



JOURNAL

**AUG 2020
ISSUE # 202**

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :

PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond54@gmail.com

IN THIS ISSUE

FRONZ Update	1	News From Our Members	3
Meeting with MOT	2	Picture of the Month	12
FRONZ Mailing Address	2	Future Mainline Excursions	13
Engineering Work at Puffing Billy Rly	2		

FRONZ UPDATE

Again, the FRONZ Executive have met regularly via Zoom.

- Several operating groups have expressed concern at lack of rail related experience in the NZTA Rail Safety Team. We do feel that the Internal Audit process needs to be reviewed because some groups do not understand how to do them well. FRONZ will look at going to NZTA and offer to help them with their understanding of railways. We will help introduce their new Senior Rail Safety Officer's to sites, and strongly recommend that these assessors visit the railways before going carrying out assessments.
- Mike Anderson joined us to report on Heritage Technical Committee reset work.
- Of special note was resolution of carriage certification issues between NZTA and one mainline group. Also, congratulations to Stuart Anderson and the team at Feilding who have completely re-written their safety case and got it approved.
- Secretary Jeff Tollan has kept members updated on government Covid announcements. Main points to note were:
 - ⇒ Please practice physical distancing. Keep track of your movements. If you are in Auckland, wear a mask if you need to leave your home.
 - ⇒ For the rest of the country, wear a mask if you cannot physically distance yourself from other people. Under level 2, gatherings are limited to no more than 100 people.
 - ⇒ Members should all display the Covid App poster specific to your site and encourage staff and visitors to use it. It is a relatively easy process to be found at the Covid web site: <https://covid19.govt.nz/business-work-and-money/business/get-your-qr-code-poster/>
 - ⇒ We have also approached Waka Kotahi, NZTA, for their interpretation and received the following reply from Ray McMillan. Senior Manager – Safer Rail:
As I understand there is a bit of work going on right now around the meaning of 'public' transport in the COVID-19 response.
I think it is important to start everything off in the right context, so the wearing of masks on heritage rail vehicles for the general public is not best approached from a definition of 'public transport' in the LTMA 2002 sense as that is dealing with public transport in an entirely different context.
My subtle but strong suggestion is that FRONZ encourages its operators to assess the needs of what is 'public' through a COVID-19 prevention lens and apply the necessary controls to their operations where they are providing services to the public – e.g. requiring the wearing of masks being a reasonably practicable method of mitigating the transmission of COVID-19 where you are bring members of the public together, along with adhering to the minimum social distancing requirements.
I hope that provides some clarification for you at this time, but we will ensure we update you once we have an official position on public transport.
- At some of our Executive meetings we have also been joined by Steve Strangward (ATHRA chairman, Victorian Goldfields Railway President) and Julian Sharp from Australia. As well as exploring options to work closer together (The proposed Trans-Tasman Bubble) we discovered that we share several issues regarding regulatory functions.

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

MEETING WITH MINISTRY OF TRANSPORT

Rob Martin and Margaret Gordon from FRONZ met with Erin Wynne and her assistant Joanna Heard to carry forward our conversation on the way the railway system in New Zealand is being restructured especially the changes to the way the system is to be financed. This is our third such meeting with the MOT and is aimed at meeting our concerns that we were not considered stakeholders when the original discussions were held.

Four topics were discussed:

1. Recognition of FRONZ as a stakeholder in the future of rail in New Zealand which has been recognised in the final issuing of the draft New Zealand plan.
2. Management of the network. The general concept of the new proposals are that the NZTA will have a major role in assessing the investment plans submitted by KiwiRail to the Minister to see if they meet the overall objectives of the government policy statement 2021 in the long-term plans for rail for the next 10 years. We have been interested in just how this is going to work out given the limited nature of the present rail group within NZTA.
3. Funding the infrastructure. It is the intention that KiwiRail pays access fees to NZTA for the funding of infrastructure through the National land transport fund. The question is where heritage rail fits in the new structure for it appears the Mainline Heritage Operators will also be paying access fees to NZTA. We were able to expand on the overall impact that access fees has on the Mainline Heritage Operators including the basis for operations over the national network.
4. Funding of the Heritage Technical Committee and the Heritage Operating Committee.

FRONZ MAILING ADDRESS

The FRONZ Executive have elected to close our PO Box at Whitby, Wellington, due to the minimal amount of mail received there and to save the associated costs.

Our address for any general mail is now that of our Executive Officer, Margaret Gordon: 62 Ngapaki Street, Waikanae Beach, Wellington 5036.

