



JOURNAL

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FRONZ UPDATE

The FRONZ Executive have met briefly via Zoom in January.

- As mentioned previously, the FRONZ Executive are planning a 2-day meeting in Wellington in February at which future planning will be a major topic for consideration. FRONZ member groups and individuals are asked to make any submissions on how FRONZ could assist them. Feel free to share your concerns and how you see FRONZ working for you in the future in writing, or by discussing with any Executive Member. In addition, a sample of member organisations will be contacted by phone to supply feedback.
- Grant has met via Zoom with the new interim manager of NZTA Rail Section, Neil Adams, to familiarise with FRONZ and our Member's issues.
- FRONZ has booked a meeting with the new Minister of Transport, Michael Wood, for an opportunity to discuss our organisation with him and this has been scheduled for the earliest possible occasion he has in May. We will prepare a briefing paper for him prior to our meeting.
- Conference 2021. Planning is commencing for our 2021 Conference which will be based in Gisborne from 4-7 June. We are planning an interesting and informative weekend based on the Pre-Covid arrangements we had for the cancelled 2020 Conference. However, we will be spending more time talking with our members on their expectations for FRONZ moving forward so this will be an important opportunity for input from all membership categories.
- Our MOT contact, Erin Wynne, has also suggested we should write a letter to Greg Miller (CEO Kiwirail) setting out our issues and concerns. Erin has also offered to host a meeting to bring together senior KiwiRail and NZTA parties as a format where we can make our concerns known and agree how we go forward on resolving our issues.

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

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

BOOK REVIEW – RAILWAY REFRESH

Published by the Paekakariki Station Precinct Trust, this soft cover A4 book of 52 pages has taken notes made by the late Christine Johnson and been edited by Dave Johnson and Michael O'Leary as a dedication to Christine. It honours the time and effort she put into researching the subject of Refreshment Rooms and their various crockery items. It looks at the history of Railway Refreshment Rooms in New Zealand and most specifically at the crockery made especially for these facilities.

The book consists of fifty-two pages and the first part looks at the story of Railway Refreshment Rooms with, not unsurprisingly, focus on the southern part of the North Island and the old Wellington & Manawatu Railway (WMR) stations. There are specific items about Plimmerton, Paekakariki and Shannon. Non WMR "refresh" stations featured are Kaitoke and Mercer. There is, however, mention and illustrations of the crockery at many other stations. Not all refreshment rooms catered for the brief 8–10-minute train stops with the ubiquitous Ham Sandwich, Fruit Cake, and cup-of-tea but many also had "fine" dining available for waiting passengers. There is a copy of the menu from the Oamaru "Refresh" which includes such delicacies as Braised Sausages and onions, Steak & Kidney, Mince & peas, and Haricot Ox Tail. A bit different from today's average café selections!

The Refresh Room stories only take up the first 20 pages or so but are followed by a well-illustrated (colour and Black & White) description of the crockery used throughout the country detailing the manufacture and use from the earliest time right up to the most recent souvenir cups made for many railway related promotions and services in the latter half of the 20th century. It is right up to date with the cups made for the NIMT centennial in 2008 and even Trans-Metro staff cups from 2016.

There is of course a list of the "Refresh" room numbers used to label the North Island rooms (this writer is the proud owner of a Woodville cup numbered "5"). South Island cups were identified to their "home" station by the colour of the "NZR" lettering.

Readers will learn where the crockery was manufactured. In the early years it was all manufactured in the UK from such well-known potters as Royal Doulton, Southerland Bone China. Finally, the most recent products were made by Crown Lynn in New Zealand.

The book retails for \$20 and is available from the Paekakariki Station Precinct Trust. It provides a good summary of this remarkably interesting, if somewhat different, aspect of New Zealand Railway operations.

The following notes are from the books co-author, Michael O'Leary, to explain how the book evolved:

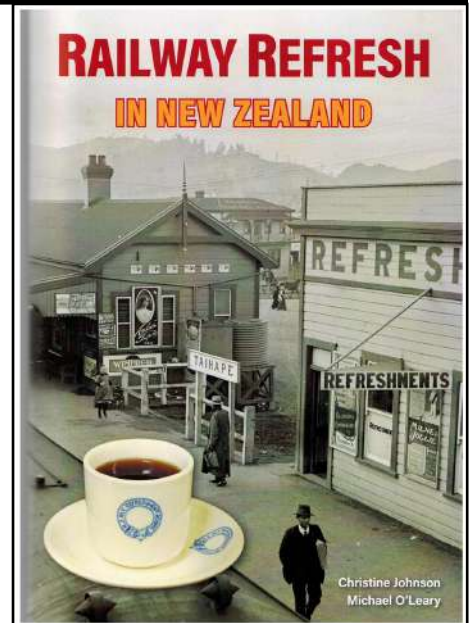
The information in this book was compiled from a series of notes written and researched by Christine Johnson from Paekakariki who passed away in September 2020.

