



JOURNAL

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PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond54@gmail.com

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FRONZ EXECUTIVE MEETING

On Saturday 16 September, the FRONZ Executive met in Wellington where we discussed all of the issues facing heritage rail operations with which we are currently involved.

Only one apology was recorded for Nigel Hogg who is busy on baby-duty with his new daughter, Reese and wife Claire.

Treasurer Hugh McCracken advised 55% of members have paid their annual FRONZ Subscription so far. Members are reminded that your membership can be cancelled if Subs not paid by 1 October. The free FRONZ Personal Liability Insurance will also lapse for those 33 members that use it if subs not paid on that date. The treasurer will send a reminder letter out to the groups who have yet to pay.

FRONZ will take another look at getting charitable status under the Charities Commission. This follows the 2014 case where Greenpeace won a decision to apply as a charitable organisation despite taking part in political activities. FRONZ does a lot of political lobbying on behalf of its members and we feel this should not preclude us from being a charitable entity.

Insurance. Recent talks with our provider, AON, revealed Rail directors and inspectors did not have appropriate insurance. The cost of Indemnity Insurance, could add to costs for participating member groups.

Trevor Burling, Executive Officer, reported on-going general support for Members:

Quotes for tow of heritage vehicles.

Standards for vehicles that do not run on the mainline.

Monitoring insurance costs under new Fire and Emergency NZ entity.

Advice to some members on developing Safety Cases.

Network Operations:

Training tunnel operations has gone from a one-day course to a two-day course at a high cost. Other options for heritage operators are being sought

Heritage Technical Committee: Rob Martin (Mainline Operators Convener) to review issues relating to heritage rolling stock running on the mainline, including speeds, running tender-first, etc.

Heritage Operating Committee now chaired by Alistair Mciver.

Steam crews: Grant Craig (FRONZ President) is endeavouring to get response from KiwiRail regarding commitment to supplying steam crews.

Mainline operators are to be reminded to advise FRONZ in advance for their trips and also supply a post trip report. This is for insurance purposes.

NZTA issues

Grant Craig had a meeting with Rob Gould the day before. NZTA has several staff changes. New Manager is based in Christchurch.

Ian Cotton is preparing a notifications update paper and is about to circulate it. Grant said the paper is good and members will have no reason to complain about; it involves less work and is easier to follow.

Assessments are mainly going to be focussing on worker safety - track worker safety. Ian Cotton is looking at drug and alcohol testing. Mainline operators may get random testing, but not the other groups.

FRONZ is concerned given the number of NZTA employees who don't have rail experience.

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

FRONZ EXECUTIVE MEETING - CONTINUED

Conference 2018

Conference venue has been confirmed at the West Plaza Hotel in central Wellington; Friday 2 to Monday 5 June.

New members

Project Steam. A Dunedin based group planning to restore steam locomotive P107 has joined FRONZ.

FRONZ Boiler Code

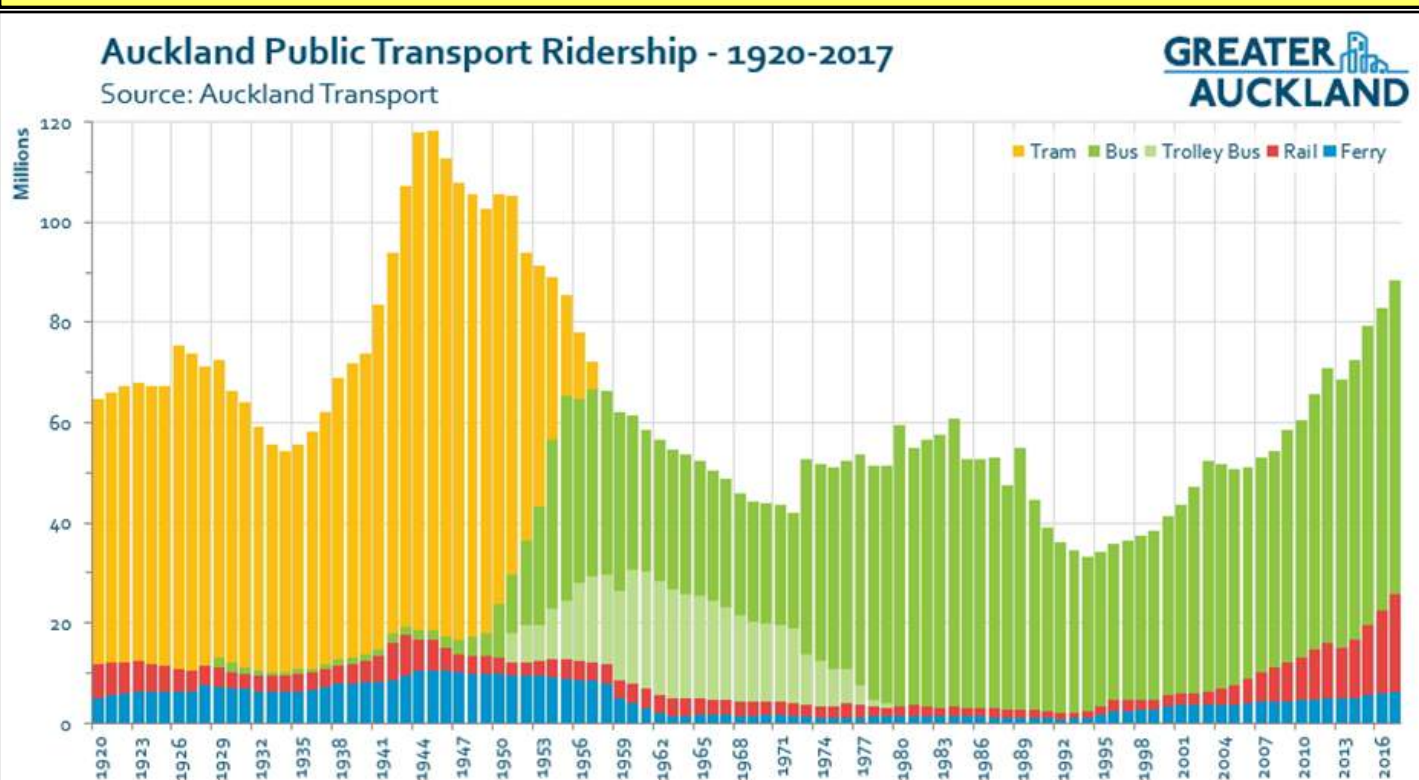
Peter George of Sentinel Inspections has completed a draft document as a "Best Practice Guide" which will be circulated for comment.

Website and Facebook update.

Hugh McCracken has developed updated FRONZ web site, as shown to members at the Dunedin Conference this year, which will go live shortly. Member information will be better and it will also handle conference bookings more efficiently than previously. All the existing features such as Journal, Technical Papers will still be available plus new ways to promote our activities.

FRONZ will also be looking at updating our logo and other publicity options.

TRAMS STILL HOLD PASSENGER RECORDS IN AUCKLAND



I follow a group who lobby for transport and other infrastructure improvements in Auckland under the banner "Greater Auckland". A recent post on their web site took my attention. It was discussing the annual changes in Auckland Public Transport and praising recent improvements. The attached graph then went on to show how public transport was used back to 1920. Following supporters will be interested to see the recent huge improvement in use of public transport still do not come close to the numbers transported by trams in their last decades. We made the huge mistake of building motorway systems (which we still haven't quite finished), and abandoning our most successful public transport system.

The full article is at <https://www.greeterauckland.org.nz/2017/07/21/june-2017-ridership/>. The text describing the graph is below but the highlights are the orange colour which shows the tram patronage and the red, rail patronage. Note that ferry patronage collapsed after the harbour bridge was opened in 1959 and only the Devonport service was retained. Also pollution free trolley buses which ended their run in the late 1970s.

"The 88.4 million trips in 2016 (total annual Public Transport ridership) did help pass another milestone though, we finally surpassed the total achieved in 1955. Had we achieved the target of 88.97 million trips, we would have passed the 1954 result too. However, it's still some way off the highest ever year for PT use. In 1945, right at the end of WW2, our mostly tram based PT system carried 118.2 million passengers. Usage held up well following the war until the trams started to be removed in the early 1950's and it kept falling until the oil crises in the 1970's."

It would be interesting to see the equivalent chart for Wellington to see if tramway use has been caught up to by "modern" Public Transport modes since they abandoned the most efficient way to move people.

Scott

TOKOMARU STEAM MUSEUM OWNER GIVEN STEAM-POWERED SENDOFF

RICHARD MAYS, July 23 2017

A whistle blast, a burst of steam, a plume of smoke, a clatter of pistons and Colin Stevenson took his last traction engine ride aboard a wagon hauled by the seven-horsepower 'Dixie Flyer' on Saturday.

Colin Chapman Stevenson, QSM, of Tokomaru, died in Palmerston North on July 18, aged 87.

The co-founder of Tokomaru structural engineering and fabricating company Stevensons, and proprietor of the Tokomaru Steam Museum on Makerua Rd, was ferried by the steam-powered hearse piloted by grandson Hamish Speedy and engine owner Stephen McClune, to rest at Palmerston North's Kelvin Grove Cemetery.

The procession was followed by a second traction engine from the Feilding Steam Traction Society.

Tributes from family members praised him for his graciousness, humility, generosity, hospitality, good manners and work ethic.

Younger brother Ernie Stevenson remembered him as a methodical, tidy and practical boy who saved up his pocket-money so he could buy his own workshop.

McClune said Stevenson epitomised the "can-do Kiwi attitude".

Stevenson's grandfather George Stevenson had arrived at Tokomaru in 1897 to set up a blacksmith shop, which was taken over by his father Charles and uncle Alan.

In 1960 Stevenson went into partnership with his younger brother Rob. With differing business philosophies, the partnership resulted in two companies. Rob headed Stevenson's Structural engineers, with Colin setting up Stevenson's Springs and Engineering Company.

Stevenson married Wellington school teacher Esma Hodges in 1955, and the couple had three children John, Susan and Hugh.

The steam museum started accidentally in 1963 when Stevenson brought home to his 4.8 hectare Makerua Rd property, the 1904 Fowler Traction Engine No.9890, with plans to restore it.

The job took three years, and other acquisitions as well as donations of antique machinery followed.

The museum opened its doors in 1970, and went on to become the largest collection of steam engines in New Zealand and possibly the southern hemisphere.

Officially opened by Prime Minister Norman Kirk in 1973. Esma Stevenson said two other Prime Ministers visited - David Lange and Mike Moore.

The Stevensons produced a booklet *The Tokomaru Steam Engine Museum*, and apart from its weekend "Steam Up Days", the museum was always open by arrangement.

In 1970, Stevenson became a JP. A member of Tokomaru's St Aidan's Anglican Church, in 1993 he produced the 400-page *Tokomaru School & District Centennial*. Stevenson was awarded the QSM in 2000.

The museum had been for sale since 2015 with hopes the collection could be sold intact.

"The museum was grandad's life - it put Tokomaru on the map," Speedy said.

- Stuff

The Tokomaru Steam Museum was not a member of FRONZ but held and operated a number of steam locomotives in the collection. Editor



Steam hearse "Dixie Flyer" with the coffin of Colin Stevenson. David Unwin/Stuff

EDITOR'S TRAVELS

We are back in the country after our month in the USA in July. Fortunately, we got back before nasty words were exchanged with North Korea and the unrest caused by removing confederate statues. Glad to be back in our nice quiet part of the world. We were staying with friends throughout and find this a great way to see what a place really is like. We certainly did see enough of the country to appreciate there are still very different attitudes between the north and the south so can appreciate but of course not agree, with some of the extreme attitudes that are prevalent.

We flew directly to Houston, Texas then Detroit, Michigan and spent time in Michigan, Arkansas and California. We travelled between them doing some 3000 miles on Amtrak trains. Our trains took us from Toledo, Ohio to Chicago, Illinois, then south to Little Rock, Arkansas and through much of Texas to Palm Springs, California and finally to Los Angeles.

Right next to the house we stayed with friends is an old railway line which, for a short while in the 1830's, was the main line from New York to Chicago. Today it is run by a short line operator, the [Adrian and Blissfield Rail Road Company](#) which runs a train past daily to collect wagons of grain at the south end of town. ADBF's railroad line is one of the oldest operating in the United States, having been originally built in 1834 by the Erie and Kalamazoo Railroad.

The line is in pretty basic condition but built with heavy rail and has a permanent speed limit of 5 MPH. As it approaches there are some road crossings and we get the full air horn noise. I invariably rush out with my camera to get photos.

ADBF also operates a dinner train known as ["The Old Road Dinner Train"](#) in Blissfield, and a sister company operates in Charlotte. We couldn't resist this attraction and enjoyed a great night on it with an excellent meal.



Left: The ADBF daily grain shunt and right: Boarding and on board the Dinner Train.

There is little political interest at federal level in the long distance overnight trains and this is reflected in the lack of equipment modernisation, as mainly fares and some state funding keep these services running. This was much the same as when we were last there 4 years ago but has really got to the morale of the staff who are doing their best with 40-year-old equipment, which while well maintained, things do go wrong. The worst example we had was on the train from San Antonio, Texas to Palm Springs. The dining car on this train had faulty air conditioning when leaving New Orleans and the staff could not work in the downstairs kitchen due to the heat. We got a lunch but for dinner they picked up Subway at El Paso! One "six-inch sub" does not really stack up against a three course cooked meal (which they do really well usually), but there was a complete lack of apology or suggestion of compensation.

We always expect delays on Amtrak as the big seven Class 1 Railway companies put their freights first, although our only significant delay was a 4-hour holdup just out of San Antonio, Texas caused by a freight breakdown ahead of us.

Notwithstanding the small hiccups we still love travelling by train with Amtrak as it remains better than the way one gets treated by the airlines on domestic travel there, and most importantly we get to see lots of fascinating country and talk to interesting people.

We spent a whole day travelling along the Texas/Mexico border which was fascinating. Basically it is mostly undulating desert with no obvious security other than the odd Border Patrol vehicle. The only time we saw any actual structure was at the border city of El Paso where there was a fence of vertical steel beams. We were so close that just a few metres away we could see Mexico and the houses were just slums. Such contrast is evidence of the difference between the two nations.

I would still recommend travel with Amtrak in the USA. Just do what we do and allow for delays when planning connections which can be many hours.

We have now travelled on three of the four major Amtrak trains between the West Coast and Chicago plus trains further to the East Coast and enjoyed every minute especially meeting people in the relaxed environment of train travel.



Above: Servicing stop crossing another train at Fort Worth, Texas. Note no platforms as we know them.

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 scottosmond54@gmail.com

WAITARA RAILWAY PRESERVATION SOCIETY

Waitara Railway Preservation Society commenced their running days for the season on Sundays 3 and 17 September. Run times normally are 11am and 3 pm.

Adults, \$15, Child, \$5.

Child under Five free.

Tickets sold on the train, beside the Waitara New world Supermarket.

There has been work carried out over the winter months around the yard. Jim and Carl have started on the Jigger which has been sitting for a while. Cleaned the carburettor, checked the gearbox and drove the Jigger for a trial run. The carburettor still needs a tickle up to make the motor run sweetly.

Photo. Washing the locomotive ready for the new season.



ORMONDVILLE RAIL PRESERVATION GROUP

Doug Scott took these winter wonderland photos in Hawke Bay on 13 July.



THE PLAINS RAILWAY

Documenting the replacement of our carriage and locomotive sheds with a new structure - a project over 5 years in the planning.

Thanks to the Lion Foundation (Ashburton) for their generous grant to get us over the finish line with this massive project!



Left. Just waiting on the last doors - a pair of bi-folders and its all done, ready for tracklaying to commence. Right. Inside the shed, still some left-overs to be picked up, but, as you can see, its a massive space.

AUCKLAND DOCKLINE TRAM

The Auckland Dockline Tram service restarted on Sunday September 10, following the drainage work in Daldy/Madden St.

As previous, the tram will operate a two-way service from the Tram Shed in Daldy Street, down to the Fish Market, along Jellicoe St and round into Halsey Street, terminating outside the Hotel site. Return journey is contra-flow with a detailed Traffic Management Plan in place.

With heavy construction still dominating the Quarter just now, the tram will only operate on Sundays and Public Holidays from 10am to 4pm – with a “Gold Coin Donation” per person in lieu of a tram fare for an “All day” ticket.

The full 1.5km loop will not be back in action until Auckland Transport completes the road redevelopment at the southern end of the Quarter, around late 2018.

Our little workhorse, tram No.466, is still undergoing her mini-refurbishment, so Tram No.881 will be our tram of choice until 466 is ready to grace the Quarter with her presence later in September.

Sunday September 10, our first day back in operation - and gees it felt good!! Lovely to see some of our regulars and some new faces too. Weather wasn't up to much but tram 881 has heaters and these were running flat out making the tram the warmest spot in Wynyard Quarter today. So looking forward to next Sunday!! Here's 881 on the very first trip of the morning at 10am, it was real quiet down here at that time. Behind 881 the construction of the 6-Star Park Hyatt Hotel is well underway.



BAY OF ISLANDS VINTAGE RAILWAY RESOURCE CONSENT GRANTED

The Bay Of Islands Vintage Railway is absolutely delighted that, after a long and costly process, the resource consent for a new railway station and cycleway complex to be constructed in the area known locally as the Colenso Triangle has been granted.

The process commenced in October 2016 and submissions closed on November 17 2016. There were 121 submissions received by Northland Regional Council and 113 by Far North District Council, which were overwhelmingly in support of the railway proposal. However, there were a few submissions which expressed concerns over effects of the development on a small area of swamp and any bird life that utilised that area, the natural character, and cultural and historic effects.

Accordingly, a Hearing was conducted over the 2 days of 3 and 4 April by Dr Rob Lieffering from Nelson, who was very fair and impartial and conducted the Hearing in a highly professional manner. All submitters who wished to be heard were granted an objective and dispassionate opportunity to do so. One complication was that there was shared access off SH 11 with the local oyster farmers who were seeking a reclamation adjoining the Railway site to land their products, and the two applications had therefore been submitted together. There were many more objections to the oyster farmers' application than there was to the Railway application, and this was a factor, in combination with the natural character and wetland issues, that resulted in the Railway's application being declined.

This led to an appeal which was heard on 17 July, for which the two applications were “unbundled” and the Railway shifted the station siting with its associated infrastructure and parking. The Railway also undertook to carry out an intensive predator control programme.

Dr Lieffering's Decision Report was received on 25 August and the Railway application was approved in full. His Report states that he is satisfied that the Railway has undertaken an adequate assessment of any potential adverse effects and, in fact, that “allowing the railway terminus to be constructed and operated promotes the sustainable management of natural and physical resources.”

There are conditions relating to storm water, sediment control, weed control, archaeology, etc with which the Railway is very happy to comply. “But the huge plus for the whole region”, stated Vintage Railway spokesman and Project Chairman Frank Leadley “is that we can now proceed with confidence with gaining funding for the restoration of the North Island's historic first railway line and in developing a tourist complex which will be huge for the region in terms of employment and in its intrinsic interest. The total project involves building and rolling stock developments at Kawakawa and the construction of a permanent cycleway by FNDC within the railway corridor, as well as the large multi-purpose station building at Opua. We have a massive job ahead of us as we are looking at raising around \$5.2million for the project, but we have great community support and are confident we will reach our targets,” he declared. The Business Case was peer reviewed by Craig Wilson Quality Tourism in Nelson who declared it to be “one of the most exciting projects I have encountered” and which will be “the equal or better of any similar projects in the country.”

The Resource Consent process will have cost the Railway Trust over \$50,000. “This is really tough for a Charitable Trust,” Frank Leadley stated, “but it serves to steel our resolve to get the job started as soon as possible so that the whole community can benefit from, and be proud, of what has been achieved,” he concluded.

TRAM 1808 SAGA – THE STORY SO FAR

Several FRONZ Members have recently combined to enable ex Sydney Tram 1808 move from MOTAT in Auckland to a new career in Christchurch.



Above: Tram 1808 arrival MOTAT Dec 2009. Below: Tram 1808 leaves MOTAT 2 August 2017. MOTAT Photos



Eighteen tonne tram 1808 was loaded onto a flat-bed truck at the Museum first thing in the morning on 2 August 2017. Tram 1808's time at MOTAT has come to an end and it will soon start a new era of service on the streets of Christchurch. It was transported by sea freight to Lyttelton Port where it was transferred to a special trailer for the short road trip through the Lyttelton Tunnel to the Ferrymead Heritage Park for a repaint and other work by the Heritage Tramways Trust at the Tramway Historical Society workshops to enable it to run on the Christchurch City Tramway.

A bit of background on No. 1808 R Class: It was built by Clyde Engineering in 1934 at Granville, NSW for the New South Wales Government Tramways for use on the Sydney tramway network. It was withdrawn from service in 1959 and in 1960 the stripped body was used as an out building at Ashford in NSW. It was then donated to the Waverley Council in 1984 and displayed statically in Bondi for two years. R1808 was subsequently donated to The Sydney Tramway Museum in 2000. It was restored in Bendigo, Victoria using former Melbourne tram running gear.

Following its restoration, R1808 operated in the Sydney tramway system and also ran on the Bendigo system and the Melbourne network for the 2001 and 2002 "Trams on Parade" Moomba celebrations and then again in 2003 on a tram fan trip around Melbourne. R1808 had been on lease to MOTAT by the Sydney Tramway Museum since it arrived in Auckland in December 2009. It entered service at the Museum on 20 January 2010. R1808 can seat 48 passengers, has a length of 14.35m and weighs 18 tonnes.

During its years at MOTAT, R1808 has been used to introduce countless visitors to the joy and wonder of tram transportation and technology. The Museum is delighted that this historic vehicle is now going on to be of service to the Christchurch community.



David Maciulaitis was on hand in Christchurch to capture 1808's arrival in the "Mainland": Above Left; Leaving Lyttleton, Above Right: Lift off at Ferry-mead. Right: Back on track at Ferry-mead



GISBORNE CITY VINTAGE RAIL

ECT grant saves Wa165 for tourist season

A GRANT of \$200,000 from Eastland Community Trust has helped the operators of Gisborne's historic Wa165 steam train dodge a potentially devastating blow to its summer plans.

As part of its operating agreement with KiwiRail, Gisborne City Vintage Rail needs to replace 280 sleepers over nine spans of the rail bridge across the Waipaoa River.

The \$200,000 grant will now guarantee Gisborne City Vintage Rail's ability to operate this summer tourism season.

"There were major concerns that the Waipaoa River rail bridge might not pass its next inspection, which would mean we would not be able to get the train as far as Muriwai," said vintage rail president Geoff Joyce.

"This would have been devastating and put at risk the tourism products we have made a commitment to this season." Mr Joyce said replacing the sleepers was a complex job that involved lifting the rail with the use of specialised machinery and replacing each sleeper.

"We have the repair team on standby and, with ECT's funding confirmed, are now able to swing into action to have repairs complete by Labour Weekend.

"We also have excursions planned for the six confirmed cruise ships, the first of which (the Golden Princess) is due in port on December 27."

ECT chief executive Gavin Murphy said the steam train had established itself as a critical component of the region's tourism offering.

"This time last year, Cruise New Zealand sent Gisborne District Council a clear message that cruise ships might not stop in our city if the train does not operate.

"The early success of the Chardonnay Express further underpins our visitors' appetite for this kind of experience.

"While it is disappointing that KiwiRail and the Government have left the line to get into this state and passed on the issues to the region in the operating licence, the Gisborne region will miss out on business and tourism opportunities if the venture is not sufficiently supported.

"For that reason, we are very pleased to support this project and look forward to working with the team further down the track."

Experience Gisborne, event managers of the Gisborne Classic Chardonnay Express, said they were very grateful for the community's response to the issues regarding the rail line.

"We have been aware of the risks for some time and buying as much time as we could before releasing tickets to the public," a spokesperson said.

Gisborne Herald

STEAMFEST OTOROHANGA. 18-20 AUGUST

The inaugural Otorohanga Steamfest was sponsored and promoted by the Otorohanga District Council as a promotional event for the district. Mainline Steam Heritage Trust and Glenbrook Vintage Railway assisted with rail attractions in conjunction with KiwiRail.

On Friday evening the train hauled by Mainline Steam Ja 1275 and GVR carriages ran from Glenbrook to Otorohanga. On Saturday and Sunday numerous local trains ran to Te Kuiti and Te Awamutu along with other attractions including Kiwirail locomotives, Rail Safety and other displays and events. Over 2,500 people travelled on the trains over the weekend in often pretty nasty weather.

Attracting over 8,000 people during the weekend, Steamfest was a journey back in time where memories were made, where young and old came together in a brilliant rural setting to share the joys of yesteryear, to experience new things and to spend quality time with loved ones.

Planning is underway for a bigger and better Steamfest event on the 18th - 19th August 2018. See [Steamfest 2018](#)

Photos Cameron Persson



BUSH TRAMWAY CLUB

From September Newsletter.

July Open Day was a lot quieter than the last few (particularly June) but still equal to a good day a couple of years ago. It also meant that our crews got a break between trains as the trains ran per the timetable rather than non-stop. We were also able to carry out training for some of our members who had volunteered to be (say) locomotive drivers or guards or catering staff (more volunteers needed!). The August Open Day was extremely busy – in fact our best Open Day ever in revenue terms. Like June, we just threw the timetable out of the window and ran trains as and when we could.

Ian J had his newly refurbished Jigger No.2 in operation all day – it ran faultlessly with full loads each trip.

We have recently received a \$15,000 grant towards the cost of sleepers to complete the overhaul of the rest of the line to Glen Afton with spares left over to build the run-round loop.

Pictures: Recently, David Maciulaitis visited the Bush Tramway Club to see Ian Jenner's newly restored ex-Mamaku bush jigger. It was the first day of public running and it ran very well. A very worthy recipient of the FRONZ non-steam award. The BTC line is very photogenic and lends itself to the Bush Tramway feel, the jigger looks right at home there.




STEAM INCORPORATED

The Steam Incorporated Daffodil Express heading north on its run to Carterton and Masterton on Sunday 10 September approaching Petone after skirting Wellington Harbour. Once again stalwart locomotive Ja 1271 led the massive thirteen total train on a reasonably fine day in our otherwise wet and windy Spring to pay homage to the famous yellow blooms. A full program of excursions throughout summer is planned throughout summer by Steam Incorporated. See the full list later in Journal. *Photo: Michael Ansell*

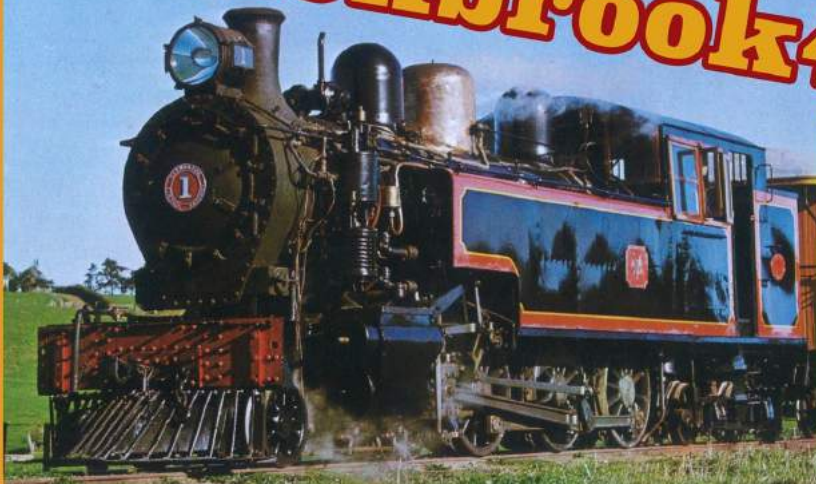



GLENBROOK VINTAGE RAILWAY—40TH ANNIVERSARY



#Glenbrook40

Glenbrook Vintage Railway

**- 40 Years Of GVR -
Steam Trains - Carnival Rides**

**21st 22nd 23rd
October**
www.gvr.co.nz

FERRYMEAD LABOUR WEEKEND ACTION

MOTAT "ON THE RIGHT TRACK"

EXTRAVAGANZA
AT
FERRYMEAD
Heritage park

LABOUR WEEKEND
SUNDAY 22ND & MONDAY 23RD
OCTOBER 2017
10AM - 4.30PM

Families: \$40
2 adults & 3 children
All other \$15
Under 5's FREE

Admission price includes:
:Double Decker Bus Rides
:Steam Train Rides
:2 Foot Train Rides
:Trolley Bus Rides
:Tram Rides

Tickets available at door on the day and on Eventfinda

WWW.FERRYMEAD.ORG.NZ WWW.FACEBOOK.COM/FERRYMEADPARK



Saturday 30 September – Sunday 15 October

On the Right Track Holiday Experience

MOTAT: 805, Great North Road, Western Springs

Time: 10am – 4pm

Normal MOTAT admission fees apply

Take a journey into Auckland's transport past with MOTAT and the Auckland Heritage Festival as we explore the different ways people got from A to B in days gone by. From manpower to horsepower, steam to internal combustion and even electrical power, experience working examples of machinery from the MOTAT collection. We'll also investigate how transport has changed over time and consider the impact this has had on our city and our lives. With heritage tram rides, interactive games, hands-on activities and much more, this action-packed experience offers great fun for the whole family!

For more information: Phone 0800 MOTATNZ (0800 668 286) or visit www.motat.org.nz

DUNEDIN HERITAGE LIGHT RAIL TRUST

The Trust has received the Planning Consent to enable the construction of the interim cable car building on the leased site at Mornington Park.

A safety barrier will be erected around the entire work site and a container will be placed at the site for storage of material required for the construction.

Most of the work will be carried out by the sponsors, like site levelling, concrete pad placing and building erection, however there will be a need for suitable volunteers to assist in several areas.

Once the building has been erected and the cable cars brought down from Christchurch, we will be planning a roster for when the site is opened to the public.



Above:

An impression by Don McAra on how the Cable Car building will look on Mornington Park

CLASSIFIEDS

MOTAT POSITIONS



Steam Operators (Full-time and Part-time)

Are you passionate about old machinery? Do you understand the technology behind steam engines? Do you love sharing stories?

MOTAT is seeking **one full-time (Sunday to Thursday)** and **one part-time (Saturdays)** Steam Operator to join our Collection Operations Team.

This is a unique opportunity to operate heritage steam boilers and equipment across MOTAT but primarily in the Pumphouse. Each machine has its own story; you will be sharing those stories with our visitors while stoking the boilers. This is hot and heavy work as you are required to shovel coal to keep the fires burning in a 40 Hp boiler, at times this boiler is used to operate MOTAT's historic Beam Engine.

Key responsibilities of this role:

Operate the MOTAT Pumphouse.

Understand steam technology - experience in steam operations would be an advantage, but at minimum you should have an understanding of steam technology.

Actively engage with the MOTAT visitors through the operation of the Pumphouse and to provide a high-quality experience to our visitors.

Operate other steam plant as required.

Demonstrate the workings of the MOTAT Pumphouse and steam engines and provide relevant historical information about the objects being operated.

Complete safety inspections prior to daily operations.

We want to hear from you if you:

Understand steam technology - experience in steam operations would be an advantage, but at minimum you should have an understanding of steam technology.

Are a passionate storyteller and good at interacting with people of all ages.

Are physically fit and enjoy operating old machinery, in particular, larger boilers and engines.

If you also hold a Boiler Operator qualification this would be an advantage, but training will be provided for the right person.

MOTAT is a great place to work, where no two days are ever the same. Along with joining a team of passionate and capable people, you will also get Birthday Leave, an entitlement to Study Leave, additional KiwiSaver contributions, and a MOTAT annual pass for you and your family.

In our current Steam Operator's words "this is not a job, it is a passion".

If you have that passion, apply today by submitting your CV and cover letter to hr@motat.org.nz. Please specify which of the two roles you are interested in when applying.

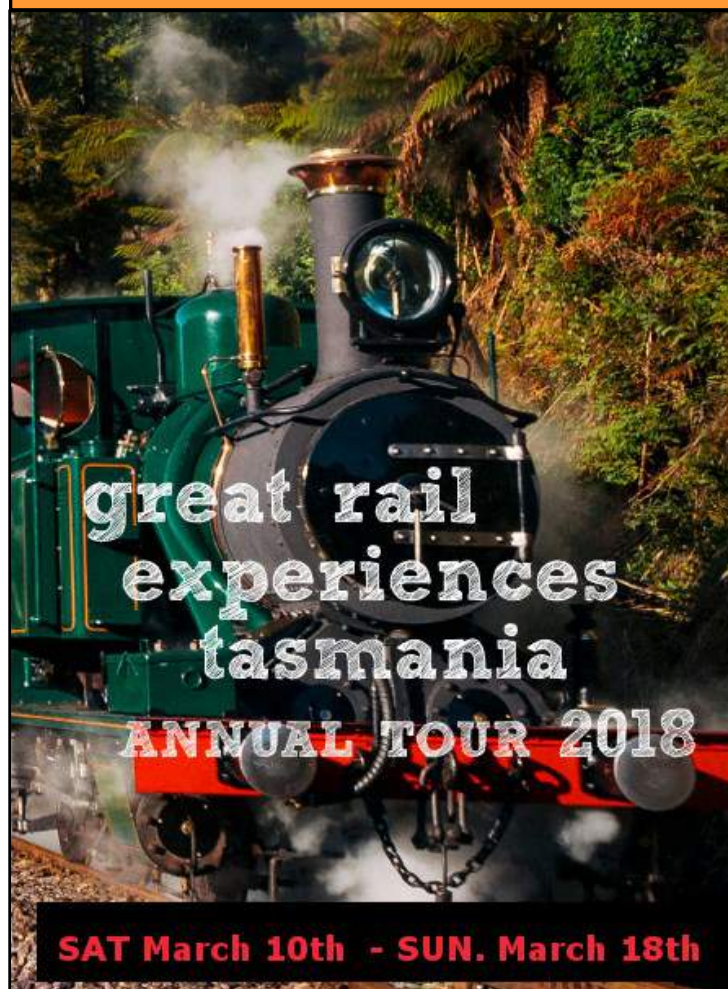
Applications Close: 29 October 2017

FISHPLATES - RIMUTAKA INCLINE RAILWAY

Rimutaka Incline Railway are wondering if any other groups might have any 91lb fishplates to spare - purchase or swap for other track items - need up to 24 to tidy up track work in our rail vehicle shed at Maymorn.

Contact: hugh.mccracken@rimutaka-incline-railway.org.nz or 021701551

TASMANIA RAIL TOUR



Queries or Expressions of interest contact:

admin@greatrailexperiencetasmania.com.au

More information or to book online:

www.tours.greatrailexperiencetasmania.com.au

INTERNATIONAL NEWS

AUCTION TO HELP CANBERRA HERITAGE RAIL GET BACK ON TRACK

By Ian Bushnell - 19 July 2017

The link at the end of the article shows a large and varied group of items. Does your group have a horde of unwanted items? Editor

The auction next month of some of the Canberra Railway Museum's assets, including 100-year-old carriages, is a key step in getting the beleaguered organisation back on track, according to the liquidator.

The museum closed last November with debts of \$700,000 after the collapse of its ill-fated freight operation which had been designed to support its heritage trains program.

Deloitte's Eddie Senatore said the Australian Railway Historical Society's ACT division owed the Australian Taxation Office about \$160,000 and employees about \$60,000.

He said the auction was part of overall plans to restructure the organisation so that it can be financially viable and return to its core reason for being – running heritage trains, maintaining a museum, and providing a place for volunteers to be involved.

He said none of the key pieces of the fleet would be up for sale when the auction takes place on site at Kingston on August 2. Some of the fleet, including the prized Beyer-Garratt 6029 locomotive, had been moved to the NSW Rail Museum at Thirlmere for safekeeping.

Mr Senatore denied the auction was a fire sale and refuted claims by some members of the Society, who have called for a public campaign to save the entire museum, that the carriages going under the hammer were of great historical significance to the ACT.

"What is being sold is not necessarily a 'must have' to bring the organisation back to running locomotives with an historical connection to the ACT," he said.

"We've got all the small steam locos that aren't up for sale at Kingston, so there are some really dilapidated carriages up for sale and it's arguable that some of those have a historical connection to the ACT, but to the extent that you have \$600,000 to \$700,000 worth of creditors, the bottom line is you have to deal with them.

"We have to come up with a financial model that allows them to be operated in a financially robust way so that this situation doesn't happen again."

Mr Senatore said poor governance and a lack of financial oversight had led to the organisation growing beyond its means and running into major compliance issues, particularly with the scrap metal train to Botany Bay.

He said it appeared that the heritage train ticket and charter prices had not reflected the expensive running costs of those trains.

"All you need to do in the model we've created is put 'from, to' and which locomotive and it should punch out the cost, and from there you can work out the price, and I can tell you it's going to be more than \$3 a person," he said.

But Society member John Davenport believes the auction would be the thin edge of the wedge.

"These exhibits are doomed, so what is not being sold in this first auction is of great importance," he said.

"If the liquidator decides to sell more of the collection, locomotive 6029, aka The City of Canberra, could be sold to a scrap metal merchant."

The auction will take place at 10 am and the catalogue can be viewed [here](#).

ASIA PACIFIC HERITAGE AND TOURIST RAIL ORGANISATION

Conference 2017 in Shibanzi Railway, China This year's conference will be held in Shibanzi Railway in Qianwei, Sichuan, China. Conference Programme The conference programme Schedule: 18 Oct Wed – AGM and business session 19 Oct Thu – Steam train ride on Shibanzi Railway 20 Oct Fri – Visit Chengdu Panda Base (Optional)

Conference 2018 We expect to hold in Myanmar in late October 2018. The possible venue is Naypyidaw, following two days' steam train ride from Bago on mainline of Myanmar Railways. Sri Lanka is alternative venue if Myanmar doesn't work out. Conference 2019 Due to delays in the construction of a new railway museum, our conference in Amman, Jordan has been postponed from 2018 to 2019. Details will appear in Spring 2018.

ZIG ZAG TO RESUME BEFORE THE END OF 2017

According to an article in the Lithgow Mercury, a member of the Zig Zag group expressed the hope during an interview on Sydney Radio station 2GB that the line 'would be open to Tourists before the end of 2017'.

Many of the problems that caused the close of the Zig Zag have been addressed and it was hoped those still remaining would be dealt with to enable the reopening 'by the end of the year'.

The article went on to list the major problems that has plagued the Zig Zag such as the Marrangaroo Army Camp fire which destroyed so much, flooding which washed away sections of the line and acts of Vandalism and theft which are an ongoing problem.

Much credit was given to the efforts of those Volunteers without whose time and energy has continued on to restore the the Zig Zag despite the many daunting setbacks faced by the Zig Zag during the last few years.

From Railpage

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.

Steam Incorporated

30 September	Steam Into Spring	Paekakariki to Waipukurau (Steam & Diesel)
12 & 13 Oct	Passchendaele Battle Anniversary	Ab608 on display in Wellington in conjunction with Te Papa & KiwiRail
14 & 15 Oct	Passchendaele battle Anniversary	Shuttles to Trentham in conjunction with Te Papa & KiwiRail (steam)
For details & bookings see: https://www.tepapa.govt.nz/visit/whats-on/events/passchendaele-commemorations		
19 Oct	NIMT Night Limited	Overnight One Way Hamilton to Paekakariki (diesel)
12 Nov	Heartland Flyer	Paekakariki to Woodville (steam)
3 Dec	Christmas Grand Circle	Circumnavigating the Taranaki (diesel)
3 Dec	Christmas Twilight Express	Evening run Kapiti to Palmerston North & return (diesel)
6 January 2018	Eketahuna Express	Kapiti to Masterton via Manawatu (steam)
17 Feb	Deco Delights	Kapiti to Napier for Art Deco (diesel)
24 March	Mangaweka Express	Paekakariki to Taihape (steam)

Mainline Steam

7 October 2017. Plimmerton to Chateau Tongariro.

Gisborne City Vintage Railway

Gisborne to Muriwai—

Saturday 21 October 2017
 Sunday 26 November 2017
 Thursday 28 December 2017
 Friday 29 December 2017
 Saturday 6 January 2018
 Sunday 7 January 2018
 Saturday 27 January 2018
 Sunday 28 January 2018
 Saturday 17 February 2018
 Saturday 31 March 2018
 Sunday 1 April 2018
 Sunday 13 May 2018
 Saturday 2 June 2018
 Sunday 3 June 2018

Feilding & Districts Steam Rail Society Inc

22 October 2017. New Plymouth Express (diesel)

4-5 November— Open Weekend.

Pahiatua Railcar Society

21 October 2017. Palmerston North to Waipukurau (150 celebrations)

19-22 January 2018—Festival of Lights. New Plymouth.

14-15 Feb 2018—Art Deco Weekend

Dunedin Railways

Regular Taieri Gorge (currently closed due to flood damage) and North Line services

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.

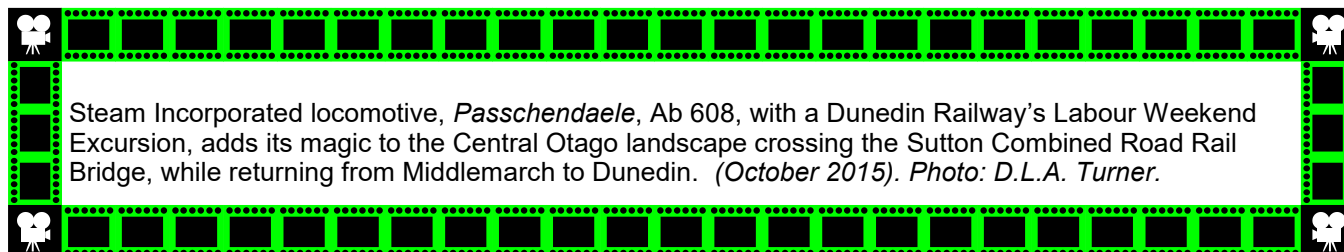
No excursions currently advertised for:

Glenbrook Vintage Railway Scenic Rail

PICTURE OF THE MONTH



D. L. A. Turner



Steam Incorporated locomotive, *Passchendaele*, Ab 608, with a Dunedin Railway's Labour Weekend Excursion, adds its magic to the Central Otago landscape crossing the Sutton Combined Road Rail Bridge, while returning from Middelmarsh to Dunedin. (October 2015). Photo: D.L.A. Turner.

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

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