



JOURNAL

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FRONZ CONFERENCE 2020

The FRONZ Conference for 2020 is at Gisborne from Friday 29 May to Monday 1 June. Our host group is the Gisborne City Vintage Railway and our major sponsors are New Zealand Transport Agency and New Zealand Rail Heritage Trust. We are grateful to these organisations for their help. Without sponsorship your costs to attend conference would be significantly greater than they are.

Conference Programme includes:

Friday 29 May. Registration and mix & mingle at the Emerald Hotel, 13 Gladstone Road, Gisborne from 1700-1900.

Saturday 30 May. Full day in conference sessions at the Emerald Hotel. Evening Free.

Sunday 31 May. Morning conference sessions at the Emerald Hotel, 13 Gladstone Road, including the 2020 FRONZ AGM. After lunch we will take a short walk across to Reads Quay where the Gisborne City Vintage Railway train will be waiting to take us on the excursion to Muriwai and back, returning approximately 1630. Then from 1800 the Annual FRONZ Awards dinner will be held also at the Emerald Hotel.

Monday 1 June. This morning we will visit the East Coast Museum of Technology at 67 Main Road, Makaraka, Gisborne. A coach will travel from the Emerald Hotel at 0930 and leave the Museum at 1145. It will drop passengers at the nearby Gisborne Airport for the 1240 Air NZ flight to Auckland and onwards on the way back to the Emerald Hotel. That ends the conference activities.

Conference and options for Accommodation Bookings will be open throughout April on the FRONZ web site www.fronz.org.nz



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

FRONZ SUBMISSION TO THE LAND TRANSPORT (RAIL) LEGISLATION BILL

Presented to Select Committee via Video link by Grant Craig

The Federation of Rail Organisations of NZ which represents approximately 70 tourist and heritage members located from the Bay of Islands to Invercargill. FRONZ has an access agreement with KiwiRail for operations on the national network. FRONZ manages this access agreement as the then NZ Railways only wanted to deal with one entity rather than eight different heritage operators when heritage operation's first started on the national network.

This access agreement has been operating since the late 1970's and has been dependant on the government of the time and the organisation or company that has operated the national network and over this time has been either has been boom or bust. You will see from other submissions today the ONTRACK model has worked the best keeping the below rail operations (the main asset) separate from the above rail activities and this model has worked best for heritage operations on the national network, Currently KiwiRail fund heritage operations through the "public good" funding which we have to compete with track side maintenance for our operations with no transparency in what is allocated to what and how much.

Under ONTRACK there was clear direction from central government to assist heritage with ONTRACK seeing benefit to them in publicity e.g. the NIMT centenary in 2008. We are not seeing this under the current management of the national rail system. We are not shown clearly as part of the SOE corporate intent and KiwiRail should learn from other countries the benefit of their heritage to their brand and to the public their shareholders.

We have seen a decline in maintenance which has seen lines to North Island, Westport, Hokitika and Bluff as examples closed to passenger services. The closing of the Napier Gisborne Line and the hesitation of KiwiRail to reopen Wairoa to Gisborne Line which should be opened to other operators for funding and operation.

After working in the rail industry for 40 years I applaud more investment for Rail which is long overdue but I am hesitant in only giving it all to one organisation, FRONZ would prefer an ONTRACK model below / above rail operation's as currently KiwiRail is a monopoly and there are opportunities for other operators to use the network and they should be able to access funding and easy access to the national network.

Thank you for your time.

Note: A submission was also made in respect of Mainline Operators by Rob Martin.

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

LUMSDEN HERITAGE TRUST

Story from Otago Daily Times.

One of two historic steam class locomotives has been retrieved from a Southland river this morning, but the other will be staying behind.

Two 1885 V Class steam class locomotives were dumped in the Oreti River, north of Lumsden, in 1927, and efforts cranked up in earnest today to lift them out.

The recovery is being done by Lumsden Heritage Trust members and contractors with heavy machinery, including a 110-tonne crane.

The first of the engines was hauled out this morning; however, after an assessment was made of the condition of the second, it was decided to leave it in the river.

Linton Contracting general manager Russell Bradley said it was significantly more damaged than the first and retrieving it was not logistically feasible.

"Unfortunately it's going to stay here unless somebody else takes up the challenge."

Trust chairman John Titter described the retrieval task as "huge".

"I was putting it in the category of massive but now say it is mammoth."

The trains were dumped in 1927 along with boilers, wagons and other metal scraps.