We have received a few cheques from members for payments but as banks are beginning to discontinue the use of cheques it is recommended that members should look at doing their banking electronically via internet facilities. The FRONZ bank account number for any transactions is 02-0500-0478246-00.

If you are sending cheques or mail to the treasurer please direct it to: Bruce Shalders, 9 Freebairn St, Redwood, Christchurch, 8051.

ENGINEERING WORK AT PUFFING BILLY RAILWAY

Many readers will have visited the Puffing Billy Railway at Melbourne, Australia. They have an engineering facility that can do work for other operators. Below is an abridged note from Marty Radford at the Museum of Transport and Technology (MOTAT) in Auckland, and response from Puffing Billy regarding this option.

MOTAT Rail has been in discussion with Puffing Billy Railway regarding getting some Westinghouse No.4 brake valves reconditioned. MOTAT tried to get Kiwirail Hutt workshops to do the work but received a very excessive bill and not much to show for their efforts. Puffing Billy Railway seem to be much more helpful and with their business suffering due to Covid, they are looking at other income opportunities.

Puffing Billy Railway Engineering <engineering@pbr.org.au>

My name is Peter Essig, the Engineering & Train Operations Manager at Puffing Billy Railway, and I would love to talk to you about our common interest in heritage assets and the ways we can work with you.

Puffing Billy offers specialist workshop and engineering services to organisations within the tourist and heritage community, and I thought that it would be a good time to get in touch and see if there is anything we can do to assist your organisation. As the second steam railway in the world to be preserved, we continue to build on experience spanning more than five decades.

We have expertise in design, construction and fabrication, maintenance, repairs and restoration, as well as engineering design, drafting, 3D modelling, FEA analysis, quality management and project management. Our specialist workshops, engineers and tradesmen have the skills, equipment and opportunity to assist other tourist and heritage organisations keep the tradition of historic rail travel alive.

This is an exciting opportunity for us to work alongside your organisation, to further your business aspirations and continue the operation of your heritage assets for the education and enjoyment of current and future generations.

More information on the website: www.puffingbilly.com.au/about/engineering-services

Peter Essig. Engineering & Train Operations Manager.

Puffing Billy Railway.

Phone: +61 03 9757 0734. Mobile +61 402 482 911. E-Mail: peter.essig@pbr.org.au

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

NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

From August "Roundhouse" Newsletter.

The Annual General Meeting was held on Thursday 30th July and a new President is at the helm. Alan Spooner has taken over from Bruce Shalders. Bruce put his hand up for the job after the untimely death of John Peterson and after a lot of hard work as President has decided to step down. Alan has a lifetime interest and involvement in preservation railways and already has plans for the National Railway Museum, especially displays in Albert Hall.

In my last report I advised that we had applied for funding for a revised entrance atrium building. As I had suspected, the cost proved to be too large for the funding agency we had hoped would fund most of the cost and the application was declined.

With the belief that we must move forward with creating a museum it has been suggested that we use Albert Hall at Ferrymead to house a display. We approached Ferrymead Park Limited with a view to leasing the building. The Park Company are very keen for us to create another attraction for the park and quickly agreed to a lease on favourable terms.

A grant was received from the Southern Trust that enabled us to crush the unsightly pile of demolition concrete that had been dumped on our site. We are also indebted to the Rail Heritage Trust of New Zealand who granted us the funds required to exchange the bogies on locomotive DC4876 that has been donated to us by KiwiRail. This locomotive is in storage in the care of Dunedin Railways at present.

Also, in Dunedin is Ohai Railway Board's Plough Van F11. It has been moved to the Ocean Beach Railway and is now safely undercover.

Meanwhile here in Christchurch Tr 190's body work restoration is virtually complete at Mainline Steam and now awaits final painting.



There has been a slow increase to our collection, with various books, magazines and items being gifted to the museum.

The Colin Dash Collection has been moved on site and we have been very resolute in ignoring the temptation to look at everything. This will wait until our new museum facilities are completed. More on this later!

Left: Albert Hall



Above Left: F11 awaiting transport to Christchurch. Right: TR943 under restoration.

Photos: Bruce Shalders

STEAMRAIL WANGANUI

From Aug-Oct Newsletter

We opened our doors twice during the year offering Motor Trolley/Jigger rides. The first one was over the Queen's Birthday weekend 2019 and then other was the Wanganui Vintage weekend in January. The railcar from Pahiatua was also in town for the Saturday and Sunday. These days were well supported by the public. A big thank you for members help over these open days.

