



JOURNAL

**JUNE 2021
ISSUE # 212**

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :

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FRONZ CONFERENCE 2021

The FRONZ conference was held at the Emerald Hotel in Gisborne from 4-7 June 2021.

Sponsors of the conference included Waka Kotahi NZTA Rail Section, New Zealand Rail Heritage Trust, and AON Insurance for which we thank all of these organisations.



Above: Gisborne District Council Mayor, Rehette Stoltz, opens Conference at the Emerald Hotel's conference centre.

More than 80 members delegates, observers and partners met over the four days. The conference was opened by Gisborne Mayor, Rehette Stoltz, following which our Keynote Speakers Nikki Searancke and Gillian Wood gave a presentation on the challenges and advantages of re-opening the Gisborne-Wairoa railway, closed by storm damage since 2012. We also got treated to a live performance of a song written to support the cause.



Above: Conference host group welcome to conference from Geoff Joyce.



Left: Derek Barthow, with his Ukulele, leads the Turangi Ki Wairoa Rail Feasibility Group representatives with a parody of Johnny Cash's Folsom Prison Blues.



Above Right: Nikki Searancke and Gillian Ward of The Turangi Ki Wairoa Rail Feasibility Group updates conference on the possibilities of repairing and re-opening the Wairoa -Gisborne section of the Napier-Gisborne Railway.

The next morning session was given by four members of the Waka Kotahi Rail Safety Team. We learnt how the Team are working to improve their performance following review of regulatory failure. Principles of good regulatory practice are being implemented using the tools of Education, Engagement, and enforcement. We were informed about the need for audits and system reviews and given guidelines on these. Incident reporting guidelines were explained. Incidents should be reported within one hour for urgent incidents and 72 hours for non-urgent incidents. Freephone number for urgent or escalating incidents is 0508 724 5555. It is also the licence holder's responsibility to notify Worksafe.

Incidents can also be notified online at the web site <https://www.nzta.govt.nz/roads-and-rail/rail/operating-a-railway/notifying-accidents-and-incidents/>.

We also heard of the importance of establishing a Risk Management System.



Above: Waka Kotahi Rail Manager Neil Adams addresses conference.

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

FRONZ CONFERENCE 2021—Continued



Above: Waka Kotahi staff that presented at conference. From Left Jason Lawn, Peace Katumbu, Donald Senior.

After lunch on Saturday, we had a presentation from Kiwirail Executive GM Rolling Stock Asset Services, Adam Williams on present and future plans for improving the infrastructure and assets of Kiwirail following recent financial contributions by Government following decades of poor funding, leading to inadequate maintenance and renewals.

Mike Anderson gave us all a full breakdown of how the FRONZ Heritage Technical Committee reset is progressing.

An update on the work of the New Zealand Rail Heritage Trust was given by Murray King followed by a Tramways update by Dave Hinman.

We then got treated to a video of members activities over the last two years by Lindsay Benbrook

of Majik Video Systems.

Saturday ended by three breakout groups consisting of Mainline Network Operators, Heritage Railway Operators, and Tramway Operators discussing their common issues.



Above: FRONZ 2021 AGM gets underway on Sunday morning 6 June 2021. From Left: President Grant Craig, Executive Officer Margaret Gordon, Executive Member Scott Osmond, Treasurer Bruce Shalders, Executive Member David Maciulaitis, Secretary Jeff Tollan.

Sunday morning, we held our Annual General at which all reports were received and the FRONZ Executive election resulted in the addition of Guy Wellwood to replace Lindsay Challis. So the Executive now consists of:

President G Craig

Secretary J Tollan

Treasurer B Shalders

Executive Members Scott Osmond, David Maciulaitis, Guy Wellwood.

This was followed by a session facilitated by our Executive Officer, Margaret Gordon. The subject was "Improving Engagement". This provided time for the member groups at conference to share their ideas on what their most pressing issues are and how FRONZ can better serve the needs of ALL our members.

Sunday afternoon we all enjoyed a ride to Muriwai and back with Gisborne City Vintage Rail

train hauled by the unique locomotive Wa 165.

In the evening we had our annual Awards Dinner at which the best achievements of members in many areas of rail heritage were celebrated. *See separate report.*

The final highlight on Monday was a visit to the East Coast Museum of Technology where we saw their impressive rail and other recollections. Thankyou ECMoT for allowing us to visit.

Next year we will be meeting in Invercargill where the host group is the Waimea Plains Railway from Friday 3 to Monday 6 June.

Photos in this article from D.L.A. Turner.



Above: Adam Williams, Kiwirail Executive General Manager Rolling Stock Asset Services.



Margaret Gordon, FRONZ Executive Officer.

FRONZ AWARD WINNERS – 2021

Award presentation photos by David Maciulaitis unless otherwise stated.

MOTAT Society Steam locomotive Restoration Award

Glenbrook Vintage Railway for WW 480



Right: D.L.A. Turner presents the Steam Locomotive Award to Aaron Wong of GVR while Jarod Chevin and Finn O'Regan look on.



Motive Power Non-Steam Award

Restored by JDC Family Trust, operated by Mainline Steam Heritage Trust for DJ 1229



FRONZ AWARD WINNERS – 2021—Continued

Pounamu Travel Group Carriage Restoration Award

Steam incorporated for AA 1783 'Lounge Car'.

Photo: Steam Incorporated.



KiwiRail Infrastructure Improvement Award

Canterbury Railway Society for the relaying of Truscotts Curve including level crossing, refurbishment and replacement of Truscotts Bridge Replacement.



Right: Sheena McGuire from Kiwirail presents the Kiwirail Infrastructure Award to David Maciulaitis.

Tramway Restoration Award

Heritage Tramways Trust & Christchurch Tramway Ltd for restoration of W2 411, the only restaurant tram in NZ.



Above: Stephen Lea, Dave Hinman, Alex Hunter receiving the Tramway Restoration Award.

FRONZ AWARD WINNERS – 2021—Continued

AON Young Achievers Award

Jack Dolman of Steam Incorporated

Right: D.L.A Turner presents the AON Young Achiever Award to Jack Dolman.



Paul Heighton Award for Excellence

Alan Verry for his services to the Railway Enthusiasts Society

Right: Alan Verry in October 2014 speaking at a ceremony at GVR during the visit of Steam Incorporated Ab 608. Photo: Daniel Garland.



Paul Dillicar Award for Innovation

Lumsden Heritage Trust for the Recovery of V class locomotives for display in Lumsden



Left: V126 at Lumsden. Photo: Scott Osmond.



Rail Heritage Trust Award

Whangarei Men's Shed for their restoration of the Whangarei Railway Station.

Below: Duncan Sutherland (left) presented with the RHT Award by Murray King, RHT Chairman.



Left: Photo: Design Group Architects Whangarei.



FRONZ AWARD WINNERS – 2021—Continued

Waka Kotahi NZTA Rail Safety Award

Nelson Railway Society for the risk-based approach used in the development and construction of the New Western Link Line.



Left: The Waka Kotahi team Jason Lawn, Donald Senior, Peace Katumbu present the Safety Award to Grant Craig, FRONZ President, who received the award on behalf of Nelson Railway Society.

Goods Vehicle Award

No Submission received

HERITAGE OPERATING COMMITTEE MEMBERSHIP ANNOUNCED

Under NRSS11, FRONZ has two committees looking after operations on the National Rail System. The Heritage Technical Committee looks after heritage rail vehicles and the Heritage Operating Committee looks after the operating procedures.

Recently an update of the terms of reference was completed for the Heritage Operating Committee and nominations were received to fill the following positions:

The FRONZ exec is pleased to announce the following appointments to the Heritage Operating Committee:

Chairman: Jack Dolman

2 x committee members: Tim Kerwin / Graeme Clover.

2 x succession positions: Finn O Regan / Tommy Secker.

The FRONZ Executive congratulates these people and acknowledges with thanks those who were nominated and missed out and the outgoing committee members.

