



# JOURNAL

SEP 2018  
ISSUE # 180

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :

PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : [scottosmond54@gmail.com](mailto:scottosmond54@gmail.com)

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## FRONZ CONFERENCE 2019

As promised an update on our arrangements for the 2019 FRONZ Conference at Timaru . Friday 31 May to Monday 3 June.

We have confirmed accommodation and a conference venue which are about 1.5 km apart.

Michael Boyton has agreed to bring his coach down from Nelson and he will do all the running around moving us over the weekend. No doubt some delegates and guests will drive their own vehicles to conference and they are urged to use them so that people without their own transport can use the bus. Michael can do multiple runs within Timaru between the conference and accommodation venues but not the out of town trips. We will offer the option at a small additional cost for Michael to transport members from Christchurch Airport to Timaru on Friday 31 May leaving the airport at 1300, and returning from Timaru to arrive at Christchurch Airport by 1500 Monday 3 June. Air NZ does have flights from Wellington to Timaru for those who prefer to use this option. They are infrequent and more expensive than flights to Christchurch. Once conference bookings open on 1 April 2019 bookings for the coach transfer from and to Christchurch will be taken until the coach is full.

During the weekend we will be holding conference sessions on Saturday and Sunday as usual and will also be visiting two of our operating member's railways. Our host Group Pleasant Point Railway and Museum and also the Plains Railway at Ashburton. The 2019 FRONZ Conference Awards Dinner will be held Sunday night.

We have had requests from member groups who have an operating railway to hold a separate breakout session (in addition to the Mainline Operators and Tramways Operators groups). This will be held on the Saturday afternoon when the other two groups hold their breakout sessions. It will provide an opportunity for rail operating groups to discuss issues specifically relating to them. FRONZ Executive Member and Treasurer Hugh McCracken has agreed to facilitate this first meeting of the operating Groups but we are looking for someone to volunteer as Rail Operating Groups Convenor to lead this group now, so please get in touch with Grant Craig or Hugh McCracken now and express your interest.



*Our 2019 FRONZ Conference Host Group features in this edition on page 7 at their recent 50<sup>th</sup> anniversary celebrations. Pictured here is their newly overhauled steam locomotive Ab699. Photo by Bryan Blanchard*

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

## BRIEFING FROM NZTA ON ROLL OUT OF NATIONAL LAND TRANSPORT PLAN

FRONZ Executive Member Rob Martin recently attended a briefing from the NZTA to Wellington region interested parties on the roll out of the new Land Transport Plan. Here are his comments.

Quite a large crowd attended of interested people including representatives from Local Bodies and even Ken Shirley (chairman of the Road Transport Forum) who has had his nose really put out of joint with the ditching of RONS. The meeting was opened by the Chair of the Board Michael Stiassny who emphasised that the two major policies were the push for safety on the roads and Health and Safety for the employees.

Then Fergus Gammie, the NZTA Chief Executive Officer, gave the brief on progress made to date. He had all the senior executives there to answer questions including Debbie Despard in a familiar role of manager of risk. What Fergus wanted to emphasise is that NZTA has really changed and taken on board the change of direction in the Government Policy Statement. The \$16.9b funds allocated for the next three years is coming from the National Land Transport Fund at \$12.9B, Local Bodies \$3.4b and the Crown at \$.547m. As far as rail is concerned there is now a category for funding but no funds have been yet allocated to it. However, Fergus did reiterate that the review of funding for rail was still on-going although there is not a time line for its completion. Still it was interesting to find out that bit of information after months of inaction. He was also at pains to clarify that NZTA has to work within its remit and could not make any comments about the de-electrification of the main trunk or other government policy objectives which had not been handed on to them for action.

*Editor's Note: I found the new Land Transport Plan at <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/about-the-nltp/> and the specific 2018-2021 section at <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/>. There is a separate rail section at <https://www.nzta.govt.nz/planning-and-investment/national-land-transport-programme/2018-21-nltp/planned-investment-by-activity-class/transitional-rail/> but it only talks about improvements to passenger rail at Auckland, Wellington and the Capital Connection. There is a separate freight section <https://www.nzta.govt.nz/assets/planning-and-investment/nltp/nltp-2018-21-factsheet-freight.pdf> that does not mention rail at all.*

*Nothing positive in there for the future of rail as a major freight mover that I can see. We shall await the rail funding review as mentioned.*



### NLTP 2018-21 FACTSHEET FREIGHT

- One of the key investment areas for the 2018-21 NLTP is access, in particular, supporting land transport activities that promote social and economic opportunities.
- Economic growth is recognised as critical to creating thriving regions, achieved by supporting employment opportunities and creating a transport system that is safe, resilient and reliable to get goods to market and achieve optimum returns.
- Significant investment will be made throughout the country to improve freight connections to ports, airports and distribution centres, as well as extending network access that supports high productivity motor vehicles (HPMVs).
- During the last three years, about half the state highway network has been opened up to HPMVs, enabling more freight to be moved on fewer trucks.
- Throughout New Zealand, investment is planned in most regions to improve HPMV routes by opening up more of the network - state highways and local roads - to carry these vehicles. More freight on less vehicles also has safety and environmental outcomes.
- In places, such as Northland, we're working with industry, the community and our co-investment partners in local government to strengthen alternate freight routes on local roads, ensuring there are good levels of service for freight in the event of network disruption.
- Completion of the Waikato Expressway in 2020 will support the movement of freight across the upper North Island, where freight volumes are forecast to grow by 59 percent in the next 30 years. The expressway will take 35 minutes off a trip from Auckland to south of Cambridge.
- While SH1/29 will remain the preferred route for road-based freight between Tauranga and Auckland, once the Waikato Expressway project is completed, other routes suitable for HPMVs will be developed to help move freight more effectively throughout this area.
- Local road improvements in Gisborne this NLTP include packages for HPMV strengthening on SH2 Gisborne to Napier and Gisborne to Opotiki routes, and 50MAX upgrades at key locations on local roads to support industry.
- In Taranaki, the region's major transport focus is ensuring there are safe, reliable and resilient freight routes and good inter-regional connectivity. Heavy vehicles travel more than 75 million kilometres on Taranaki roads every year, supporting the oil and gas industry, forestry and dairying.
- In the Manawatu, during the next three years, work will progress on the Regional Freight Ring Road.





## WORKERS CELEBRATE FOUR DECADES OF THE KAIMAI TUNNEL

*NZ Herald 10 September.*

Five million tonnes of freight was carried through the Kaimai Tunnel during the past financial year on an average 23 trains a day.

But all traffic was brought to a halt today to mark a special occasion.

Workers celebrated four decades since the official opening of the 8.9km tunnel, which runs through the Kaimai Range, on September 12, 1978.

A cake with the number 40 shaped in black icing was placed at the entrance of the tunnel for workers to celebrate the milestone.

But before the cutting of the cake, the workers removed their hard hats for a moment of silence to honour the four men who lost their lives in the 1970 disaster when the tunnel collapsed.

Among the men paying tribute was Terry Trotter, who has worked at KiwiRail for 10 of the tunnel's 40 years.

Trotter often stood at the tunnel's entrance on the Waikato side to watch the sun go up.

"Quite often the sun is rising on the Tauranga side, and there have been occasions where the climatic conditions are just right, and all you can see is what looks like a flicker of flames coming from the other end of the tunnel," he said.

"That is the sun."

Trotter remembered arriving at the portal one morning to find some of the men in a panic.

"The guys thought there was a fire in the tunnel," he said. "I had to convince them it was the sun coming through the tunnel."

Throughout his career, Trotter has spent eight years as a structures inspector at the tunnel and the past two years as construction manager.

"I am quite familiar with the old girl," Trotter said.

So what is it like inside?

"It is dark, it is long, and it has got a unique smell," he said. "You always get that lingering smell of oil and diesel."

It is also sweltering - about 26C.

Peter Dix has been working at the tunnel for about 10 years as the area manager for the East Coast Main Trunk.

He said the tunnel structure was in good condition, but there had been "a few challenges" with continuous water flow through the rock building pressure inside the tunnel.

"The way the track was constructed back then it had a pad, then a 700mm of track floating and another pad fastening where the pads were," he said.

"What we have done as part of the first project is put a continuous pad down underneath the track ... securing the bottom of the track where little bits of erosion had happened over time."

Workers inject resin underneath the concrete slab and "jack it back up" to the same level the same way used to correct the foundations of the buildings damaged in the Christchurch earthquake, Dix said.

"We are doing exactly the same thing here."

New technology had now allowed workers to inject the resin deeper into the bedrock which stops any further erosion, he said.

Dix said the celebration was a special day for the tunnel and its workers.

"It is a milestone, particularly because it has such a bright future still. In a different era it may still have been its end-of-life celebration," he said.

"It is a really good story as far as how far engineering in New Zealand has come from when we first built it."

### HISTORY:

- Work began on the Kaimai railway deviation and the Kaimai Tunnel between Waikato and the Bay of Plenty on October 2, 1965.

- On February 24, 1970, during the early stages of underground work, a cave-in trapped 12 of the workers. Eight men were rescued, but four lost their lives: James Smart, Alfred Thomas Leighton, Donald Alexander McGregor and Peter James Clarkson.

- When Prime Minister Robert Muldoon formally opened the tunnel on September 12, 1978, he also unveiled two plaques set into a boulder beside the Old Te Aroha Road, near the western end of the tunnel.

- One commemorated the opening of the tunnel; the other paid tribute to the four men who had died and others who had worked to complete the tunnel.

Source: <https://nzhistory.govt.nz/media/photo/kaimai-tunnel-disaster-memorial>

*Photo: Workers prepare to share the anniversary cake at the tunnel's entrance to celebrate 40 years since the official opening. Photo / Zoe Hunter*





## NEWS FROM OUR MEMBERS

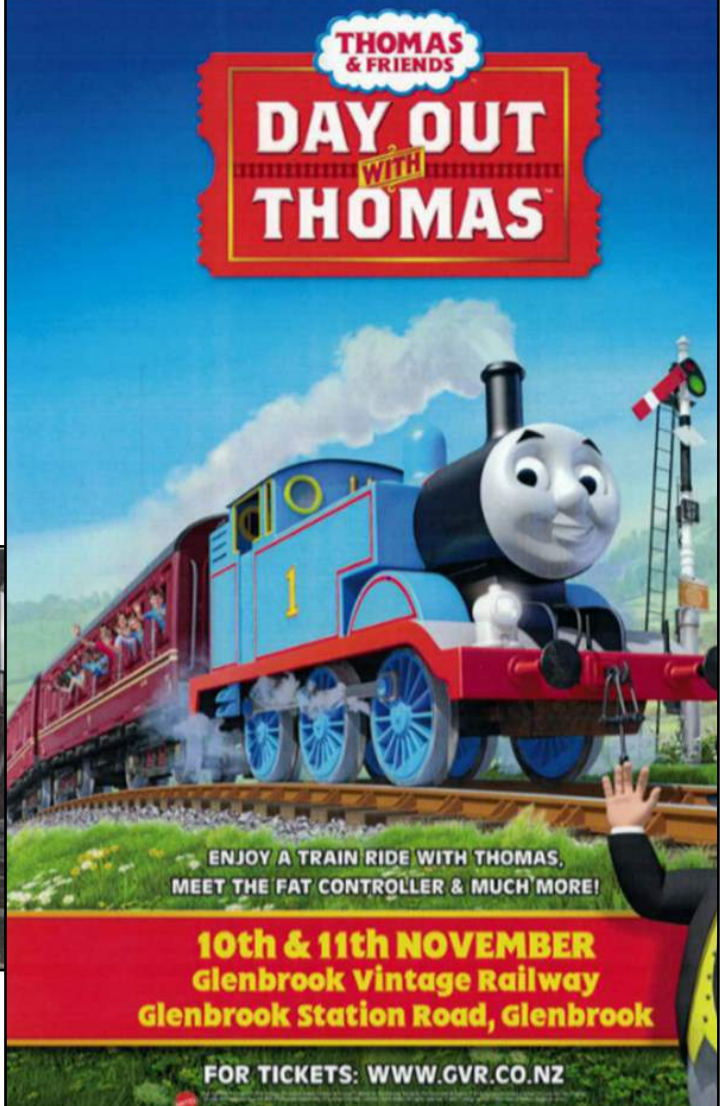
These items are obtained from numerous e-newsletters that our member groups publish. Members are welcome to submit these or any other information they would like to share with the wider rail and tramway heritage community by e-mailing to [scottosmond54@gmail.com](mailto:scottosmond54@gmail.com)

### RAILWAY ENTHUSIASTS SOCIETY - GLENBROOK VINTAGE RAILWAY

The Railway Enthusiasts Society holds its sixtieth Annual General Meeting this month and features major projects with a view to establishing the base for a successful future. As parent organisation to the Glenbrook Vintage Railway this year has seen: Employment of Tim Kerwin as full-time General Manager, Purchase of two DBR locomotives from Kiwirail to be restored for mainline running, focus on the overhaul of mainline steam locomotive Ja 1250, purchase of three additional mainline carriages and continued restoration of the existing mainline carriage fleet. On the GVR front Ww 480 has returned to service with its new boiler and Ww 644 is being overhauled with a second new boiler. The parlour carriage has been successful as an additional income earner and a dining car is being built. Special tour charters are a mainstay as is Thomas The Tank Engine days, of which there will be three this season.



DBR 1254 has had much of its Long Hood and sundry equipment removed to assess condition of the frame.  
Photo from YARN



Left: On 8 September the three "new" mainline cars arrived at Glenbrook after a delivery trip from Middlemarch.  
Photo from Facebook.



## BUSH TRAMWAY CLUB

### *From September Newsletter*

The weather forecast for our September Open Day was not encouraging with heavy rain expected. The day was Father's Day which often in the past has seen a good turn-out of families & so the forecast was a major disappointment.

The day dawned damp & steadily got worse with some very heavy rain showers during the morning. Despite that the visitors did turn up, although not in the numbers hoped for.

For the first time in recent history 3 carriages were in use, with a good load of passengers on the first train. During the day the Peckett crew grew in confidence & decided they could haul all 3 carriages from the Rotowaro end of the line, something the Peckett had never previously done. You can only imagine the broad smiles when they arrived at Pukemiro with the diesel following on behind. Ian ran the No 2 jigger for the first time since May, taking passengers for an enjoyable run up the line.

Despite a lower attendance that hoped for the Club's funds have benefitted by more than \$3900.00, & everyone went home happy.

Thanks to all members who participated to make the day a success. *Ian Jenner/ Treasurer*

### GRANTS

We are very grateful to have received the following grants.

\$10,500 from the Chisholm Whitney Trust towards the extension of our line to Glen Afton.

\$5,500 from the Lion Foundation to overhaul an injector fuel pump set for one of our Meremere diesel locos.

\$3,500 from Waikato District Council towards our carriage shelter extension.

\$1,000 from Harcourts towards our new 3 phase power supply to the Rec. Room/ Cafe.

*Right: The BTC has now sufficient carriages to operate a 3 coach train... GM Colin Jenner featured – September Open Day (Bruce McLuckie)*



## CANTERBURY RAILWAY SOCIETY

Ferrymead's September 2018 Steam Sunday.

The second Sunday of each month is Steam Sunday at the Ferrymead Historic Park in Christchurch.

The Canterbury Railway Society's superbly preserved 0-6-0 tank locomotive F13, *Peveril*, leads a train away from the township's Moorhouse station towards the Valley Line on a journey that eventually ended at the Ferrymead station alongside the Heathcote estuary. F13 was one of three locomotives built in 1872 by Neilsons in Glasgow for use on Southland Railways, and as such is one of the country's oldest and most historic steam locomotives. *Photo D.L.A. Turner.*



## AWAKERI RAIL ADVENTURES

### *From Facebook*

BIG week end this one. Over 100 passengers traveling with us over the 2 days. We have just added another rail cart to the fleet. Takes us to seven. Here she is just before her first run down the line. Haven't even had time to fit head light and wiper motor yet....!!!





## FEILDING AND DISTRICTS STEAM RAIL SOCIETY

### *From September Newsletter "Letting Off Steam"*

A lot of componentry for WAB 794 has been returned to the depot and one of the last jobs before re-assembly starts is the boiler tubes. Removal of those is about to begin so the new set will then be fitted. Re assembly of the WAB will take most of next year and after testing it is hoped this tank loco will be back on the mainline before mid-2020.

Initial planning on the restoration of DA1401 has started. It would appear that the locomotive is in very good order but there will still be an enormous amount to be done on this locomotive. The society has been very fortunate to obtain the guidance of Mr DA himself "Peter Steer" who will be working with Gary Nicol and Ross Unwin on this project.

Ross Unwin has made very steady progress, due to a good team of helpers, in the re-refurbishment of DSA 227, our number one shunter.



*On 6 September, FDSRS entertained two school visits at the Feilding depot. F 163 was in steam to take them all for a wee ride down the line and back. Photos: Cameron Persson.*



*Right: On 19 September the refurbished turntable was lifted into position. Photo: Stuart Anderson*



## WAIMEA PLAINS RAILWAY



Some pretty solid track work has recently been done at Mandeville as the yard is developed into a working railway yard.  
*From Facebook.*





## PLEASANT POINT MUSEUM AND RAILWAY

### Pleasant Point Museum & Railway's special celebration operating day. 23 September, 2018

Celebrating fifty years since the closure of the Fairlie Branch railway line that ran originally from Washdyke Junction to a few miles past Fairlie at Eversley. The Branch opened in 1884 and closed 2 March 1968. It remained a steam locomotive hauled railway, all its operating life.

The Mackenzie Highland Pipe band at noon piped Ab699, dressed up as Ab718, as this was the last locomotive heading when a special excursion train left Fairlie for the final time.

After a quick change of identity, Ab699, now showing its original New Zealand Railways operating number, was piped into the Pleasant Point Railway station where a gold ribbon was stretched across the track in its path. This was cut by Dowell McLeod, the locomotive boiler head restorer assisted by his two main helpers, Daniel Smith & Josh Granger. Short speeches were given by Museum President, Bryan Blanchard and Timaru District Deputy Mayor, Richard Lyon, Pleasant Point Community Board chairman and long-time museum member. The speeches covered the museum, history of the railway, and how the railway has put Pleasant Point on the world tourist map, plus the dedication of many museum members who have worked at the museum over many years and achieved its importance to the community today.

There was a very large crowd there to witness this and, later, night-time running of our 2 steam locomotives, Ab699, D16 and the Ford Model T railcar, RM4. This was a first. All three have never operated on night-time running before,

Lots of photos and video film was shot during the day and the museum had visitors from many places round New Zealand and one from Queensland come over specially to see the special operating day.

Ab699, built by A & G Price in Thames, New Zealand, was one of 20 they built for New Zealand Railways and is now the only one left. Members are really thrilled to see it back operating on the museum's railway line again after being out of commission for 5 years.



Above: Flanked by the locomotive's principal restorers, Josh Granger (left) and Daniel Smith (right), the head of the restoration team, Dowell McLeod, cut the ribbon. Watching on from the station platform with microphone in hand was foundation member and society president Bryan Blanchard.

After the ribbon cutting ceremony, Ab 699 was piped into the station precinct by the Mackenzie Highland Pipe Band. Photos D.L.A. Turner.

Above. Photographer David Oakley was also at the Pleasant Point 50<sup>th</sup> celebration and took these two night shots of Ab699 and D16.



## WESTERN SPRINGS TRAMWAY

*From September "Controller"*



*Auckland No.248 on her 80th birthday Sunday 8th July 2018 with David Pitt, Colin Zeff, Steve Fearon, Paul Gourley, Alan Curtis, John Wolf, Janna Herle, Leyton Chan, Albert Chan and Tony Messenger. Photo: Albert Chan.*

## STEAM INCORPORATED



The Daffodil Express ran from Wellington to Carterton and return on 9 September. Pictured from above by Grant Morrell, the train was sold out conveying over 700 travellers throughout the day.



On 23 September Ab608 and the passenger cars for the second season of the "Marlborough Flyer returned to Picton on the Aratere. Facebook

## PLAINS RAILWAY

Plains Railway, Ashburton, is already into their new season with lots of maintenance taking place with the first running day held on 16 September. The Tinwald Christmas Festival will be held on Sunday 9 December, 11am - 4pm. *From Facebook.*





## CLASSIFIEDS

### WAITARA RAILWAY PRESERVATION SOCIETY

Gear selector rotary valve used for both for 4 & 5 speed Self Changing gears epicyclical gear boxes.  
Reasonable offer please.  
Hard to come by.

D.L. Bettridge, Engineering Manager, WRPS Inc.

[dbrailfan@gmail.com](mailto:dbrailfan@gmail.com)

[wrps.charters@yahoo.co.nz](mailto:wrps.charters@yahoo.co.nz)



### TASMANIA RAIL TOUR

## great rail experiences tasmania ANNUAL TOUR 2019

Includes **STEAMFEST** in Sheffield



**Saturday 9th - Saturday 16th March**  
**BOOKINGS NOW OPEN !**

Queries or expressions of interest contact  
[admin@greatrailexperiencetasmania.com.au](mailto:admin@greatrailexperiencetasmania.com.au)  
More information or to book online  
[www.tours.greatrailexperiencetasmania.com.au](http://www.tours.greatrailexperiencetasmania.com.au)



## FUTURE MAINLINE EXCURSIONS

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

### Glenbrook Vintage Railway Scenic Rail

13-27 October South Island tour

### Steam Incorporated

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)

### 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](http://www.marlboroughflyer.co.nz) for their regular summer excursions between Picton and Blenheim. 2018-2019 season runs from 3 October 2018 to 21 April 2019.

### Mainline Steam

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)
19-20 January 2019	Wanganui Vintage Weekend

### Gisborne City Vintage Railway

Gisborne to Muriwai—

Sunday 21 October 2018  
 Thursday 27 December 2018  
 Friday 28 December 2018  
 Saturday 5 January 2019  
 Sunday 6 January 2019  
 Sunday 27 January 2019  
 Sunday 17 February 2019  
 Saturday 2 March 2019  
 Saturday 20 April 2019  
 Sunday 12 May 2019  
 Sunday 2 June 2019

### Feilding & Districts Steam Rail Society Inc

7 October	Feilding to Te Kuiti return. (KR Diesel)
10, 11 November	Feilding Depot Open Weekend
18 November	Feilding to Woodville return. "Mad Hatters Day" (KR Diesel)
9 December	Palmerston North to Feilding. Christmas Parade Train (KR Diesel)

### Dunedin Railways

Regular Taieri Gorge and North Line services

20-21 October (Labour Weekend) Middlemarch trips featuring Di1102 and Dg772.

22 October Dunedin to Invercargill return featuring Di1102 and Dg772.



## PICTURE OF THE MONTH



**Years and Years!**

This month I am indulging myself with this image taken on a visit by RM30 on an excursion from Auckland to Helensville and return (with a trip for locals from Helensville to Huapai and return) on a beautiful Spring day on 8 September. Making no excuses for not picturing FRONZ member's equipment as this 46-year-old railcar is surely in the heritage class. The station from 1881 is now in its 138<sup>th</sup> year and owned and maintained by The Helensville Railway Station Trust. On this occasion RM30 was hired by the Railway Enthusiasts Society (this year celebrating 60 years since its formation) under the banner of GVR Scenic Rail (GVR now being 41 years old).

The railcar is basically the only option for a rail visit to Helensville now as the triangle has not been re-paired after a washout a few years ago, and recently Kiwirail has closed the Passing Loop so locomotives cannot even run around a train let alone two trains passing here. It is also the northernmost point in the national rail network where passenger trains are allowed to run. Today Helensville could easily look like so many stations of yesteryear which now only sport a main line, no loops, sidings or station buildings.

*Photo: Kenneth Carlyon*

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

**FRONZ JOURNAL # 180**  
**WAS PUBLISHED ON 30 SEPTEMBER 2018**  
 CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT