dunedin to Oamaru and return on the Silver Fern railcar. Once again we have a great fare deal on this trip of only \$50 per person. The trip will leave Dunedin at 0930, returning at 1730. We will have a chance to visit and ride on the Oamaru Steam and Rail train during our two hour stopover there. Overnight accommodation in Dunedin is recommended following this excursion. For anyone not familiar with the spectacular line north of Dunedin this is a great chance to take an extra day and experience it.

We are still working on details for the Conference sessions Saturday and Sunday which will include visits to further local heritage attractions in addition to presentations in our conference sessions.

The FRONZ Annual Awards Dinner will be held on Sunday evening at the Scenic Hotel Southern Cross.

Bookings for both Conference and hotel accommodation will be available on our web site from 1 April 2017.

More detail on plans for the 2017 FRONZ conference will be published as they are confirmed.

Dunedin Railways pictures.



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

THE INDIAN PACIFIC EXPERIENCE

In August Patsy and I had the best ever trip to Australia as we got to enjoy the great experience that is the Indian Pacific. We spent three wonderful days and nights on the journey from Perth to Sydney. Having travelled by Amtrak sleeper three times across the USA this was a similar but much more up-market trip with better service throughout. We also spent some time in Perth prior to the trip and in Brisbane afterwards. The story which follows is a look at local trains in those cities as well as well as the Indian Pacific Experience.

Perth trains - Friday 19 August

Checked out the Perth railway station and got two day passes for only \$12.40 each and then got a train to Fremantle for a few hours and back. These are the first electric trains Perth got in the 1990s with longitudinal seats. Train back to city and then I got a train down to Mandurah. This is a newer line opened in 2007 with more modern cars and seats facing both directions. Covered 70km in 50 minutes with only about 10 stops. Much of the line goes down the centre of the freeway at up to 130km/hour and we passed all the rush hour traffic, much of it at a standstill as by now it was peak hours. Got back to the city about 1800.



Above top: Perth Railway Station.
Above: Interior of older style Perth train.

Left above: Fremantle Railway Station
Left: The train at Fremantle station.
Below left: Mandurah train crossing "The Narrows" bridge.

Below Right: the Mandurah railway line, for much of its 70km journey is in the centre of the Kwinana Freeway.



The Indian Pacific. Sunday 21 August

Early start from hotel. Short cab ride at 0800 to East Perth Railway Terminal to join the Indian Pacific train to Sydney. 4352 kms of pure luxury and relaxation with the bonus of the whole of Australia passing us by. Nice welcome at the station. Free coffee and cakes, and a singer, while we await boarding at 0900 in our twin Gold Class room with all facilities.



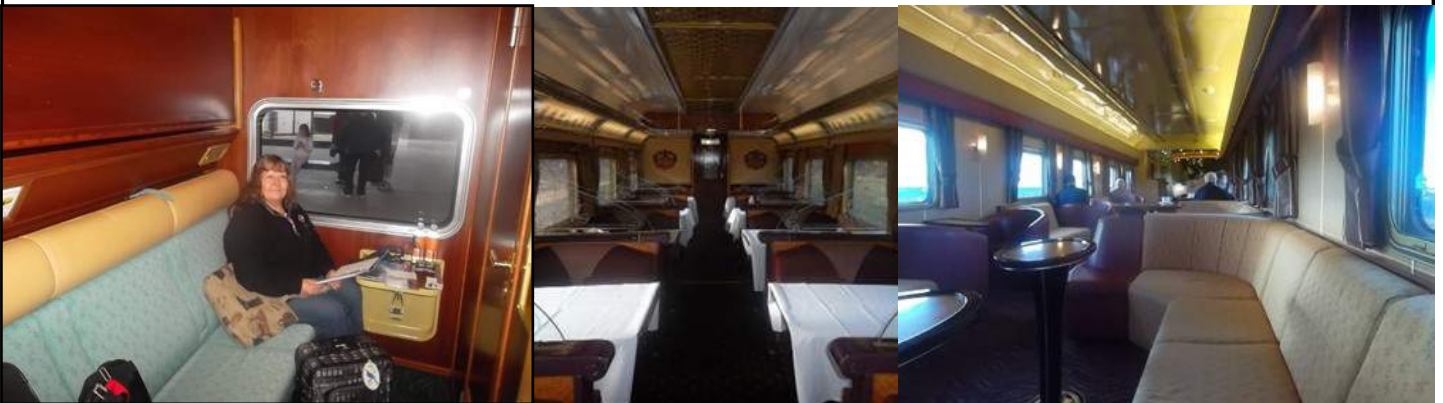
Before departure East Perth.

Far Left: One NR locomotive is all that is needed for the 30 cars on the train. The vehicle wagons only go as far as Adelaide.

Middle: Entertainment and snacks on the platform.

Right: WAGR S Class 4-8-2 locomotive of 1943 on display at East Perth.

Departed on time at 1000. Trip up to the club car for coffee and nibbles. After lunch most retired to their rooms for a nap as we progressed slowly through the ranges east of Perth. Crossed a number of freights heading west and usually stopped while they sailed through. Guess it's easier to stop the IP than a 75 wagon freight! Surprisingly our train only had one NR class locomotive for the section from Perth to Adelaide with a second NR added at Adelaide for the hill section of the Blue Mountains just before Sydney.



Left: Our home for three days and three nights and 4352 kilometres.

Centre. The Queen Adelaide Restaurant.

Right. Lounge car. Free drinks and nibbles all day.



Had our evening meal from 1900 and then with great expectation we arrived in Kalgoorlie on time for a three hour stop-over at 2100. Two coaches took us on a tour of the town. Firstly the historic main street full of wonderful old buildings, mainly pubs. Then up to the lookout of the huge open cast "Super Pit" where gold is extracted. It was pretty strange at night looking down into the pit from a viewing point at all the little "Matchbox Toys" playing in their sand-pit. We also went to another mine museum where a huge pit truck was given a look over. We were shown the western end of the amazing water pipeline from Perth built around 1900. The whole late night tour was pretty weird but it was a unique experience we may never do again. Cold up here too! Got back to the train at midnight, pretty shattered after a long day and went straight to sleep as we continued east overnight.

Monday 22 August

Wake around 0600 with a stop for a walk off train at Rawlinna. The station occupies an area of about 8,000 square kilometres (3,089 sq mi) or 2.5 million acres in the remote south east of Western Australia, making it the largest sheep station in Australia.

We were now on the Nullabor plains. Starting on the longest straight rail line in the world, 478km.

Then a hearty breakfast as we spent the morning watching the Nullabor go by. Couple of short stops at Nurina and Forrest to drop off supplies to the locals.

Short afternoon stroll off the train at Cook, an isolated village where only 4 people now live but hundreds did in the past. Soon after we had our first curves in the line since before dawn.



Left: Stop at Rawlinna. A 8,000 square km sheep station deserves it's own railway station.

Centre: The sky is much bigger on the Nullabor.

Right: Cook. Stop for a leg-stretch and refuel the diesel.

The musician who travelled from Perth provided afternoon entertainment in the lounge cars and they also had a quiz in the afternoon. We did pretty well but not in the prizes.

The massive thirty car train is actually divided into four or five separate units each with 2-3 passenger cars and a separate lounge and dining car for each unit so we become a fairly small group and get to know each other over drinks and meals. This I find is one of the best pleasures of long distance train travel over the impersonal experience of flying.

Now in South Australia and set time forward an hour and a half before bed.

Tuesday 23 August

Up at 0600 for 0700 arrival in Adelaide. Joined a city sights bus tour. This took us through the central city. What a beautiful town it is. Really want to spend more time here too. Went up to Mount Lofty for a panorama of the city and back to station for 1010 departure. We now have a new train crew as the Perth crew finish and we have a new crew to Sydney. All of the three major Australian passenger trains ("Indian Pacific" between Perth and Sydney, "Ghan" between Adelaide and Darwin, "Overland" between Adelaide and Melbourne) are run by a company called West Coast Rail and all of their crews are based at Adelaide, working out from there.

Left Adelaide on time at 1015. On train all afternoon till we arrived at Broken Hill at 1730. Got taken to the Palace Hotel where "Priscilla – Queen of the Desert" was filmed.

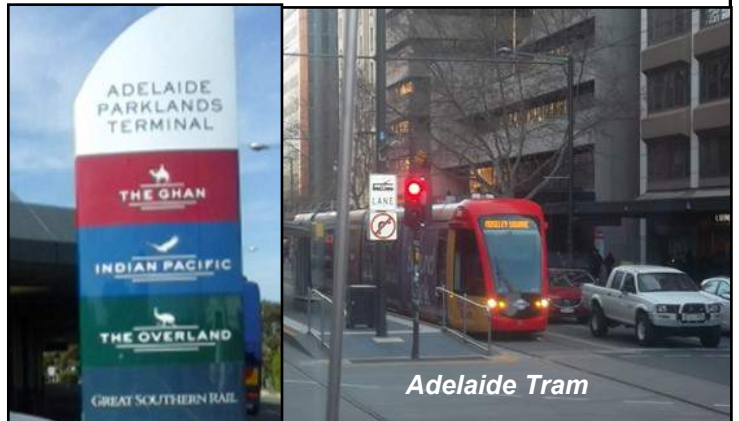
Treated to a short Drag Queen show there which was lots of fun.

Wednesday 24 August

On train for our last night and unfortunately we lost an hour after being on time all the way. This was due to track work and speed restrictions. While trying to sleep we both noticed the ride was VERY rough in places. After breakfast we went through Bathurst and saw the famous Mount Panorama where the annual V8 car race is held. Going up the Blue Mountains from Lithgow to Katoomba we passed some active rail work sites on the other track beside us. Never had to stop and wait for right of way like we do in NZ. I know Australia is pretty hot on workplace safety but this made me wonder if we have gone somewhat overboard in NZ. Nice ride up and over the Blue Mountains. So we arrived in Sydney at 1200 instead of 1100 sadly at the end of the great adventure.

Once we got our luggage we headed straight to Platform 23 and caught a train to Sydney Domestic airport. What a great service this is and much needed in Auckland.

Sydney was raining and we were on a flight at 1405 on Regional Express to Lismore. Bouncy flight of 90 minutes on SAAB 33 seater.



Adelaide Tram

Brisbane

Had a few days with friends in Northern New South Wales and Brisbane. While in Brisbane I bought a rail "Go Card" and had a train day. Went out to Cleveland then into city. Had some lunch and a look at the city then south and back on the Ipswich line and home about 1600. Brisbane trains like all other Australian main cities provide a great service to their many users and in my experience are always easy to use. Between myself and a few friends we have purchased fare cards for Melbourne, Sydney and Brisbane and provide a "loan" service amongst ourselves whenever any of us are travelling there.

Right: Brisbane train at Cleveland line terminal.

Far Right. Interesting light on the stop block. Thought it was unnecessary but it is Queensland! They still don't have daylight saving because it fades the curtains!



WOODVILLE STATION PROPOSED DEMOLITION

From NZ Herald - The Country

By Don Selby

Woodville's iconic railway station is likely to be demolished by KiwiRail unless good reasons can be found to prevent that happening.

It is believed to be the last surviving junction railway station in New Zealand (*Has Marton station been demolished? I am sure Hamilton hasn't – yet! Editor*)

Woodville has been a railway junction since 1897 and until about 1980 the Station was traditionally the town's largest employer.

The present station building was built in the 1960s and is a familiar landmark to everyone in the area. Staff withdrawals and termination of regular passenger services led to it gradually becoming derelict.

There are some very good reasons to save it. This facility is a district asset. KiwiRail are the owners but they are no more than caretakers for the NZ Government (their owners).

We should be very concerned about the prospect of yet another rural facility being destroyed by the decisions of people who have no real stake in the area.

While the building needs a lot of repairs it is, along with its lengthy veranda and sizeable platform, in fairly regular use by a number of heritage rail excursion operators.

These groups bring hundreds of passengers annually, who until now have frequently been provided with refreshments and meals by local groups who use it as a valuable fundraiser. Sometimes the passengers come into town.

Until recently one operator dropped off a large contingent for the January Woodville races.

For some reason the races date was changed, so that stopped but could be reinstated.

The station's future is important to at least one of these heritage groups who are looking at the possibility of regular local tourism trips.

So what can be done?

An effort is being made to save it with potential involvement by a number of interested local parties and the NZ Rail Heritage Trust, which is also concerned about possible demolition.

They have arranged a meeting with a senior KiwiRail manager on the station platform at 10am on Thursday October 6. The organisers would like concerned members of the public to come along and show KiwiRail that the people trying to save it have your support.

This is an informal meeting between KiwiRail, the Rail Heritage Trust, various rail operators and the nucleus of a group interested in ensuring the survival and future use of this Woodville asset.

You will not be able to speak at this meeting but please come along and by your attendance make it clear to KiwiRail, the Rail Heritage Trust and your local leaders that there is plenty of support for the concept.

If this demolition proceeds there is every chance that Woodville will die as a destination for the volunteer rail operators who have been, and will in future bring many visitors to Woodville. Your support to try and prevent this is vital.

Update from NZ Herald following meeting

Fears of the imminent demolition of Woodville's iconic railway station were allayed at a meeting at the station on Thursday, October 6.

KiwiRail is happy to lease the facility to an interested group if one can be set up.

"They will consider giving a lease at a reasonable figure. It's a matter now of getting busy and forming a group. In my view it's got to be locally led. The rail groups that supported the meeting can back up the group that could be formed along with umbrella organisations," Don Selby, president of Pahiatua Rail Preservation Society, said.

"People have been concerned the station hasn't been loved for a long time - it's still a useful building."

"It seemed to me that everyone who attended the meeting was keen to see the station survive. KiwiRail has demonstrated a willingness to do it. It is their preferred option - they don't want to have to demolish it. This could still be a good facility for Woodville.

"I'm quite encouraged by the attendance of the public and KiwiRail in some numbers, and their willingness to give some space to get the idea off the ground," he said.

Don will be communicating with Tararua District Council, Woodville Districts Vision and Woodville service clubs.



Locals want to stop the possible demolition of Woodville Railway Station. From left: Robin Winter, Jim Worboys, Warren Jones, Selby and Alan Brabender.

COBB & CO TO OPEN DUNEDIN RAILWAY STATION RESTAURANT

From Otago Daily Times

Cobb & Co is returning to Dunedin for the first time in more than a decade, with the establishment of a multimillion-dollar restaurant in the Dunedin Railway Station.

Playground Pals Ltd director Ange Copson said she was one of a group of Dunedin business people who signed an agreement to lease the railway station from the Dunedin City Council this week. Development work on the 220sq m Cobb & Co restaurant was expected to begin next month.

It was hoped the restaurant would open in February next year.

Mrs Copson, managing director of the Dunedin restaurant, said she was delighted a piece of the city's heritage was being restored.

The city's former Cobb & Co restaurant, situated at the Law Courts Hotel, closed about 10 years ago, she said.

"Dunedin is where it started. I just think, without a doubt, it's great to have a piece of our heritage back.

"We're really excited about this opportunity. We've got our plans in place in terms of the design of the restaurant, and we will be very respectful of the railway station and its heritage listing."

She said the site was previously used as a Valentine's Restaurant, and it already had a kitchen space.

But the development would be a "multimillion-dollar" exercise, she said.

"Obviously it has to be refitted for what we need, and, of course, internally, there's not a lot of structural work we're doing because of the building itself.

"But it will have all the good things that you will remember from the heydays of Cobb & Co restaurants.

"We're a little bit unique in that we'll have the heritage-style Cobb because of where we will be located. There will be a great sense of nostalgia - families around the table to share food."

Dunedin City Council property manager Kevin Taylor confirmed the agreement to lease the site, and said no businesses now occupying the railway station would be affected by the agreement.

Somewhere to dine at FRONZ Conference 2017 – Ed.

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

RIMUTAKA INCLINE RAILWAY

Work continues on rebuilding the cab for 1898 Baldwin steam locomotive Wb 299. The photo above shows progress with fabricating the cab front on 24 September 2016. Next steps are to complete cutting out the cab front and back, finish off the window cut-outs, and then fit to the driver's side that has already been made.



MAINLINE STEAM HERITAGE TRUST



As reported in the last Journal, Mainline Steam have obtained the old Newmarket Signal Box. Thanks to the Rail Heritage Trust who have contributed funding to the project. The photo shows it loaded on to a transporter to shift to MLS Mercer storage site.

LUMSDEN HERITAGE TRUST

The Lumsden Heritage Trust has acquired a carriage from the Ohai Railway Board Collection. It is A 525, a 44 foot clerestory roof car but at Addington Workshops in 1896. The pictures (supplied by John Titter) show its arrival at Lumsden where it will be displayed as a static outdoor covered exhibit. As can be seen the interior looks to be in reasonable condition.



GLENBROOK VINTAGE RAILWAY

GVR have taken delivery of their brand new boilers for Ww Class Locomotives, 480 and 644 from the manufacturer RCR Energy Limited of Napier.

The first locomotive to receive their new boiler will be 480 followed by the boiler swap on 644.



Left: The two new boilers with Ww 480's old boiler, which was used as a template, behind.

Right: Ww 480's new boiler on its carrier bogies, with the rest of the engine behind. Photographer unknown from Facebook.

AUCKLAND DOCKLINE TRAM

Sunday October 9 saw the tramway back in action, but on a reduced operation between the Tram Shed in Daldy Street and Tram Stop #1 at the northern end of Halsey Street. The roadworks at the southern end are still in progress, so we are just running back and forth at the northern end of Wynyard Quarter. This is until the full loop is back in mid-2018 when the final phase of road redevelopment is completed. Trams will operate every Sunday and Public Holiday 10am to 4pm.

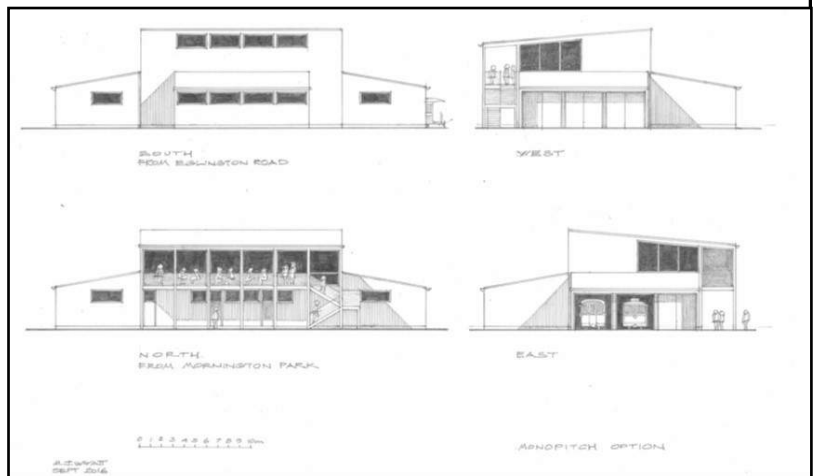
Second - our former SW6 Melbourne Tram No.881 is speeding along to completion and it will soon be ready for service. Now repainted in Auckland tramway colours it will make a welcome team-mate for our "work-horse" No.257.



DUNEDIN HERITAGE LIGHT RAIL TRUST

The Trust has been discussing the purchase of the building to house the returning cable cars from Christchurch to Mornington Park. A decision was made to purchase a Totalspan building and a costing and design was agreed upon. The land lease was granted and the building manager began working on the building consent. This met a major problem. The type of building chosen was not acceptable to the building inspectors. Mornington Park is designated a very high wind area and our building needed to be strengthened to fit that requirement. This has put a further \$5,000 onto the initial cost. The Trust had the funding for the original building but now require a further burst of funding.

The Tramway Historical Society has agreed to lease Mornington trailer 111, Roslyn cable cars 95 and 97 to the Trust at a very reasonable peppercorn lease. This was recently passed at a full society meeting. The management Committee are now drawing up the official lease document.

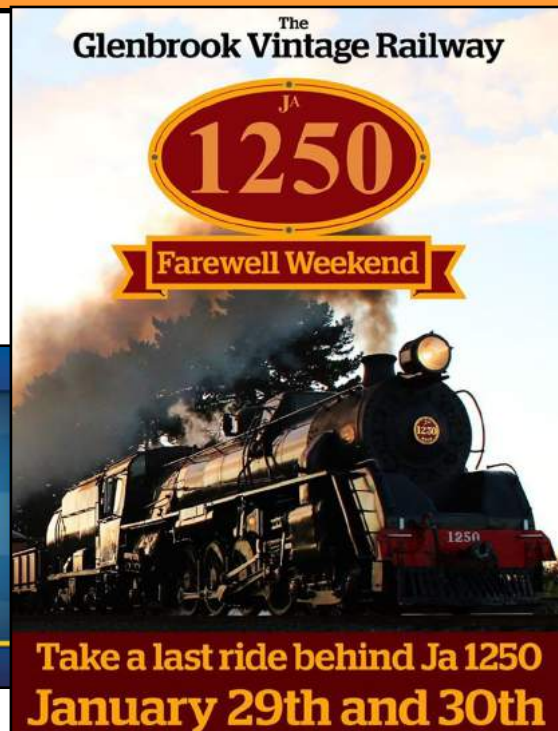


GLENBROOK VINTAGE RAILWAY

Coming up at GVR. Thomas is always a huge event and good lateral thinking to have a farewell for 1250 before its overhaul.

Join the Glenbrook Vintage Railway on the 29th and 30th of January in commemorating and saying farewell to Ja 1250 'Diana' after 18 years of faithful service! S...he'll be displayed in our workshop till we start on her next overhaul.

Write her a farewell note, view our new boilers and newly restored carriages and enjoy riding behind this big express engine one last time before her overhaul!



STEAM INCORPORATED

From "Steamline"

Destination Marlborough

Steam Incorporated has been selected to operate cruise ship trains next summer for Pounamu Travel between Picton and Blenheim. It is proposed that some Steam Incorporated equipment, as yet unspecified, would be based in Marlborough during the main cruise season from November 2017 to April 2018. During that five-month period it is expected the train would operate on 30 days, society business manager John Bovis says.

Marlborough-based Pounamu Travel has bought the former Balclutha turntable and had it delivered by rail in September to its site adjacent to the Main North Line at Cloudy Bay Business Park, south of Blenheim. The company plans to have the turntable and associated sidings installed at the site.

Recent excursions:

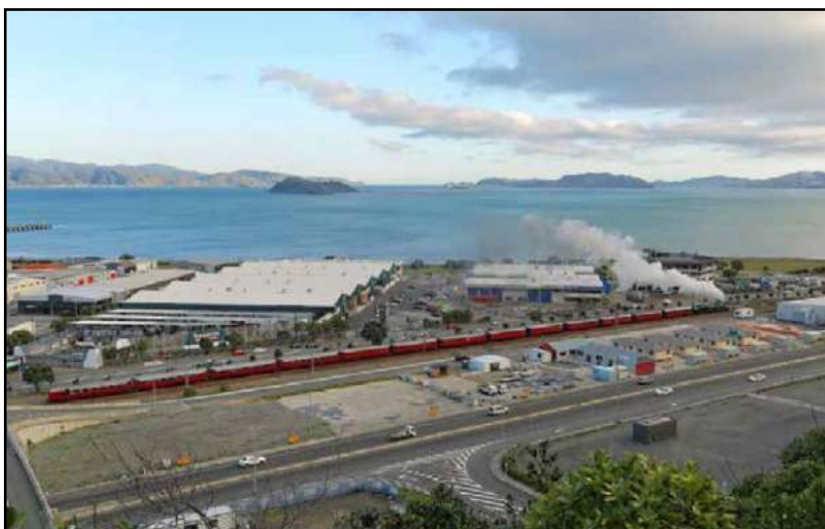
Woodville and the Manawatu Gorge and its tunnels was the destination for a day trip with a difference on July 10. Passengers could either disembark at Woodville, or take part in a tunnel evacuation exercise, held for crew training purposes. The train provided an opportunity to run DA 1431 and a short train of four steel cars.

The Taranaki Rail Tour provided a three-day adventure for fans from both sides of the Tasman, featuring AB 608 and a train of wooden cars. On Saturday, July 30, the train ran from Paekakariki to Stratford. Sunday took in New Plymouth and the port at Moturoa, followed by the run south to Te Roti Junction and a rare visit to the now little-used Kapuni branch, remains of the former Opunaki branch. Return home to Paekakariki was on the Monday.

A steam and electric-hauled train to Raurimu was the feature event on Sunday, August 21, with the Spiral Snow Express. Departing Paekakariki behind JA 1271, KiwiRail EF (Class 30) 30203 took the train on from Palmerston North to Raurimu.

The annual Daffodil Express, taking passengers to the daffodil fields near Carterton, was run Sunday, September 11. Hauled by JA 1271, the 13-car train was hauled by a pair of KiwiRail DFT locomotives for the transfers between Paekakariki and Wellington and from Upper Hutt to Featherston, through the Rimutaka tunnel.

Filling the frame — The Daffodil Express departs Petone on the run back to Wellington. Picture: Kirill Lukyanovich



PLAINS RAILWAY

A number of FRONZ member groups operate Labour Weekend as a start to the summer season. Here at Plains Railway A64 and K88 steamed and their Vulcan railcar RM50 also ran. The weekend also staged the 45th anniversary celebrations at Plains.



GLENBROOK VINTAGE RAILWAY

Also opening the 40th season at GVR, Ja1250 runs around her train at Victoria Ave Station. *Photo by Aaron Wong.*



CANTERBURY RAILWAY SOCIETY



Sunday 23 October saw two trains running - Peveril (F13) with two carriages and a caravan, and the English Electric Multiple Unit. They carried hundreds of passengers. Here the tablet is exchanged between the two crews at Moorhouse Station. *Photo: Wayne McClintock.*

CLASSIFIEDS

WHOLESALE OFFER TO ALL FRONZ MEMBERS

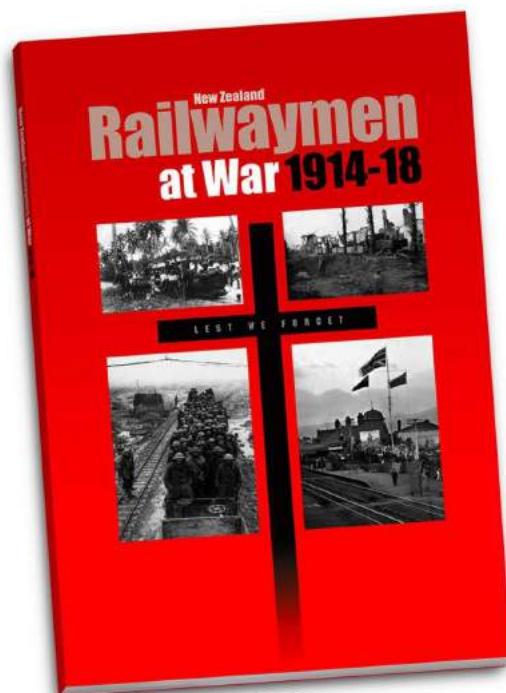
New Zealand Railwaymen at War 1914-18

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.

■ 64 pages ■ Complete NZR Honours and Awards list ■ NZR Roll of Honour

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BAY OF ISLANDS VINTAGE RAIL – RAIL PEDESTALS.

BOIVR have a request for anyone who may have some cast pedestals that carry rail along pits in engine sheds, that they wish to dispose of. We are just about to extend our engine shed, for the third time, and have decided to put another pit at the other end, and it is so much better to have the rail higher than the top of the concrete.

I realise that we can, in fact, make some, out of pipe and plate, all welded, but the real thing would be so much better.

We need around 30 of them, but would be glad to get any.

If, when you may speaking with likely sources, you could get them to contact me direct, we could commence negotiations earlier than next edition.

Thanks,

Mike Bradshaw. 0211 712 697 bradshaws@slingshot.co.nz

STEAM LUBRICATOR - QUEENSLAND

Hello, I am writing on behalf of the Southern Downs Steam Railway in Warwick Qld Australia. We have a C17 steam loco. We are searching for a Davis and Metcalfe DV5 mechanical lubricator to install to overcome lubrication problems. Toby Hutton from the MOTAT Museum suggested I contact your site. He said that there were 2 Garratt Locos on the Auckland waterfront that may or may not have these fitted. Thank you for your time and I look forward to hearing from you, Dave Laker dlaker7@bigpond.com

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

“Railcarts from Whangamomona”. 25/26 March 2017.

Feilding & Districts Steam Rail Society Inc

Open Weekend 2016 . 5-6 November 2016

Pahiatua Railcar Society Inc

Taranaki Tourer – 22-24 October 2016

Steam Incorporated

Heartland Flyer - Sun 13 November 2016. Paekakariki to Woodville

Christmas Grand Circle - Sun 4 December 2016

Christmas Twilight Express – Sun 4 December

Eketahuna Express – Sat 7 January 2017

Art Deco – Sat 18 February 2017

NIMT Scenic Daylight - Sun 26 March 2017

Mangaweka Express - Sun 1 April 2017

Dunedin Railways

Regular Taieri Gorge and North Line services

Gisborne City Vintage Railway

Gisborne to Muriwai - 27 November 2016

27 December 2016

No Mainline Excursions presently advertised for:

Mainline Steam

Diesel Traction Group

PICTURE OF THE MONTH



AB 608 heads the Stem Incorporated Taranaki tour train across the Waingongoro bridge near the start of the now little-used Kapuni branch, which is the remains of the former Opunake branch.

Picture: John Bovis

**FRONZ CONFERENCE DUNEDIN
2—5 JUNE 2017**

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