UK BIOFUEL TRIAL IN STEAM LOCOMOTIVES

There has been much interest and discussion lately and at FRONZ Conference on the future of coal firing for steam locomotives. Peter Cooper from Goldfields Railway has sent [this article](#) on a test of a potential alternative fuel. Some excerpts include:

The Bure Valley Railway, which runs from Wroxham to Aylsham in Norfolk, has completed the UK's most extensive trial of bio-coal in heritage steam locomotives.

The trials took place in cooperation with the Advanced Steam Traction Trust and the Heritage Railway Association.

The locomotive burnt the standard Welsh coal from Ffos-y-Fran as a base comparator. The second round trip used Homefire Ecoal50. Also, Briteflame and Homefire Ovals were used by locomotive crews to fire the locomotives.

Lots of measures were taken to complete a fair test, including weighing the coal, the amount of water consumption, what ash was left in the ashpan, and computers were connected to the locomotive to test vacuum, exhaust performance and speed.

The results of the tests are: 1. Homefire Ecoal50 – an exact match for performance against the Welsh coal. 2.

Briteflame – around 80-85% of the performance of coal, but a higher ash output. 3. Homefire Ovals had 95% of the performance of coal.

Homefire Ecoal50 is made up of 50% biomass, most notably crushed olive husks, which comes from the process of making olive oil.

WAKA KOTAHI SAFETY REPORT

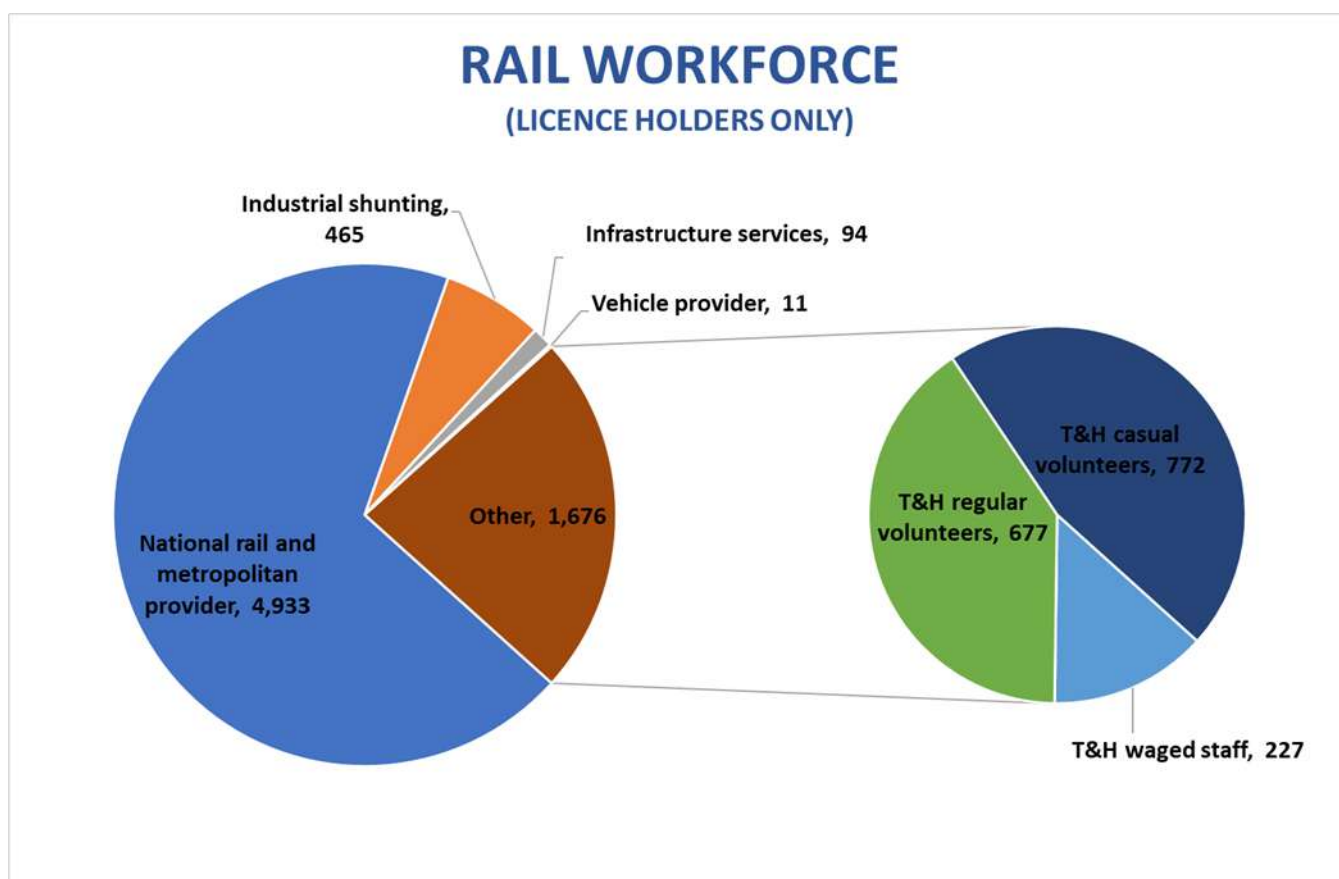
Look out for the Waka Kotahi Safety Performance Report