SRW will run another Jiggers ride day on Labour Weekend Monday, since they had to cancel the Queen's Birthday weekend event.

Work has continued on the ex-North End Aramoho Signal Box. Work on the East Town steam crane E120 has carried on with paint being stripped off and new paint getting applied. Price loco no 212 (ex-lmly) has had windows put back in and more new red paint applied, it looked great out in the sun during vintage weekend. The front head light has also been put back on. The repaint of the Baby price loco into a darker green is coming along slowly. Work has also continued on with the Guards Van, Motor Trollies and other tools and items we have.

LTNZ came and did their yearly External audit with the group. This in turn opened new rules and issues that we have been putting into place. More updates needed to be done to our safety case etc. This has taken us a lot longer than planned. It feels like every year they make it harder for us little groups to operate and their costs seem to also go up every year. A Big thank you to Ewan for all his work he has done with this. Thank you to John Pudsey for taking on the internal Auditor role.

The worrying rumours that we might have to move if KiwiRail turns the Taupo Quay yard into a log loading site, have come to nothing at this stage, but there is also worries the turntable is being moth balled. The table has now been out of action for 12 months, some work has been done. But there is now talk about problems with the concrete ring.

Jigger Rides



Monday 26 October, 2020

(Labour weekend)

**Taupo Quay railway yards, Wanganui.
10am to 4pm.**

- Jigger rides \$2
- Refreshments available
- Society shed open to view other projects
(Shed entry gold coin donation)
No EFTPOS, cash only.

*Shed also open to visitors on Sunday mornings 9am to 12noon
throughout Heritage Month- static displays only.*

www.steamrailwanganuiinc.weebly.com

Like us on facebook.  



OAMARU STEAM AND RAIL

'Ride for a Donation' a big hit in July.

After the long Coronavirus break, our vintage train resumed running at the beginning of July. We had intended to trial a 'Ride for a Donation' promotion for the first Sunday, or perhaps two... but there has been such a good response that it continues to be in force.

Over the four Sundays in July, we carried 822 people, compared to 331 last year and 327 the year before, despite running only four daily return trips this Winter.

Well done Oamaru on your incredibly positive comeback from Lockdown. Just look at those year on year figures. Editor.



WELLINGTON HERITAGE MULTIPLE UNIT PRESERVATION TRUST

From Facebook

Those of you who travel into Wellington regularly (or who sneak a quick look over the motorway barrier as you go past the yard) will see that she has been cleaned. The photo shows how good she looks now and we are very grateful to Andrew Hamblyn for allowing us to use it. There are quite a few people to thank for making it happen, including (in no particular order):

Barry O'Donnell and Murray King from Rail Heritage Trust and the board for assisting with and approving our application under their small grants scheme.

Russell Wells and Keith McKenzie from Kiwirail for looking after the unit for so long, making it available for cleaning on their site and facilitating the necessary site induction for the cleaning team.

Brian and Evelyn from Clean As A Whistle Ltd and their team for organising and completing the excellent job that you now see as you head into Wellington.

Daran Ponter, Chairman of Greater Wellington Regional Council and Barry Fryer, Rail Assets Team Leader at GWRC for putting us onto the right people for making it happen.

Over the next few months, we'll be working towards to the next stages of the unit's preservation. We will be updating you as they progress but won't be saying anything until each stage is confirmed.

Open days at Maymorn have recommenced and continue to be held on the second Sunday of each month. We are still looking for members, lots more than we already have, and hope you might like to come up and see what we are doing. Our other unit, 1954 English Electric "Cyclops" is on display and one vehicle is in use for rides. There is a lot of work to be done on it though and we need as much help as we can get. Please come up and see if there is anything you can do to help us.

Photo: Andrew Hamblyn.



STEAM INCORPORATED

We were privileged to provide the motive power and rolling stock for the "Light The Night" Steam Train & Night Market on Saturday 1 August evening including Ab 608. Not only this, but a very proud day for Steam Incorporated's Diesel Division, as Da 1410 took to the NRS for the first time since it's recent overhaul. A huge congratulations to Peter Steer, Jack Dolman and all who assisted in the overhaul process and we hope to see it paired with sister Da 1431 in the near future.

Photo: Michael Graeme



REMUTAKA INCLINE RAILWAY HERITAGE TRUST

Carriage A 1328 is a recent arrival at Maymorn. The car is in remarkably good condition and after a modest amount of restoration work it will return to service on our railway.

