



# JOURNAL

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

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## COVID 19 LEVEL 2

With the advent of Covid 19 Level 2 status, FRONZ is able to offer some assistance to member groups. David Maciulaitis has developed and circulated a short online survey which can be completed and returned that will help us in future support planning. David has also some useful forms for both personal and visitor assistance which can be used for both workers and visitors at member locations.

If your group has not seen these yet contact David at [djmaciulaitis@gmail.com](mailto:djmaciulaitis@gmail.com).

## CONSIDERING THE TRANS-TASMAN BUBBLE

FRONZ recently received a message from a heritage railway organisation in Australia suggesting we could be *interested in exploring trans-Tasman collaboration post Covid-19*. With the potential opportunity for an Australia-New Zealand travel "bubble". FRONZ will make contact with the Association of Tourist and Heritage Rail Australia (ATHRA) - our equivalent body in Australia – and see if can share some publicity about our activities on both sides of the Tasman, to our mutual advantage.

## FRONZ EXECUTIVE INTRODUCING GUY WELLWOOD

Guy Wellwood was co-opted to the Executive Board of FRONZ in April. Guy lives in Havelock North and runs a small Consultancy business specialising in Family Trusteeships and Employee advocacy. In 2017 he retired from his legal practice after 37 years in Hastings with the first 3 years practicing in Auckland where he also went to University and married his lawyer wife, Margaret. Guy was actually born in Christchurch where his father was with Birds Eye Foods. In 1959 the family moved to Hastings and while growing up in the sixties Guy lived in Railway Rd and the line ran down the front of the property. He remembers standing on the gate watching Steam engines go past. Coincidentally over 20 years later Guy had his law office in the same Railway Road and for a while he found trains a nuisance, shaking the building and making so much noise he could not speak on the telephone when they were passing and if he looked out the window all he could see was miles of cars and trucks queued up waiting for the train to pass. His entire view of rail changed when he took a Mainline Steam Excursion Trip to Gisborne in 1997.

Guy is Chair of Rail HB and a member of Pahiatua Railcar Society and of Mainline Steam Heritage Trust. Not long after he retired from the Law, Guy spent a week in Gisborne working for Dean McQuoid of DBM replacing sleepers on the Waipoua River Bridge. Guy has been involved with others in trying to get the line from Gisborne to Wairoa reopened. On the FRONZ Board he hopes his legal skills will be useful but he also wants to assist FRONZ with approaches to Government and with liaising with member groups particularly in the Central North Island.



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

## NZ TRANSPORT AGENCY 21 MAY UPDATE (ABRIDGED) .

### Safer Rail Covid-19 update

21 May 2020



Kia ora and welcome to our regular update during the Covid-19 period as we all adjust into Alert Level 2. Waka Kotahi NZ Transport Agency will continue to update you with changes and information as part of our role as the rail regulator but for the most updated information on each Alert Level, please access the NZ Government website [covid19.govt.nz](https://covid19.govt.nz). For any additional rail-related advice, please contact your Rail Licence Manager. If you have, or are planning to, restart operations in Alert Level 2 please notify your Rail Licence Manager. This is particularly relevant to those who plan to initiate operations that will carry members of the public.

#### Alert Level 2 - Rail Activity Plan

As previously set out for Alert Level 3, if you plan to commence any rail-related activities while New Zealand is at Alert Level 2, you must have developed and implemented a plan detailing the steps taken on how your rail organisation will mitigate risk.

If the activities your organisation will be undertaking are different from those carried out under Level 3, you will need to complete a risk assessment alongside planning the work, recording details of work undertaken, and ensuring your workforce and customers adhere to Ministry of Health hygiene guidelines and social distancing requirements.

It is also important your organisation considers training and maintenance requirements under Level 2, considering staff may benefit from refresher training after having time away from work.

The Alert Level 3 factsheet sent out to your organisation can be found [here](#) and includes information that is still relevant at Level 2.

#### Contact tracing

As with Alert Level 3, there is a requirement to ensure your organisation keeps contact information and a record of everyone who has been on your premises, engaged in your activities and who they have interacted with so there can be swift contact tracing in the event of a Covid-19 infection outbreak. For the most up to date information regarding contract tracing, alongside general Covid-19 Alert Level 2 advice, please visit [covid19.govt.nz](https://covid19.govt.nz).

#### Public transport guidance

Waka Kotahi is working closing with Ministry of Transport, regional authorities and transport operators to outline public transport physical distancing requirements in Alert Level 2.

Public transport operators (both road and rail) are specifically identified in the Land Transport Management Act (2003). In the rail sector, this includes the likes of the Auckland and Wellington metro services. They face specific passenger loading challenges in the current Covid-19 environment. Generally, most other Tourist & Heritage and commercial rail passenger operations are not covered in that description. However, this information may be of use as guidance to you, alongside general Covid-19 Alert Level 2 requirements you must adhere to.

Public transport operators should take reasonable and practicable steps to promote physical distancing in these environments. This can include:

- providing markings on the ground where people can stand or queue;
- display "Keep your distance" signage;
- consider the use of regular safety announcements using PA systems where available; deploy customer service staff to advise and support passengers, particularly at higher risk locations. For on-board services, the overarching principle is for passengers to follow signage about where they can sit, and to avoid sitting next to someone they don't know. In order to support this, operators need to consider introducing the following steps:
  - implementing seating plans that promote physical distancing;
  - restrict passenger numbers on board, including preventing any standing passengers;
  - use signage to encourage passengers where to sit;

review and adjust service timetables to respond to periods of high passenger demand.

The Ministry of Health have provided guidance on the cleaning of passenger operations which should be considered. These are:

- frequent cleaning of high-touch points;
- cleaning of any surface which appears to have been contaminated by coughing/sneezing, as quickly as possible; cleaning of the trains at the end of each trip if possible (and at the end of each day).

### **Key messages from Worksafe**

Business should have a plan for how they will keep workers safe. The WorkSafe **Covid-19 website** has general and sector specific guidance that will help businesses determine how they can operate safely under Alert Level 2.

- If returning to work for the first time at Level 2, then extra care should be taken – accidents often occur after a long break.
- Businesses are responsible for making sure that at all times vehicles are safe to operate.
- Driver safety must not be compromised; drivers should not be expected to drive whilst tired.
- 

As well as thinking about how to manage the risk of Covid-19, businesses should still continue focus on relevant critical risks within their operations.

### **Fourth quarter annual charge**

Waka Kotahi recognises the pressure placed on organisations' finances and administrative processes at this time. Some Tourist and Heritage operators who were able to demonstrate significant financial hardships related to the Covid-19 pandemic have had their third quarter annual charge waived. However, we remind you that a condition of having your rail licence is that you pay all fees and charges by the due date and it should not be assumed that any further waivers will occur.

As outlined in a previous update, if you are suffering significant financial hardships or you expect to not be operating for some time you may need to consider surrendering your licence. If you wish to surrender your licence, please get in touch with your Rail Licence Manager.

You can apply to be relicensed at any time but there will be a cost to re-licensing. However, surrendering your licence may be in your organisation's financial interests as the cost of applying for a new licence may be lower than paying the annual charges and potential assessments fees until you are operating again.

Waka Kotahi will be sending out the fourth quarter annual charge invoices by the end of this month, for payment by 1 July 2020 as required by the Railway Regulations 2019.

### **New guidance on internal audit coming**

While your organisation may seem to be running smoothly and has been operating in the same way for years, there will always be the risk that something will go wrong or there is a significant change you now need to consider – the current Covid-19 pandemic being a topical example.

Even the most well-developed safety case (and accompanying safety system) needs to be checked to make sure it's still accurate and you are achieving your safety commitments. Internal audits provide objective assurance that your organisation is meeting its goals, can achieve what it set out to and is managing its risks effectively.

We will be providing new guidance to help rail participants carry out audits, including how to prepare an audit, completing an audit and reporting the findings. The new material will be added to the existing guidance on audit and assurance on our website in the coming weeks.

For more information about Safer Rail at Waka Kotahi, contact us at [railregulation@nzta.govt.nz](mailto:railregulation@nzta.govt.nz).

Visit our website at [www.nzta.govt.nz/our-role-in-rail-safety](http://www.nzta.govt.nz/our-role-in-rail-safety)



## 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)

### TRAMWAY HISTORICAL SOCIETY

*From "Tram Tracts" May.*

The major focus of this issue of *Tracts* is the 50th Anniversary of the official start of electric Tram operations on the Ferry-meard Tramway at Ferry-meard Park – which also celebrates fifty years of the completion of our first electric tram car restoration.



*Opening Day – 9 May 1970, with guests of honour Mr. John Fardell (Christchurch Transport Board), Mr. H. Scott (Heathcote County Council), and the Rt. Hon. H. Walker. Mrs Fardell had the honour of cutting the ceremonial ribbon in front of 'Brill' 178 (above); a sizeable crowd gathered for the event despite the cold Sou-West wind. A CTB Mk IV and 'New' Reliance, a Mt. Cook touring coach and a Midland Coachlines 'Starliner' were also there on display. After two days of rain, it had been questioned whether the buses could get on site – luckily, the ground had dried out nicely in time for the afternoon's event. Both photos: Dave Hinman.*



*The recovery of 'Brill' 178 from its old home at the Milford Huts: what started out as a tidy holiday cabin soon came down to reveal a somewhat complete tram body, still painted in its final CTB livery. Fitted neatly onto Gilroy's transporter, and lifted with the help of a mobile crane from the Timaru Harbour Board, 178 began its journey back to Christchurch in January 1967.*

*Photos: John Shanks Collection; Brent Eford.*



## CHRISTCHURCH CITY TRAMWAY

While not running due to the pandemic the Christchurch City restaurant Tram, Melbourne 411, was returned to Ferry-mead on 1 May for overhaul. *Photos David Maciulaitis.*



*Below: The major body repairs to Restaurant Tram 411 are well under way, as can be seen by these images supplied to Tracts by Graeme Richardson. Decayed timber due to water damage has meant major surgery is now needed.*



*Left: We were excited to have Tram 11 out on the tracks briefly on 11 May for some filming as part of a campaign to support local! We'll share the links when the campaign launches, but until then this is a behind the scenes shot with driver Barry filming outside The Terrace.*



## GLENBROOK VINTAGE RAILWAY/RAILWAY ENTHUSIASTS SOCIETY

The Glenbrook Vintage Railway desperately needs **your help** to survive.

**Donate now** and save our iconic railway for future generations!

Glenbrook Vintage Railway

### Crisis Appeal



The Glenbrook Vintage Railway is in crisis.

We are facing the most challenging and desperate times in our history. COVID-19 has forced our railway to close its doors, causing us to lose all income and threatening the future of essential staff who enable our volunteers and operation. GVR was saved and rebuilt to serve the people and recreate history. Over the past 50 years we've brought joy and excitement to over 1.5 million people, and we have continued growing and expanding to contributing over \$1 million to the New Zealand economy last year alone. With the challenge we are now facing, we need your support more than ever.

Please donate now and save our iconic railway for future generations!

Members of GVR and parent organisation the Railway Enthusiasts Society are now receiving all correspondence including monthly magazine "YARN" electronically. Main issues affecting both organisations are being tackled. Monthly RES meetings are being held via YouTube so members can attend without leaving home.

Read More and Donate Now: <https://crisisappeal.gvr.org.nz/donate>

## SILVER STREAM RAILWAY



**SILVER STREAM  
RAILWAY**  
HERITAGE RAILWAY

**IS CURRENTLY CLOSED TO  
VISITORS DUE TO THE COVID-19  
PANDEMIC.**

With income from our operating days being our main source of income, we need your help to keep our railway maintained so we can reopen as soon as we are able to. Being a solely volunteer run society, we are not eligible for any government assistance so we are reaching out to our supporters for their assistance during this difficult time.

**\$641 raised**

**\$2,000 goal**

1	2	3
<div>One Off Weekly Monthly</div>		
\$5	\$20	\$50
\$100	\$500	\$20
Donating in New Zealand Dollars ▼		
NEXT		



#### Notice

If your donation is over \$5 you can reclaim 33.33% against your tax with IRD, receipts are provided.

Great to see another of our members thinking laterally in this time. See more at <https://silver-stream-railway-covid19.raisely.com/?fbclid=IwAR29oJLFGJQIC6YSF5zVgesF-GqrwK3vgx9dyMPsEJXVmiXufQ-EHvDOzhI>

Silver Stream members have ensured daily posts of past activities have been made throughout the Covid-19 lockdown period on their Facebook pages. This is a good way of keeping people informed we are still around.



## STEAM INCORPORATED

### \*\*EXPRESSIONS OF INTEREST\*\*

Steam Incorporated is seeking interest for a possible diesel-hauled excursion to the Hawkes Bay in time for the regions well known Arts Festival. Leaving Paekakariki on the 15th of October for 3 days in the bay will give you the opportunity to explore what the Hawkes Bay Arts Festival has to offer! Our heritage train will bring you back to Wellington on Sunday the 18th of October. Are you interested? Email our Excursions organiser at [excursions@steaminc.org.nz](mailto:excursions@steaminc.org.nz) to register your interest and keep up on any developments.

## Are you interested?

We are seeking support for a proposed trip in October this year. Leaving from the Kapiti Coast behind one of our immaculately restored diesel locomotives on the 15th of October, travelling to the Art Deco capital of New Zealand for 3 days returning home on the 18th October.

Travel in our Art Deco era heritage carriages with en-route entertainment possible!



Accommodation packages are available or make your own arrangements!

**Fare: \$99.00 per person – Return**  
(excluding accommodation costs)

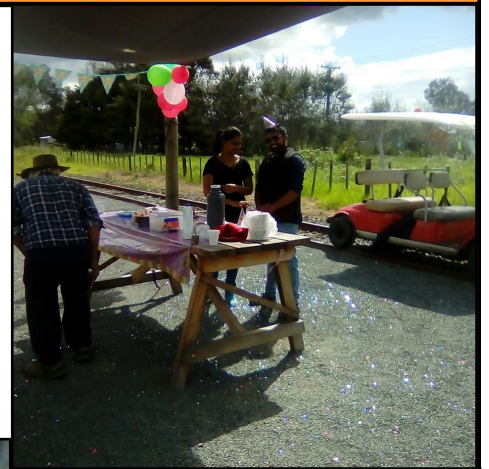
IF YOU WOULD BE INTERESTED IN SUPPORTING THIS TRIP, PLEASE REGISTER YOUR INTEREST AT:

**[excursions@steaminc.org.nz](mailto:excursions@steaminc.org.nz)**

## DARGAVILLE RAIL AND RIVER

### From Facebook

We are able to run tours from Thursday 14 May, and will be introducing a third option tour from Kirikopuni to Dargaville. Details later and do not forget level 2 restrictions are in place.





## CANTERBURY RAILWAY SOCIETY

From "Branchlines" May.



Left: Our Treasurer, Michael Leefe, who does a lot of good work behind the scenes, selling train tickets to visitors at a Night Market on 18th January 2020. Photo: Wayne McClintock.

And from Facebook after Covid Level 4 dropped to Level 3

Return to Ferrymead!

A small group gathered (at a distance) around the site on Saturday 2 May to start the catch up of overdue maintenance. Nothing terribly exciting, just a lot of weed/grass cutting and spraying, plus any overdue monthly checks/servicing of the signalling system. More of the same over the coming weekends.



## PLAINS RAILWAY

From April Newsletter

Such unprecedented times for all New Zealanders — with Covid19 bring life to a complete halt for all — with our Society cancelling the last 4 Open Days of this season. Protecting the health and safety of all our Voluntary Staff and visitors, is of highest priority. We do have a draft list for our next Season; however, we'll wait for Government guidelines before putting these out publicly in the future. Keep an eye on our Facebook page for updates.

Looking back to last year; an extremely hectic lead up to Christmas for working members, balancing School visits, the Tinwald Festival (which went well considering State Highway 1 was closed due to flooding at Rangitata) and Work Xmas Functions.

An outstanding result for our pea and potato fundraiser with no potatoes left in the ground on Christmas Eve! Grateful thanks to all working Members and helpers for their dedication during December to make this fundraiser such a huge success.

Below: 8 Dec 2019 - Ja1260 rounds the curve on another trip for Tinwald Festival Attendees



Right: Carriage seat backs have been removed from A184 for recovering. Dave, Cyril and Gary then worked on window frame repairs on 28<sup>th</sup> December 2019.





## OAMARU STEAM AND RAIL

### From May newsletter

Coffee Chats. In line with New Zealand's ongoing efforts to beat Coronavirus, our railway operations remain on-hold and the workshops closed. But our monthly coffee get-togethers have continued, with members using Zoom to connect for a virtual-coffee. It's been a great way to stay in touch and discuss ideas for fundraising and the railway's reopening. Thanks to John Dustin for running the Zoom calls during lockdown – our next meet up may be in-person! Stay safe everyone.



## WAITARA RAILWAY PRESERVATION SOCIETY

We're getting things going again at Waitara Road depot, but with all the safety measures in place. *This was smoko on 8 May . . .*

Our latest project is the retrieval of ballast wagon YH477 from its trackside home for a decade or so on the MNL south of Patea, and giving it a new home in our collection at Waitara. Getting to the site on the main line, over farmland, was a challenge, but with the willing help of farmer Jim Baker, safety supervision by Kiwirail's Darrin Crow, and the skills of the team from Agtrans, the wagon was uprooted, transported to Waitara, and gently replanted on our siding.

After some repairs and restoration, YH477 will be a valuable addition to our track maintenance plant.



*Clockwise from far left: YH477 sitting on its trackside position, where it has been for several years. Special thanks to KR safety officer Darrin Crow, from Waitara, who went above the call of duty to make sure the removal went well for everyone. Ready for the 100km or so trip to Waitara. WRPS chairman, and project manager Mike Zeier, guides the wagon to a gentle landing.*





## PAHIATUA RAILCAR SOCIETY

### RM121 Progress update.

The enduring and challenging task of rebuilding Articulated Railcar RM 121 continues to soldier on with a number of significant milestones accomplished and new initiatives underway. The overall general appearance of both car bodies have been taking on further form with the finalisation of cab skin panels, cowcatchers, steps and the continuing fabrication of various elements which all contribute to the all-important goal of a completing a fully operational twinset railcar.

In order to make a significant difference to the ongoing efforts of project some time was set aside around 18 months ago to improve the working facilities and this included the construction of a new concrete floor slab to the first 5 bays of 16 in the 60m long building which had been fully cladded nearly 3 years ago. It is intended to place down more concrete slab in the remainder of the building as funds and time allow but for the time being the two car bodies sit comfortably side by side on the concrete floor allowing work to progress in a more efficient and orderly manner.

For the No 1 car recent progress includes transferring the body onto accommodation bogies which have been modified by fitting specially designed support frames to sit over the bolster castings and fitting a machined boss to allow the rear articulation to sit on the bogie. There was also the completion of the No 1 vestibule steps and door jam repairs, cab to luggage area roof line repairs, the trade mark air intake for the roof fabricated, radio antenna mounting plate welded on the roof, horn bracket fixed in place, fixings for the window grill welded in, window winder brackets fitted, final repairs and modifications to the cowcatcher (ex RM 119) including sand blasting and painting with the skin panels fitted and the window frames being finally secured.

For the No 2 car the new rear wall skin is welded in place, various car body repairs completed including securing the cab roof line and window frames with counter sunk rivets, radio antenna mounting plate welded on the roof, horn bracket fitted, fixings for the window grill welded in, window winder brackets fitted. More significantly the rear bulk head wall behind the driver (which was previously cut out) has been fabricated and fitted with various electrical terminal and fuse boxes also made up and the control desk ex RM 119 has been repaired, sand blasted, painted and will soon be fitted. Finalisation work on the newly fabricated cowcatcher which was made some years back has also taken place with the skin panels fitted and recently Wairarapa Mobile Media Blasting vapor blasted the roof tops on both cars to allow last repairs to be done and good preparation for top coat painting.

Another significant sub project is the 44 twinset passenger seats that were retrieved from the Silver Fern upgrades many years ago. Over the course of the last few years these have been stripped back, modified seat leg spacing's back to original configuration and all the frames cleaned back and painted. The painted seats bases and swivel frames which are nearing completion are wrapped up until fit out. Focus will soon be on the side frames with 'lift to adjust' levers and seat backs before upholstering work begins at some stage.

Under the floor there are some big developments, with work on the 3 bogies finally underway. This has seen a major clean up removing build-up of in service grime and surface corrosion from years of static storage and work done to free up all the pins on the brake rigging. The focus is initially on the articulated bogie where all the brake beam, brake rigging, pins and brake blocks have been removed for sandblasting, inspection and refurbishment or replacement where required. Once funds are raised the artic bogie is likely to be contracted out to a reputable firm for full overhaul in the not too distant future. All the brake cylinders and slack adjusters where refurbished some years ago and just await fitting. The same work will occur on the 2 power bogies but there is still work to do to secure replacement final drives which is no mean task; however the required gear ratios in conjunction with the Voith transmissions have been calculated in order to search for matching drives.

There is also some movement on the engine front. The trust currently owns a number of Cummins NHH220 220hp horizontal engine spares and parts and the intention is to have two of these rebuilt. There is one semi complete engine and the makeup of the rest are in parts which includes blocks, sumps, cranks, cams etc and all the other associated components with many parts requiring machining. Full overhaul kits will have to be sourced but among the parts are brand new heads which is significant. Funds have been raised to make a start on this however before that goes any further the trust is currently looking into an exciting development that has come to light that may change the course of the repower plans and benefit the project greatly.

Doug Johnston,

Trustee

RM 133 Railcar Trust Board





## PLEASANT POINT RAILWAY

*From May Gazette.*

The COVID-19 Virus has affected our museum by having to close it down till further notice.

We have missed out on tour parties, steaming days including, Easter's "Kiwi the Engine & Friends", good money earners, plus working bees. A number of us have museum work we can do at home and we thank you for doing this.

*Right: A Museum Birthday Party Charter on 8.3.2020 for 5 year old Charlie McLeod. Photo: Bryan Blanchard.*



## PROJECT STEAM MIDDLEMARCH -THE PROSPECTOR



First working bee at Level 2 on 16 May. We're glad to be doing something - the Middlemarch Goods Shed is completed. Nothing like a good brew on an NZR wood fired kettle, 2 smoko's and we're done!



## BAY OF ISLANDS VINTAGE RAILWAY

### NEWSFLASH

BOIVR trains WILL be operating on Saturday 30th May, Sunday 31st May and Monday 1st June of the Queen's Birthday Weekend.

Trains depart from Kawakawa Railway Station at: 10.45am, 12 noon, 1.15pm and 2.30pm on each day for a return trip of about 50 minutes

*Those purchasing tickets - Please be prepared to complete the required COVID contact register for the safety of all*

*On-going train operations will be announced after the Queen's Birthday Weekend.*

\* *Good to see several FRONZ members getting things moving again. Even without guaranteed visitors and income getting operating is a boost we need to see for all concerned. Editor.*

## CLASSIFIEDS

### 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](mailto:djmaciulaitis@gmail.com).

# PICTURE OF THE MONTH



P.J. Dillicar

Midland Line: Arthurs Pass Drewry. Rm 114, Train 149, April 1970, photo by late FRONZ President and Executive Officer, Paul Dillicar, contribution J Agnew. This photo posted on NZ Rail Geography Facebook page by Steve Watts. Lots of interest here looking at the photo. The two cars parked across the yard are already vintage and the Holden on the platform looks to be a 1961 EK model delivering freight. Note the two milk containers on the platform and the young man assisting at the baggage door. No doubt the carriage in the background also has a story to tell.

\*\*\*\*\* **FRONZ CONFERENCE GISBORNE** \*\*\*\*\*  
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