The book would not be the same as if she had originally completed the work and is instead a collection of photographs and notes describing various aspects of Railway Crockery that has been used on the Railway System of New Zealand.

Christine amassed a great collection of crockery and broken bits dating back to the 1890s along with many documents.

This book is dedicated to Christine to honour the time and effort she put into researching and cataloguing New Zealand Railway artifacts, especially her interest in Railway Refreshment Rooms

Christine's book is available from the Paekakariki Museum or Kakariki Books which is situated in the Paekakariki Railway Station also (open Friday, Saturday, Sunday 11am to 4pm).



FUTURE OF MATAURA RAILWAY STATION HANGS IN THE BALANCE

From Stuff

The Mataura Railway Station turns 100 years old in 2021, but whether the building sees it in on its current site or a new one, remains to be seen.

It could be March 2021 before the future of the station is known, as a plan to remove it from next to the main trunk line to a new site and restore it slowly gains steam.

The council bought the heritage building in May 2019 for \$1 after it voted in favour of a recommendation from the Mataura Community Board, which said it had the funds to move the building from its current site and restore it to its former glory.

Council chief executive Steve Parry said progress on the building's future had "moved down the track a bit" but it could be March before anything happened.

"The Community Board has a conditional agreement for a piece of land but more due diligence needs to be done," he said.

The board was also seeking assessments on how much it would cost to move and restore the Class 2 heritage building. It had access to a number of funding streams, he said.

After giving itself nine months to have funding in place and move the building, the board had now negotiated a time extension with KiwiRail, Parry said.

Preparations to apply for resource consent to move the building were under way.

When asked what would happen if the cost to restore the building was too much for the Community Board, Parry said: "nothing is irrevocable. A condition of the purchase from KiwiRail and the land is all conditional on that cost."

Parry said the council had made it clear to the Community Board that it would not put money into the project.

At the time the council agreed to buy the building, some Gore district councillors expressed concerns that ratepayers would end up funding the project. KiwiRail offered the building to the Matakura Community Board in 2018, on the condition that it relocated the building, removed earthquake-prone risks in the form of existing



chimneys, and upgraded the building in conformity with any approved conservation plan that might be prepared due to the building's heritage status.

The station was built in the Troup Vintage style in 1921 and was still an important building in the town, despite the fact that passenger trains ceased running in February 2002. *Photos: Robyn Edie/Stuff*

NEW INTERISLANDER FERRY BUILDER NAMED

From www.wellington.scoop

22 December 2020

KiwiRail has named world-renowned Hyundai Mipo Dockyard (HMD) based in Ulsan, South Korea as its preferred shipyard to build the two new Interislander ferries.

KiwiRail Chief Executive Greg Miller said the decision to work with HMD was a significant step forward for the new Interislander project and the culmination of a robust, competitive, year-long selection process.

"Our ship procurement team and the evaluation panel, including naval architects, ship brokers and maritime lawyers, have undertaken a rigorous process to select the right shipyard and this announcement, on schedule, is a great end to the year for our team," Mr Miller said.

"KiwiRail has specified a Makers' List of components – predominantly American and European, including the engines, propulsion system and navigation system – to ensure the new ships will serve New Zealand well for the next 30 years. "The two new ferries and the upgraded terminals in Waitohi Picton and Wellington are a major investment in the future of the Cook Strait freight and passenger services, with a significant taxpayer contribution. It's crucial that we deliver the best outcome for New Zealand and for our passengers and customers and with the selection of HMD shipyard, I am confident we have achieved that."

Mr Miller said after the technical and commercial negotiations phase, the aim is to have the final shipbuilding contract signed by mid-2021 and construction of the ferries underway by late 2022.

Once commissioned and built, the two new ferries will replace KiwiRail's three ageing Interislander ferries, which are nearing the end of their working lives. KiwiRail operates around 3800 services a year, transporting about 850,000 passengers, 250,000 cars and up to \$14 billion worth of freight, but with significant growth predicted.

HMD is the world's sixth-largest shipbuilder globally with decades of experience building complex ships, including HMNZS Aotearoa for NZDF.

It is over 20 years since New Zealand introduced a brand-new purpose-built ferry to its fleet. Once built, the two new ferries will be more efficient and support KiwiRail's goal to reduce carbon emissions by 30 per cent by 2030 and be carbon neutral by 2050. The new ferries will be designed to use different energy sources through their life if these are available in New Zealand, and at day one will provide for battery operations when docking and plug into local power supply at each port.

The Government committed \$400 million in Budget 2020 to the New Interislander project, building on a \$35 million-dollar investment in Budget 2019.

"We have been fortunate to have such high-quality shipyards to choose from. In taking HMD forward into detailed negotiations we know we have a shipyard that can deliver on every front: design, production, quality, and they have a great track record on delivery," he said.

"For KiwiRail, the quality of build is vital as the Cook Strait route works our ferries hard, and reliable performance across their anticipated 30-year life span is crucial. HMD has recently done work for the New Zealand Defence Force, so we are aware of the high-quality nature of its work."

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

SHANTYTOWN

Shantytown is celebrating its Golden Anniversary in January. This article is reprinted from "Stuff". Note mention of Ian Tibbles, long time good friend of FRONZ and leader at Shantytown for many years.

Shantytown is so close to Grey mayor Tania Gibson's heart she even got married there.

She takes her children on the same steam train she fondly remembers from her own childhood visits. She married her husband, Stephen, in the pretty little white church that dates back to 1866 and originally stood in the gold mining town of No Town, before it was moved to Ngahere and then donated to Shantytown.

Shantytown has held a special place in the hearts of West Coasters for generations, keeping the gold mining history of the region alive. As it celebrates its 50th anniversary, many hope it can keep going, despite the tourism downturn sparked by the Covid-19 pandemic.

Gibson says Shantytown Heritage Park has survived tough times in the past 50 years of boom and bust economies on the West Coast.

"I got married there, so it's a pretty special place for me. As a kid, visiting every year and going on the train was always great. They didn't have the school visits when I was a kid but my kids love going there with their school and going to the old classroom and learning what it was like in the old days."

The idea of Shantytown arose out of a meeting in Greymouth in 1968, when a group of railway and vintage car enthusiasts discussed the possibility of forming a society for the car and preservation of such relics, and the creation of a tourist attraction.

Greymouth train driver Ian Tibbles said he was a young impressionable 18-year-old when he got involved in the idea.

"I was on the steam trains on the railway with an interest in sawmilling, history, gold mining all that sort of stuff. A group of people were interested in preserving bush tramway locomotives that haul the logs to the sawmills.

"They joined forces with a guy who wanted to start a car museum in Greymouth, the idea was formed and at the same time Barney Sutherland was running a gold panning operation out at Rutherglen so the two joined forces and Shantytown was born."

The late A L Sutherland MBE, known to everyone as "Barney", was a watchmaker and jeweller, and was involved in the Marsden Sluicing and Gold Company, a working gold claim, situated amid the splendour of native bush at Rutherglen near the present site of Shantytown. He ran gold panning for tourists on the site.

He presented his idea of re-creating an old West Coast town of the 19th century to the rail and car enthusiasts, and they formed the West Coast Historical and Mechanical Society.

Tibbles is one of two surviving life members of the society.

He said Shantytown came about after the opening of the Haast road.

"People started to flow through the West Coast like magic and him and his fellow businessmen thought that if you could keep the visitors in Greymouth overnight, give them something to do, they'd eat, they'd drink. Barney went overseas to America and while he was there he found a place called Knott's Berry farm, Barney brought that idea back to Greymouth," he said.

"It was a brilliant idea, it was exciting. I lived out there and it was like magic being built on your doorstep."

He helped in the amazing total of 10,367 work hours, over a period of 18 months, which were donated, along with goods and building supplies.

"The Dobson mine had recently closed and there was a thousand men out of work. A lot of the early building materials came from the Dobson mine, beams in the roofs, Stillwater sawmill donated packs of timber and the town was built."

Shantytown officially opened on January 23, 1971 and it had 5000 visitors in the first month.

New hotels and motels sprang up in Greymouth, and the bus tours rolled in, he said.

In 1977, Shantytown had 147,000 visitors.



Photo Stuart Nimmo.



Ian Tibbles on the steam train in 1972.



Construction at Shantytown in its early days.



Shantytown attracted large crowds from its inception in 1971.

Tibbles went on to be employed at Shantytown as train driver, a job he held for 43 years.

"The most we did in a day was 18 every half hour. It started at 9.15 in the morning and did the last trip at 4.15 and it would run two carriages full every half hour. In the last 15 years, business has dropped off a bit compared to what it was in those crazy days. Shantytown was the go-to place. It was amazing," he said.

Marketing manager Laugherne Kemp said Covid took the wind out of Shantytown's sails.

"The global Covid situation has had an impact on Shantytown through the loss of our international visitors, which made up around 50 per cent of our annual visitation," he said.

Government funding had helped through the challenging times, "albeit as a

slightly smaller business", he said.

A spokeswoman for the Ministry of Business, Innovation and Employment said Shantytown was awarded \$500,000 through the Strategic Tourism Assets Protection Programme to retain staff, repairs and maintenance and marketing. "It is an iconic tourism attraction and is a drawcard for visitors to the West Coast. It also scored above the minimum required for funding," she said.



Lona Littlejohn is one of three train drivers. Photo Stuart Nimmo.

Kemp said it had managed to keep 19 staff on and attract domestic tourists, particularly during school holidays.

"School holidays have been great for us, even better than previous years. But the gaps in between have been quiet. After Christmas, we had the best day since 2011 with 510 people through the doors," he said.

"The last couple of years have definitely been trying for West Coast tourism ventures and Shantytown has felt many of the impacts. Road closures, flooding, slips, rail closures, bridge washouts, Covid-19; everything has been chipping away at the park's bottom line. However, getting to the 50th birthday has been one thing that helps keep the team focused. We are definitely keen to throw the glad rags on and celebrate," he said.

The park would be recreating its opening day on Saturday with special entry rates of \$5, live music, best-dressed and best beard competitions and birthday cake.

Attractions include displays of historical items at the jeweller's store, foundry, hos-

pital and newspaper office. People can take a train ride through the bush to an old sawmill and try some gold panning themselves.

During the school term, its Marsden Valley Education Centre, which is partly funded by the Ministry of Education, takes school groups, covering how children were educated in Victorian and Edwardian times.

With the downturn in tourism, the business has focused more on itself as an events venue with the help of its standalone entity, the West Coast Events Centre, where it can hold meetings and celebrations in the region's largest venue, with capacity for 350 people.

"It has boiled down to our team being more proactive in the promotion and ongoing development of the brand, in order to gain greater awareness outside of the West Coast region. Fortunately, Development West Coast also see the economic potential and has enabled us to improve our outreach and look at strategies to find clients who will be a perfect fit for holding business events on the West Coast."

He said attracting meetings and conferences had its challenges because of the distance to travel to the West Coast, along with limited accommodation capacities for large groups.

"Access to financial assistance can help keep the wheels on right now but it is naïve to think of those funds as the silver bullets. Especially considering the unknown global situation over the short, medium and long term.

"As has always been the case since Shantytown's inception, hard work, perseverance and thinking outside the box are what will really keep us chugging along in the grand scheme. Even simple things, like turning off a light switch, helps keep our operational costs down that dollar or two more in an effort to survive for another 50 years."

Development West Coast chief executive Heath Milne said Shantytown was an iconic visitor attraction.

"Shantytown generates wider economic benefits for the region, but its importance to the Coast goes beyond this. The Heritage Park is also recognised by the Ministry of Education as the sole 'Learning Experiences Outside the Classroom' provider in the region; it hosts a number of local not-for-profit clubs and organisations on its site, and it is also a Civil Defence Welfare Centre," he said.

For Lona Littlejohn, who has been driving trains at Shantytown for the last 16 years, it is all about the steam engines.

She is one of three drivers who do all the repairs and maintenance on the engines that are run up to five times a day for a trip about a kilometre up through the bush.

They use on an old mill line that was used to take the logs out, built in the 1920s. They take passengers up the line and allow them through the engines to give them an appreciation of the machines.

"The steam engines. That's my favourite part. They've been a big part right from the start. Now there is a team of us that is in charge of keeping them going, hopefully for another 50 years," she said.

She said Shantytown had been a big part of the West Coast identity for 50 years.

"We all came as kids ... I think it's important that we get to look at history in a hands-on way. It's important to keep the West Coast history going and make it fun and enjoyable to learn about it."

A young Prince Charles trying his hand at gold panning at Shantytown.



BUSH TRAMWAY CLUB

From January Newsletter

November open day was pretty quiet, but December was even quieter.

We had a charter group in mid-November for a vintage car Club from Tauranga - they arrived in a modern bus rather than vintage vehicles.

The shed behind the woodwork shop has really progressed. The rails were collected, put in place & gauged with tie rods. Rob & Sue B had previously worked out the levels. Ian J got a couple of contractors in to box the area, put down the mesh & then got the concrete in & floated.

Many thanks to the Waikato Railway Society for their \$3000 donation towards the cost of the shed extension.

We have recently had donated a small 1.8 tonne digger & a new loader. The loader is brand new, surely the first time the BTC has ever had something brand new!! Special thanks to the members for these donations.



Left: Progress on the wood-work shop "lean-to" showing the rails in place and posts concreted in. Photos: I. Jenner.



Left: The Heisler boiler has been taken to Wellington for its overhaul. Photo: Ian Jenner. Centre: The new excavator in action behind the woodwork shop. Photo: C. Mann. Right: The new loader with Marlene as the load! Photo: I. Jenner.

BAY OF ISLANDS VINTAGE RAILWAY

We send Christmas Greetings and an enormous "Thank You" to all our wonderful Volunteers, without whom BOIVR would not be in such "fine fettle", and raring to go!

We also acknowledge and thank our huge group of Supporters and Friends who have kept us going to the point where our "Shovel Ready" projects are being put into action. 2021 will see more action as we use the generous Provincial Growth Fund (PGF) grant, and we head towards Opuia.

Trains are running 4 times daily up to and including 8 February.

Photo: A drivers-eye view of the BOIVR train at "Long Bridge", Taumarere, which has been restored and re-piled, to allow trains to run to Opuia after the rails have been re-instated.



REMUTAKA INCLINE RAILWAY

From RIRHT



Above Left: Cab assembly for Wb 292 in the Maymorn workshop on 19 December 2020. Right: Cab and bunker fabrication for Wb 292 and 299

Cabs for both Baldwin steam locomotives Wb 292 and 299 are being assembled concurrently in our Maymorn workshop.

Two sets of parts are being made where it makes sense to do so, particularly where custom rolling or forming is involved. Its also proving reasonably quick to repeat the fabrication of a part, or an assembly step for Wb 292 along the way.

Work planned through summer 2020-2021 includes fitting roof and bunker to Wb 292, fitting gutters and window beading to both cabs and fabricating the first of four water tanks.

Carriage A1328 restoration update

Restoration work has been progressing steadily since carriage A 1328 was added to our fleet in July 2020. External tongue and groove timber cladding has been cleaned down and repainted, rotten and missing lengths of T&G and trim timbers replaced. The carriage is looking much improved with two coats of Resene Super Gloss "Jalapeño" red enamel. Verandah flooring at the north end of the carriage is being replaced and ironwork refurbished. Next steps include making a full set of windows, upgrading the floor, repairing carriage internal walls and installing a set of seats.

Grateful thanks to:

Henley Mens Shed (Masterton) for offering to work on internal wall panels;

Maymorn Joiners Limited for offering to make a full set of replacement windows.

Rimutaka Trust / Trust House for funding the transport of the carriage from Feilding to Maymorn.

We operate trains at Maymorn on the **second Sunday of each month, 10am-4pm.**

Below: A1328 outside the shed during a shunt on 11 October 2020. The carriage was brought off the inspection pits to give floor-level access to the cladding. Above: Ron Jones applying a second coat of red enamel to carriage A1328. Right: Veran-



dah timbers replaced at the north end of the carriage on 8 December 2020, ready to be bolted to the frame. Next steps will be to refurbish the verandah ironwork and gates.



GISBORNE CITY VINTAGE RAILWAY

It has been a busy month for the Gisborne City Vintage Railway. Of the 4 public excursions operated over the Christmas – New Year period, the first one was 85% full and the remaining three excursions were fully booked. More public excursions are scheduled until and including Queen's Birthday. See www.gcvr.org.nz for the latest information.

DSC2759 was towed out of the shed for the first time since it arrived in Gisborne last August. Both engines were started, and it made a few runs up and down the marshalling yard. Various systems that have been worked on over the last few months were checked. Both radiators have been flushed out and filled with new fluid.

Four new poles have been concreted in place at Muriwai to enable a larger area of shade to be provided for excursion passengers during the picnic stop there. The new shade cloth will be in place in time for the next excursion.

TR23, Wa165, the service wagon, sitting on one road DSC2759 on another. Work on erecting the new shade poles at Muriwai.

Text and photos supplied by Graeme Scott.



OAMARU STEAM & RAIL

From January Newsletter

Great image (photographer not acknowledged) from the January Oamaru Steam & Rail newsletter. A south-bound Kiwirail train passes the Oamaru S&R train. So much interest in this photo. At left is the Oamaru S&R depot and workshop. The three-story building is the "Steampunk" building. We see the wonderfully restored old waterfront buildings and the historic harbour.



The latter part of December and early January is the busiest time of year for the railway, with many operating days. We thank all those who have been crewing the train and helping out during this busy period. We carried 997 people in December.

WELLINGTON TRAMWAY MUSEUM

From "Tramlines".

The Tramway is in good heart. Operations crews have a choice of four serviceable trams, and the track is in good order. A staff training programme is in effect with retiring drivers able to be replaced with new ones.

19 December 2020 was the 55th Anniversary of the official opening of the first section of the (then named) Queen Elizabeth Park Tramway.



The unique line-up of Wellington trams on members' day, 12 December. From left they are Mk1 double-saloon 159, Fiducia 239, Combination 17, Mk1 double-saloon 151, Mk2 double-saloon 207 and Fiducia 260. Photo: Russell Jenkins

SPECIAL DISCOUNTED FARES

TWILIGHT TRAM RIDES are Back
Saturday 6 February (Waitangi Day) – 5 pm to 7 pm



Bring family and friends to the Wellington Tramway Museum
MacKays Crossing Entrance – Queen Elizabeth Park
Enjoy a late afternoon / early evening ride to Whareora Beach
on one of our vintage Wellington Trams
Very Special Fares – Family \$12 Adults \$5 Children (5+) \$2
Kiosk Open for Cold Drinks, Ice Creams and Nibbles plus Sausage Sizzle & Children's Quiz

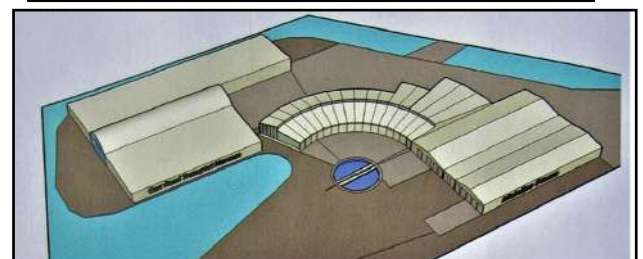
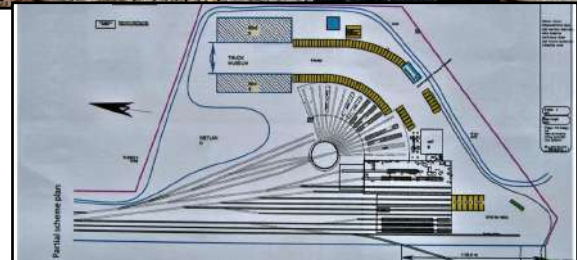
MAINLINE STEAM

From Facebook

Ja1211 has recently received a quite unique repaint at Glenbrook.

Just before Christmas contractors started work on stage 1 of new depot at Mercer with initial earthworks. Culverts will be placed next and then filling to raise the ground level can begin. Photo: Stuart Walker.

Artists impression of the finished depot at Mercer.



STEAM INCORPORATED

Ja 1271 following recertification returned to the network on 10 January with the first excursion for 2021 to Whanganui.



JA1271 and the River City Express departs Waikanae for Wanganui. Photo A.J. Palmer.

GOLDFIELDS RAILWAY

From Facebook

We have recently received the OK from NZTA to be able to operate the Ex-Tasman Niigata 824 on our railway.

The locomotive has now been down our line for a shakedown run and braking test and we will soon commence driver training.

We would like to thank NZTA and our hard-working team for getting the approval process completed before the Summer Break.



CANTERBURY RAILWAY SOCIETY

On the running day of 17 January 2021, CRS ran a mixed train hauled by TR 111. Tony Cameron took these photos.



WEKA PASS RAILWAY

Text from Facebook. Photos by Tony Cameron.

Thank you very much to everyone who joined us on 15 January for our first (and probably annual) Summer Twilight Special.

Exactly 90 guests were treated to stunning views, photographic stops, and dinner in the Waikari Village. There quite simply could not have been a better night!



Left: Roads 6 & 7 between both sheds. Right: Roads 8 & 9 into the new shed.

DUNEDIN RAILWAYS

Train trips attracting plenty of patronage.

Otago Daily Times, 11 January 2021

Two hundred passengers enjoyed fine weather and good views during the latest Seaside return train trip to Waitati from Dunedin yesterday.



Both trips were fully booked yesterday and train organisers had received positive feedback about the trial Sunday offerings of the train services, until March 28.

Above: The Seaside train nears the end of its latest 45-minute trip from Dunedin to Waitati on 10 January. Left: Max Merino Douat (5, left) and Oliver Merino Douat (3) hand out flyers to Seaside train passengers, promoting a gallery and kitchen in Harvey St, Waitati. Photos: Stephen Jaquiere

STEAMRAIL WANGANUI

From Facebook

It was all go last weekend with SteamRail Wanganui. We were once again involved with the Wanganui Vintage weekend. We had our doors open to the public on all 3 days and offered motor trolley (jiggers) rides on the Sunday and Monday. We also had some of our locos out on display. Locos seen are Price 212 ex the Imlay Freezing Works, Price 149 on long term loan from the Waiouru Army Museum and TR 113 (TMS 465, Price makers number 210) ex New Zealand Railways owned by club president Blair. A big thank you to everyone that supported us over this great weekend.



WHANGANUI TRAMWAYS

From Facebook

It's another gorgeous day in Whanganui and what better way to enjoy it than a trip along the Whanganui riverbank in our 1912 tram?

We are playing our part in Bayleys Whanganui Vintage Weekend by offering a chance to step back in time, and imagine you are in a previous century.

Below: Whanganui Tramcar Number 12 had to stay in its barn as the rail corridor was occupied with the popular market.

**A HUGE THANK YOU
TO THOSE OF YOU WHO CAME
OUT AND SUPPORTED US
THIS WEEKEND. TO THE PEOPLE
WHO WENT FOR A RIDE, OUR VOLUNTEERS
WHO GAVE UP THEIR TIME, TO THE
PEOPLE WHO CAME INTO THE SHED TO TALK TO US
WHEN WE COULDN'T OPERATE
BECAUSE OF SAFETY REASONS.
WE HAD A RECORD WEEKEND
BECAUSE OF YOU. THANK YOU.**



RAILWAY ENTHUSIASTS SOCIETY

Statement from Alan Verry, President of Railway Enthusiasts Society.

Following widespread unofficial chat in the various rail observers forums, The Railway Enthusiasts Society Inc can confirm, that following a period of discussion with Auckland Transport in 2020 being the owners of the SA/SX carriages stored at Taumarunui, the Society has indeed formally purchased a number of the carriages for its future use.

The purchase involves 19 vehicles, consisting of 6 SX series carriages originally built in Australia and imported for use on the Auckland Suburban rail network and 13 SA/SD carriages formerly Mk II British Rail carriages, likewise imported and rebuilt to operate on the Auckland suburban network.

The purchase of the carriages by the Society is consistent with its long-standing policy of ensuring access to passenger rolling stock for future plans and operations, similar to recent 56' carriage purchases made and earlier purchases of our current operable mainline carriage fleet. Given that the Glenbrook Vintage Railway already owns a DBR and a DC locomotive that formerly hauled these carriages around the Auckland network, initial thoughts had been that with the purchase of these two classes of carriages the Society in the future could recreate genuine trainsets depicting that period of Auckland rail operations. On further detailed investigation, it has been found that the future amount of time, money and effort that the Society would need to spend to bring the SX carriages up to certification is beyond its current capacity and therefore the carriages are being offered to both Australian and New Zealand rail groups for their acquisition.

Otherwise, they will be put up for sale on the local market.

The Society has no current plans for the SA/SD carriages, and they will be removed from Taumarunui and put into long term storage until such time that a detailed business plan and funding proposal can be put together for their eventual restoration and use. Terms of Sale include a confidentiality clause and thus no further details are available for release.

Any and all communication regarding these carriages should be addressed to the President of the Railway Enthusiasts Society Inc".



Left: Some of the SA/SD/SX rolling stock in storage at Taumarunui in 2019. Photo: Scott Osmond

CLASSIFIEDS

SX CARRIAGES

The Railway Enthusiasts' Society SX carriages which are currently owned by the RES.

The 5-car SX set have been assessed for their suitability for RES use and it has been agreed that these do not fit our criteria for useability and thus we look to dispose of them.

As these were originally Australian built carriages, we are offering them to Australian Heritage Groups on as is where is basis but similarly are also offering the opportunity to purchase to New Zealand heritage groups. Likewise, should individuals or other groups be interested we are also open to discussion.

The disposal of these carriages will be on an "as is where basis" at Taumarunui, with all freight and handling costs to be borne by the purchaser.

There are currently 5 of the 6 carriages: those being 2 SXV's and 3 SXC's available for disposal.

- The SXC/SXV carriages do not have NRS running rights and the buyer would need to arrange their own road transport/removal from the storage location in Taumarunui, at the buyer's expense.
- Due to the location of storage, viewing is by appointment/prior arrangement ONLY.
- Unauthorised access into the KiwiRail corridor is prohibited by law and the RES & GVR takes no responsibility for illegal/prohibited access and activity.
- A box of engineering documents, drawings and records are available with the carriages.

Serious Expressions of Interest may be directed by e-mail to Office@res.org.nz.

EOI/Offer must be received by Friday 29th January 2021.



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 scottos-mond54@gmail.com.

Glenbrook Vintage Railway

27 February 2021

Swanson to Helensville shuttles for Helensville A&P Show. This is arranged and funded in conjunction with Auckland Unlimited (ATEED), and the [Helensville A&P Show](#). Bookings refer [Helensville A&P Train](#).

9-21 April 2021

“**East N West**” North Island Rail Tour. Napier, New Plymouth and Central North Island.

Steam Incorporated

6 February 2021

Kite Flyer Express. Paraparaumu to Otaki return.

20 February 2021

Deco Delights. Paekakariki to Napier return. Diesel.

14 March 2021

Ekatahuna Express. Paekakariki to Ekatahuna return. Details TBC.

24 April 2021

Anzac Express. Paekakariki to Woodville return. Steam.

14 March 2021

Ekatahuna Express. Paekakariki to Ekatahuna return. Details TBC.

9 May 2021

Heartland Flyer. Paekakariki to Woodville return. Steam.

12 June 2021

Crafty Feilding. Paekakariki to Feilding return. Details TBC.

30 June 2021

Kapiti Family Express. Paraparaumu to Paekakariki shuttles. Steam.

Gisborne City Vintage Railway

Gisborne to Muriwai

7 February 2021

21 February 2021

14 March 2021

3,4 April 2021

26 April 2021

9 May 2021

5 June 2021

Feilding & Districts Steam Rail Society Inc

21 March 2021

Palmerston North to Napier return.

27 March 2021

Feilding to Wellington via Wairarapa return via Manawatu.

10 April 2021

Feilding to Wellington via Wairarapa return via Manawatu.

Pahiatua Railcar Society

13 February 2021

Manawatu Gorge Shuttles x 3 and Dannevirke Viaducts x 2. Stabling Napier.

18-21 February 2021

Art Deco Napier.

5-8 March 2021

Taranaki.

28 March 2021

Manawatu Gorge Shuttles.

All trips on RM31.

Dunedin Railways

Dunedin Railways running some limited summer services to Hindon and Waitati. For details go to [Dunedin Railways](#).

PICTURE OF THE MONTH



Back in 1980, EW 159 from Wellington was on relief duty in the South Island working between Otira and Arthurs Pass, after two EOs were derailed and badly damaged in a washout incident after heavy rain.

At Arthurs Pass, EW 159 (Ew 1805) heads EO 68 (Ea 4) and EO 39 (Ea 1) with a train of highsiders of coal for export from Lyttelton.

There was an intriguing network of wiring in the sky above the locomotives. New wiring on the mainline using catenary wire and fittings from the abandoned electrified route between Christchurch through the tunnel to Lyttelton, had replaced the original triangular configuration that at this stage still survived on the loop and sidings.

The EW is in the care of Mainline Steam at Plimmerton and a single EO survives, EO 45, (Ea 2) at Ferrymead in Christchurch.

Photo: D.L.A. Turner.

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

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