The trust began exploratory work at the site in 2018 to determine the feasibility of moving them. It has received funding from a number of organisations to undertake the project.

Titter said the locomotives were specifically designed for use in New Zealand "to meet freight demand" and built in Manchester, England. They were used for passengers and freight.



Photos Above: Facebook, Lumsden Heritage Trust

Right: The amazing sight of V126 sitting at its new home at the Lumsden Railway Station precinct after being removed from its watery grave by the Lumsden Heritage Trust. Well done LHT. Photo John Titter. 29 January 2020

WELLINGTON TRAMWAY MUSEUM

From "Tramlines"

It has been a good start to 2020 for the Tramway with revenue from our daily running from Boxing Day through to Wellington Anniversary Day (26 days) being the highest since 2016- 2017, when we ran through to the end of January (34 days). The average revenue per day was \$532. Add to this the income from four Grand Pacific Tours, along with donations in the various donation boxes, our total revenue has given a good boost to finances.

As at 1 February we will have had a total of 23 Grand Pacific Tours visit the Tramway bringing in 643 visitors. In February and March we are scheduled to have a further 17 groups visit, followed by another 8 tours in April before the season finishes with 3 in May.

In early December, an advertisement was posted on the Tramway Museum's Facebook page for Tram Drivers. I was unsure what the response would be but, in the end, twelve people responded within a couple of days so the advert. was taken down. Of those twelve, four have responded to an invitation to come and learn more about the role and another couldn't come on the day but is keen to learn more.

Tram 17:

Work is picking up again after the Christmas – New Year lull.

With the sudden death of Trevor Burling on Saturday 25th January a meeting was held on the following Wednesday to discuss the way forward. Allan Neilson will now become the Tram 17 co-ordinator for all the work necessary to complete Tram 17 and get it commissioned for passenger use. The tram 17 sub-committee chaired by Keith McGavin will continue with overall responsibility of all facets of tram 17's return to service.



Above: Two Fiducias, Nos 260 and 239, crossing at the mid-way loop. Xterra Wellington Festival Day, 1st February 2020. Photo: Keith McGavin

STEAM INCORPORATED/ RAIL HERITAGE TRUST

La19034

After bit of a spruce up, La19034 (built 1938) departed Steam Inc at Paekakariki on 8th Feb 2020 on long term loan to the Rail Heritage Trust. Was consigned to Greytown for display in the restored goods shed. Story and photos: John Bovis



NELSON RAILWAY SOCIETY

Saturday 18th, Sunday 19th January 2020 saw Ted Howards Kite Festival take place at Neale Park in Nelson. Fortunately on both days the weather was perfect, with the afternoon sea breeze strong enough to lift a huge variety of kites large and small creating a dazzling display of colour, be they a large bare breasted mermaid, an oversized teddy bear, or the smaller kites enjoyed by the children and their parents in attendance both days.

Over 600 of the visiting public both to Founders Park and the Kite Festival took advantage of the train ride we offered on our open wagon and two A Class carriages configured with our trusty TR and DSA diesel locomotives at each end providing a push / pull scenario, thus enabling the NRS team to satisfy passenger demand by doing 4 return trips per hour between Founders Park, our "Temporary Halt" at Neale Park then on to Grove Station.

Our heartfelt thanks go to the **Air Rescue Services** for granting the NRS sufficient funds for the provision of removable safety fencing panels around our recently completed Service Pit.

As previously mentioned, the construction of the workshop 13.5 x 2.2-meter Service Pit was a huge task for the NRS voluntary workshop staff. The end result of this teamwork is a credit to all. A well-lit, fully painted Service Pit with safe access, completely fenced with lightweight removable aluminium fence panels will make our annual structural under-frame audits so much easier, and so much safer for our staff. The low voltage LED lighting strips installed by Mike Pownell provide basically shadow free illumination of vehicle undersides, quite brilliant!!

The sharp curves in the track south of Wakefield Quay Station are far too tight for our Steam Locomotive, Wf403 to negotiate. In fact, these curves are subjecting the driving wheels on DSA262 to a lot of wear and tear, the rail heads in these curved sections are fast wearing out which, in turn, is generating wear and tear on the Railcar and rolling stock running gear. Unfortunately, these curves have to go.

The Western Link will provide a far straighter section of track from Tui Station to Grove Station in Neale Park, running parallel to the State Highway. In conjunction with this track development is the need to alter the Locomotive run round loops both at Grove and Wakefield Stations to allow Wf403 to move around the train.

Our ride will ultimately start at Wakefield Quay Station, run north out of Founders park to Tui Station with the Loco Leading. At Tui the Loco will then move around the train, recouple and pull it to Grove Loco leading. On arrival at Grove, the Loco will move around the train for the pull back to Tui Loco leading, changed again for the pull into Founders Park and upon arrival at Wakefield Quay, the loco will change position again ready for the pull to Tui when the next ride operates. And all this for \$6 bucks for Adults and \$4 bucks for Kids!! The diesel train anyway.

If we are able to get Wf403 going the fare will be at an increased amount yet to be decided. Coal is not cheap, Wf403 is not a turn key operation, we are looking at firing up, raising steam, maintaining pressure, and the rather tedious shut down protocols and clean outs associated with operating steam engines. I am sure our customers will not object to this reality, the expense to operate will be significant, and, as said, the costs and fares are to be up for consideration if and when we get to that stage.



STEAMRAIL WANGANUI

January 18th, 19th & 20th: Wanganui Vintage Weekend 2020- SRW was once again involved with the Wanganui Vintage Weekend. We had our doors open to the public on the Saturday and Sunday and we offered Motor Trolley Rides on the Monday. The Railcar from Pahiatua was also here for the first 2 days giving the Wanganui public rides from Taupo Quay (next to our shed) to East



Town return and one trip from Taupo Quay up the Westmere bank return at the end of each day. The Railcar returned to P Nth on the Saturday night, so we didn't do the security this year. The Saturday was a bit quiet for us and the Railcar (turns out some of the advertising

didn't mention this was happening on Saturday only Sunday and Monday). Sunday was a lot better for both of us and the Monday was the best turn out we have had for the Motor Trolley rides we have had in a long time. We carried 267 passengers on the Monday. A big thank you to all members who helped out over the weekend. The Pahiatua Railcar Society also send their thanks for our help over the weekend. Photos taken by Doug Johnston, Ewan Pound, Mark Brimblecombe (the official photographer for vintage weekend) and Blair Jordan.

SRW 2020 NZTA Safety Assessment.

On January the 10th SRW had our annual safety assessment (Audit) with Donald Senior from the NZ Transport Agency. NZTA assess SRW once every 12 -14 months. This is basically to check we are following the rules set out in our Licence to Operate, Rail Safety System and the Rail Safety Case. Without these 3 mentioned items SRW cannot move a wheel and if we are found not to be following the rules set out in these, we can also be stopped from running and/or even face legal action.

Overall this meeting went well. Donald was pleased on how we are doing things and we came away with only a few items we need to do. One thing the club has been lacking over the last couple of years is our own internal auditor. The clubs rail operation supervisor had been doing this but NZTA feel this needs to be done by someone without as much authority in the running of the club. John Pudsey has kindly taken up this role with the club.



GOLDFIELDS RAILWAY

Bay of Plenty Times. By: Rebecca Mauger

Goldfields Railway's new addition has taken its maiden voyage and is now a working passenger locomotive.

The third locomotive — Hunslet DSA 551 — was added to the Goldfields Railway fleet last year and the fully restored loco had its first day on the tracks on January 11.

The Goldfields Railway team is rapt with their new workhorse.

"The locomotive is performing to everyone's expectation. Drivers report that they enjoy operating it," says executive officer Peter Cooper.

"We had over 100 visitors from the New South Wales Junior Athletics Association ride the train (on its first day), along with a very large group of other passengers necessitating running a full compliment of carriages.

"Using DSA 551 that day demonstrated the benefit of having the heavier locomotive in our fleet, as normally we'd have put a locomotive at each end of the train to handle such a heavy passenger load."

The loco had been worked on three years by the Goldfields Railway maintenance team. Approval from NZ Transport Authority was completed, including track upgrades to allow the heavier loco to be used.

The old locomotive had had a rich history before it ended up at Goldfields Railway and undergoing restoration.

It used to belong to New Zealand Railways Corporation which operated it, retired it and the loco went to Hastings to work as a shunter lugging fertiliser stock. Goldfields eventually bought the loco, which needed a lot of work.

It was stripped right down to the chassis and rebuilt. The engine was sandblasted, rebuilt, repainted and the air lines were restored.

The Hunslet won an award for its restoration job last year. It took the motive power award (non steam) at the annual Federation of Rail Organisations of New Zealand (FRONZ) conference in Timaru.

Peter says they now have the ability to take much larger passenger loads "which takes some of the pressure off of their hard-working Beguley-Drewry locomotives, and frees up the smaller locos, including our Price shunter, for track maintenance duties".



The railway was built in 1905 and Goldfields Railway society was established in 1980 to preserve the rail heritage. It runs as a popular tourist railway operating between Waihi and Waikino.

NEW ZEALAND RAILWAY AND LOCOMOTIVE SOCIETY

From Facebook

Update on WMR 48.

Although there is still a fair bit of work to do on WMR 48 the carbody is now fully sign written on the outside. There is still some finishing painting on the headstock and access steps at the second end so once the doors are sufficiently finished a warning notice will be applied to the insides of the entry doors.



WOODVILLE RAILWAY STATION TRUST



This newly formed group has joined FRONZ and is working on the restoration of Woodville Railway Station. *Photos Tommy Secker from Facebook.*



GLENBROOK VINTAGE RAILWAY

DBR 1254 was let onto the mainline again 16 February, and this time ran solo for the entire journey. The train ran from Waiuku to Kinleith with stops along the way, then ran a side trip for locals from Tokoroa to Hinuera and return, before the original passengers reboarded.

East of Hamilton, the train was fully booked out, as was the side trip from Tokoroa. A good day was had by all! *Story and photos by Alex Burgess from Facebook.*



Above Left: Crossing the Waikato River at Ngaruawahia. Right: Passing over the junction for the mothballed Rotorua Branch at Putaruru.



Meanwhile back at the workshops at Pukeowhare much work continues. Lifting the new boiler onto Ww 644. DC 4818 in the process of disassembly sits in the sun.

SILVER STREAM RAILWAY



Recently Pleasant Point Railway took their D on a truck to a parade in Fairlie. On Sunday 23rd February 2020, Silver Stream Railway took Barclay 1749 took part in the Great Wellington Truck and Transport Show. A big thanks to Richard and his team at Hammond Crane and Cartage for taking the loco along as part of the convoy and unloading it at the show so everyone could get a close look. *From Facebook*



CLASSIFIEDS

JIGGER FOR ORARI RAILWAY MEMORIAL

With the Orari Railway Station demolition in May 2019 the Geraldine Lioness Club is about to put up Station History Signage in the fenceline dividing the Cafe Mes Amis (old Orari PO) carpark and the railway track. They have a grant from Rail Heritage Trust of NZ to do so.

Orari was not only the railhead for the development of Geraldine Village and the District, it was a substantial base for railway line maintenance staff who used hand and motor-powered jiggers for transport along the line. Locals would like to see a jigger mounted on a concrete base beside the signage. I am the Project Manager and would be very grateful for your assistance in locating a jigger this purpose. The site already has high public profile as the Timaru District Council land on the north side of Cafe Mes Amis has a WW1+2 Memorial, a flagpole, a Flanders Fields Sculpture and a Bronze Blacksmith Memorial to the Pioneers of Orari District.

I would like urgency with this project to capture local enthusiasm for it. My phone no is 0274 999 364.

Kind regards, Roger Payne.

"A" CARRIAGE

Offer to members carriage A2269 needs a new home or it will be scrapped. Offers over \$1000 and we need a response within a month if any group would like to purchase it. In original condition complete with leaking roof. (T&G with Rhino sprayed over which has cracked, hence the tarps) No bogies of course as is where is, some parts could also be available.

Contact Grant Craig at Dunedin Railways.
grant@dunedinrailways.co.nz 0274822895



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.

To place your request, please send 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

More mainline trips to be announced soon.

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

Steam Incorporated

10 May 2020. Heartland Flyer. Paekakariki to Woodville. 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 commenced 6 October 2019.

Mainline Steam

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

Pahiatua Railcar Society

28 March 2020. Manawatu Gorge Shuttles.
29 March 2020. Around the hills by railcar.

Gisborne City Vintage Railway

Gisborne to Muriwai
15 March 2020
11 April 2020
12 April 2020
10 May 2020
30 May 2020

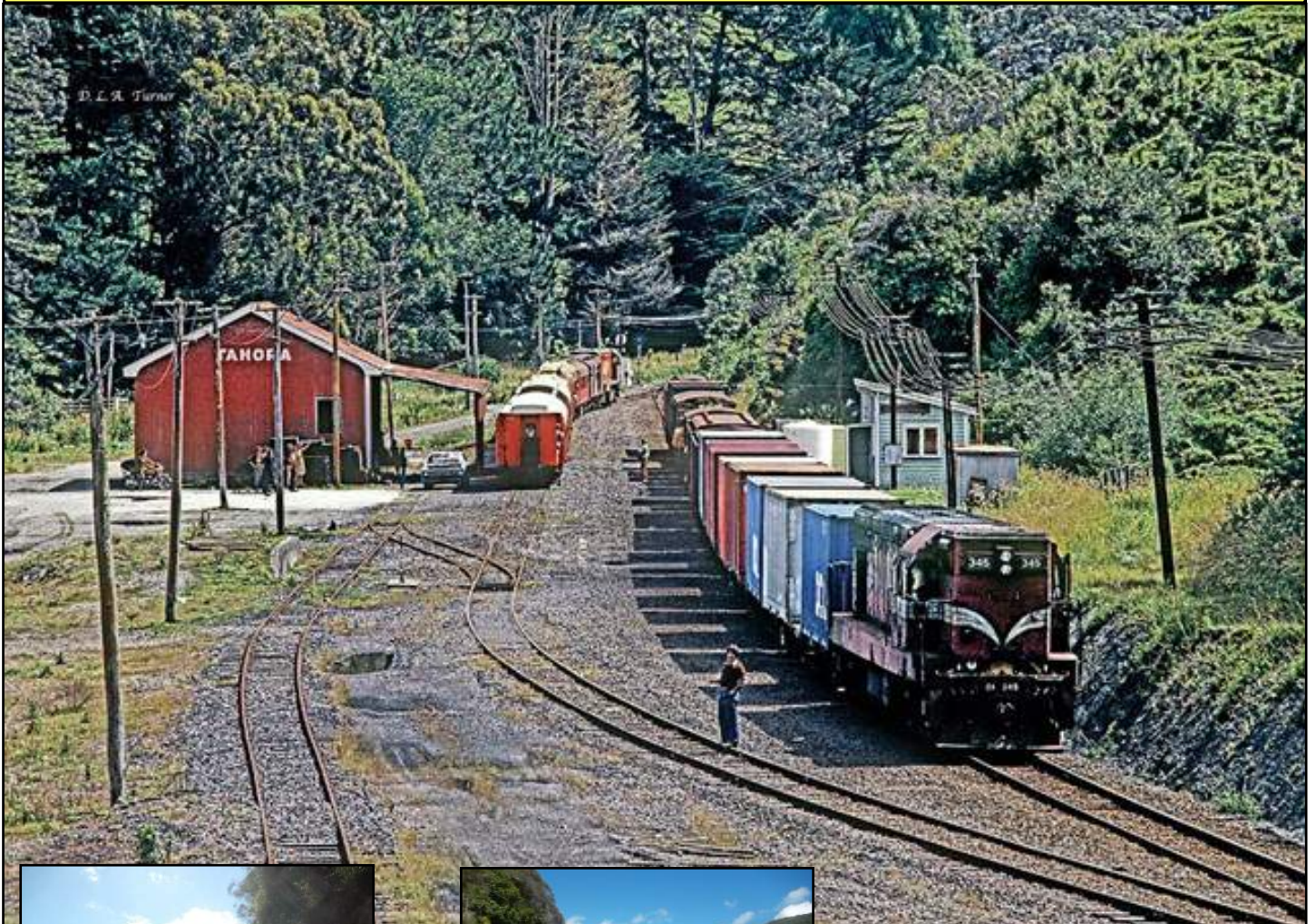
Feilding & Districts Steam Rail Society Inc

| | | |
|---------------|--|-----------|
| 15 March 2020 | Palmerston North—Napier | KR Diesel |
| 19 April 2020 | Feilding—Taumaranui | KR Diesel |
| 16 May 2020 | Feilding—Wellington (Around the Block) | 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



Who would have imagined, way back in January 1983, what would have become of this DA many years later? And what it would look like, and the places that it has been!

At Tahora the last passenger service from New Plymouth to Taumarunui passes a Taumarunui~New Plymouth goods headed by a very grungy road-worn-looking DA 345, aka DA 1431, now in Steam Incorporated's fleet based at Paekakariki. *Photo D.L.A. Turner.*

In February 2019 we took the full day Forgotten World Railway experience from Whangamomona to Okahukura. Tahora was the morning tea stop. It has changed a little! Inset photos: Scott Osmond.

**FRONZ CONFERENCE GISBORNE
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