



JOURNAL

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ANNUAL SAFETY PERFORMANCE REPORTING DUE TO NZ TRANSPORT AGENCY 31 AUGUST 2019

There is a new version of the NZTA Safety Performance report. (A surveymonkey survey) and members should find it quick and easy to complete. Not like the first ones!

FRONZ operating members should have all received an e-mail (If they have a licence) from NZTA about the survey. The Safety Performance Report needs to be completed before 31 August. It is quick and easy to fill out (No big explanations required), and the only data you need to find is your passenger numbers, number of trains and KM's run.

We are always happy when we don't have to do too much paperwork!

One point to note. That some answers do not like a full-stop ".", so you cannot put in for example 2.5 you need to round it up or down.

Happy surveying!

NEW DIRECTOR "RAIL"

Guy Wellwood from Hawkes Bay is becoming a director of FRONZ offshoot company, Rail Assessments & Inspections Ltd, RAIL, replacing Toby Mann from Dunedin Railways. Guy attended the FRONZ Conference this year in Timaru and after that expressed an interest in perhaps taking up the other Director's vacancy for RAIL once he knew a little more about it. He has now agreed to become a Director. Guy is a retired solicitor and that could be some advantage to FRONZ/RAIL in the future.

Guy was involved with the private group who were originally trying to run trains for the log traffic from Wairoa to Napier. He is also involved in the ongoing battle to get the line north to Gisborne open.

THE RECLAIM

The place where FRONZ members can place buy, sell, swap, wanted requests.

This is distributed to the FRONZ Journal mailing list for free.

To place your request, please send details to djmaciulaitis@gmail.com.

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

RAIL SAFETY WEEK 12—18 AUGUST



RAILWAY STATION DEMOLITIONS

Lauchlan Brady has kindly sent some photos of two recent railway station demolition jobs. Orari and Hinds between Ashburton and Timaru. Not exactly classic examples of heritage rail station architecture but still worth recording.

Orari was a brick station, much like Rolleston station, while Hinds station was a slightly smaller station. Orari Station was demolished on 7 May, 2019 and Hinds station was demolished the following day.



Above: Orari Station: Photo left Lauchlan Brady. Right: Tony Cameron



Above: Hinds Station Photos Lauchlan Brady

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

WELLINGTON TRAMWAY MUSEUM

From Tramlines

TRAM No.207 RESTORATION WTM is expecting to commission Leyton Chan of MOTAT, Auckland, to jointly assess with our own expert members, and to fully document, the work necessary to restore Tram No.207 to operating condition. This will enable completion of 207's Conservation Plan – needed both to support a Lottery application for a grant to cover commercial restoration of the timber frame, and to enable us to plan the further restoration of the rest of the tram. Ideally the Conservation Plan would be completed, and sufficient funds available, to make an August application to Lottery Environment & Heritage. \$30,000 - \$40,000 of WTM funds could attract a November grant of \$60,000 to \$80,000 (thus providing in total \$90,000 - \$120,000) and this would enable commercial restoration to commence..

Right: Tram No.207 on its last ever trip in Wellington. No.207 is in Wallace Street on a special hire on 14 September 1963. Photo: Keith McGavin



WESTERN SPRINGS TRAMWAY

Auckland No.255 loaded onto a truck and trailer bound for A&G Price in Thames prior to being Auckland bound with the Auckland Electric Tramways Trust. No.255 was the second to last tram built for the Auckland Transport Board, so is the penultimate tram and is the highest numbered Auckland passenger tram left in existence. The saloon windows in this shot are still coloured ATB rattan, this side having been enclosed. No.255, a "war baby" was painted in Bandarillo red and rattan from new in 1942 and barely a teenager when retired prior to the system closure mid-1956. Jef Grobben.. *From The Controller*



STEAM INCORPORATED

From Steamline

President Peter Norman's Report to the AGM (abridged)

As many of you are aware, I'm standing down as President after an eight-year term. When I look back over the last eight years, Steam Inc has come a long way and achieved many things. Some of the highlights of the last eight years for me have been:

- The restoration of AB 608.
- The North and South Island Trips with 608.
- The completion of the restoration of DA1410 (now just awaiting mainline certification).
- The partnership between Steam Inc and Pounamu Travel - which has led to two very successful Marlborough Flyer seasons in Picton.
- Two successful seasons in partnership with the North Pole Express.
- The continued running of our steam Inc branded trips such as the Daffodil Express, Heartland Flyer, Eketahuna Express and Art Deco Delights.
- The on-going partnership with Stuff Events.

It is with some regret that we also see John Bovis stepping down from his Excursion Manager position. We are lucky to have Margaret Gordon ready to step into this job. John's work over the years have left the Society in a very strong position in the Heritage Excursion Market.

Dion McKenna was appointed as new President of Steam Incorporated.

We have also been buddied up with the Glenbrook Vintage Railway who we have partnered and worked with many times. GVR will peer review our work and vice versa. A thank you goes to Tim Kerwin and Aaron Wong for their efforts here.

Right: The Steam Incorporated excursion on 5 May to Woodville marked the first excursion to travel on the new Alignment through Otaki since the NIMT was slewed to its new arrangement. Ja 1271, seen here photographed by Ray Matthewson, made headway with its 7 total train onto the new graceful curve northbound out of the township. The old alignment, which at the time of writing is barely recognisable, took a much sharper curve more to the upper left of the frame.



Left: Da 1431 in the Manawatu Gorge on the Steam Incorporated excursion to Waipukurau on 23 June. Photo: John Bovis

CANTERBURY RAILWAY SOCIETY

A busy winter work program. Truscotts curve is the major project at present and will be for another 2/3 months. Bridge replacement also taking place. *Photos Facebook.*



Above Left: 50kg rail placed on new concrete sleepers. Right Removing sleepers off the bridge beams.



Above Left: Temporary access bridge in place. Some work to do on the bridge abutments and surrounding areas, before the bridge goes back in. Bridge rebuilding includes ballast guards to be extended and new wing walls to be constructed. Right: Bridge beams have been painted.

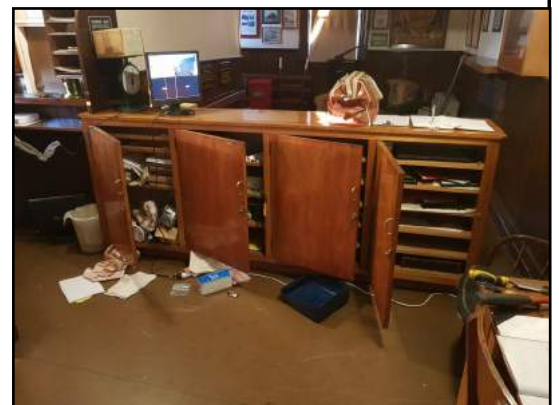
In the early hours of Thursday 4 July, Ferrymead station was broken into and ransacked. Only small damage to locks. The only item that was taken, was an NZR guards hand lamp. CCTV footage shows a male, with hoody and half the face hidden.



Left: Lamp taken is the one on top of the signal panel. It is numbered 59 and has CRS on the bottom. In case it shows up on Trade Me etc



Left: Not the lamp stolen, but a close up of the type taken. Just missing the handle on the rear.



GLENBROOK VINTAGE RAILWAY

From Facebook

On Saturday 15th of June GVR Scenic Rail operated a combined RES trip to Te Awamutu and Te Kuiti. Options included transfer to the Fieldays at Mystery Creek or bus and train tour to Kawhia and through the South Waikato.

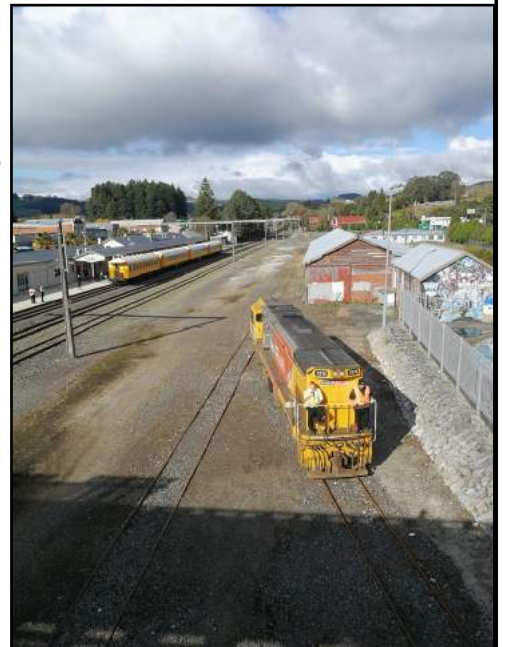
This was a historic trip for GVR being the first mainline excursion since obtaining mainline accreditation where all on-train staff (except the Kiwirail LE of course) were GVR trained volunteers.



Above: An early morning start for DE 507 at Puke-ware, ready to haul the Feildays train to Glenbrook. In the shed DBR 1254 is progressing well.

Left: Boarding at Auckland Strand Station.

Right: On the turntable at Te Kuiti.



Our winter maintenance is now well underway!
Ww 480 recently passed its annual boiler inspection by SGS and was used for a recent birthday charter before a well-earned rest.
Work on Ww 644 continues with some cylinder alignment issues.
DBR 1254 is coming back together with work happening on many fronts!
DC 4818 has been over with DBR 1295 for evaluation and design of a new fire suppression system including some in service tests of the detection wire.
DC 4818 has also had its engine 'barred over' and the report back is that it is in good condition.
AG49 is being sanded and prepared for painting after some mechanical attention.
A1918 and A1897 are being fitted out with the new air conditioning ducting.

Below: Warwick Turner piloting the locomotives (DBR1295 and DC 4818) back over the road with No.3 and Ww 480 sitting outside the shed and No. 10 peeking round the corner.



Above: Wooden guard's van F 394 has arrived back home after a four year loan to our friends at [Steam Incorporated](#). Most recently it had been used for operational support to the [Marlborough Flyer](#) in Picton. F 394 looked the part as it brought up the rear of various scheduled KiwiRail freight services. Photo: John Bovis

ORMONDVILLE RAIL PRESERVATION GROUP

From Facebook.

Some months ago Journal reported on an old shed covering a well. It has been relocated as these pictures show.

Over spring and summer 2018-2019 ORPG members included in their hard work a project to relocate the old well shed from behind the Settlers' Arms Tavern to the over-grown area adjoining the station platform at the Napier end of the building. The little shed is now safely in its new spot - the big shift having taken place on 17 May 2019.

The little building is believed to rival the station in terms of its age, given the appearance of a shed that looks just like it in 1880s photos of the town. However, at the very least though it covered a well that was sunk in 1909 - and which was filled in immediately after the shed was removed.

Richard, who still owns the recently-closed pub, was particularly keen to 'deal to' the well, as he almost fell down it in 2015, having until that moment, not had a clue that there was a well there. The cover of the well had rotted, and it gave way as he stepped onto it. The well proved to currently be about 18 metres (60ft) deep, and when originally dug, it had reached 97 feet deep when a workman, Louis Brown (32), was killed by gas in it. He now resides at Ormondville Cemetery.

The intention for the shed is to set it up to be a 'walk-in' information post for the many people who call at the station and who don't find someone around to tell the story of the station. Our intention is to allow the other local Ormondville organisations to also install display information in the building as well. And of course, the history of the little shed will also be covered.



Left: The rustic little pub shed that is currently believed to be around the same age as the station. Still work to be done on it, but its nice to see it now safely relocated. Photo: Val, 19 May 2019



Above: The walls are enclosed again and the little gap at ground level is to keep people getting too comfortable in there when we'd prefer they didn't stay for 'long periods of time' (i.e. no furniture). Now we are starting to think about the interior decorations for the shed. These will involve part station history and part the history of all the other groups/organisations in town. It is to be a place where the community can tell visitors to the town who and/or what they are. 8 June 2019

OAMARU STEAM & RAIL

From Facebook: "Oamaru Captured".

Captured...

voted one of Oamaru Mail's famous five WAITAKIANS OF THE YEAR, Harry Andrew - General Manager of the volunteer based "Oamaru Steam and Rail". A well-deserved accolade!

Meanwhile from the Oamaru Steam & Rail newsletter:

Congratulations to Luke Paisley, Joseph Newton and Mathew Harris who have put in many hours studying theory and accumulating the practical experience

to be certified to drive passenger trains on the railway. Well done lads!



TRAMWAY HISTORICAL SOCIETY

From Ferrymead Tram Tracts

President Stephen Taylor reports:

There has been good progress made on a number of other projects around the Tram Barn – particularly:

- Hills Car NO 24
- Mornington Grip Car NO 103
- Truck repairs on NO 236 (which are almost ready to go back under that tram) and ongoing overhaul of the “spare” truck for NO 236
- Track repairs to the point outside livery stables (in Ferrymead Village)
- Roofing iron replacement on the back of the Tram Barn 1 workshop
- Christchurch NO 152 roof recanvassing being undertaken by HTT

I would also like to acknowledge that we have gratefully received a grant from the Rail Heritage Trust to assist with Heritage Sign Writing on the body of the Kitson Steam Tram.

Right: The Kitson boiler at Lyttelton Engineering. They are making fantastic progress with the welding and hopefully we get it back within the month. Alex Hunter.



Left: Christchurch 152 has returned home to Ferrymead for its roof to be re-canvassed by the Heritage Tramways Trust for the Christchurch Tramway. Currently parked in the paint booth in Tram Barn 3, the tram is shown here with the roof stripped down and ready for the new canvas to be laid. Photo: Dave Hinman.

Right: Further down the traverser pit, a 40ft container has been installed for 'Yank' 12 to live in between bouts of periodic restoration. Yet to be constructed is the bridge that will allow No. 12 to be rolled off the traverser and into the container, though this likely won't be too far away. Photo: Dave Hinman.



AWAKERI RAIL ADVENTURES

From Facebook.

From time to time we run "work trains" on the network to take care of maintenance jobs. Here is a recent one loading up some pumice to cart to the terminus for a walking area for customers.

Awakeri Rail Adventures run a 20km round trip on a 2 ½ hour run on the closed line east from Awakeri towards Taneatua, once the terminus of the East Coast Main Trunk line.



MAINLINE STEAM HERITAGE TRUST

Mainline Steam is proud to be associated with On Track Events successful Wizarding Academy Express trains on Saturday 13 July from Wellington. It was great to see so many happy people at the end of each trip so well done to the on board team from On Track Events.

Our sincere thanks to Steam Incorporated for helping out with two locomotives, Ja 1271 and DA 1431 plus carriage and thank you to the Kiwirail LE's and the Kiwirail Network Access team for making the day go so well.



*Left: Ngauranga Gorge
Photo Tommy Secker.*

Below: Kiwirail Locomotive Engineer John Trewavas and Steam Inc. crew member Dennis King. Photo John Bovis.



SOUTHERN STEAM TRAIN TRUST

F150, owned by Ocean Beach Railway has been returned from Plains Railway. Ashburton, where it has been since 1986, for planned restoration by Southern Steam Train Trust. The 0-6-0ST locomotive was built by Dubs & Co #1371 of 1880. It was in NZR service 1880 – 1958; 1958 - 1961 NZR, stored; 1961 - 1974 Invercargill, display in Newfield park; 1974 - 1986 Ocean Beach Rly, Stored; 1986 - 2019 Plains Railway (Leased).

Information from NZ Rolling Stock Register and pictures from Facebook.



Far left: Newfield Park, Invercargill. Left and below left: Before leaving Plains Railway. Below. Back in Invercargill.



CLASSIFIEDS

THE RECLAIM

The place where FRONZ members can place buy, sell, swap, wanted requests.

This is distributed to the FRONZ Journal mailing list for free.

To place your request, please send details to djmaciulaitis@gmail.com.

OCEAN BEACH RAILWAY



Ocean Beach Railway are asking if anybody has a plan of an early version of a flush type points lever box mechanism. See attached photos.

Please contact Grant Craig
at grant@dunedinrailways.co.nz



DUNEDIN TRAM BOOK

Dunedin's Electric Cable Tram
A Journey by Hugh 'Baldie' Brown

**Ever wanted to know about the second
Elast cable tram network in the world?**
At 120 pages, this book takes you on a
journey on the cable
and electric trams of
Dunedin, New Zealand,
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Best contact if interested is the e-mail given.



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

No trips currently advertised

Steam Incorporated

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. 2019-2020 season commences 6 October 2019.

Mainline Steam

Tui Brewery future excursions (postponed).

Pahiatua Railcar Society

No excursions currently advertised.

Gisborne City Vintage Railway

Gisborne to Muriwai
 26 October 2019
 27 October 2019
 27 December 2019
 28 December 2019
 16 February 2020
 16 March 2020
 12 April 2020
 13 April 2020
 10 May 2020

Feilding & Districts Steam Rail Society Inc

24 August 2019	Around The Block to Wellington	KR Diesel
15 September 2019	The New Plymouth Express	KR Diesel
2 November 2019	Around The Block to Wellington	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>

PICTURE OF THE MONTH



Lighting up the village – A truly atmospheric scene captured upon arrival at Paekakariki on May 5th by *Tommy Secker*. Steam LE Stephen Brabender looks ahead for the signal, in preparation to run forward and then reverse the train into the Steam Inc. switchlock. Photo re-printed from Steam Incorporated “Steamline”.

**FRONZ CONFERENCE GISBORNE
29 MAY– 1 JUNE 2020**

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