The narrow-body 50-foot carriage was built at the former New Zealand Railways Newmarket Workshops in Auckland in 1913. It was built as a two-compartment second-class car with a central toilet, converted to a single compartment car in October 1944. It was allocated to the Whanganui District, transferred to Wellington in October 1959, . Retired from passenger service in 1971 it went into Way & Works service as car Ea 3962 / EA1634 and written off in 1987. Privately owned, the carriage was initially stored at Clareville, Wairarapa, then at the Feilding Steam Rail depot.

Thanks are due to Rimutaka Trust / Trust House for funding the transport of the carriage from Feilding to Maymorn, Feilding Steam Rail for their assistance with preparing the carriage for transport, PTS Logistics, McIntosh Cranes, Hammond Crane and Cartage, and Clive Davis Transport for transport and unloading work at Maymorn.



BAY OF ISLANDS VINTAGE RAILWAY

BOIVRT regret to announce that TRAINS ARE CANCELLED from 31st July.

Overnight a huge tree has floated down, taken out a pier, and seriously damaged another. This means we must re-pile the bridge.

Not only that but nearby embankments need to be repacked.

Further updates will be posted as we monitor the situation.

Update 19 August.

The Bay of Islands Vintage Railway are pleased to announce that we can run trains on Friday and Saturday this weekend (21/22nd August). These will depart 10.45am, 12 noon, 1.15pm and 2.30pm from Kawakawa.

Following serious flooding, a mammoth tree hit one of our bridges in Taumarere, and this is not currently useable, but we would love to take you there and back using 2 locomotives - one at each end (as we cannot run around the carriages with the usual 1 loco).

Check fb and website: "bay of islands vintage railway" for Sunday. (We are a small group of volunteers and now have to double our duty crews to run the trains - we hope to have enough for Sunday). Until the bridge is re-piled with 2 new piles, we cannot take passengers to Taumarere/Long Bridge, nor let on-going cyclists or walkers alight from the train onto the Twin Coast Cycleway. Nor can we get to Taumarere station to pick people up.

Please comply with COVID level 2 regulations aboard the train and on our premises.



GOLDFIELDS RAILWAY

Goldfields Railway at Waihi has 2 additional locomotives on its Waihi site. Dean McQuoid of DBM Contracting has moved his Niigata 824 ex Tasman Forestry and his DSC 2338 from the Glenbrook Steel Mill site to Waihi. Photo is of the Niigata. DSC is under cover. *Rob Bowater.*



GISBORNE CITY VINTAGE RAILWAY

Unfortunately when you are a rail orphan as Gisborne is (despite promises made by NZ First), there are times when you just have to rely on road transport to move your railway items.

Such was the case on Friday 14th August when our newest acquisition, DSC2759 arrived in Gisborne. This was purchased from Ian Welch and was lifted by two cranes onto an adjustable width low loader for its journey to Gisborne.

The road journey from Wellington to Gisborne took a total of 10 hours. A night stop was made in Napier and the truck with its 41 tonnes load arrived in Gisborne at 9:30am to be greeted by a group of GCVR volunteers and interested locals. Two cranes made short work of lifting the diesel loco off the trailer and lowering it onto the rails. After a trial run of its engines, the loco was introduced to its new home – inside in the workshops, right outside the entrance to the crew-room. TR23 has been allocated a new home on a track with two of the passenger carriages to make room for DSC2759.

Meanwhile, work has continued on the winter maintenance of Wa165. This has included a modification to the valve which controls the flow of water from the 10,000-litre tank on the service wagon to the side tanks on the loco. (For some reason, there are no water tanks alongside the track these days to enable us to refill the water tanks in the steam engine!) The modification has been to lengthen the shaft from the valve to the operating handle to make it easier for the fireman to control the water flow.

The rust removal/prevention work on the cab floor has been completed and the wooden floor



boards (now 20 years old) are being repaired. The boiler pipes have been cleaned out and the running gear re-greased ready for the first public excursion of the 2020/2021 summer season. This is scheduled for Saturday 24 October at 1pm with a second special excursion at 5pm the same day (contact GCVR for further details).

The final stage of the turntable overhaul has also been completed with the rails being bolted down onto the new sleepers which were installed last summer. This turntable has previously had engines as diverse as steam engine Ka942 and diesel DA1502 sitting upon it.

A major leak in the mains pressure water pipe has been fixed by replacing the (very) old pipe running from the road with a new plastic pipe. At the same time, equally old water piping within the workshop buildings has been renewed.

Story and pictures: Graeme Scott

OCEAN BEACH RAILWAY

The old Dunedin coaling crane is off to a new home. Whilst this piece of railway memorabilia did not fit with our collection, we are super pleased it has a suitable new home in Reefton, with the Reefton Heritage Group, where they plan to restore and operate eventually.

One of the many pro-



jects being carried out at Ocean Beach Railway currently is the repainting of A 1254 back to midland red. The carriage when leased to TGR and was painted in the current paint scheme for the 2009 Middelmarsh celebrations. These little projects by a dedicated team are what FRONZ members do best and ensure our railway history continues.



WAITARA RAILWAY PRESERVATION SOCIETY INC

Carriage A56536 is getting a spruce up for the coming season. It has not been part of our regular consist for a while, but with the restoration of our Dsa locomotive Portland 11 nearing completion, we will once again be able to have a carriage in the consist. Pictured are Jim and Chris preparing the roof for sealing and painting.



PLEASANT POINT RAILWAY

Level 4 started on 26.3.2020 – level 3 on 28.4.2020 – level 2 on 14.5.20 & level 1 on 9.6.2020. This had a big effect on our museum with the cancelling of all charters as well as the Grand Pacific tours to our museum. Their ones are up to early January 2021. Also, our Easter, Kiwi the Engine & Friends was cancelled as well as our steaming days and monthly meetings. This has had a big effect on our financial side of our museum as the bills kept coming in. Luckily our first ½ steaming day on 12.7.2020 was a great success with 790 coming to visit our museum.

Another small railway success story. 790 passengers first day after Lockdown. Editor.



Some of the visitors who come to our museum on 12.7.2020. We were kept very busy on the ½ steaming day – the first since Covid-19 lockdown started on early March. Photo: Bryan Blanchard.



This is what they came to see. Photo: Tony Cameron.



DRIVING CREEK RAILWAY

From Facebook

Kia Ora! Here is an update from Driving Creek Railway in regard to New Zealand's move to Alert Level 2.

DCR will still be operating during Alert Level 2 and everything is set up to run tours at this alert level. We ask that if you are sick or have flu like symptoms, please stay home. We will be applying the 2-meter physical distancing rule from other people not in your

group. We also recommend wearing a mask 😊 Stay safe NZ!



THE PLAINS RAILWAY & HISTORICAL MUSEUM



We will be holding our first Public Open Day on the 6th September when Rm50 will be operating. So, the polishing starts, with Ja1260 receiving a wipe down with Bryce, Scott and Rick on Saturday afternoon.

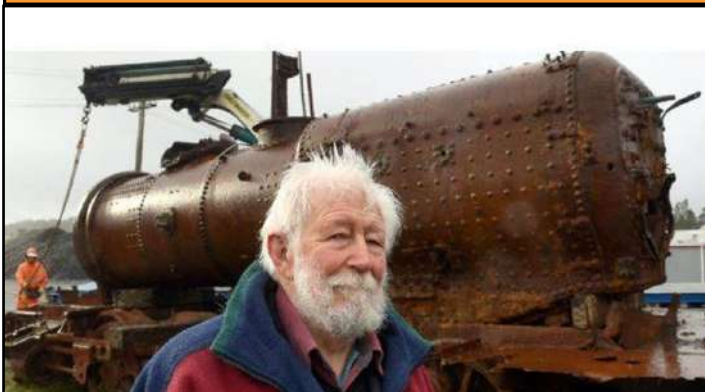
Update 25 August.

To our many friends and followers...

Due to the ongoing Corona virus related Lockdown conditions implemented by the government, we feel it is best that we POSTPONE our Father's Day event for Sunday September 6th and RESCHEDULE for Sunday September 20th.

So hold tight a couple more weeks and bring Dad along on the 20th for a train ride and a nice day out!

PROJECT STEAM MIDDLEMARCH -THE PROSPECTOR



Sad news this week with the passing of John Sutherland. John was a founding member of Project Steam and with his enthusiasm and passion managed to achieve so much from the excavation of the P locomotives to the restoration that has been done so far. John also saved many railway relics that would have been long lost by now! He now doesn't have to haul heavy railway items around any longer Rest in Peace John.

CANTERBURY RAILWAY SOCIETY

From "Branchlines"

Twenty-five members attended the Annual General Meeting on the 7th July, with another ten members sending their apologies.

Michael Hobbs announced at the AGM he was standing down from his position as General Manager because of other commitments. At the time of writing this report discussions are underway as to his possible replacement, and the restructuring of this position into two new positions. The first of these would manage the operation of the Ferry-mead Railway and the organisation of the Heads of Department, while the second would oversee the health and safety aspects of our operations. President Wayne McClintock has had to assume some of the responsibilities of the Secretary as we have been unable to find a suitably experienced person to fill that position.



Photos: CRS train hauled by Diesel Traction Group's newly restored De 511 on 9 August: Photo Tony Cameron



GLENBROOK VINTAGE RAILWAY

GVR has made several major steps to the future recently. The most significant result has the Minister for Tourism, Kelvin Davis, announced that funding had been allocated to 126 Tourism Businesses. Glenbrook Vintage Railway has been included amongst those 126 companies being supported through the Strategic Tourism Assets Protection Programme and has been recognised for its role in ongoing sustainable tourism. Obviously, this is a very big step forward in getting Glenbrook up and running again and will give GVR the lifeline it needs to get re-established. This is very welcome news and full recognition must be given to the team for their perseverance in following up at Government level but also the recognition that Glenbrook is a national asset that needs saving.

TRIPS and TOURS – North Island Train Tour - 12th October – 22nd October.

GVR has announced new season operating dates from 5 September with 27 running days up to Queens Birthday Weekend 2021. Major events include Christmas Lights 11-22 December, daily running 27 December – 4 January, Thomas Weekend 13, 14 March, Lego weekend 15, 16 May.

Update 24 August: Unfortunately, due to the recently announced COVID-19 restrictions - we've had to cancel our re-opening scheduled for Father's Day. Instead, we will be STEAMING AGAIN on Labour Weekend 24, 25 and 26 October.

17 August was a key milestone in the restoration of diesel locomotive DC 4818 at GVR.

With the help of two road cranes from Auckland Cranes, DC 4818 was hoisted airborne to allow the bogies to be removed and temporary bogies to be fitted.

Now with the temporary bogies fitted the team have much more room to clean up and inspect the underframe and drawgear of the locomotive. The bogies and traction motors will also be cleaned up, checked, and serviced.



BUSH TRAMWAY CLUB

From September Newsletter.

We were partly over Covid 19 until it reared its ugly head again a couple of weeks ago. This has come mainly to Auckland & we have decided to cancel our September Open Day. We cannot distance our passengers in the carriages & we would have to ensure that we kept the number of visitors under 100 & collect full details for contact tracing. A lot of our working members come from the Auckland region potentially leaving us short of staff to operate an Open Day.

The July Open Day was very well attended by our passengers. Weather on the day was very fine. The August Open Day was very quiet, in fact the quietest day for 4 years.

Because of Covid 19, we had to cancel a charter on 15/8 but have plenty more charters planned for late September, hopefully the present Covid restrictions will be over by then.

Safety case & safety system: The major item from NZTA's annual assessment was that we don't review either of these documents often enough. Richard E undertook this massive job & reviewed both these documents, and the Risk Assessment/ Mitigation documents. This also meant a new section to our safety system & a safety case alteration had to be created saying what & how often we would review these documents. These have all been accepted by NZTA.



Above: Visitors from Te Kauwhata enjoy the July Open Day. Photo: Linda Cooper.

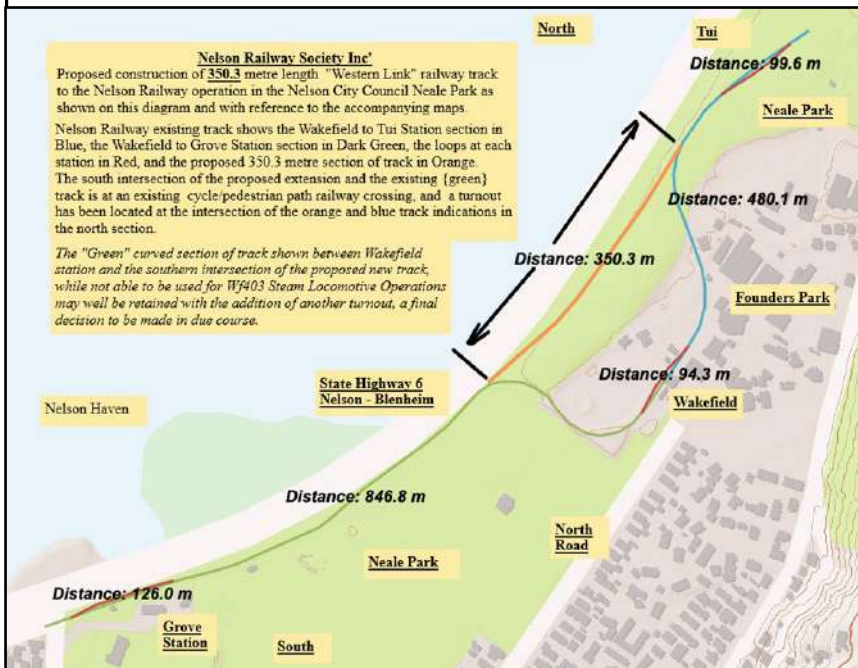


Ian J has recently purchased another of Ollie Smith's rail trucks that worked at Mamaku on Gammons tramway. This one was used for hauling logs & has a 3 wheeled arrangement on both sides at the rear, the wheels each side being linked together by chains. He has obtained a new cab & the underframe has been delivered to his warehouse in Mangere. He has just about finished stripping the chassis down ready for it to go away for sand blasting. He found it on a farm close to Mamaku.

Left: The rail tractor seen in Tauranga in 1978. Photo: courtesy of Ian Jenner.

NELSON RAILWAY SOCIETY

From NRS Winter Newsletter.



FEILDING AND DISTRICT STEAM RAIL SOCIETY

From August Newsletter

Wab794. On Tuesday 12 September 2017, the Wab was lifted up and wheels removed then placed in the Engine shed to continue with the overhaul. On 1 August 2020, the Wab made it out into the sunlight for its first time in nearly 3 years to have the grease and grime removed so we can continue crack testing and paint the under frame. Some sections of the front of the cab are being replaced with new metal, along with replacement steel on a part of the ashpan. Andrew continues this work every Saturday to keep things moving along with many other endless replacement jobs. A lot of work has been carried out in the coal bunker removing the rust and old paint. We are waiting a visit from our crack testing man to carry out MPI (Magnetic particle inspection) on the front tube plate and the welding of the stays which have been replaced to make sure there are no cracks. The wooden floor of the cab has been removed to check the state of the steel work underneath and at this stage is all looking very healthy.

F163. Is currently having a rest from its busy schedule last year and awaiting its 10 year overhaul.

DA 1401. Firstly, the necessary repairs have been completed on the Speed Increaser gearbox (Radiator fan drive) to keep it running for yard use. A number of measurements were carried out on its Diesel Engine to try and establish what we are in for during the refurb for this assembly. The initial figures looked a bit scary but after a visit down to our friendly DA Guru at Steam Inc and a very productive discussion about the inspection results. Its not so financially eye watering as first thought. It will still need a lot of work but relatively minor compared to what we could have been in for.

Carriages. Due to COVID we have stopped working on the bogies and carriages until we build our funds up again.

Excursions. It was great to get an excursion under our belt after the level 4 lockdown but unfortunately heading back into level 2 will be a hindrance on any upcoming excursions, hopefully Covid gets isolated and eliminated soon. Around the Block (ATB) excursion was well sold out a month before departure, Taumarunui which is on Sept 12 has been sold out for 2 weeks.

President Rod reports:

Work has progressed at pace with the WAB and we are very close to re-assembly. A big thanks to all our skilful volunteers who have progressed things to date. Thanks to the work done by Mike Prior and Stuart Anderson on our safety case/system overhaul had finally been accepted and passed by NZTA. This is a milestone for us. We cannot operate without this document.

FUTURE MAINLINE EXCURSIONS

With several of FRONZ mainline groups recommencing mainline operations we are reinstating our future excursions page. Good to see groups getting back on the mainline.

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 scottos-mond54@gmail.com.

Glenbrook Vintage Railway Scenic Rail

North Island Train Tour - 12 October – 22 October.

Steam Incorporated

13 September 2020	Daffodil Express. Wellington to Carterton return. Steam.
27 September 2020	Kapiti Family Express. Paraparumu to Paekakariki return trips. Two Steam locomotives.
25 October 2020	Heartland Flyer. Paekakariki to Woodville return. Steam.

Pahiatua Railcar Society

3 October 2020	Manawatu Gorge Shuttles. Woodville to Ashurst return.
4 October 2020	Round The Hills. Palmerston North to Wellington return via Wairarapa returning via Manawatu.
4 October 2020	Paraparaumu Manukau return.

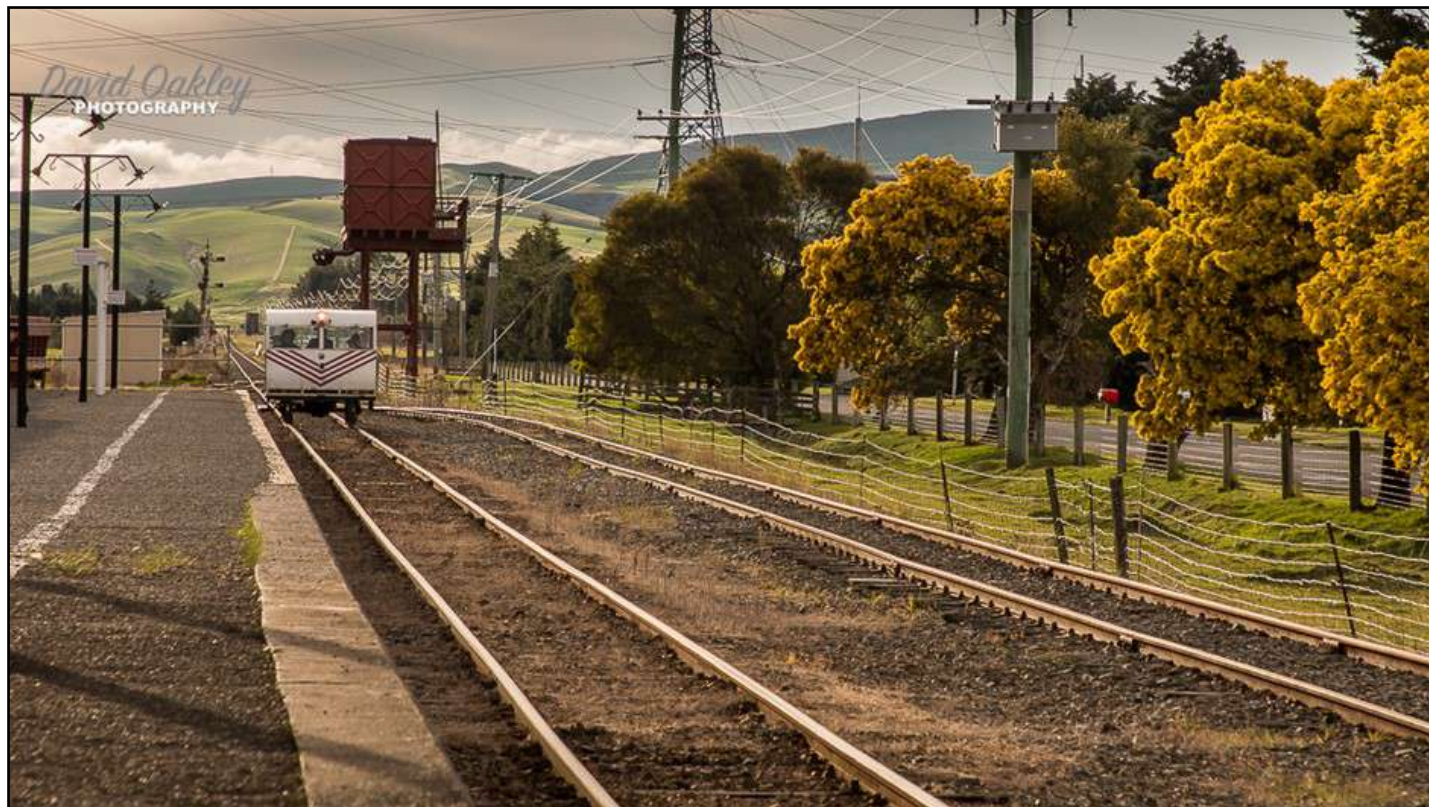
Gisborne City Vintage Railway



Gisborne to Muriwai
 24 October 2020
 25 October 2020
 21 November 2020
 22 November 2020
 27 December 2020
 28 December 2020
 3 January 2020



Feilding & Districts Steam Rail Society Inc

12 September 2020	Feilding to Taumaranui return	KR Diesel
18 October 2020	Feilding to New Plymouth return	KR Diesel

PICTURE OF THE MONTH



This beautifully framed shot of the former South Island Wickham Track Inspection Car at the Weka Pass Railway on Sunday 2 August was taken by Wayne Oakley. This car entered NZR service in 1950 and was withdrawn and sold to WPR in 1984. It was overhauled and currently sports a Datsun 120Y petrol engine after its original Austin A40 engine was replaced in 2002.

***** FRONZ CONFERENCE GISBORNE *****
 ***** 4—7 JUNE 2021 *****

FRONZ JOURNAL # 202
 WAS PUBLISHED ON 27 AUGUST 2020
 CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT