



JOURNAL

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FRONZ CONFERENCE 2019

We are pleased to announce that the Pleasant Point Railway & Historical Society have agreed to host the 2019 FRONZ Conference which will be held in Timaru from 31 May to 3 June 2019. We are busy selecting a venue and accommodation and will have more news as plans are developed. It is 50 years since the Fairlie Branch was closed and 2.5 km of it saved by our hosts, who will help us ensure we have an excellent weekend.

FRONZ CONFERENCE OUTSTANDING DELEGATE PAYMENTS

FRONZ has still not received payments from several people who attended conference despite receiving further invoices from our Treasurer. Two people representing two FRONZ member groups have outstanding payments totalling \$405. Obviously FRONZ is bearing this cost until paid. We pay all our conference suppliers on time, sometimes in advance, and it is important that fellow members do not have to subsidise this debt. Please can all members unpaid ensure that you, or the organisation you represent, pay these accounts immediately. Thank you.

FRONZ AWARD RESPONSE

This letter was written by Denyse Bettridge to the person who nominated him for the Paul Heighton Award in this year's FRONZ Awards and wishes to remain anonymous. Thank you for forwarding it to "Journal".

6 June, 2018

Paul Heighton Award Nomination.

I was very surprised to hear that you had nominated me to be the carrier of this prestigious award that reflects upon the Waitara Railway Preservation Society Inc (WRPS) along with the unstinting Mana of Paul Heighton.

Recognition like this for the WRPS is a welcome acceptance by our peers in the rail heritage movement, that other "movers & shakers" in the FRONZ executive also saw merit in awarding this award, which also means a big deal to me personally.

Paul Heighton always had a lot of respect & admiration from Eileen & I, in which we did a great mutual deal with Glenbrook over gear boxes and a ballast wagon in working order. That is only one instance, but there were many others as well. Paul Heighton was working with us almost to the day he passed away.

You cannot help but feel the emotions of those moments, that to be regarded as a worthy recipient of his award is humbling, from your peers.

I had a phone call from Steve Porter on Monday evening, advising me of this award, which was great and had a catch up on the mutual projects that are being carried out by both our groups.

I am really chuffed & humbled by this gesture, my two "Gateway to Employment" young men were pleased also.

I do not mind if you share this, if you wish.

Regards,

Denyse & Eileen Bettridge.

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

FRONZ CONFERENCE VISITS 2018

With a very full previous edition of "Journal" there was no space to acknowledge the numerous site visits we did during conference so they are included in this edition. All FRONZ member sites that we visited made a special effort and on behalf of the FRONZ Executives we thank you all for the efforts.

*Special thanks go to our Hoist Group, **Steam Incorporated** who contributed delegate bags along with local information (One has already been to Australia and back and filled with shopping as your editor and his wife headed there for a few weeks straight after conference).*

Wheelwright Shop

On Friday afternoon about forty delegates boarded a Metlink Wairarapa train for the journey to Carterton to take a look at the Wheelwright Shop where Greg and Ali Lang undertake restoration work for several FRONZ members. Presently they are nearing completion of restoration of Wellington tram number 17 for the Wellington tramway Museum. Unfortunately, the coach that was to take the visitors from Carterton to Gladstone was rather late arriving so the visit was curtailed somewhat.



After our AGM on Sunday afternoon we visited the three member sites on the Kapiti Coast.

Mainline Steam Depot, Plimmerton



Our first visit was to see MLS where Ian Welch welcomed members who saw the new look carriages for mainline work as well as the various locomotives there.

Steam Incorporated



Our conference hosts opened all the facilities at Paekakariki. All the Steam Incorporated fleet was home including Ab 608 and the train just back from their successful season in Marlborough. Three Da locomotives were looking good and 1410, recently returned from Glenbrook and already nearly fully repainted, was running so we could hear that lovely Da purr! Members were impressed with the current major restoration project on Ka 945 which was in pieces with the massive boiler and firebox sitting on a rotating platform of particular interest.



Wellington Tramway Museum

The whole fleet was out for the day and running to the beach where Jeff Tolan took the chance to take our conference photo.



Monday visits.

New Zealand Railway & Locomotive Society. Thomas McGavin Building, Ava.

This was our first stop and many members that had not before seen the work undertaken here and the sophisticated equipment used to work in digitising the massive collection of railway history were thoroughly impressed with the processes in place.



Silver Stream Railway

Our next stop appeased all the steam fans with two locomotives running trains on the line and the chance to see the extensive collection of locomotives held at the Silver Stream site.



New Zealand Railway & Locomotive Society. Silver Stream North End Building

Here we saw the exceptional work going on in restoring the Wellington & Manawatu Railway carriages plus more recent addition to the archive storage areas. Just arrived was thirteen pallets of documents and plans from the recently closed A & G Price foundry in Thames. Some of the drawings here are pure gold rail heritage documents and it is a credit to NZRLS that they have been obtained for preservation.

Remutaka Incline Railway Heritage Trust

Yes, the spelling, Remutaka, is correct as the Geographic Board have recently adopted the "correct" spelling which translates as sitting down to rest.

Here we saw the extensive collection of the RIRHT as well as the Wellington Electric Units owned by the Wellington Heritage Multiple Unit Preservation Trust who plans to restore them. Tr 189 was running a train and restoration work on locomotives Ab 745 and Wb 299 was observed.

So ended another FRONZ Conference with our coach returning us to the hotel and airport by mid-afternoon.

Photos: Jeff Tollan



WORLD'S FIRST SOLAR POWERED TRAIN

Byron Bay is a major tourist attraction area just south of the Queensland border in New South Wales. I recently took a day trip there while visiting friends in nearby Casino, NSW, to check out the world's first solar powered train.

[The Byron Bay train](#) is an attraction started in December 2017, and runs on three kilometres of the disused 132km Casino to Murwillumbah line which until 2004 transported passengers by XPT train and freight to a point very close to the Gold Coast. Tragically this line was closed when it could have been used to contribute so much to the local community and a wider market.

A local resort owner saw a way to get his guests from his resort the three kilometres to central Byron Bay which has many shops and restaurants and is a lovely beachside town. He purchased a 1949 built 600 class "Rail-Motor" which was working in Lithgow and converted it from diesel to solar power.

There are thin stick-on solar panels on the roof and when sitting at the North Beach station, which is also the depot, it is plugged into mains power to charge the batteries that run the electric motors.



The train takes 7 minutes to complete the 3km run and runs every day all year. When we visited on a fine and warm (by our standards!) winter Sunday it was well patronised by all ages and many family groups. It was running an hourly schedule.

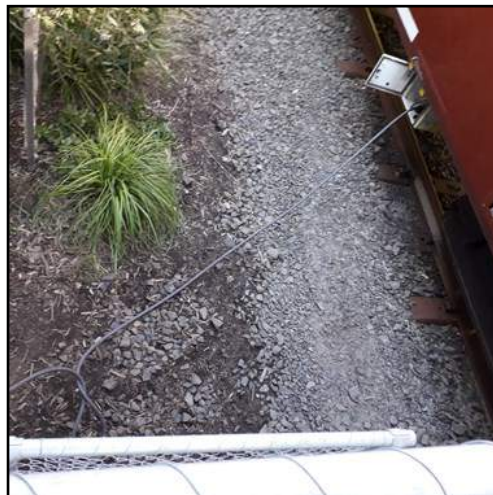
There is one bridge on the line and one level crossing. The bridge got a major restoration for the service. At North Beach is a new shed which houses the unit when out of service, and two modern platforms have been built at each end of the run.

Of course I took the opportunity to check out the sharp end and the driver invited me into the cab. I told him of my FRONZ position and with another staff member we chatted about the various common issues we face in the heritage railway business. They have no plans for lengthening the service because it is doing exactly what is planned and major bridge repairs would be required if the service was to venture further in any direction.

The old favourite subject of insurance came up and they said it was a huge issue. They could not get insurance as they claimed that Lloyds of London was the only people prepared to underwrite and at great cost. This went for all Australian main line and heritage companies. They required a massive \$250million liability insurance so the NSW Government has undertaken to underwrite the big railways and a number of heritage railways. If we thought,

we had it tough our situation is nothing by comparison. The difference being, their state government takes a greater interest in rail as a transport option, despite a long history of closing lines.

The Byron Beach train is a well operated and patronised facility and well worth a visit.



Left: Solar panels on the roof charge the batteries and (right) the train grabs a bit of mains electricity between runs.

MOVING PEOPLE IN SOUTH EAST QUEENSLAND

On our recent trip to the West Island we took a few hours to ride the Brisbane trains. They have had their problems lately with lack of drivers and new units that didn't fit platforms but it is still a good service. It is interesting that off peak trains run half hourly compared to a 20-minute service in Auckland (including weekends shortly) so we actually get a better service in that respect. I did however take the opportunity to ride the train out to Brisbane airport and back to the city. It is a really quick service, 24 minutes from Central Station. Auckland is planning on about 45 minutes via the light rail along Dominion Road and this has convinced me this is a mistake and it should be a heavy rail from Puhinui, probably with 4 tracks between Westfield and Puhinui. This could be up and running within a very few years probably at less cost as a lot of the land is still low density or farmland.

We also visited the Gold Coast. It is of course now possible to take a train from Brisbane Airport to Helensvale (1 hour 33 minutes, roughly 80km) then transfer to the light rail which goes through Surfers Paradise as far as Broadbeach with plans for extension to Burleigh Heads then the Gold Coast Airport. Outstanding planning and execution and a great example of rail transport at its best.



Above Left. On the train at Brisbane Airport with an Air NZ aircraft on the tarmac.

Above Right. What's wrong with this picture? While waiting for a train at Eagle Junction station this test train of new rolling stock came up to the opposite platform, opened its doors on the wrong side, closed them and carried on. It looked pretty strange but I presume it was a planned manoeuvre.

Below Left: Gold Coast Light Rail unit at Southport South.

Below Right. Two Gold Coast Light Rail units passing at Southport station. This picture was taken from a 29th floor apartment in a nearby building where we visited some New Zealand ex-patriots living a slightly different lifestyle.



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

WHANGAPARAOA RAILWAY

From "Local Matters" Newspaper, 14 May, 2018

Whangaparaoa Narrow Gauge Railway, which has been entertaining families since 1992, will close next month.

Owner Julie Pointon hammered in the first spike on the tracks in 1958 and has been working in the family business ever since it opened. The miniature railway was the fulfillment of a dream for her late husband Ted, who was a professional railway driver. He built the infrastructure for the railway at 400 Whangaparaoa Road on land that he purchased in 1955.

Julie says maintenance of the railway and caring for the farm animals has been a lot of hard work for the family and a big tie over the years. She says this was the main reason for closing the railway.

A further factor was a report from the NZ Transport Agency, which inspects the railway annually as part of its licensing requirements. The report included the need for "further risk assessment on a bridge". Julie says that the company cannot afford to do the work suggested, which included a walking platform and handrails on the bridge, although the bridge is not accessible by foot. "They also said that the steam locomotive gets too hot and could burn anyone touching it," Julie says. "We've only had one accident, and that was a long time ago when a person put their head out the window of the train, despite signs saying not to do that."

The railway, which winds through a large stand of mature native bush, continues to be popular with local families – Julie says they had good numbers coming through over the recent school holidays. More than 200 passengers boarded steam engine Little Toot for its final day of operation on Saturday, May 5, with many saying they would be very sad to see it go.

Much of the rail infrastructure and rolling stock is being sold to operations such as the Driving Creek Railway in Coromandel.



Julie says she will continue living on the 2ha property for now, but its future is uncertain, and includes the possibility that it may have to be put up for sale.

The petrol-powered train will continue taking passengers until Whangaparaoa Railway closes on the last weekend of June.

Editor's Note: I took a trip on the last day of the Whangaparaoa Railway. Lots of families taking their last (and some first) rides. I wished Julie and Scott all the best for the future from FRONZ.

WELLINGTON HERITAGE MULTIPLE UNIT PRESERVATION TRUST

We have secured a Ganz Mavag unit for preservation in Wellington. EM1505 and ET3505 will take up the position of representing Wellington's second generation of electric multiple units in our fleet.

At present the unit will be stored in Wellington yard whilst we work towards securing long term accommodation. It all happened very quickly. We had very little time once we had confirmed a set might be available before it would be too late and all the remaining sets were scrapped and buried.

The key mover with all this is our Vice Chairman Bryce Pender. Without his efforts this project would not have been completed and I thank him for his efforts.

Others who need to be recognised are, in no particular order: Angus Gabara, Greater Wellington Regional Council; Greater Wellington Rail; Bill Sinclair and the fitters and staff at Wellington car sheds, Transdev; Barry O'Donnell from Rail Heritage; and the staff and managers at Wellington loco, Kiwirail.

All these people have helped us to select and secure a unit for preservation and to provide accommodation for it whilst we secure a long term home for our Ganz.

Rob Riley
Trust Chairman

WESTERN SPRINGS TRAMWAY

Two Million Passengers on the Tramway Extension to MOTAT 2

MOTAT InforHub - 16 May 2018

by Vanessa Hefer

On 26 April 2007 MOTAT opened the extension from the Zoo to the Aviation Display Hall to successfully connect M1 and M2 with an operational tramway. Eleven years later, the tramway celebrated carrying its 2 millionth passenger between the two sites during April 2018.

Although MOTAT's tramway officially opened in 1967, it was only in 2007 that it finally extended all the way from our Great North Road site to the Aviation Display Hall. During this month the Museum celebrated carrying its 2 millionth passenger on the tramway extension between the two sites.

For those of you who may not be aware of its history, here is a bit of a backstory to the tramway and how it was built:

When MOTAT 2 was opened in 1975 with Nissan huts prior to the present display halls, it was clear that there was a need to connect the two MOTAT sites via a working tramway. Museum volunteers had already constructed a 250m track within the grounds of MOTAT 1 on the 16 December 1967, but it wasn't until the late seventies that progress began on the longer tramway extending beyond the walls of the museum. The track was designed by Beca Carter, laid in mass concrete and installed by a Government Works Scheme called Project Employment Programmes (PEP), offering work experience and training to the unemployed. This work was undertaken under the careful supervision of the MOTAT Western Springs Tramway volunteers. Overhead wires were installed by the volunteers using components salvaged from the Auckland Trolleybus system. The project was overseen by founding tramway volunteer, Ian Stewart and by 1981 the tramway had reached the Auckland Zoo. Unfortunately, when the work scheme ended in the eighties so did the tramway construction.

This left the tramway unfinished until 2004 when the project was once again revived. Following a major fundraising campaign and having overcome a number of setbacks, the final stretch of the tramway from the Zoo to the ADH was opened on the 27 April 2007 by the then Prime Minister, Helen Clark, forty years after the initial tramway operations began! Challenges overcome along the way include matters around consents, technical issues and terrain complications, such as building the tramway over the former Motions Road rubbish tip!



No.248 and No.906 at the Zoo tram zone Tramway Live Day Sunday 20 May 2018. Albert Chan



By 2008, the tramway extension had already proved to be a huge success with MOTAT recording a 25% increase in passenger numbers and an almost 70% increase in visitor numbers to the Aviation Display Hall.

We are extremely grateful that despite all the challenges, the enthusiasm and commitment to get the tramway completed never wavered and today more than 2 million passengers have experienced the joy of tram transportation between our two sites.

From: "Controller" June 2018

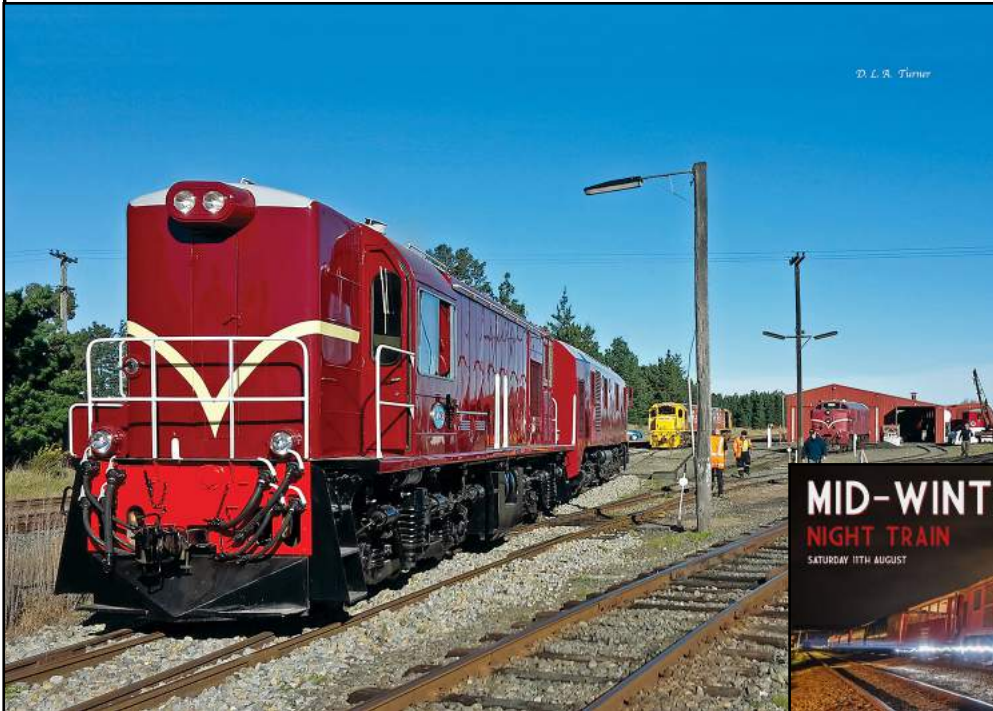
Janna Herle with SW6 906, Charles Richards and James Duncan with Auckland No.44, Steve Fearon and Crispin Caldicott with SW6 No.893 on Friday 15 June 2018. Albert Chan

WEKA PASS RAILWAY/DIESEL TRACTION GROUP

After wheel re-profiling on the underfloor wheel-lathe facility at Addington (in preparation for Di 1102's mainline certification following on from its recently completed full restoration), a pair of KiwiRail locomotives (DXBs 5080 and 5166) were used to deliver Ferrymead's Diesel Traction Group locomotives Di 1102 and Dg 772 to Waipara yesterday.

Now beautifully restored, including a fresh re-paint in original colours, Di 1102 will be used on the Weka Pass Railway for staff training purposes and will be guest locomotive running some regular Weka Pass Railway train services starting on Sunday 15 July.

Wednesday 11 July 2018. Photo: D L A Turner



Weka Pass Railway
Mid-winter night train
11 August 2018
Rickets available online
[here](#)



BUSH TRAMWAY CLUB

The latest newsletter features this picture of member's day 10 June.

The purpose of this special day was to officially launch A1319 "MARY" into service on the Glen Afton line.

The overhaul has taken 3 years with a large team (by BTC standards) of members, led by Richard Ellis helping with the project.

The restoration of this carriage won the award for the best carriage restoration for 2018 at the annual Federation of Rail Organisations of NZ conference in Wellington.

Our track contractor Dean has been out to do more work for us, he has been clearing the drains at Glen Afton and will be commencing the re-sleepering of the track at Glen Afton within days. He is also going to do some remediation work on the "sandfill" which is halfway up the line. Dave Mann has been assisting by driving a diesel loco along with the track wagon and the contractors side tipping wagon. All this work means we should be in a position to run trains all the way to Glen Afton within weeks.



Left: Drainage works at Glen Afton (P.Cairncross)

WELLINGTON TRAMWAY MUSEUM

From June "Tramlines"

After years of planning in January 2014, nearly 4½ years ago, the dilapidated and incomplete body and chassis of Tram 17 departed the Museum for The Wheelwright Shop, Gladstone. Since that time Greg and Ali Lang, assisted by their workers, have carried out a major conservation project that has turned the tram's body and chassis into an object of admiration.

The tram has been returned to the Tramway Museum and this signifies the practical completion of The Wheelwright Shop's contract. Remaining work is to be carried out by Museum members and includes completion of all the internal wiring, addition of items like destination blind boxes and route number boxes plus the electrical and mechanical components such as controllers, handbrake pedestals and chain etc., and electrical resistances.



Above This photo shows the dilapidated and incomplete body and chassis of Tram 17 being loaded at the Tramway Museum for the move to The Wheelwright Shop, 21st January 2014.

Colin Dash photo

Right: The tram arriving at WTM from Facebook.



GLENBROOK VINTAGE RAILWAY

From Facebook

Ww480's major restoration, after 8 years of long hard work by our workshop staff and volunteers has been completed and the locomotive returned to work just before the end of the operating season. This restoration has been one of the most extensive ever performed at the GVR. We are very grateful to RCR Energy for their insight and skills in making her new boiler. We are also extremely grateful to our parent organisation The Railway Enthusiasts Society and their members for contributing the vast majority of the funds needed to purchase the new boiler. And we want to extend our thanks to our volunteers, they have put in hundreds of hours into this project and even at times when it seemed like the job would never end, they stuck at it, and 480 being back on the tracks again is living proof of their fine work and dedication.



In 1969 Ww 480 was saved from scrap, And now, 49 years later, she's back.

Next job which has already started is a similar scale overhaul of Ww 644.

GVR has purchased three mainline carriages from KiwiRail. AO 198, ASO 110, and ASO 1 once formed part of KiwiRail's long distance passenger trains.

These carriages will soon form part of our mainline fleet once they have been overhauled by our carriage team. Interior, exterior, body, and structural work will be undertaken to ensure a high quality, safe, and long lived fleet.

Railfan Magazine (June 2018) also reports the remainder of the ex Kiwirail AO/ASO carriages stored at Middelmarsh have been sold, six to Dunedin Railways, two to Steam Incorporated, two to Mainline Steam. Editor.



PLEASANT POINT RAILWAY

Bryan Blanchard reports. A big thanks for the shift of the shell of RM5 from 1925, from the farm at Totara Valley where it has been stored for a number of years after coming up from Invercargill. Now wrapped up from the weather in our Jordan's paddock.

Special thanks to Frank Stewart & James McKeown for the work on the farm with their tractors lifting the body of RM5 on to Ron O'Connell's salvage truck. Also a big thanks to David & Michael down from Christchurch for their help in the shift.

Stewart Frew is happy it's on our site now.

The Rolling Stock Register says RM5 was in NZR service from 1925 – 1931, 1931 - 2001 Southland, private property, 2001 - 2018 Pleasant Point Railway, Stored off-site. Now it awaits joining the 1999 built replica RM4 at Pleasant Point Railway. Will we have two railcars to choose from next conference?

Photos Bryan Blanchard.



TRAMWAY HISTORICAL SOCIETY

From Tram Tracts

The Resource Consent for the Bus Barn has finally issued which means fundraising can get started.

the second funding application for work on the Kitson boiler has been approved. The materials are being ordered and work is progressing well, as is that on Hills Car 24 and Grip Car 103. Grip Car 95 in the Hall of Wheels is scheduled to be moved to the Tram Barns on Thursday 26th July. Some minor work is required before it is transported south to Dunedin. The date for the move is still to be arranged.

The Park Management has decided to change the way the Society will be paid for the tram service we provide. People visiting the Park will pay the usual entrance fee but this will not include a tram ride; they will need to pay an extra fee for that. We all know this has been tried in the past and didn't work then so we will wait and see what happens this time.

Graeme Belworthy is stepping down from the position of President this year, after a record eleven years in the role, and his wife Phyllis is also retiring as membership secretary, wedding trams organizer and provider of delicious general meeting suppers.



Left: As one of the options to complete the Christchurch Tramway extension, a loop such as that shown in this diagram may be an option. Image: Christchurch City Council.

Right: The current end of the line at High Street as seen from the motorman's platform of Dunedin 11 on the opening day of the extension, 12 February 2015. Photo: Alastair Cross.



WAIMEA PLAINS RAILWAY

Mandeville is really starting to look like a rail yard again. The arrival of Ohai Railway Board Carriage 294 Built by NZR in Petone in 1892, so perfect for the Heritage Era of Waimea Plains Railway. 43'9" in length. She will be restored to work with Rogers K92 Steam Loco.

Here we see her recent arrival at Mandeville.

Special Thanks to Southland Regional Heritage Fund Southland District Council for the Grant towards Transportation Costs. Southland Machine Hire have become very experienced at moving all things Railway.

Definitely a Railway Yard in progress but it does mean we are on the way to preservation. The building at the right is the original Mandeville Goods Shed. This was the only remaining Railway feature here after the original Waimea Rail Line was uplifted.

From Facebook



AUCKLAND DOCKLINE TRAM

This unfortunate notice has appeared on the Facebook page for Auckland Dockline Tram.

To all our loyal Facebook Friends! I am saddened to advise that Panuku Development Auckland have decided to suspend the tram operation effective as of 4pm Sunday August 5. We are running this Sunday and BOTH Saturday AND Sunday next Weekend August 4 and 5 for Wynyard Quarter's 7th birthday. We do hope to see you between now and 4pm next Sunday when the tram finishes.

From the Manager, James Duncan

Well my friends, today a small corner of my tiny heart died when I was told that Development Auckland is suspending the tram operation in Wynyard Quarter and next weekend, Wynyard Quarter's 7th birthday, will see the tram service finish at 4pm Sunday August 5.

Since Development Auckland took the tramway on, it has been an emotional roller-coaster ride with the stops and starts because of road redevelopment. However through it all, I have cried and sweated and fought to keep it going because I believed that given the opportunity, it WOULD deliver and especially with the coming America Cup Yacht Race, I would be able to show Auckland it was worth every penny spent on it, as we moved thousands around the Quarter. But this opportunity is not to be afforded me.

The tram operation is being "suspended" but with no restart date set in the foreseeable future, complicated by apartments to be built on the site currently occupied by the Tram Shed, it has become a battle lost for me now.

I have about a month or so work to do, to put everything to bed in the Shed then I move on to another life.

I mourn the forthcoming loss of what could have been, and all the heart and soul I put in to breathing life into it.

CLASSIFIEDS

MAJIK VIDEO SYSTEMS

RES 60th ANNIVERSARY DVD.

MAJIK VIDEO SYSTEMS in conjunction with the Railway Enthusiasts' Society, has produced a 90-minute DVD to celebrate the Society's 60th Anniversary. It covers the many excursions that the RES have run since 1958. From the movie cameras of Dawson Wilkinson, Bob Mann, John Wallers, Warren Stirling, Cran Julian and Ross Crook, their historical colour footage covers the 50th Anniversary of the NIMT held in Taumarunui, the Kaihu Valley Railway featuring old-style Ww 556, the 1958/59 Otago/Southland Rail Tour with the South Island Signals Train that travelled over the Waimea Plains Railway, Kingston, Mossburn, Wyndham and Tuatapere branch lines. The RES journeyed to a large number of destinations including the Portland Cement Works, the Whakatane Board Mill's lines, the NIMT including the Raetihi branch and Ellis and Burnand's Ongarue tramway. There is rare footage of Ab 832 recreating the 'Taranaki Flyer' in 1962 and the triple-headed North British Ja's excursion from Auckland to Hamilton. NZR modellers will find the archive footage valuable in recreating the 1950's/60's infrastructure, wagons and carriages, station layouts, locomotives, etc. The DVD also features more recent excursions from 1986 when video cameras became affordable to record the many excursions the RES organised when heritage steam was permitted to run on NZR rails. The DVD retails for \$25.00 each plus \$5.50 p&p within New Zealand. Overseas orders welcome.

Contact lindsay@majikvideo.com



\$28.00 each including P&P within NZ
 \$NZ34.00 each including P&P to Australia
 \$NZ42.00 each including P&P to other Countries

MAJIK VIDEO SYSTEMS
 P O Box 15, Westpark Marina
 West Harbour, Auckland 0661, New Zealand

MOTAT



Steam Operator

MOTAT seeks a knowledgeable person to bring our steam exhibitions to life. You will operate the Pumphouse and other steam engines and boilers around MOTAT with the purpose of providing an exciting experience by demonstrating steam technology for our museum visitors. You will be on the path towards operating the iconic Beam Engine once you have become familiar with all other steam-powered exhibits. You will also be required to assist in ensuring that boilers and associated equipment are appropriately maintained for safe operation, so a mechanical or engineering background would be beneficial.

To be a successful MOTAT steam operator, you must have:

- Experience interacting with customers of all ages – you would consider yourself as friendly and approachable
- Demonstrated experience operating steam machinery
- Relevant licenses, including Boiler Operator ticket would be beneficial, however MOTAT may consider training for the right person.

This part-time role requires you to work **Wednesday to Saturday** between 8:30 am - 5:00 pm, with **potential work on Sundays** on an adhoc basis.

Along with an experience where no two days are alike, (MOTAT's pumphouse really is a unique environment) you will get the benefit of Birthday Leave, an entitlement to Study Leave, additional KiwiSaver contributions, and a MOTAT annual pass for you and your family.

Apply at: motat.bamboohr.com/jobs

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.

Glenbrook Vintage Railway Scenic Rail

11 August Silver Fern Super Shuttle - Hamilton to Mission Bush
13-27 October—South Island tour

Steam Incorporated

9 September	Daffodil Express	Wellington to Carterton (steam)
14 October	Heartland Flyer	Paekakariki to Woodville (steam)
17-23 October	South Island Rail Tour	
2 December	Christmas Grand Circle	(Diesel)
5 January 2019	Ekatahuna Express	(Steam)

More details of Steam Incorporated trips at <https://mailchi.mp/d045072a13af/rail-excursion-update>

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. 2017-2018 season now ended but look for the next season from October 2018.

Mainline Steam

25 August Plimmerton to National Park for lunch at the Chateau Tongariro
25 November Tui Express, Plimmerton to the Tui Brewery for lunch.

Pahiatua Railcar Society

20 October Manawatu Gorge Shuttle. Woodville to Ashhurst (return)
21 October Manawatu Gorge Shuttle.. Ashhurst to Woodville (return)

Gisborne City Vintage Railway

Gisborne to Muriwai—
New season dates available soon.

Feilding & Districts Steam Rail Society Inc

19 August Feilding to New Plymouth return. (KR Diesel)
2 September Feilding to Taihape return. (KR Diesel)
10 November Feilding Depot Open Weekend

Dunedin Railways

Regular Taieri Gorge and North Line services
7-12 September Silver Fern . Dunedin to Greymouth return.
15-21 September Silver Fern . Dunedin to Invercargill return.
22-28 September Silver Fern . Dunedin to Invercargill return.

PICTURE OF THE MONTH



On 1 July Mainline Steam ran another successful "Tui Express" from Plimmerton to Mangatainoka. Hauled by Jb1236 the 2018 FRONZ "MOTAT" Steam Restoration Award winner, here it is overtaken by the Northern Explorer. Not so long ago the carriages reflecting the diesel locomotive could have been hauled by that locomotive. The sure look pretty good now after overhaul by Mainline Steam.
Photo John Bovis.

**FRONZ CONFERENCE TIMARU
 31 MAY– 3 JUNE 2019**

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