All rail licence holders will shortly be receiving their Safety Performance reports from Waka Kotahi. These will be sent to their safety liaison officer on 1 July.

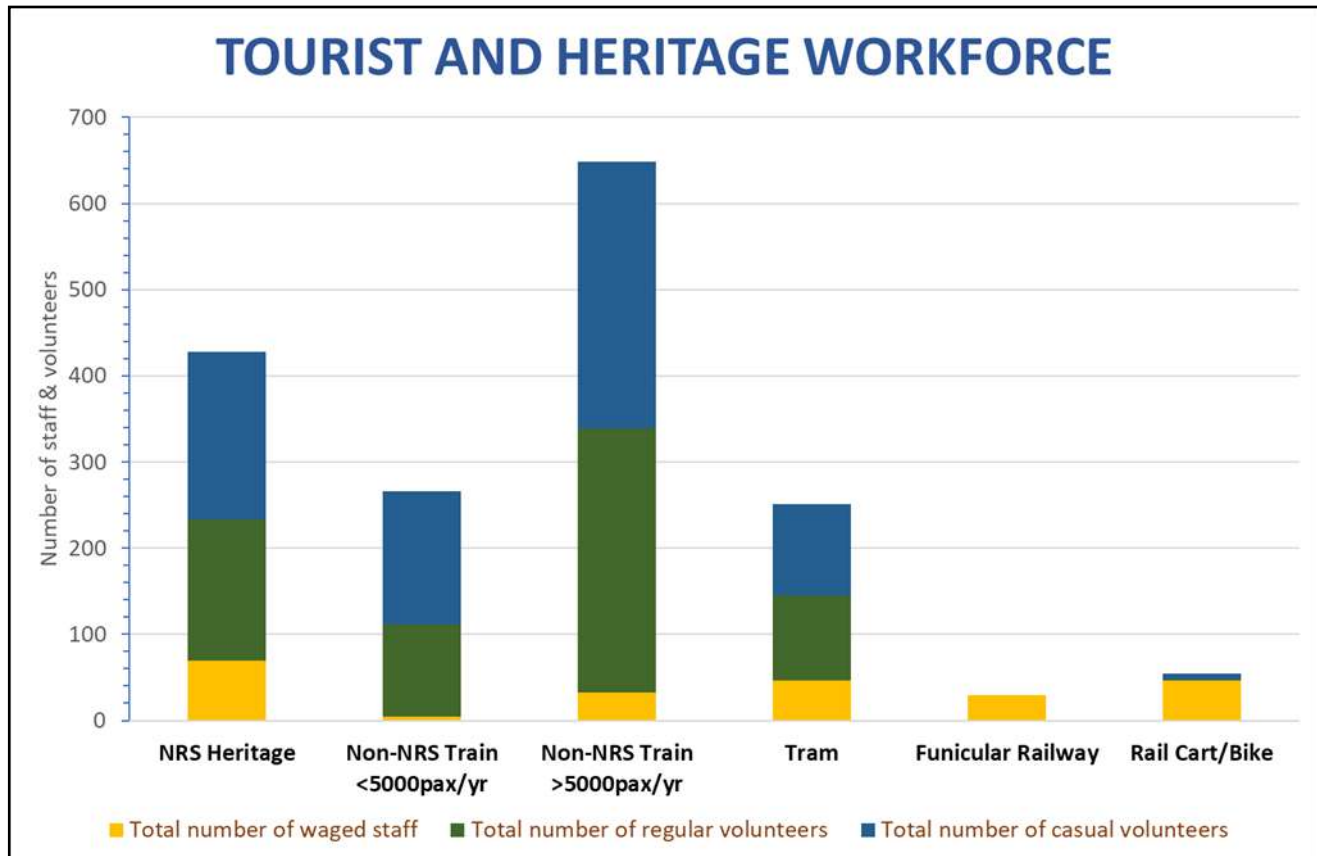
This is an annual survey we have run for many years and covers rail activities from 1 July to 30 June each year. This year's survey is very similar to last year's so those of you required to complete it should have ready access to all the information needed to answer the questions. Reports need to be submitted by 15 August.

Submitting a Safety Performance Report is required as part of the requirements of a rail licence and the report allows us to accurately and fairly calculate each organisation's Annual Licence Charge. But the Safety Performance Report is also one of the few surveys in New Zealand of the rail industry. It is invaluable in helping us communicate the nature and importance of the heritage rail industry to the rest of Government and the public.

An example of the use of the data we collect from the industry can be seen in the 2019-20 [Signal](#) publication and we are looking for further ways of using this data and making it more widely available. Below is some more information from last year's survey on the Tourist and Heritage workforce that wasn't in Signal.



Continued on next page.



| Group | Description |
|--|---|
| National rail and metropolitan provider | KiwiRail, Transdev Wellington, Transdev Auckland, CAF |
| Industrial shunting | Organisations that carry out shunting activities on industrial sites connected to the National Rail System to load and unload goods |
| Infrastructure service | Organisation that use private railways to service other infrastructure (eg electricity networks) |
| NRS heritage | Tourist and heritage licence holders who operate on the National Rail System |
| Non-NRS train < 5000pax | Tourist and heritage licence holders who operate trains off the National Rail System and carried fewer than 5000 passengers last year |
| Non-NRS train ≥ 5000pax | Tourist and heritage licence holders who operate trains off the National Rail System and carried 5000 or more passengers last year |
| Tram | Organisations operating tram services |
| Funicular railway | Wellington Cable Car |
| Rail cart/bike | Organisations operating self-drive rail carts and rail bikes |

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

GISBORNE CITY VINTAGE RAILWAY

Highlight of the last month was the FRONZ conference held in Gisborne at Queen's Birthday Weekend. Around 80 people took part and most of them travelled on the Wa165 excursion to Muriwai on the Sunday. After Wa165 returned to Gisborne, there was an opportunity for conference participants to inspect the GCVR facilities, including DSC2759.



Left: It is unusual to get a photo of D.L.A. Turner taking our traditional FRONZ conference Group photo. Here he is at Muriwai in front of Wa165! See also "Picture of the Month" page 18.

Our 2020/2021 operating season has now ended and Wa165 is in the shed for its Winter maintenance. Various minor items have been noted as requiring attention – nothing ma-

nor, which is not too bad for an 1897 steam loco which has been running regularly since 2000! However, a decision is to be made as to whether the firebricks need replacing this winter or not. They were last changed 10 years ago.

Outside, work is required on two of the bridges about half-way to Muriwai.

Meanwhile, work continues on DSC2759. Various engine doors are being repaired/refurbished so that they will fit properly. Dust filters in the doors have also been replaced. The instruments in the No. 1 end instrument panel have been removed prior to repainting the panel. One of the driver seats has been returned with new upholstery fitted and work is continuing refurbishing the pedestal mounts. Work is also continuing on removing the electrical wiring associated with the remote-control system. *Below from Left: Removing the fire-bars from Wa165 for cleaning. Work on DSC2759 engine doors. DSC2759 No. 1 end instrument panel. Text and photos from Graeme Scott (GCVR).*



BUSH TRAMWAY CLUB

From "Pukemiro Junction".

