



JOURNAL

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EDITORIAL

Your FRONZ Executive team met on 9 November. Members will be aware that we regularly transact FRONZ business via the internet but find it worthwhile to get together, usually twice a year, in a central location (usually a meeting room at Wellington Airport) to talk over all the current issues we are dealing with and future plans.

Highlight of the recent meeting was an update on the “reset” of the Heritage Technical Committee which manages all our mainline members rail fleet safety, assessment, and engineering issues (see page 2). Recent problems with professional assessments which have affected us as well as the road trucking industry have established the need to ensure we are running a thoroughly professional and safe operation when accessing the mainline.

Mike Anderson from the Diesel Traction Group is seconded to lead this project for FRONZ and he explained how all the mainline groups are working to bring their systems up-to-date to comply with the necessary regulations. Use of modern technological software is a vital part of the process and all groups are working hard to establish their requirements as we move into this new level of compliance.

At the meeting we also had a presentation by a Ministry of Transport representative on future rail government policies. The “Future of Rail” is a major programme of transport system reform that will rebuild rail to support growing cities and thriving regions; integrate rail into the transport system, so rail is planned, funded and looked after alongside other transport modes. We assured the speaker that the Heritage Rail Industry has a part to play on the future of rail in New Zealand and she undertook to ensure this message is conveyed.

The Executive meeting also considered the planning for our 2020 Conference in Gisborne from 29 May to 1 June 2020, and future Conference plans.

HEALTH AND SAFETY

A note from Trevor Burling. FRONZ Executive Officer.

WorkSafe have produced an excellent online toolbox for dealing with hazardous substances. There is more emphasis being placed on this currently and in particular asbestos.

Several FRONZ members have asked about their responsibilities in this area and what should they do? The answer is to go to: <https://hazardoussubstances.govt.nz/media/1067/practical-guide-2019.pdf> and work through the guidelines. Some are amazed at the simplicity of the tools but realise there is a lot of work involved in identifying the substances in the first place.

Some of the information is not relevant and applies to transport and storage of large quantities, but the basics are well covered, and members are advised to ensure they at least start on the process by the end of December.

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

HERITAGE TECHNICAL COMMITTEE RESET

In supporting the Heritage Technical Committee reset process FRONZ Executive members and facilitator, Mike Anderson have visited several mainline groups.

A visit to Mainline Steam and Steam Incorporated was first by the FRONZ President, the Chairman of the Heritage Technical Committee and two members of the FRONZ Executive, to discuss the Heritage Technical Committee reset.

This was a productive day out and we thank both organisations for their hospitality.

The president sneaked in some foaming and right we have ex-Napier Harbour board no.5 at Mainline Steam, Plimmeton and, below, Ka 945's frame at Steam Incorporated, Paekakariki.



Subsequently Grant, Clark, Trevor and Mike visited Feilding and Districts Steam Rail to discuss the Heritage Technical Committee reset with the FDSR committee and also had a look around their site.

Many thanks to Rod and his team for their hospitality and we all went away with a better understanding of the way the reset will/needs to go forward.



Above: Da 1401 (left) at Feilding and (right) the WAB undergoing overhaul.

Left: The teams from FRONZ and Feilding in "conference".

WYNYARD QUARTER'S HISTORIC TRAMS TO RESUME THIS SUMMER

NZ Herald. 24 Nov, 2019

Auckland's historic trams at Wynyard Quarter are set to resume service this summer.

Auckland Council has advertised for an operator to run the service on a 1.5km circular track around the popular Wynyard Quarter.

It follows a decision by the council's governing body in November last year to reinstate the route until the America's Cup in 2021 at a cost of \$1.8 million, then review its future.

The tram's operator, Panuku Development Auckland, had wanted to scrap the service, which was introduced in 2011 and struggled to attract passengers. Numbers fell from a peak 52,653 during the Rugby World Cup to a few hundred before the loop was decommissioned in August last year.

Puneet Dhall, who has campaigned to keep the trams, welcomed the return of the trams in Wynyard Quarter.

"The joy of travel is amazing. We need to get people onto the trams," said Dhall, saying there needs to be a stronger

emphasis on marketing.

He said the bigger vision has always been for the old trams and light rail, or modern-day trams, to connect the districts of Wynyard Quarter and Britomart.

He plans to bring a business case to council for a wider service within a year.

Auckland Mayor Phil Goff said last year his gut feeling was he did not want to destroy the tram before it is given a fair go.

"If we rip it up it is gone forever and we will die wondering," said Goff, who said it could be a magnet for people from all around the world.

Last year, Dhall believed the service could make a profit of \$100,000 a year and \$700,000 with HOP card technology and extending the line to Britomart. The figures were based on discussions with tram line operators in Christchurch, Melbourne and Bendigo in Victoria, he said.

Panuku has been cool on keeping the trams running, viewing them as something to activate Wynyard Quarter, not provide a transport service.

Panuku chief operating officer David Rankin told councillors last year the board believed there were only two options for the trams, cease operations or reinstate the full original loop and relocate the tram depot to a new site costing \$6.6m.

The board believed the money would be better spent on a new park at the end of Wynyard Quarter or in suburban areas it is looking to develop.

"This came down to a matter of priorities in a restrained resource environment," Rankin said.



Above left: An artist impression of light rail in Wynyard Quarter and (right) the existing tram on the run.

This just posted on the government procurement web site (GETS)

The Auckland Dockline Tramway was opened in August 2011. This initiative was envisioned as a place making activity to create public interest, enable early activation of the developing Wynyard Quarter and facilitate better public access to this newly accessible part of Auckland. The tram ran (subject to development works) on a circular, purpose-built 1.5km track around the Wynyard Quarter.

The loop was decommissioned in August 2018 to allow for the commencement of works on West 2, a development site adjacent to the tram shed when a portion of the track had to be uplifted.

It is anticipated that full service could be resumed in the 1st quarter of 2020. We are looking for a third party to manage the Tramway and its operations from 3rd February 2020.

The services required include the following:

- (a) Liaison with NZTA for the continued issue of a rail licence to the Access Provider and Tramway operator.
- (b) Preparation and maintenance of Safety cases for the Access Provider and tramway operator.
- (c) Tram maintenance and standards which will include: Maintenance of trams, Road access compliance, Spare part inventory, Safety control and communication equipment
- (d) Ongoing driver training including uniforms, commentary, rosters and timetables.
- (e) Maintenance of Tram Shed equipment.
- (f) Maintenance of Health and safety procedures for Tramway operations.
- (g) Route management including tram stops, shelters and safe clearances.
- (h) NZTA pre audit.
- (i) Marketing and promotion.
- (j) Annual budgets considering income and marketing scenarios.
- (k) Stakeholder management.

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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

Several FRONZ member groups have seen the enormous value of charter visits to their facilities. These bring in good passenger numbers and more importantly income. It does mean more work for volunteers, but the rewards are worthwhile. Editor.

Wednesday November 20 saw us host our 15th Grand Pacific Tour Group. The sun shone and the visitors enjoyed their visit. Only another 40 tours to come this Tourist Season.



WAIMEA PLAINS RAILWAY



From Facebook

Photo taken by a WPR Trustee involved with the transfer of Af950 from Kingston to Mandeville. On loan from Kingston Flyer Ltd to Waimea Plains Railway Trust.

Thanks to all involved. Transport firm was Southland Machine Hire.

WEKA PASS RAILWAY



After reporting in the last Journal that the Star & Garter hotel at Waikari had closed we are advised by Scott Eastwick it has now reopened. This is a welcome-back addition to the WPR experience for our passengers.

A 428 Celebrating 110 Years of age! A 428 on the afternoon service on Sunday 3/11/2019. Photo: Lauchlan Brady.



CANTERBURY RAILWAY SOCIETY

On 26 October CRS celebrated 40 Years of Vulcan Railcars at Ferrymead with both Vulcans running into the evening. DG 772 from the Diesel Traction Group also ran a freight train alongside the Railcars



Photos above: Tony Cameron. Photos below: D.L.A. Turner.



PLEASANT POINT RAILWAY

From November Newsletter

Our fund-raising day for the St John ambulance garage appeal on 22 September. A cold day, but the sun did come out round 3pm. We had 258 people visit us. D16 and the rail car was operating for the first time since its big cab rotten wood replacement. Nigel Gamble had his mobile vintage farm tool display there, so also was Brian Smith and Leanne Peatman had their operating stationary motor display there.



Local St John Ambulance poses with D16 for their 'Garage Appeal' steaming day we hosted for them. \$1500 was donated to them. Photo: Bryan Blanchard 7.9.2019

BUSH TRAMWAY CLUB

From November Newsletter.

New Diesels Tr367 & Tr 436: We have been concerned for many years that we rely on our two Meremere locos for much of the hard work around our railway. If one failed, we would really be up the creek without a paddle. Kiwi Rail advertised for sale 2 x Tr shunting locos at their Te Rapa depot. We went & had a good look at them. One (Tr 367) has been purchased privately by a member & the other (Tr 436) by two of our members donating the cost. The privately owned one just needs batteries & the side rods putting back on & it will be a runner. The engine has already been run. The other one has its engine in pieces in the cab as it was supposed to have a blown head gasket but we have also heard that it was blowing a lot of blue smoke so it may need new piston rings & cylinder liners. They were both built by A & G Price's in Thames for NZR, one in 1958 & the other a couple of years later. They are both fitted with Gardner 6 LW engines.



Left: Bush Jigger No.1 and the unusual new stub point behind the Woodwork Shop. Photo: R. Stratford. Right: The new Tr367 acquisition is seen with the Battery-electric loco on 1 November 2019. Photo: R. Ellis.

WAITARA RAILWAY PRESERVATION SOCIETY

It was all go Saturday November 16, when the Waitara Branch Line was blocked off from the rail network at the Lepperton end with a sand trap, then finally cut after almost 140 years. This work is the start of a new section of line to be built to connect our track to the Lepperton yard sidings.



Story and photos: Derek Baker.

TRAMWAY HISTORICAL SOCIETY

From November "Tracts"

With the ongoing disposal of equipment associated with the former Wellington trolleybus network, the Tramway Historical Society has been given, and gratefully accepted the opportunity to acquire a modern transformer and rectifier set which has been removed from the former Cable Car Lane substation by General Metal Recyclers Limited. While the Society is aware that there are a number of other competing projects for our very limited incomes, we are also aware that this is a 'once only' opportunity which would not likely have ever come up again.

Work has been quietly continuing on our demonstration trolleybus loop to get it back into operable condition. Christchurch trolley bus 210 represents the first generation of the 'modern' New Zealand trolleybus, seen here on a distant 26 April 2014. 210 will soon be back at work – it is hoped sometime next year – doing what she was built for: carrying passengers. Photo: Alastair Cross.



DIESEL TRACTION GROUP

From Facebook

Our very own Di class, proving herself very useful on duties with Dunedin Railways.

We very much appreciate how well the Dunedin Railways crews are treating the locomotive, and we look forward to seeing more of the Di in action whilst she is away from home.

Di 1102 working for Dunedin Railways on 13 November, hauling a cruise ship charter with Dj 1222, seen beside the Otago Harbour. Photo: Geoffrey White.



PAHIATUA RAILCAR SOCIETY

From Facebook

Some photos of Rm 121's progress.



NEW ZEALAND RAILWAY AND LOCOMOTIVE SOCIETY

From Facebook

WMR carriage No. 48 has the external painting done; decorative pin striping and scrollwork is being applied to the body (to be completed with signwriting); the upholstery is being fitted to the seats; and entry doors are being restored, glazed and painted.

When these tasks are completed the main next steps will be to hang the entry doors, fit the safety gates and railings on the end balconies, make and hang interior doors, make window furniture to allow fitting of the windows, make and fit reproduction lights.

WMR 48 arriving at the Silver Stream Railway on 12 September 1998 (left) and now nearing completion of restoration (right).



NATIONAL RAILWAY MUSEUM OF NZ

From Facebook Newsletter
Roundhouse Update

Atrium & Entranceway:

The quotes for this work were well in excess of what our funders could provide so that part of the project is currently on hold. The funders suggested that we approach the whole project in smaller portions which will make the provision of funding easier. As a result of this we are investigating the use of Albert Hall as an interim display area.

Archives Building:

Also and as suggested by the funding providers as part of breaking the overall project into smaller packages we are investigating the building of a standalone archives building that would be suitable for NRM and CRS joint use. At present prices are being obtained but first a geo tech report is needed to ascertain if the ground is suitable for constructing a building on. There are some areas of the park that are not suitable for building on or alternatively the proposed foundations will need a special design that would increase the cost.

DC4876

Kiwirail have joined the National Railway Museum in recognising the importance of the DC class in New Zealand Railways development and have made DC4876 available for inclusion in the Museum collection.

This locomotive is the last DC that carries most of the Australian Clyde rebuilt components and paint. Over the years the DC fleet were rebuilt and changed but 4876 seem to have avoided the majority of these changes.

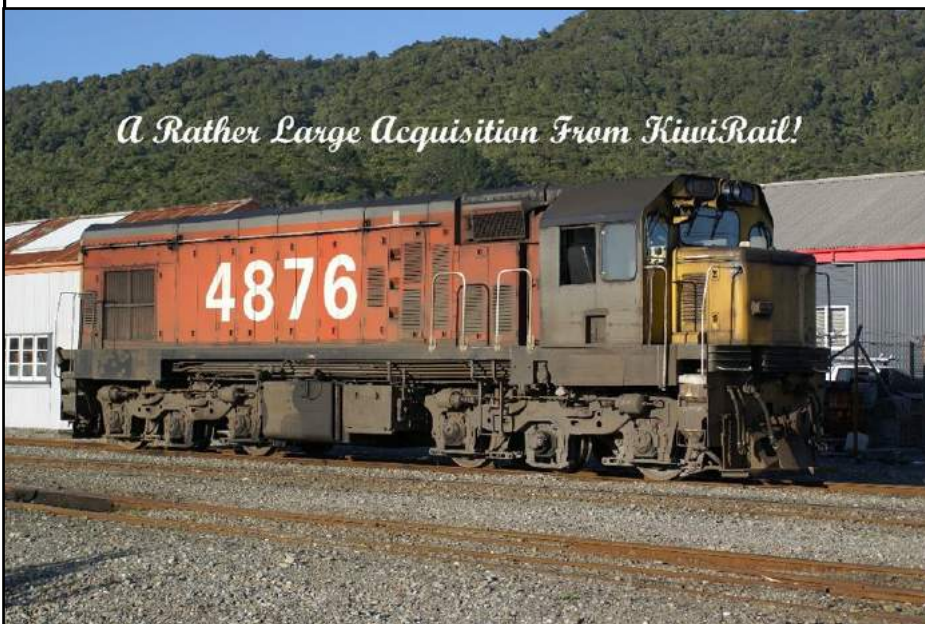
She is a well-travelled locomotive having worked in both islands. Withdrawn due to the worn condition of its bogies, 4876 was stored at Hillside where it was robbed of various parts to keep other DC class locomotives operational. Much work has been done in returning parts to DC4876.

We are grateful to Mike Kilsby for his support and practical assistance in undertaking this work on our behalf.

We have arranged with Kiwi Rail to have 4876 worn bogies replaced with a serviceable set, when this can be fitted into the Hillside work schedule.

Once this is completed it will be delivered to our site at Ferrymead.

The Rail Heritage Trust of New Zealand have been generous in funding the bogie swap and transportation costs and the National Railway Museum are extremely appreciative of the Trusts continued support for our project..



Photos of DC 4875 by D.J. Maciulaitis from when it was operating in 2010.



CLASSIFIEDS

SEEKING A CARRIAGE

A request from a member of the public for an old carriage.

My Son and I have moved to Cust following my partner passing away 3 years ago.

Following selling our family business I'm looking at the possibilities of doing up a railway carriage for accommodation.

Our property overlooks the Cust Community Centre where the old Cust Railway Station was situated.

Being able to find a carriage from that time may be hard so I'm open to other options.

Email: andreacarmichael@hotmail.co.nz

THE RECLAIM

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

The Reclaim has been developed so that any Fronz member can send us information about items they want to sell or buy (preferably with pictures, and deadlines if applicable), and that will be circulated to all members. This benefits the rail heritage movement as a whole by promoting a greater sharing of resources, as well as the opportunity to save useful items from scrapping.

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

Note: We are still seeking entries for the next issue of the Reclaim but you will need to hurry. Due to be out before Christmas. Last date for entries end of November.

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



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

During Auckland Anniversary weekend, 25-27 January 2020, GVR are running mainline excursions based in Hamilton using their restored diesel locomotive DBR1254 and the GVR excursion fleet. These trips are from Hamilton to Waharoa, Te Kuiti, and Ohakune.

Overseas rail tours planned during 2020 include Japan, Switzerland, and Australia.

Steam Incorporated

No planned trips due to rolling stock re-certification programme.

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 commenced 6 October 2019.

Mainline Steam

No planned trips due to rolling stock re-certification programme.

Pahiatua Railcar Society

No planned trips due to rolling stock re-certification programme.

Gisborne City Vintage Railway

Gisborne to Muriwai
 Special. Friday 13 December "Murder on the Muriwai Express"
 27 December 2019
 28 December 2019
 4 January 2020
 5 January 2020
 26 January 2020
 15 February 2020
 15 March 2020
 11 April 2020
 12 April 2020
 10 May 2020
 30 May 2020

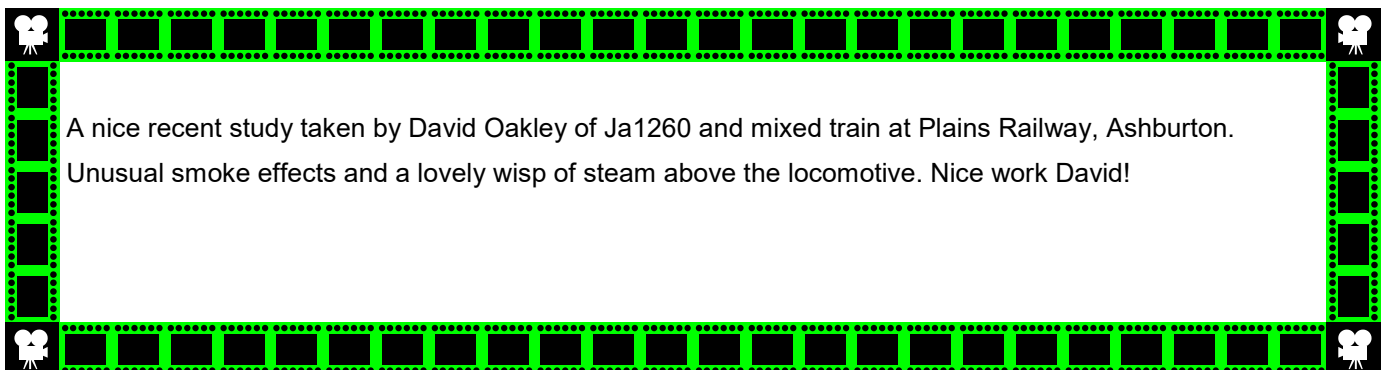
Feilding & Districts Steam Rail Society Inc

1 December 2019	Around The Block to Wellington	KR Diesel
1 February 2020	Around The Block to Wellington	KR Diesel
16 February 2020	The Chateau Tongariro and Sky Waka Rail Excursion	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



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

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