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FRONZ CONFERENCE 2019

Hurry along and make your bookings for the 2019 FRONZ Conference at Timaru. Friday 31 May to Monday 3 June. You can find links to both accommodation and conference registration at <https://www.fronz.org.nz/conferences>.

Book early during April as the charges will be increasing for late bookings after 1 May.

As previously mentioned the accommodation and conference venue 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 have 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 1530 Monday 3 June. Air NZ does have flights from Wellington to Timaru for those who prefer to use this option. They are infrequent and can be more expensive than flights to Christchurch. 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.



Ab699 At Pleasant Point

FRONZ LOGO



The FRONZ Executive are keen to keep our image modern (while still celebrating rail heritage) and would like to update our logo as seen here. We are offering two tickets on a Dunedin Railways regular Taieri Gorge train as an incentive if anyone would like to design a new logo. The line needs to represent our Objects which include promoting all aspects of railway and tramway history in New Zealand including railway locomotives, rolling stock, trams and associated structures.

So have a go at your image computing skills and see what we can come up with. Entries can be sent to the Editor at scottosmond54@gmail.com.

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

THE CITY IS RICHER FOR DAVE'S 50 YEARS OF SERVICE

Christchurch Press 28 March

Public service isn't the sexiest career choice nowadays.

But in this world of disrupters, influencers and entrepreneurs, it can be easy to forget the cogs that make society run.

There's a guy leaving the Christchurch City Council this week. He'll hand in his swipe card, pack the contents of his desk into a box and head home to begin retirement.

His name's Dave Hinman and to anybody who's had anything to do with the central city, heritage buildings or Mt Cheesman skifield over the past few decades, he will need no introduction.

For the rest of you who haven't had the pleasure of working with Dave, let me introduce him.

Dave is a planner at the city council. If you'd believe it, he's been there for 50 years.

He's a guy who has worked out that to make things happen, there needs to be a connection between the private sector and the council. And when the two parties butt heads and it seems like nothing is happening, Dave steps in and sorts it out.

Dave has seen eight mayors, probably as many CEOs, and enough staff to fill a stadium come through the council in his time.

And he looks great for it. At 75 years of age, I still see him out on his bicycle with a full head of hair and in much better fettle than plenty of people I know who are half his age.

Think about it. Fifty years at the CCC. That means he started in 1969. While a man was landing on the moon and hippies were dropping the brown acid at Woodstock, Dave Hinman was putting his pens in his breast pocket and heading off to work in what must have been a very different Christchurch.

And while so many jobs have been restructured out and fobbed off to external consultants as councils have run on different models, nothing - and I mean nothing - can replace that institutional knowledge that a guy like Dave holds.

While plenty of others have come and gone and many more have headed off to the gold-plated pastures of the private sector - Dave has stuck with the CCC. And you know what? While Dave might not have become wealthy, the city is richer for having had him invest his time in it.

Sometimes when you have a column, as I do, it's easy to degenerate into bureaucrat bashing.

Whenever I get like this, I tend to get a nice text from Joanna Norris at Christchurch NZ reminding me that bureaucrats are people too. People with families and dreams who often have a desire to be a part of something that's doing good.

For me to dismiss them is easy and for them to be criticised with no right of reply is hard.

So, to all the hard-working public servants who work tirelessly for the good of the city, for those who work in faceless organisations that aren't always operating as they might wish - I'm sorry if I've been dismissive.

Because when I attended Dave's leaving morning tea at the council, I realised that if the job of a public servant isn't valued better, we will end up with a bunch of people in the job who don't give a darn about what they're doing.

But if we can allow being a public servant to have a bit more mana, we might just be lucky enough to find the next Dave Hinman to keep an eye on this poor old town for the next 50 years.

Editor's Note: Seems this Press article did not mention Dave's huge contribution to trams over the years. Would the Christchurch City Tramway would be around without Dave's influence? His contribution not only to trams at Ferrymead but throughout New Zealand and Australia will no doubt be documented in due course. Well done Dave!



Above. Who is this mystery younger man! John Kirk-Anderson/stuff

KIWIRAIL CHARTER FLEET!!

David Oakley took this picture of RM18 Passing through Ashburton heading to Hillside on 16 April. RM18 has been out of service at Otahuhu for a number of years with parts taken to keep RM24 and RM30 running. Kiwirail has been using RM30 for charters and RM24 has been leased to Dunedin Railways but is returning to Kiwirail for their use.

These 1972 railcars have done millions of kilometres of work in their 47 years and are the only passenger trains now available by Kiwirail for charter work.



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

STEAM INCORPORATED

From "Steamline"

After well over 18 months of politics and paperwork, our newly restored and converted "Lounge" car, AA1783, finally joined the steel train for the "Heartland Flyer" on 24th March. By all accounts, the car rode very well, garnered a lot of attention and compliments and was a hit with the crew! It should be recognised the efforts of certain staff who worked incredibly hard to get it back on the mainline after all these years.



Interior Photos: John Bovis courtesy D.L.A. Turner.

Here it is seen at Shannon on the trip home. Photo and below: Tommy Secker.

Ka 945 - On Friday 18 January, the boiler passed its official hydraulic test after comprehensive work carried out on it. The test was carried out under the watchful eye of SGS inspector Neville Simpson, and the success of this test is a credit to the work done by Alastair and his team.

In a partnership between Steam Incorporated and DBM Railroading, our site has become the home of six DBR locomotives. Originally introduced as the DB class in 1965-66, 10 of these EMD G8's were rebuilt between 1980 and 1982 becoming what we know as the DBRs. Having lived a varied life, in both islands, in Auckland Commuter service and on Wellington banking duties, the last of the class were withdrawn by May 2017. DBRs 1254 and 1295 are now in their new homes at the Glenbrook Vintage Railway, and the remaining 6 are now located around our depot at Paekakariki. These number 1199, 1200, 1213, 1226, 1267 and 1282.





Above Left: Da 1431 and Train B01 - the empty coach service for the "Stuff Readers Tour". Monday 8 April. between Paremata and Porirua heading south. Photo Tommy Secker.. Right: Ormondville. Photo: Michelle Thomp-

FEILDING AND DISTRICTS STEAM RAIL SOCIETY

From Facebook

It all started with an idea thrown in the mix at the last AGM and the weekend just gone it all became a reality. Friday 12 April F163 and train was towed to Palmerston North, Saturday 13 F163 ran a Rail Enthusiasts excursion towards Pahiatua and Sunday 14 it did 3 return Shuttle runs from Ashurst to Woodville then returned home to Feilding. Thank you to everyone who came along to see, or travel behind our 139-year-old engine F163.



Photo above: Tommy Secker.

Right: F 163 in the Manawatu Gorge, posing for enthusiasts. The white tyres were a surprise for many, having been applied on Thursday/ Friday and brought back a familiar looking variant of 163's livery from the mid 80s-90s.



WESTERN SPRINGS TRAMWAY

From Controller

Controller has printed the clarification below which is helpful when considering the numerous tramway heritage entities in Auckland. Ed.

There has been a bit of confusion in media and re-reporting on the various organisations on the Auckland tram scene, which has gone from one to five organisations, not including the Auckland Light Rail programme in the past decade.

- The Western Springs Tramway – Is the Museum of Transport and Technology's (MOTAT) tramway and collection established 1964 in Western Springs.
- Dockline Tramway – Is Panuku Development Auckland's street running tramway in Wynyard Quarter, Auckland established 2011.
- Auckland Electric Tramway Company Limited – Is Jef Grobбен's company administering his personal tram and tramway collection and his commercial tramway activities.
- Auckland Electric Tramway Trust – was formed by enthusiast Jef Grobбен and his fellow Trustees in the first instance to look after the late Ian Stewart's extensive collection, provide independent tramway subject matter expertise on tramway related issues and projects and has undertaken last chance preservation of Auckland trams No.91 and No.255, which would have otherwise been demolished.
- Keep the Dockline Tramway Running – Is a Citizens Movement pressure group. Formed by Puneet Dhall on Change.Org. It came into being as a direct result of a public outcry that the Dockline Tramway was at risk of closure.

The Controller published the passenger numbers on the Western Springs Tramway. The last three years (July to June) showing good recent increases are:

2015-2016	184700	-2.6%
2016-2017	203843	+10%
2017-2018	209627	+2.8%



*Christmas Lights 2018.
Photos by Albert Chan.*



FEILDING AND DISTRICTS STEAM RAIL SOCIETY

From Facebook

On March 30, Feilding Steam held the official re-opening of the turntable. Speeches were first off quickly followed by the ribbon cutting and an official turning of locomotive F163. Once the turning was complete everyone headed for the lunch room for afternoon tea.



The turntable dates back to 1903 where it began life at Palmerston (South Island). It was installed by Feilding Steam Rail in 2001 and has just had a major restoration.

Photos: Feilding Steam Rail Chairman Rod Bertram speaking at the opening and F163 taking the first spin.



WAITARA RAILWAY PRESERVATION SOCIETY



01/11/2018
© Jim Blyde 2018



Another piece of Taranaki railway history preserved for future generations. We have become the caretakers of the old hand bell from Waverley Station. It now announces smokos and lunch breaks during our weekend working bees.

The Society also has a sleeper car.

St Joseph School train trip 10th and 11th December. Great day for all.

Thank you. *From Facebook*

BLenheim RIVERSIDE RAILWAY

A testament to thousands of hours of work and commitment, Donald is believed to be the only operational 2-foot gauge steam loco in the country.

Picton's Gary Coburn and John Stichbury and Arthur Beaman, both of Blenheim, are the brains behind the hands-on project, pitting their wits against the past's tenacious grip to bring the ancient locomotive back to life.

Following almost 30 years of loyal service with the Puponga Coal and Goldmining Company, in Golden Bay, from 1901 until 1930, the little locomotive was affectionately nicknamed Donald as a nod to his Scottish roots.

Originally built for the gas works in Glasgow, Donald was eventually replaced by two so-called Little Donalds as the repair bill from Nelson's Anchor Foundry grew as he aged.

The \$55,000 project was funded by donations from a range of groups including the Rata Foundation and the Marlborough District Council but mainly through the generosity of the Renwick Lions. *From Stuff and Facebook.*



Left: Donald's first official passenger train run on 30 March.

Below Left: Donald 1901 as new, during construction of the 2nd wharf at Puponga.
Right: Donald in 1990 after finishing its journey from Puponga



Below Centre: Donald's chassis early 2000s.

Below Right: Donald 2010



STEAMRAIL WANGANUI

From Waitara Railway Preservation Society Facebook

Several of our members are from Whanganui, where they also belong to Whanganui Steamrail. They brought their motor rail trolleys from Whanganui to the Brixton yards on Saturday March 30 for a weekend of activity, which included safety checks on their machines, a refresher training course and exam for trolley drivers, and - when all satisfactorily done - runs between Waitara to Lepperton, on both Saturday and Sunday. There were a lot of old friendships to catch up on, some new ones to make, and shared experiences to be enjoyed. The convoys of trolleys must have been quite a sight for the locals as they were running up and down the line!



SILVER STREAM RAILWAY

From Facebook

The arrival of the first 2 wagons that we have taken over as part of the deal that saw RM34 move to Pahiatua. These two are La15097 a steel highside wagon built in the UK in 1920, which is owned by the Rail Heritage Trust. The other wagon is Bc9108 built in 1963 and was used for carrying bulk powder the most common being cement. This wagon was owned by Pahiatua Railcar Society who gifted it to us. A big thanks to Clive Davis Transport and Hammond Crane and Cartage for the move. We are currently raising funds to move the final wagon W1235, a meat wagon, and to restore all three.



GLENBROOK VINTAGE RAILWAY

From Facebook

On Saturday 30 March we ran a train to the Great New Zealand Muster at Te Kuiti.

GVR Scenic Rail provided the operational crew on the day with the RES providing hosts and operating side trips to the Waitomo Caves and Raglan's Bridal Veil Falls.



Left: GVR locomotive DBR1295 hauled the train from Waiuku to Glenbrook where Kiwirail DFT 7077 took over for the mainline running.

Below The six-car train makes its way through the Franklin countryside.



Below: Work is continuing on the rebuild of DBR1254 as seen here with before and after photos of a long-hood door and the V8 engine.



RAIL WANTED

This request has come from the Methven Lions Club asking for some lengths of old rail if any FRONZ members can assist.

I have been given your email and thought you might be able to help us.

Would you know where we could get some old line so we can make a walkway out of it.

We were thinking of enough to make 2x 20m lengths and we could attach to some old sleepers . Then we would fill with shingle to make a walkway in between the rails.

We don't want good stuff just old stuff that's no good for any other use, preferably in 5 metre lengths or we can cut them so we can transport them.

I have seen in the past some rails already on sleepers that have been stacked away but not sure if there are any left lying around.

Preferably in the South Island where we can go and get them.

This is for a Lions project in Methven and it looks like we need some light line.

Ron Smith
0274452355

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

15 June	Feildays Flyer	Auckland—Te Awamutu	(KR Diesel)
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Steam Incorporated

5 May	Heartland Flyer	Paekakariki-Woodville	(Steam)
9 June	Kapiti Family Express		(Steam)
23 June	Waipukurau		(Diesel)
4 August (TBC)	Heartland Flyer	Paekakariki-Woodville	(Steam)
8 September	Daffodil Express		(Steam)
1 December	Christmas Grand Circle		(Diesel)
4 January 2020	River City 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 for their regular summer excursions between Picton and Blenheim. 2018-2019 concluded on 21 April 2019.

Mainline Steam

Tui Brewery future excursions.

28 July 2019. Vintage Car Day

10 November 2019. The popular Tui Express with lunch at the Tui Brewery.

15 December 2019. Christmas at the Brewery.

Pahiatua Railcar Society

No excursions currently advertised.

Gisborne City Vintage Railway

Gisborne to Muriwai—
 Sunday 12 May 2019
 Sunday 2 June 2019

Feilding & Districts Steam Rail Society Inc

4 May 2019	Main Trunk	Feilding—Taumaranui	(KR Diesel)
14 April 2019	Mid-Winter Xmas Dinner	Feilding—Masterton	(KR Diesel)

Dunedin Railways

Regular Taieri Gorge and North Line services plus rail tours.

Rail Touring details at <https://www.dunedinrailways.co.nz/our-journeys/rail-touring>

PICTURE OF THE MONTH


The photo this month was sent to me by Kerry Bennett. I found it interesting firstly because of the Ford truck advertising Helensville to Auckland. In those days there were many small freight transport operators in our cities who moved goods between customers and several co-operatively owned freight depots where they would be uplifted by another operator for their local destinations. In Helensville, the Kaipara Dairy Company was the main freight operator as well as running the dairy factory, and it is probably one of their trucks. These days such freight is in the hands of a few large "logistics" companies such as Mainfreight who do the whole movement, often with their contracted owner drivers, so maybe nothing has really changed (apart from the number of shareholders!!).

I was also interested in the location and asked a friend who asked a friend if it could be identified. It is the intersection of Dominion and New North Roads which was superseded in the 1960s by the ghastly Dominion Road Interchange. The tram is heading towards the city.

The photo was taken by Graham Stewart and the additional information was obtained from his nephew Garth Stewart (via Neil Vernon), who also sent this copy of the original.

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

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