Most of the required amendments to our safety case & safety system that were needed after the NZTA annual assessment have now been approved by them. We still have the new inspection check sheets for the track to complete yet. A tremendous amount of successful work has gone into addressing the NZTA findings.

Clockwise from below: The Peckett & Mines car set off towards Glen Afton – June 2021. Photo: R. Ellis. Chris Mann seen in the Peckett cab at the May Open Day. Photo: G. Coker. Members at the May working bee cut up the old Hall floor. Photo: R. Ellis. The new Heisler smokebox is now fitted. Photo: Alastair Maclver. The Climax approaches completion in Te Kuiti 1. Photo: C. Mann.



CANTERBURY RAILWAY SOCIETY

From "Branchlines"

Ec7 continues to be prepped for painting. By the time you read this, D140 should also have received its final coat of paint, which will enable final fitting of all those parts that go on a steam engine.

The Hall of Wheels shelter track relay was also completed in late May, just in time for the DTG to place their locomotives back under cover and avoid the wild weekend downpours.

The society also purchased a Kubota tractor with a mowing attachment. This will greatly speed up the mowing of the larger tracts of grass.

Right: De511 shunting goods wagons in the Moorhouse yard. Photo by Peter Jenkinson, 8 May 2021.



Left: D140, 20 May 2021. Right: Ec7, 20 May 2021. Photos: Wayne McClintock.

OAMARU STEAM AND RAIL

From "Digest".

We carried 225 passengers in May.

Steampunks gathered for their annual festival in Oamaru over Queens Birthday Weekend, and took our train out to Del Mar restaurant for dinner on the Sunday night in a colourful evening of night running.



FEILDING STEAM RAIL

GOLDFIELDS RAILWAY

From "Facebook"

Restoration of the F564 Wooden Brake Van.



GLENBROOK VINTAGE RAILWAY



Left: The GVR's De507 and DBR1295 doing cab rides for the public during the 2021 Waiuku Steel'n'Wheels festival. Photo: Ross Chaytor. Below: DBR 1254 on its way to Ohakune ex Pukekohe for the first of the 'Discover Ruapehu' Rail Tours. Seen below passing through Ohaupo. Photo: Corban Fray.



RIMUTAKA INCLINE RAILWAY

Our mainline is growing again, with a decided bend in it. We have started to build the entry into the turnout that will connect the eastern ends of our main line to our loop. The turnout itself is coming together in a pre-assembly area within the yard.

Over the past few months, we have been working on extending our mainline past the Maymorn Metlink station. The mainline heads through an 8-degree curve and will pass through a right-hand turnout at the top of the crossing loop and press on further east in due course. The turnout is being assembled in our workshop yard. On completion the turnout will be relocated to the railhead.



Above Left: Track team at the railhead on 5 June 2021. Above: Ballast train approaching the newly laid track, 20 March 2021. Left: New bolts had to be fitted to the frog, due to heavy corrosion of the original fastenings, 22 May 2021.

STEAMRAIL WANGANUI

From Facebook.

What a great fun weekend we had, a great turn-out on 6 June by the public for our jigger rides day. A big thank you to everyone who supported us and to KiwiRail for allowing us to use the yard.



BAY OF ISLANDS VINTAGE RAILWAY

New addition to BOIVR locomotive "fleet" - 1 July 2021

On Thursday 1 July, BOIVR are expecting the delivery of the Fonterra locomotive DSA273.

This engine has been donated to the Railway in good working condition and the cost of crane and transport is also generously covered by Fonterra.

Sue Hamnett, BOIVR Trust Chair will formally accept this loco from Tony Williams, L8 DC Team Lead for Northland-Kauri and Nick Kershaw Operational Improvement Manager - UCNI. Frits Schouten, BOIVRT's Diesel Locomotive Supervisor, will supervise it's arrival.

This is really exciting times for BOIVR.

DSA273 will be the strongest and largest (but not by much) locomotive in the fleet.

Since Fonterra colloquially called her 'The Kauri Shunter', it has been decided that we should name the loco 'Kauri'.

Here is a brief history:

DSA273 was built in 1967 by Mitsubishi Heavy Industries, Japan, as number 1468.

It has a D343T CAT engine and a torque converter.

From 1967 - 1988 in service with NZR

From 2012 - 2013 overhauled at Hutt Valley Workshops.

From 2013 till recently it was the prime mover at Fonterra's Kauri plant.

MAINLINE STEAM

From Facebook.

Here is a labelled copy of the Mercer project overview model.



1. Carriage Storage
2. Restoration Workshop
3. Public Entrance with Cafe, office and community meeting rooms
4. Roundhouse. Locomotive display and function area
5. Turntable
6. Dave Carr Truck Museum
7. Signal Box

STEAM INCORPORATED



A gorgeous photograph of our train heading to the craft markets at Feilding on 12 June with thanks to Roger Brent Smith! Ja 1271 lead 9 of our heritage passenger cars toward the Manawatu in somewhat grey and gloomy conditions.

STEAM SCENE

Drewry 2153 return to Steam Scene - Sunday 18/4/2021.
 Photos at Steam Scene, McLeans Island showing the journey of Drewry 2153 from Mainline Steam to its home at Steam Scene. *Photos: Lauchlan Brady*



WHANGANUI TRAMWAYS

This is your chance to learn how to drive a tram. But this is not just any tram. This is Mable the beautifully restored original Whanganui tram. We are looking to add to our pool of volunteer drivers. If you are interested then message us, tell us a little about yourself and provide your contact details. We can arrange a 30 minute session for you during July. Be warned. Driving a tram is addictive.

TRAM DRIVING TASTER

Book your \$10.00, 30 minute session now
 1st and 3rd Sunday mornings in July
 Must be 18 yrs and over
 Send your contact details to:
 whanganuitram12@gmail.com
 or text details to 0274 801 596

SOUTHERN STEAM TRUST

From "Southland Express" 7 April 2021

It has been used for shunting goods wagons in Invercargill and Bluff and as playground equipment by children, but it is hoped the 140-year-old locomotive F150 will soon be returned to its former glory.

Southern Steam Train Charitable Trust member Lindsay Buckingham said the full restoration was expected to take about 20,000 hours of work time.

"We've been granted \$100,000 from the Community Trust but have a total of \$700,000 we need to fully restore it," he said.

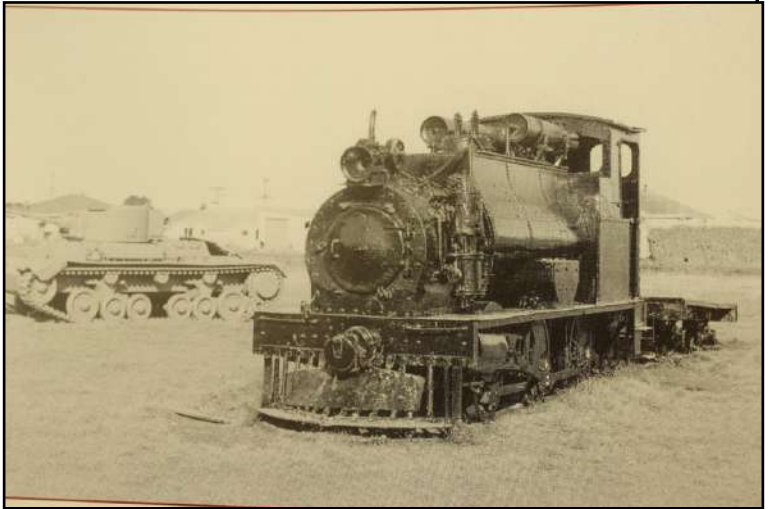
The trust was also hoping to receive funds from the Lotteries Commission, ILT and Invercargill City Council.

Volunteers would provide 7000 of the total hours needed to get the locomotive operational, he said.

A bit of the work would need to be carried out by a company in Auckland, but most of the restoration would be done locally by engineers including boilermakers and sheet metalcraft specialists.

The locomotive was built in Glasgow in 1881 and began its working life in New Zealand the following year.

An article by Wellington train enthusiast Graeme McClare in *The New Zealand Railway Observer* (October-November 2019) tells how F150 first arrived in Invercargill January 1955.



The locomotive F150 when it was used as playground equipment at Newfield Park in Invercargill in the 1960s and 1970s.

in

Despite it covering 838,625 miles during its working life, it travelled only 5000 miles during its last years down south before it was written off the books of New Zealand Railways on February 1, 1958.

Mr Buckingham said it was moved to the Newfield Park site in Invercargill in 1962 and stayed there until 1974.

There was still evidence of its days when it was probably used as a hangout for teenagers.

"There's a few Raewyns' scratched into the cab."

The trust hoped once the locomotive was restored, it would complete runs between Invercargill and Bluff two to three times a year, he said.

The trust is hosting an open day on Saturday for people to come and have a look at F150 before it is dismantled for restoration.

"We're going to have to pull it completely apart again," Mr Buckingham said.

"It's going to be a pile of bits."

People can visit the locomotive at 95 Inglewood Rd, Invercargill between 10am and 3pm.



The locomotive at Inglewood Rd in Invercargill before it is dismantled for restoration.

PLEASANT POINT RAILWAY



Bryan Blanchard has taken these pictures recently as a cycle trail is developed adjacent to the railway at Pleasant Point heading east.



WAITARA RAILWAY SOCIETY

Dsa locomotive Portland 11 moved under it's own power for the first time in decades. Having undergone restoration for almost four years, this has been a significant milestone. It is painted in its original Portland Cement livery. Video is on Facebook at [Portland 11](#)



WEKA PASS RAILWAY



From Facebook.

We hope everyone that travelled aboard our Mid-Winter Night Train had an enjoyable evening on our heritage railway on Saturday 19 June. Our train ran once again Sunday 20 June. Our 11:30 am service is sold out, however plenty of seats are still available on our 2:00 pm departure from Glenmark. These can be purchased on a first-come-first-served basis from the Glenmark Station Ticket Office. This photograph from the very talented Nathn Trethowen of Waipara beautifully captures the action of the Night Train - Nathn has a great talent and captures some magnificent scenes in the Waipara Valley, and he certainly didn't disappoint this time!

DIESEL TRACTION GROUP

From Facebook.

Major progress being undertaken on DE 1429 at Waipara during the last couple of weekends. The loco is seen doing work train duties up the Weka Pass Railway, tipping some soil along the line, the engine room compartments were then cleaned in preparation for painting. Yesterday saw the loco receive primer coats on the motor and interior doors, including a door repair being completed, before a coat of palace grey was started on later in the afternoon.



FUTURE MAINLINE EXCURSIONS

This feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all are covered from newsletters and web sites but if any members have excursion plans please send them to Journal at scottosmond54@gmail.com.

Glenbrook Vintage Railway

GVR are running several three-day package tours from Pukekohe to the Ruapehu area with various options for two-night stays and tours.

Departures are scheduled for 9 July, 13 August, 10 September.

More details at <https://www.gvr.org.nz/trips-events/ruapehu>.

Steam Incorporated

| | |
|---------------------|---------------------------|
| 12 September 2021 | Daffodil Express. |
| 17 October 2021 | Heartland Flyer. |
| Early December 2021 | Grand Circle Rail Cruise. |

Gisborne City Vintage Railway

Gisborne to Muriwai
24 October 2021

Feilding & Districts Steam Rail Society Inc

| | |
|----------------|--------------------------------|
| 17 July 2021 | Round The Block to Wellington. |
| 3 October 2021 | Round The Block to Wellington. |

All trips Kiwirail "Capital Connection" carriages and locomotives.

Pahiatua Railcar Society

| | |
|------------------|---|
| 24 December 2021 | Tangiwai Memorial Excursion. Palmerston North to Tangiwai return. |
|------------------|---|

All trips on RM31.

PICTURE OF THE MONTH



The 2021 FRONZ Conference Group Photo with Wa 165 nosing its way in on the left. Photo: D.L.A. Turner, 6 June 2021.

***** FRONZ CONFERENCE GISBORNE *****
 ***** 3—6 JUNE 2021 *****

FRONZ JOURNAL # 212
WAS PUBLISHED ON 26 JUNE 2021
 CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT