



# JOURNAL

**JUN 2017  
ISSUE # 167**

**PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :**

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## FRONZ CONFERENCE 2017

All who attended the 2017 FRONZ Conference in Dunedin from Friday 2 to Monday 5 June had an enjoyable weekend of heritage railways and tramways both in conference discussions and the numerous activities based in and around the city.

Scenic Hotel Southern Cross provided an excellent conference venue and accommodation.

Thanks to:

- Otago excursion Train Trust for hosting the conference.
- Dunedin Railways for sponsoring our delegates and families on the Taieri Gorge Railway and for running the Silver Fern trip to Oamaru.
- Toitu Otago Settler's Museum and Don McAra for the presentation on tram restoration.
- Dunedin Gasworks Museum and Ocean Beach Railway for our visits.



All of our presenters at Conference including:

- Greg Lang. "The Wheelwright Shop"
- Kiwirail Update – David Gordon.
- Stephen Fox - Museums Aotearoa.
- Megan Drayton—Tracksafe New Zealand

Thanks to Dave Cull. Mayor of Dunedin for opening the conference.

Thanks also to Dave Hinman for his Tramways Update, Murray King for his update from NZ Rail Heritage Trust, and Brian Wheatley for the National Railway Museum Update.

Finally special thanks to our sponsors:

- New Zealand Transport Agency – Rail Section
- New Zealand Rail Heritage Trust
- Z Energy



## NEXT JOURNAL AUGUST

Patsy and I are taking a trip to the USA in July so there will be no July Journal. Look out for reports on my Amtrak experiences in the next Journal in August.

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

## FRONZ ANNUAL AWARDS - 2017

Presented at our Annual Awards Dinner, Southern Cross Scenic Hotel. Dunedin. 4 June 2017

### Shantytown Steam School Steam Locomotive Restoration Award

Department of Conservation for Davidson Bush Lokey

### Z MiniTankers Internal Combustion Award

Bush Tramway Club for NZR Mamaku Bush Jigger No. 2

### Carriage/Guards Van Restoration Award – Sponsored by Dunedin Railways

Goldfields Railway for A 1196

### Goods Wagon Restoration Award

MOTAT, Western Springs Railway for Ea 3271

### Tramway Restoration Award

Development Auckland - Dockline Tram for SW6 881

### KiwiRail Infrastructure Improvement Award

Wellington Tramway Museum for Power Supply Upgrade

### AON Young Achievers Award

Matthew Morison of Canterbury Rail Society

### P J Dillicar Award for Innovation

Glenbrook Vintage Railway for carriage A 1452 the 'Parlour Car'

### Paul Heighton Award for Excellence

Dave Hinman for His Services Ensuring the Survival of Working Heritage Tramways

### Rail Heritage Trust of NZ

Central Otago District Council, Promote Dunstan and the Clyde Rail way Station Working Group for the restoration of Clyde Railway Station

### NZTA Tourist & Heritage Rail Safety Award

Awarded to: Development Auckland – Dockline Tram - Proactive work in Fire Prevention Interventions in former Melbourne Trams.



**DUNEDIN RAILWAYS**  
WORLD CLASS TRAIN TRIPS



Right: James Duncan acknowledging the NZTA Safety Award on behalf of the Development Auckland Dockline Tram. On left are Rob Gould and Debbie Despard from NZTA Rail Section. Photo: David Maciulaitis



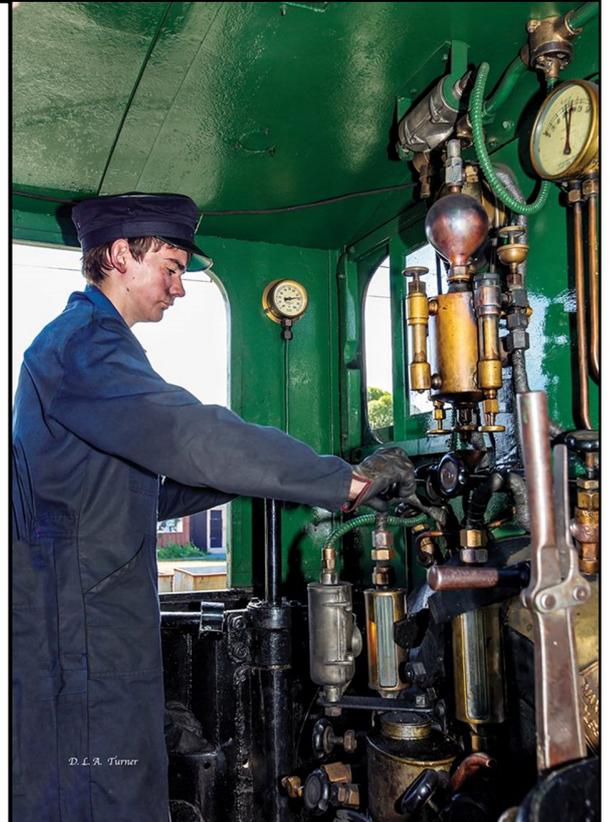


*Goods Wagon Restoration Award  
MOTAT, Western Springs Railway - Ea 3271*



*Left: Paul Heighton Award for Excellence. Dave Hinman for His Services Ensuring the Survival of Working Heritage Tramways.*

*Right: AON Young Achievers Award. Matthew Morison of Canterbury Rail Society.*



*D. L. A. Turner*



*Left: Dunedin Railways Carriage Award winner - Goldfields Railway for A 1196*



Left: Z Mini Tankers Internal Combustion Locomotive Award winner - Bush Tramway Club for the restoration of NZR Mamaku Bush Jigger No. 2

Right: Paul Dillicar Award for Innovation - Glenbrook Vintage Railway for the 'Parlour Car' - A 1452.

Below: Rail Heritage Trust of NZ  
Awarded to: Central Otago District Council, Promote Dunstan and the Clyde Railway Station Working Group for the restoration of Clyde Railway Station.



Right: Tramway Restoration Award  
Development Auckland -  
Dockline Tram - SW6 881.



Left: Shantytown Steam School Steam  
Locomotive Restoration Award  
Department of Conservation - Davidson  
Bush Lokey.

Right: Some of the happy  
travellers on the FRONZ  
Conference excursion from  
Dunedin to Oamaru and  
return.



## NZTA CONFERENCE PRESENTATION

At the FRONZ Conference the NZTA Rail Team presented a Case Study which was designed to assist operators with guidance in deciding the need for a Safety Case Variation. The Case Study is published below in full so that members not present may find it useful as an exercise, or if looking for guidance when making changes to their operation that may require Safety Case Variations.

## Safety Case Variation Workshop

### The Southern Cross Rail Society

The Southern Cross Rail Society (SCRS) runs a heritage railway for local and tourist visitors. It runs a restored steam locomotive towing three wooden-bodied carriages on its own track every weekend from October through to March.

- Staffed by 4 salaried staff, but mostly volunteers.
- Runs 10am to 4pm on Saturdays and Sundays.
- 8 km loop of single track, across open and forested fields. One platform for embarking/disembarking passengers.
- It runs to a regular schedule - trips depart on the hour
- Passengers are mostly families -locals and from around New Zealand.
- The trip is purely scenic – passengers should only get on or off at the platform.
  - ◊ The train only travels at about 10km/hr so staff do need to ensure people don't hop off at attractive spots while in motion
  - ◊ There is always the risk of public trespass
- Passengers can and do wander the length of the carriages during the journey – the final carriage is an open air platform.
- Rail vehicle restoration and maintenance is carried out by a neighbouring licenced rail operator (Scenic Trains) under Scenic's safety case. Maintenance is carried out on-site however.
- Track maintenance is carried out by SCRS staff.
- Train control is carried out by ticket staff – no track maintenance is carried out during operational hours so the only role is to liaise with the locomotive driver if there is a breakdown or other delay.
- Your current safety case (and risk management system) has been developed only for this current operation.

### The change...

You are seeking to:

- Run regular group visits –
  - a. 40 primary-school children from around the district once a month on a weekday,
  - b. a Chinese travel company has put you on their tour circuit – groups of 10 – 30 at ad-hoc (but pre-notified) times.
- Extend the excursion onto a recently mothballed KiwiRail track going through a nearby valley. The new 15km of track contains banks, 3 bridges (10 – 30m long) and 2 tunnels (30 and 90m long). It is a “there and back” track – it finishes at a turning loop so that the train can then return along the same track and continue on the main loop. Passengers will be able to disembark at the turning loop. The track does not need any further work to become operational, but maintenance will be the responsibility of SCRS
- Offer a simple food service on the train – cold snacks and refreshments. They will be provided by a staff member walking up and down the carriages. The only modification to the train will be a small fridge/freezer in one of the carriages, running off the existing power systems.
- Do your own locomotive and carriage maintenance, provided by a couple of new volunteers who have maintenance experience. It will likely be during weekends once the vehicles are finished being used for the day.
- Bring on another service. An operational 1950's diesel locomotive has recently been purchased from another heritage group, and Scenic has been restoring 2 x 1950's era carriages to run with it. The intent is that the timetable would be altered to run one of the services every 45 mins (so at times there will be two trains operating on the loop).
- Have a film company use the train for a period setting. Filming will be both on the train and off it, and will involve such things as stop-start running, staff and film crew hoping off at points along the circuit, setting back to reshoot scenes from different angles etc.

## What to talk about

1. What are the new or changed risks that might be presented by this new requirement.
2. Are any likely to be significant?
3. Do they require new safety controls or substantial changes?
4. Should you apply for a Safety Case Variation to the Agency?

## FEEDBACK SESSION – GUIDANCE NEEDS



1. What are the most important areas for us to provide guidance on?
2. Which of these areas do we need to provide more guidance on?
3. What is the best way to receive this guidance? For instance, verbally from licence managers, published on our website?

## TRACKSAFE NEW ZEALAND NEWS

### RAIL SAFETY WEEK 2017 – 14-20 AUGUST

It was really good to be able to share our TrackSAFE work with many FRONZ members at your recent conference. Posters and fliers are being designed now and will be available for use and a social media video to share – keep an eye on our website or Facebook page for more information in the coming weeks. FRONZ member organisations are welcome to contact us if they would like copies of any of the campaign materials. The campaign will focus on reducing pedestrian distraction from headphone use, but more general rail safety messages will also be used throughout the country. Contact Megan at TrackSAFE NZ for more information about the campaign: 0274 727002, [megan.drayton@tracksafe.co.nz](mailto:megan.drayton@tracksafe.co.nz)



### POLICE REPORTING OF NEAR MISSES

The process for reporting near misses has changed slightly within NZ Police and level crossing complaint forms will now be entered into the system by data entry staff in the regions instead of at one point at national headquarters. All this means for rail operators is that the level crossing complaint forms must be completely accurate in order for Police to investigate a complaint. That means ensuring that handwriting is completely legible (don't forget your middle name!) and details such as your address and date of birth are all accurate on the form. In short – the more accurate the complaint form – the more likelihood that Police can take action.



This year we again enjoyed a presentation from Megan Drayton of Tracksafe NZ at the FRONZ Conference. D.L.A. Turner took this photo of Megan discussing the activities of Tracksafe and plans for future rail safety campaigns, many of which are shared with initiatives taken by FRONZ members at their heritage rail locations.

## 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](mailto:scottosmond@xtra.co.nz)

### STEAM INCORPORATED

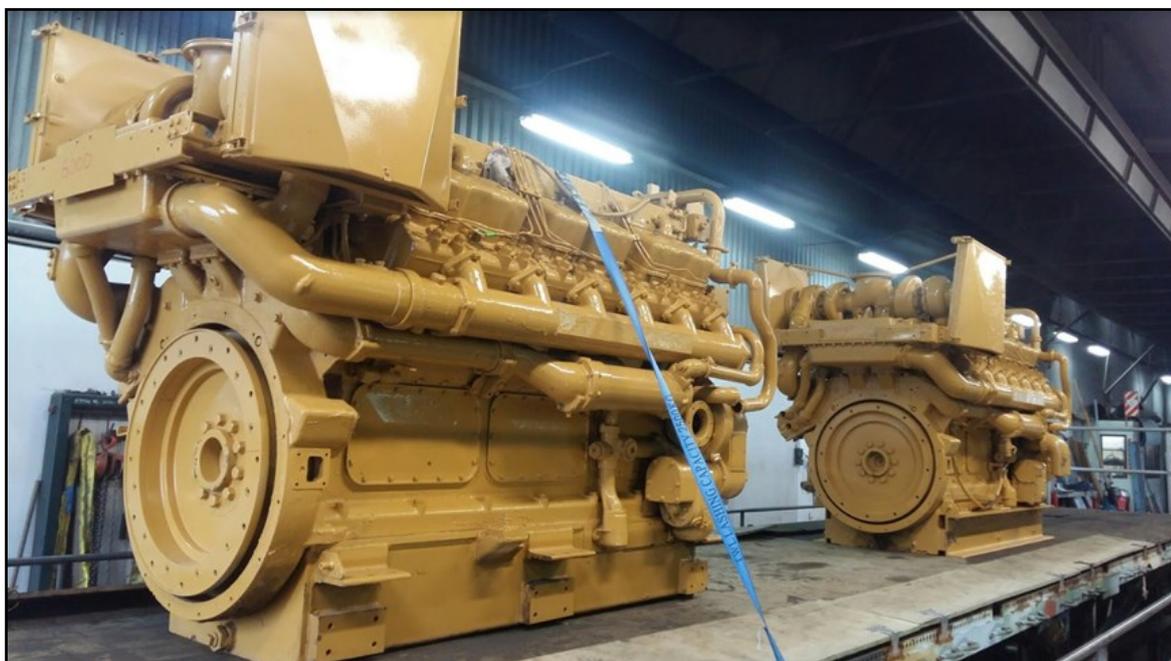
Mothers Day excursion on Sunday 14 May, Ab 608 ran from Paekakariki to Woodville return. Included a stop to visit Shannon and option of lunch at the Ashhurst Inn.

These photos by Tommy Secker show Ab 608 in full stride departing Shannon (right) and departing Woodville (below).



### DUNEDIN RAILWAYS

The workshop has some new arrivals - two second hand D398 motors arrived. After checking, one is planned for use in Dj3021 and the other a spare, potentially if needed for Dunedin Silver Fern Rm24.



## DIESEL TRACTION GROUP / WEKA PASS RAILWAY

David Oakley has kindly supplied these photos from the combined Diesel Traction Group / Weka Pass Railway day / night run on 20 May.



## MAINLINE STEAM HERITAGE TRUST

On May 7th, while all the attention was focused on Ja1275 and Jb1236 going to Tangiwai, Mainline Steam was also running another excursion. This one was diesel hauled and used MLS carriages, The trip was a charter for Pukekohe Travel and ran from Palmerston North to Napier. Then down through the Wairarapa to Wellington and then finally from Wellington to National Park, where the group departed and the train returned empty to Plimmerton.

*The train stopped at Ormondville on day 1 to give passengers a look at the Historic Station. Photo Michael Tolich.*



## CANTERBURY RAILWAY SOCIETY

From "Branchlines".

The Canterbury Railway Society's Eo3 was coupled to the National Railway Museum's EO45 on 25th May while tests on the latter were carried out by the electric traction team of the CRS. There were no significant issues with the auxiliary equipment of EO45, but more investigation will be undertaken before this locomotive is moved under its own power again.

Photo and information provided by Dave Hansen



## BAY OF ISLANDS VINTAGE RAILWAY

**Kawakawa Trains carry the spectators to the Northland Maori Rugby Tournament.**

On the Queen's Birthday, 5 June, Bay of Island Vintage Railway trains carried passengers to the all-day Annual Johnny Isaacs Memorial Maori Rugby Tournament at the United Kawakawa Rugby Club.

The tournament included games between the North Zone (Mangonui/Hokianga/Bay of Islands sub-unions) and the South Zone (Whangarei/Northern Wairoa/Rodney/Otamatea sub unions).

The Bay of Islands Vintage Train was running all day from Kawakawa Railway station to the United Kawakawa Rugby Club with the first train leaving Kawakawa at 10.45am and the last train leaving the Rugby Club at 4.30pm.

The train was free of charge with a gold coin donation requested on the train. Hector Davies of the Northland Maori Rugby Board urged as many people as possible to take the train to ease parking congestion at the Rugby Club. Maori wardens were looking after security of vehicles parked in Kawakawa and at the Rugby Club.

The Bay of Islands College, Kawakawa Primary School and Te Kapotai Kura Maori Culture groups performed throughout the day.

Hangi, BBQ, Kai Moana and merchandising stalls were available throughout the day.

It was a free event with a unique opportunity to witness some spectacular Maori Rugby and Maori Culture.

Hector said, "A significant number of British and Irish Lions supporters were expected to attend the event to make this year's a very special opportunity for us to share our Maori skills and culture".



Above Left: The BOI Vintage Railway train at the Rugby Club station. Above Right: BOI College students who had performed during the day. Pictures taken by Anne of BOIVR

## TRAMWAY HISTORICAL SOCIETY

*From: Tram Tracts*

*Editorial comment from Alastair Cross*

At Ferrymead, progress is being made on the Diesel Bus Shed, Hills car 24 is edging on towards final reassembly of the roof and body, and Yank 12 is now a 'twelve inch to the foot' scale kitset! When it was being taken apart, the dismantling team found evidence of a in -service modification we previously were not aware of. It is believed this modification was made circa 1908.

Back on the bus front, 538 should soon be finished and ready for service, and I am hoping and that this will mean that Dunedin trolleybus 79 is finally due its turn in the paint booth. This bus has been waiting for several years pending a repaint, but has had to take a back seat to other priorities. Once it is done, we will have operational examples of trolleybuses from three of New Zealand's trolleybus networks in service. Most notably, we will also have working representatives from the South Island's two trolleybus networks of Christchurch and Dunedin (note: Dunedin 79 is operational but it isn't in regular service yet.)



*Left: Work is now well underway on completing the roof of Hills car 24. One of the top plates has been temporarily fitted in this photo; the other will be so treated once the roof bows have been repaired when needed. Then the roof interior and top plates need to be painted, the roof bow reinforcing strips need to be sanded, primed and painted for refitting. Then everything can be finally assembled and the finished roof installed on 24 to complete the body.*

*Photo: Stephen Taylor.*

## PLEASANT POINT RAILWAY

### **Pleasant Point Steam train back on the tracks after passing 10 year certification .**

A Pleasant Point steam train has found a new lease on life, being given the green light after having every nook and cranny scrutinised.

Any part that could be removed from the 136-year-old train was removed as part of a stringent series of tests to earn the locomotive another year of service to the community, just in time for Queen's Birthday.

Locomotive engineer Dowell McLeod said in April the engine of the locomotive, which primarily operated as a tourist attraction, had reached the end of its steam certification.

It then had a hydraulic test and a steam test, which involved loaded the locomotive being loaded with wood in its firebox until the safety valve was released at the right weight and the injectors that fed through the boiler were clear.

McLeod said the entire process was done in four weeks, and considering they had spent the last four years getting another locomotive ready for a 10 year certification, they had done well.

The quick work meant the locomotive would have a running day over Queen's Birthday weekend, as well as offering a driver experience.

Driver experience allowed those who were interested to drive the locomotive themselves on the two kilometres of rail under the direction of trained staff, McLeod said.

The locomotive, known as D16 and came to New Zealand in 1878 from Scotland.

Before coming to Pleasant Point in 1987 the locomotive also served as a shunting machine at Alliance Group Pukeuri Plant near Oamaru to move supplies around on the plant's train yard.

*Below: Jonathon Welsh, left and Nicholas Trounson-Harris load up the D16 firebox before the train has a steam test. John Bisset/Fairfax NZ*



- Stuff

## CLIMAX 1317 TRUST

### Te Awamutu Lions Club asks council to take back steam train project.

Restoring an old railway engine has taken its toll on the community group heading the project.

Te Awamutu Lions Club member Russel Easton said in 2014 the project to restore Waipa's B Class Climax 1317 steam locomotive would "be finished by Christmas".

Three years later Easton, representing the Lions Club, has asked the Waipa District Council to take back the project after nearly 14 years.

"We have had enough and want to move to other much-needed projects in the town," said Easton.

The engine originally gifted to the former Te Awamutu Borough Council in the 1950s, sat for 50 years at the town's Memorial Park playground delighting generations of children as they clambered over it.

Following an approach by council in 2003, the Lions Club took on the train's restoration.

The club set up the Climax 1317 Trust to raise the \$188,000 spent on the project.

Train enthusiasts Ken Williamson and Allen Cartwright have worked tirelessly over the past 14 years alongside club members.

They had put in countless hours stripping away rust, adding new coats of paint and replacing brass fittings to the locomotive.

Missing its front light, steam whistle and bell, a boiler issue, and a few other incidentals, Easton told council another \$45,000 was needed to see it completed.

The project has taken its toll on its members.

Easton said the engine restoration resulted in a personal, financial cost.

*Photo: Colin Perfect*

"Everything has been brought back to new. Council would have to look after the train and would probably like to see it enclosed in glass case," he said.



Williamson and Easton want to see the project through for maybe another year.

Council is considering its options and any further decisions will be included as a part of its annual plan.

Another Climax is housed at Shantytown on the West Coast, with others at the Pukemiro Bush Tramway and a 1904 version at the Tokomaru Steam Museum in the Manawatu.

*Waikato Times*

## WEKA PASS RAILWAY

Welcome back 428!

A 428 is once again heading trains up the Weka Pass Railway after passing its live steam test! A huge relief for our engineering team who have been working since December to resolve issues with the locomotive.



## FUTURE MAINLINE EXCURSIONS

This feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all are covered from newsletters and web sites but if any members have excursion plans please send them to Journal at [scottosmond54@gmail.com](mailto:scottosmond54@gmail.com).

### Steam Incorporated

- 22 July 2017. Taranaki Winter Express.
- 10 Sept 2007. Daffodil Express to Carterton.
- 30 Sept 2007. Steam Into Spring to Waipukurau.

### ALSO COMING IN 2017-2018

- Christmas Grand Circle (diesel) 3 December
- Christmas Twilight Express (diesel) 3 December
- Eketahuna Express (steam) Sat 6 January 2018
- Deco Delights Express (diesel) Sat 17 Feb 2018

### Dunedin Railways

- Regular Taieri Gorge and North Line services
- 25 to 30 September 2017. Silver Fern Railcar Dunedin to West Coast and return
- 23 to 29 October 2017 Silver Fern Railcar Christchurch to Invercargill and return. SOLD OUT.
- 29 April to 12 May 2018 Silver Fern Railcar Christchurch to Invercargill and return.

### Gisborne City Vintage Railway

Gisborne to Muriwai—Awaiting next season's timetable.

### Feilding & Districts Steam Rail Society Inc

- 23 July—Mid-Winter Christmas Masterton return Diesel
- 4-5 November— Open Weekend.

### Pahiatua Railcar Society

- 15-16 July 2017—Mid-Winter Art Deco Weekend. Napier return.
- January 2018—Festival of Lights. New Plymouth.
- 16-20 Feb 2018—Art Deco Weekend

### Mainline Steam

- 30 July 2017. Plimmerton to Pahiatua.

No excursions currently advertised for:

### Railway Enthusiasts Society

## PICTURE OF THE MONTH



D. L. A. Turner



**FRONZ CONFERENCE KAPITI  
1-4 JUNE 2018**

**FRONZ JOURNAL # 167  
WAS PUBLISHED ON 25 JUNE 2017  
CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT**