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SEASONS GREETINGS



We hope 2017 has been a successful year for your rail related operation, be it mainline or heritage line train and tram running, or wherever your support for rail heritage operations belongs.

We all need to keep looking forward and some members do this better than others but remember to always think about a plan for the future. Enhance what you do well and improve or remove that which is not working well.

We are all hopeful that 2018 will see a resurgence of the role railways play in New Zealand with the change of Government this year. Hopefully we will see the decision on removing electric traction for the main trunk changed and improvement to some secondary provincial lines.

So our wish to members is to enjoy your Christmas and every success with the holiday running of your trains and trams.

From all of the FRONZ and RAIL Executive; Grant, Clark, David, Hugh, Jeff, Lindsay, Nigel, Scott, and Trevor, have a great Christmas and best wishes for 2016.



FRONZ CONFERENCE 2018

A brief advance note on our Conference Plans for 2018.

We will be in Wellington where our host group will be Steam Incorporated. Our conference venue will be the West Plaza Hotel at 110 Wakefield St in the city. Selected so we are handy to the night life nearby for those that want to enjoy the social side of our time.

So far our plans include:

Friday 1 June: An afternoon visit to the Wheelwright Shop at Gladstone in the Wairarapa. Visitors can take a scheduled train from Wellington where we will have a coach transfer us to and from Carterton to Gladstone, followed by return train from Carterton.

Saturday 2 June: Conference sessions all day with a free evening.

Sunday 3 June: Morning conference session and in the afternoon we will travel by coach to visit some of our members sites (including host group Steam Incorporated) in the Kapiti area.

Monday 4 June (Queen's Birthday Holiday): Coach to the Hutt Valley where we will visit more member sites before returning to Wellington and the airport for visitors to fly home.

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

HEALTH & SAFETY WORKING AT HEIGHTS

A recent article in the Kapiti Observer drew attention to a case where a staff member of a small firm fell from a mezzanine floor which did not have a balustrade or rail around it and was seriously injured.

Increased penalties for H&S breaches...

The District Court in this case has set out sentencing guidelines for breaches of the Health and Safety at Work Act. These significantly increase the starting point for penalties for breaches of H&S.

Those guidelines introduce several new bands and they are as follows:

- Low Culpability – a fine of up to \$150,000.
- Low/Medium Culpability – a fine between \$150,000 and \$350,000.
- Medium Culpability – a fine between \$350,000 and \$600,000.
- Medium/High Culpability – a fine between \$600,000 and \$850,000.
- High Culpability – a fine between \$850,000 and \$1.1 million
- Extremely High Culpability – a fine in excess of \$1.1 million up to the maximum of \$1.5 million for a Person Conducting a Business or Undertaking (PCBU).

Note that these fines only relate to a failure to comply with a duty and that if the charge is one of recklessness the maximum fine rises to \$3 million for a PCBU plus up to five years in prison for individuals or officers of a PCBU.

Most of our FRONZ members are not a Person Conducting a Business or undertaking (PCBU), but a Voluntary Association (VA). None of our members can afford the lowest level fine let alone the trauma of such an accident.

The main emphasis of this article is to remind FRONZ members to ensure their staff are not put in any danger of falling from height, even the bottom rung of a step ladder. Our membership tends to be in the older age group and less able to recover from injuries than younger folk.

The nature of our business is to repair, maintain or service rail vehicles on a regular basis. Therefore some investment in appropriate equipment is our best insurance.

The responsibility lies primarily with the committee, board or trustees to provide safe working conditions. A major part of your safety case is the supporting evidence that you have mitigated the risk by providing suitable equipment or PPE for your staff to carry out their job safely and efficiently.

To read the full report on the case, please follow this link to the Kapiti Observer from Allan Knowsley of Rainey Collins Lawyers of Wellington.

https://drive.google.com/file/d/1xo7uZu86lG_ZhfUb8Xr3oXNjMVq5eUPn/view?usp=sharing

For further assistance please contact Trevor Burling.

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COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA (COTMA) CONFERENCE PERTH SEPT 2018



The conference will commence in Perth at Seasons Hotel on Thursday September 13th and conclude on Tuesday September 18th. The conference is followed by a tour of the South West of WA departing Perth Wednesday September 19th and ending back in Perth on Sunday evening September 23rd.

The organising committee is now calling for suggestions regarding topics, subjects or other ideas that members consider might be a suitable discussion paper. Each topic etc should be no longer than 45 to 50 minutes allowing for questions, and can be presented with a power point, or video as required. Detail of the presentation should be advised so that the required media is available for the presenter.

There were various matters raised at the last conference in Christchurch that some may like for some sort of follow-up, then let me know and I will ask the presenter at Conf. 2016 if that is possible.

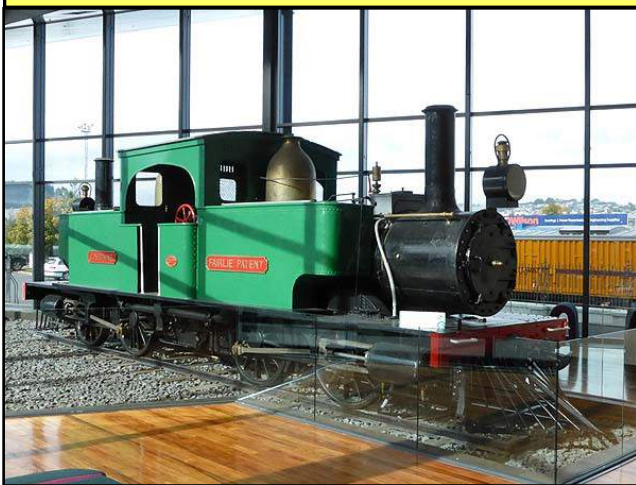
Please let me have your reply - even if you do not wish to suggest a topic – so that I know what the various Museums/ Societies ideas are.

If possible can I have a reply by January 31st 2018 or before.

RL (Bob) Pearce
COTMA Conference Chair
Perth Electric Tramway Society (Inc)
0439 951 007

Conference web page: <https://www.cotma.org.au/conference.html>

BIRTHDAY CELEBRATIONS HELD FOR JOSEPHINE



Rather than get all steamed up about turning another year older, Josephine sat quietly in the corner while everyone else ate cake and celebrated.

Hundreds of Dunedin residents celebrated the Double Fairlie steam locomotive's 145th birthday at Toitu Otago Settlers Museum yesterday, including Skye O'Leary (5), who really got into the celebration by dressing up as Josephine.

She said she had been Josephine's biggest fan since her parents read her Dianne Miller's book *Josephine Off the Rails*.

"She's fixated with Josephine," her mother Jinean Sinclair said.

"Every time we drive past the museum, we have to come and see her."

Josephine - affectionately known as Dunedin's grand old lady - began her career on the Dunedin-Port Chalmers Railway.

She was one of two Double Fairlie locomotives brought from England to operate the railway in 1872.

She went on to work on other railway lines around New Zealand, before being retired 45 years later.

Somehow, Josephine avoided the scrapheap, and since the 1920s she has been on display at the museum.

Up until the 1960s, she remained exposed to the elements on the lawn outside the museum, but a campaign to save her in the late 1960s resulted in her being restored and moved indoors.

She is one of only a handful of surviving Double Fairlies left in the world, and train spotters come from around the globe to see her.

Otago Daily Times

Right: Skye O'Leary dresses as Josephine to celebrate the Double Fairlie steam locomotive's 145th birthday at Toitu Otago Settlers Museum. Photo: Peter McIntosh



1968

50 YEARS OF THE FERRYMEAD TRAMWAY

2018

Our big event for 2018 - celebrating 50 years (to the day!) since the official inauguration of tram services at Ferrymead. On Saturday 6 January 1968 a week long carnival got under way at Ferrymead, with the opening of the first built section of the Ferrymead Tramway, completed as far as, but not around the corner into what is now the Ferrymead Reserve. Considering that the Society had been in existence for less than 8 years, and that it had only completed the move from the old CTB paint shops over the previous Labour weekend, this was a huge achievement for the dedicated bunch of tram enthusiasts involved, many of whom were in their 20s or younger! Our first electric tram had yet to be restored, and so like nearly 90 years earlier in the city our first passenger services were steam tram hauled!

So 50 years on (and that's a year more than the CTB's electric trams operated in Christchurch!) it's time to celebrate that early milestone and to reflect on all the other many achievements since, many of which had been no more than impossible dreams back in those early days.

We are making a weekend of it and here's the programme. You will notice that some preparations remain to be done and the opportunity for some volunteer assistance!

SATURDAY 6 JANUARY 2018

Morning: - Final preparations - setting up displays, positioning vehicles, final idying. Ferrymead Heritage Park open to the public from 10:00am - tram will be operating. (Note: there will also be workdays from 9:00am on Wed 3, Thurs 4 and Friday 5 January preparing for the weekend – volunteers welcome.)

Afternoon: - **(from) 1:30pm** - Arrival and registration - at "Square Shelter" - bookshop will be operating. Tram barns 2 & 3 and trailer/bach No. 126 open for viewing.

2:00 pm - Re-enactment of 1968 opening ceremony (as best we can!) Assemble outside Tram barn 1 main doors. There will be a few speeches followed by 2 return trips to the original terminus - time to ride and to take photos.

(from) 2:50pm - Afternoon tea in Tram Barn 1.

3:30pm - Diesel bus (AEC Mk 1V No. 290) ride to trolley bus shed - trolley bus rides.

- Tram rides to township area - Christchurch Nos. 1 and 26.

4:30pm - Park closes but tram rides continue. Have a turn at driving!

Evening: - **(from) 5:00 pm** - Social gathering - **(BYO drinks)** - commences at the Lodge Hall, Moorhouse Sq, in Ferrymead Township. (Trams will continue to operate to car park at Bridle Path Rd.).

6:30pm BBQ dinner provided by Spit Roast Company - **(cost: \$25 per person) (BYO drinks)**
Informal Social evening continues. This will include some historic movie films from the 1960s period, featuring the early days of THS, and of course some reminiscing and stories.
Evening tram rides on Double Decker tram No. 26.
This will include return trips to the Bridle Path Road site and car park.
Supper with tea and coffee will be provided.

SUNDAY 7 JANUARY

10:00am- 4:30pm "Steam Sunday" at Ferrymead Heritage Park - trains operating as well as 2 electric trams.

Tram barns and trolley bus shed will be open for viewing, and trolley buses will be running.

Enquiries to Secretary@ferrymeadtramway.org.nz

For catering purposes we need to know numbers coming. **Please return the form by Friday 22 December.**

We are looking forward to a great weekend and hope to see you there.

Dave Hinman
Secretary
TRAMWAY HISTORICAL SOCIETY INC



WESTERN SPRINGS TRAMWAY

Following last edition of Journal featuring the 50th anniversary of MOTAT trams, MOTAT have sent the attached photographs of the period all from the camera of Graham Stewart.

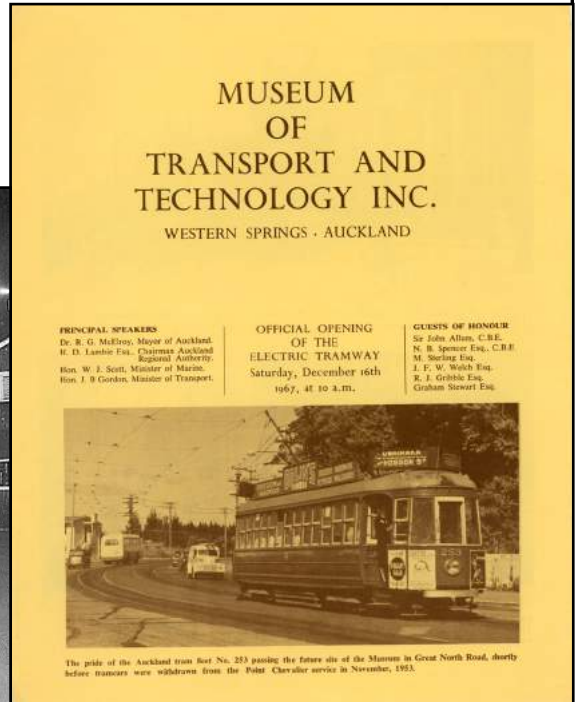


Left: Taken on the opening day of the tramway at MOTAT on 16 December 1967 – Alan Curtis is fifth from the left (at back with glasses). This features a line-up of the original MOTAT Tramway volunteers holding a model Auckland tram.

Below: The opening day brochure for the MOTAT Tramway



Above: Auckland No 253's first test run under power at MOTAT on the evening of Friday 24 November 1967 with Ian Stewart at the controls and many more tramway builders and pioneers in the background. The 600-volt Direct Current was supplied by the Auckland Regional Authority's trolleybus reticulation system, initially from the Point Chevalier Substation.



The pride of the Auckland tram fleet No. 253 passing the future site of the Museum in Great North Road, shortly before trams were withdrawn from the Point Chevalier service in November, 1963.



Above: Also taken on opening day at MOTAT. Alan Curtis is in the foreground bending down to double check that the tram is not in any danger of derailing.

Left: Trams on the move at MOTAT for the opening of the Tramway 16 December 1967.



Top Right Track welding for the MOTAT Tramway.

Other photos: MOTAT's iconic trams arrive at the Museum.

Below: Some more recent photos of MOTAT trams.



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

BAY OF ISLANDS VINTAGE RAILWAY

The last pier on Longbridge has now been completed (see photos below) Once the bridge has been certified for rail operations, it will mean that we can start the track recovery Longbridge to Opuā .

With regards to the Opuā station the appeal against the consent is set to go to mediation mid- January.

The big disappointment is that we won't see Gabriel steaming along the tracks this summer. Her boiler is still in Dannevirke and, at this time, is not due back until end February 2018. In addition to the new front tube plate, a new set of tubes, a replacement main steam pipe, four new longitudinal stays and all the plates which will form the new smoke box, are to be provided before the boiler is returned to us.



Now the bad news. A historic railway tunnel that forms part of the Taumarere - Opuā leg of Pou Herenga Tai/Twin Coast Cycle Trail has been closed over fears it could partly collapse.

The Far North District Council has closed the tunnel, which means those using that leg of the cycle trail will have to follow a track over the small hill the tunnel goes through. There's no date for when the tunnel can be repaired and deemed safe for public use.

Andy Finch, council's infrastructure and asset management general manager, said there is a crack in the arch of the tunnel at the Opuā end.

"The crack is near the crown of the tunnel and it could develop if additional weight is applied from above. It is possible that masonry could dislodge and fall into the tunnel.

"The FNDC has received advice that this is a significant health and safety risk along with a recommendation to close the tunnel pending repairs."

Mr Finch said the council cannot say at this stage how long the tunnel will be closed.

The council leases this section of the cycleway from the Bay of Islands Vintage Railway Trust and will need to discuss repair options with the trust before any decision is made.

Mr Finch said a health and safety report was ordered by the council in September as part of routine inspection programme of both cycle trail tunnels (Opuā – Kawakawa and Okaihau – Kaikohe).

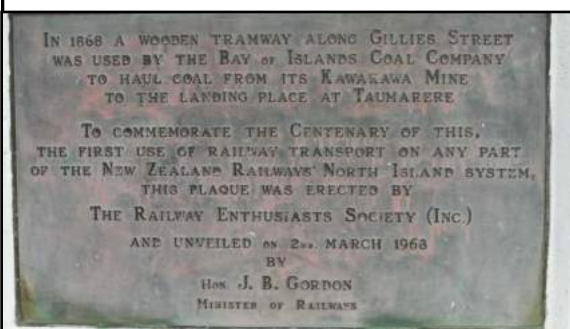
The resulting inspection identified the cracks and the risk of failure.

"Gates are being erected today to block access at either end of the tunnel. A detour over the top of the tunnel will be used during this time.

Detour signs will also be erected at both ends of the tunnel and at the Opuā and Kawakawa ends of the cycle trail," he said.

"The Opuā – Kawakawa section of the Twin Coast Cycle Trail remains open and we hope users will continue to enjoy this great facility."

NZ Herald



2018 will see BOIVR celebrate the first rail operation in the North Island.

GLENBROOK VINTAGE RAILWAY

On Sunday 26 November Glenbrook Vintage Railway, operated their Diesel Locomotives, brought second hand off KiwiRail for the very first time!

Class DBR, Numbers 1254 & 1295.

GVR staged an open day for members, the people who through their ongoing donations and membership fees basically paid for these two locomotives to be saved from the scrappers torch or possible export to another country.

Why did GVR buy 1254 & 1295?

With the ongoing progression and evolution in the New Zealand rail industry GVR needs to make sure that they are also keeping up. These two locomotives will ensure that the mainline operations are kept up to modern standards, easing the load on volunteers whilst also increasing our scope of operations.



GVR have launched a fund raising appeal to help get the two locomotives fit and ready to head mainline excursions. The rationale for launching a special appeal is to get the two locomotives up and running in as short a period as possible to enable GVR to operate their own equipment on mainline excursions. The funds will be kept separate from other projects so that work can be continued on the Ww locomotives and then Ja 1250 as planned. A diesel overhaul can be completed in parallel using different volunteers and skill sets. Body overhaul and rust removal is first and fire suppression at \$30,000 per locomotive. They are in pretty good mechanical order having been utilised on freight and suburban trains up to two years ago, but require a stock of parts. The pictures were taken on 26 November from GVR Facebook page.



On the Sunday of Labour weekend the Mallet, pushed by Ww 644, breaks through the ribbon at Glenbrook on a wet morning,

recreating the original 1977 opening weekend for GVR's 40th anniversary. *Photo Alex Burgess.*

Early November saw the first Thomas weekend of the season at GVR. Jarod Chevin took the picture of the locomotive line-up at Pukeowhare.



DUNEDIN RAILWAYS



Back in September, Dunedin Railways Silver Fern RM 24 was in on a South Island tour. David Oakley took these photos at Asbburton in evening light and the following morning.



BLenheim RIVERSIDE RAILWAY

Century-old steam train rescued from ruin and back on track.

For the first time in almost a century, a historic steam train has taken to the tracks again.

Donald the locomotive has been restored by members of the Blenheim Riverside Railway Society.

Almost ready to take on paying customers, Donald has been out on practice runs, steam hissing happily as he trundles along the Taylor River.

The 6-tonne diesel-powered engine had been rescued from where it lay after 30 years of loyal service with the Puponga Coal and Gold-mining Company Ltd in Golden Bay from 1901 until 1930.

For the Steam Team, who spent thousands of voluntary hours working on Donald's rehabilitation, seeing him on the tracks again was a sight to behold.

Gary Coburn, John Stichbury and Arthur Beaman are the brains behind the hands-on project, combing their skills in trains, engineering and steam engines to bring the ancient locomotive back to life.

Coburn began his apprenticeship with New Zealand Railway in 1956 and helped oversee the project.

The task has been daunting at times with parts painstakingly rebuilt by hand. Donald is a rare feat of engineering, believed to be the only operational 2-foot gauge steam loco in the country, after he arrived on the steamer Machrianish from Glasgow to Wellington in October 1901.

It is the sense of helping preserve part of history that has helped keep the team going forward.

"Obviously you're quite proud of what you've achieved, what the group has achieved, what Riverside Railway has achieved, that you're saving something from disappearing off the face of the earth altogether," Stichbury says.

"In a way, it's been a labour of love. It's quite nice to actually achieve something when you see what we started out with."

- *The Marlborough Express*

Before and After Photos from Stuff



CANTERBURY RAILWAY SOCIETY



CRS records the 150th anniversary of the opening of the Lyttelton railway tunnel Ec12 emerging from the Heathcote portal of the Lyttelton Tunnel on 2nd October 1966.

Designed for the 5 feet 3 inches (broad) gauge of Canterbury Provincial Railways, the construction of the Lyttelton Tunnel began on 17th July 1861. Several years later the first locomotive of the CPR travelled through the Lyttelton Tunnel on 18th November 1867, the first goods train a week later, and the first passenger train on 9th December 1867. These initial freight and passenger services marked the beginning of rail traffic between the port of Lyttelton and Christchurch, and resulted in the closure of the spur line to the wharf at Ferry-mead. Parts of the original railway formation on the original spur line are currently occupied by our heritage railway, while the site of the wharf at Ferry-mead is privately owned.

Photo and story: Wayne McClintock

President Brian Wheatley has led the CRS to develop a coherent plan that defines where they want to go, how they go about getting there; and the way they go about managing projects. This is something many member groups should be attending to in order to ensure the best outcomes considering the balance of resources available.

PLEASANT POINT RAILWAY

Pleasant Point Railway and Historical Society president Bryan Blanchard presented the annual report at a meeting on Nov 26, highlighting progress in the 2017 year. In June, locomotive D16, built in Glasgow in 1878, found a new lease on life. In April, the engine of the locomotive, which primarily operated as a tourist attraction, had reached the end of its steam certification. Built in Glasgow in 1878, it had given "sterling service", he said.

The locomotive was transported by truck from Pleasant Point to Oamaru on 5 December and is scheduled to make an appearance in the BBC documentary series *Coast*, hosted by Neil Oliver.

Meanwhile, locomotive Ab699, one of 20 built by A & G Price Ltd, in Thames in 1922, had its ten-year boiler strip down in 2017.

"It's a big job as nine fire box stays have to be replaced plus other work done on it, so we plan to have it up and operating on our railway line early next year. It is the only Price Ab left as the others were cut up for scrap, as steam on New Zealand Railways trains finished in 1971.

"Ab699 was originally from the North Island and was transferred to the South Island in the mid-1950s. Based at Christchurch, it was one of a number of Abs that was used on the Fairlie branch line over the years."

A half-birdcage carriage, built in 1897 by NZ Railways, was currently undergoing a complete overhaul, Blanchard said. "When we got it in 1989 it had been a holiday bach at Mt Somers, the only one in New Zealand now used on a museum railway."

Blanchard noted in his report that insurance was now "an expensive part of our museum's expenditure. It is a big cost to the society. Insurance costs go up each year and we work with a broker to try and keep the costs down."

Next year would mark the 50th anniversary of the closing of the Fairlie branch line with celebrations planned

for September 2018, he said. Two years after that, in 2020, would mark 50 years since the Pleasant Point Railway and Museum was established.

Volunteer numbers were good but the society was always on the lookout for more, Blanchard said.

"We are very proud of what we have achieved since the museum was set up in 1970 when we got the old rundown Pleasant Point railway station and the goods shed and the loading bank north of it." - Stuff



Pleasant Point Railway and Museum conductor Jonathon Holmeswelsh waves people aboard. John Bisset/Stuff



Enjoying a mid-week ride at the Pleasant Point Railway and Museum are Dee Gillett, left, and Tina Shpillro. John Bisset/Stuff

PLAINS RAILWAY ASHBURTON

Storage Shed Replacement

The replacement of our carriage and locomotive sheds is completed 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!



OAMARU STEAM & RAIL

In December 2017, D16 briefly visited Oamaru for the first time in 55 years to film an episode of the BBC TV series 'Coast New Zealand' with Neil Oliver, and to run public trains around the harbour. The 1878-built 2-4-0 loco was last in town for the 1962 'Cavalcade of Progress', which included steam trains taking crowds of locals through the old industrial area and goods yard down to a quarry which is now the penguin colony. Hauling the special trains along the harbour were two small D class locomotives – D 6 from McDonald's Lime in Kakanui and D16 which was then based at Pukeuri. D 16 was built in Glasgow in 1878 and worked for NZ Railways at many South Island locations including Oamaru until being sold to the New Zealand Refrigerating Company in 1918 for use at Pukeuri, where she served until the 1970s. The loco now resides at Pleasant Point. A huge thank you to Pleasant Point Museum and Railway and our crews - both



on the trains and behind the scenes- who made this possible.

These pictures of the weekend were taken by David Oakley.



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

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)
13 May	Heartland Flyer	Paekakariki to Woodville (steam)

Marlborough Flyer

Readers looking to ride the new Marlborough Flyer, a joint arrangement between FRONZ members **Steam Incorporated** and **Pounamu Tourism**, should see their booking site at www.marlboroughflyer.co.nz for their regular summer excursions between Picton and Blenheim

Mainline Steam

20-21 January 2018. Plimmerton to Whanganui return.

Gisborne City Vintage Railway

Gisborne to Muriwai—

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

7 Jan 2018. Palmerston North—Longburn return (Steam F163)
 4 March 2018. Feilding—Taumaranui return. (KR Diesel)

Pahiatua Railcar Society

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
 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

From the **THE NEAR LINESIDE GALLERY**



It was not clear if the elephants had obeyed the sign, or continued their advance into the airport.

Gisborne airport where the railway line crosses the runway.

Photo and sense of humour from D.L.A. Turner.

Dave is currently recovering from hip replacement surgery and giving his camera a rest for a while. Get well soon Dave!

FRONZ CONFERENCE WELLINGTON
1-4 JUNE 2018



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