



JOURNAL

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

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FRONZ UPDATE

The FRONZ Executive met by ZOOM this month. Items discussed included:

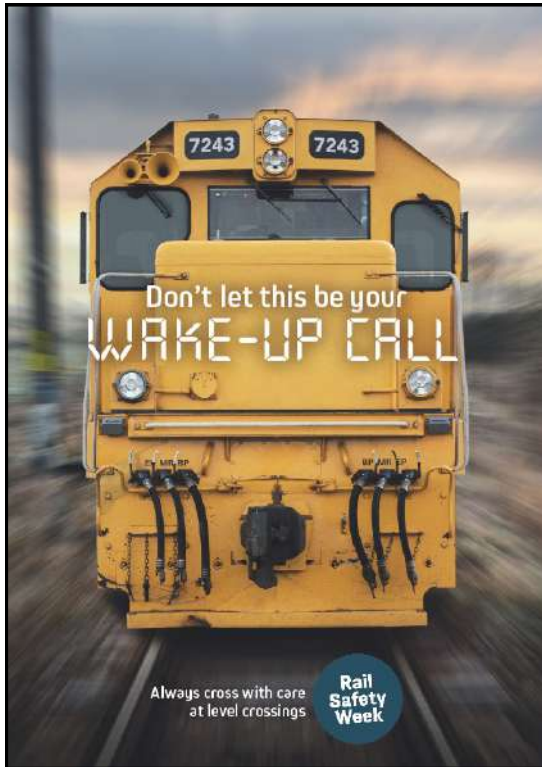
- Heritage Technical Committee update presented by Chairman Mike Anderson. HTC is exploring the calculation of the Network Heritage Sector's carbon footprint and how to manage the issue by taking a lead rather than reacting to events after they occur.
- There have been no recent meetings with Government and other agencies, but some are scheduled in the next month.
- Following discussions at conference, FRONZ worked with Waka Kotahi/NZTA to schedule a ZOOM meeting on 22 July, about audits for non-mainline licence holders. This was well attended by over 20 members and provided an opportunity to learn more about safety audits, and how to be better prepared for them. A really helpful opportunity to streamline the audit process and reduce the cost to our groups. Post-meeting feedback generally positive.
- Planning for the 2023 FRONZ Conference in Invercargill from 3-5 June is being advanced with plenty of interest in this our first conference in Invercargill.
- FRONZ is launching the new 'The Reclaim', an online 'Marketplace' to Buy, Sell, Trade items for and by our members, also ask for help, assistance, and advice from other FRONZ member organisations.

RAIL SAFETY WEEK 9 AUGUST – SEE PAGE 2



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

RAIL SAFETY WEEK 2021



Rail Safety Week this year launches on 9 August, with a new campaign reminding motorists about safety at level crossings.



The campaign will be a "Wake Up Call" following new research that has shown that most vehicle train collisions happen in the mornings, and in provincial/rural areas.

TrackSAFE and KiwiRail have new posters and fliers for any FRONZ organisations that would like to support the new campaign.

Please email Tracksafe@tracksafe.co.nz if you want any safety information posted out.

Please also keep an eye on the [TrackSAFE NZ Facebook page](#) and we encourage FRONZ members to share any safety posts with your members and supporters.

Thanks for the support!

Megan Drayton, Foundation Manager
tracksafe.co.nz

WAKA KOTAHI SAFETY PERFORMANCE REPORT REMINDER

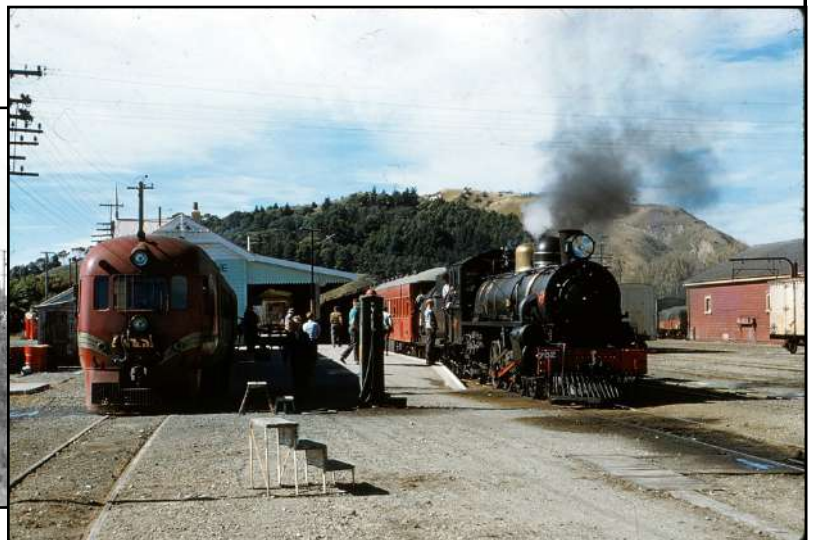
By now, all rail licence holders will have received a request from Waka Kotahi NZ Transport Agency to complete the annual Safety Performance Report. This is part of your licence, and you need submit this report no later than 15 August, capturing your information from the 2020-21 year. The information provided from the Safety Performance Report allows us to accurately and fairly calculate your organisation's Annual Licence Charge and is also one of the few surveys in New Zealand of the entire rail industry. The data is invaluable in helping us communicate the importance of the Tourist and Heritage rail industry to the rest of Government.



Please email us at railregulator@nzta.govt.nz if you have not received your invitation to submit your report or have ideas for what we should include in the future. We can only require information relevant to rail safety, but we are always interested in how we can use our role to support the rail industry. Thank you to those who have already submitted this year's Safety Performance Report, and for those outstanding please remember the 15 August due date.

GISBORNE MEMORIES

Following our Gisborne conference several interesting historical images have been received from an internet group run by John Agnew. A good opportunity to see how vibrant this location was.



Above Left: AB735 Train 969 ex Motuhora
5.3.1954. Right: AB702 on an NZRLS Excursion
with Drewry railcar RM 2. Apr 1961

OBITUARIES

ROY SINCLAIR



Well known writer, journalist, photographer and former Christchurch Tram Driver, Roy Sinclair, passed away on 29 June.

Roy was the writer of several rail books including "Spirit of Steam" and "Rail; The Great New Zealand Adventure".

Photo: Roy Sinclair on a Ferrymead tram. Photo: D.L.A. Turner.

JOHN ST. JULIAN

John "Skippy" St. Julian passed away on Wednesday 14 July.

John was born in Randwick, New South Wales on 19 June 1944. It was in Sydney that John's two lifelong loves developed: Engineering and Steam Trains.

Upon moving to New Zealand for work in 1972, he joined the Canterbury branch of the New Zealand Railway and Locomotive Society and gained his Locomotive Enginedriver's certification. In 1978 John transferred to Auckland and joined the Glenbrook Vintage Railway.

John was a phenomenally talented and innovative engineer. He was an amazing teacher, mentor and leader within our organisation and will sincerely be missed. He helped to modernise our GVR culture, brought commercial expertise at a governance level but it was ultimately his empathetic, kind nature and positive attitude that drew everyone to him.

John leaves a lasting legacy at the GVR with his huge engineering aptitude and his lead on many significant projects.

From Railway Enthusiasts Society.

Photo: John St. Julian (Skippy) at work on the Glenbrook Vintage Railway. Photo: D.L.A. Turner.



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

STEAM SCENE

Nice to hear from Andrew Wilson who has sent these pictures in from recent activities.



Left: The A team in Action, Alf, Connie and Andrew Wilson, Queens Birthday running day. Above: Price E being prepared for boiler inspection. Right: Fowler running into the Station during our May Night run, over 600 passengers that night.



NATIONAL RAILWAY MUSEUM

From June Newsletter

The National Railway Museum's Annual General Meeting was held on Thursday 24 June. For the first time in our history members televideo'd in using Google Meetings software, a process that proved highly successful.

Following the AGM, your committee now comprises the following people:

President: Alan Spooner

Vice President: John Mackenzie

Secretary: Kevin Prince

Treasurer: Brian Wheatley

Members: Bruce Shalders, Gordon Bartram, Marie Griffiths, Murray King, Peter Ross.

From The President

We certainly picked a great time to start on our "Temporary" Museum in the Albert Hall Building, with Lock downs, Social Distancing and the like. To date the project is making slow progress hampered mainly by the lack of a sizable workforce.

We are on site at Albert Hall every Saturday 1.00 to 5.00pm and welcome any help members can offer, please come down and lend a hand. There is a whole museum to create, so there is sure to be something that will match your skills.

The focus has been on creating usable areas within the building for storage and sorting of artefacts and cataloguing and storing of archives.

You may have noticed that our face book page has recently being updated with photos from our Archive. Not only is this creating discussion on the page, but it has prompted an increase in inquires to the Museum about NZR history.

NRM Shop

The NRM shop stocks a wide range of New Zealand railway and road services books and DVDs, and collectible and souvenir items. Our shop is located at Moorhouse Station at Ferrymead Heritage Park and is open on most train running days; or visit our website [here](#) to check out our range.

REEFTON HISTORIC TRUST

From "Quartzopolis Times"

We have achieved a pathway to selling the Railway House and hopefully selling this to remove our debt burden.

We have been funded to finish the re-pile of the Railway Station and some other weather tightness works, including materials for the necessary window repairs.

Our second grant focus needs to be Lotteries Heritage for our Engine Shed. If we can get this one right, then we will replace the roof cladding and weatherproof the building as well as finish off the windows and smoke chute, all key elements not completed during the first round of restoration.

The Trust is very grateful to MITRE 10 in Westport for the donation of \$4000 of materials towards this project. There is still a lot more work to be done on this including new window frames and sills, new louvre in the apex, painting.

Then our grand finale hopefully will be restoring the Fairlie Engine and having it operating out of the shed.

Diesel Locomotive TR 161

This is ongoing as the list of work needed is quite involved, but the team is making head way with each item. Some of things that have been done so far; cab repairs nearly finished, re-installing the bonnet and other items that have been taken off over the years, getting the loco to start, on- going maintenance jobs to be done for compliance.

Engine Shed

Ongoing maintenance of building but awaiting some major funding to repair storm damage to the roof.

Other projects include the Bridge Sleeper replacement crane and NZR Coaling Crane. EX Dunedin



steam depot

Station photos taken by Andrew Mckenzie.



BAY OF ISLANDS VINTAGE RAILWAY

Kauri has landed! DSA273 to be known as Kauri, has been kindly donated to BOIVRT by Fonterra arrived in beautiful, but chilly, weather in Kawakawa on 1 April.

She was hoisted up and off the low loader by a massive crane, and carefully placed on BOIVR tracks at about 10am. What a beautiful loco!

Checks will be made, and our driver's familiarised with Kauri's controls and very soon she will be taking a turn at hauling our passenger trains.



FEILDING AND DISTRICT STEAM RAIL

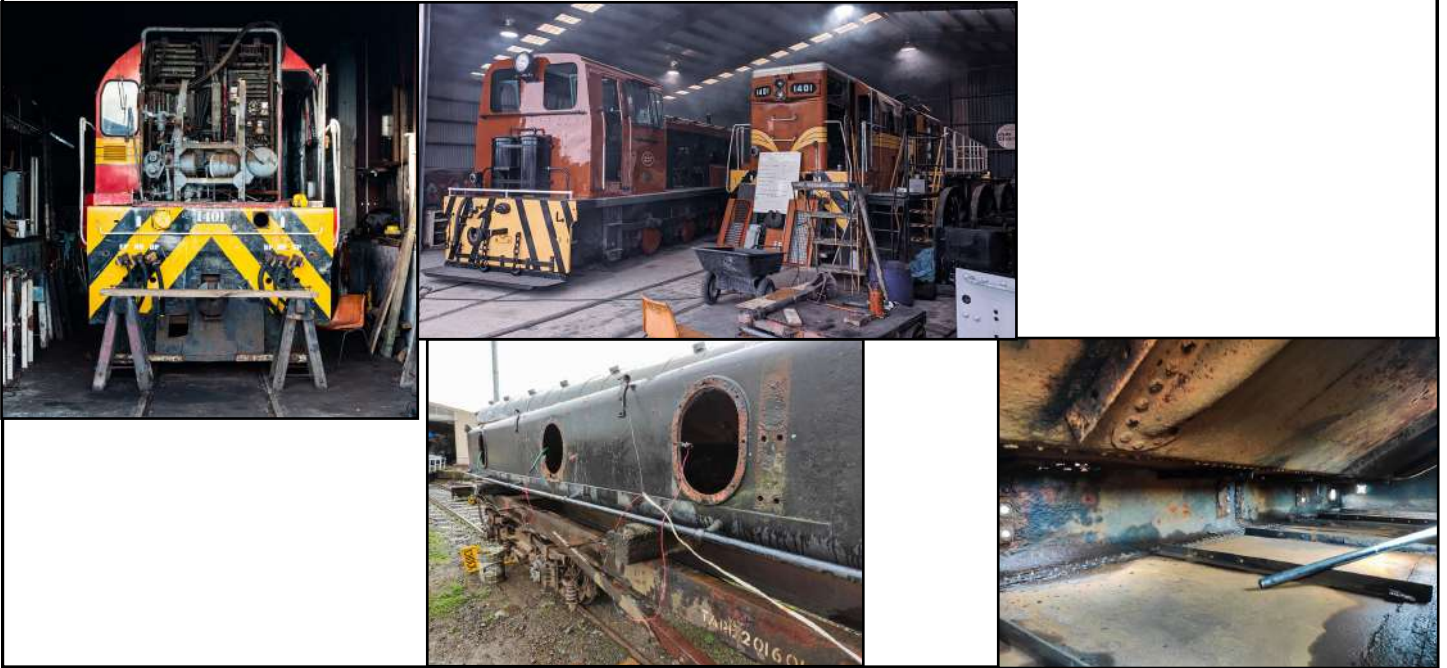
From "Letting Off Steam"

Welding work on WAB 794 is progressing so hopefully re-assembly won't be too far from commencing. Work on DA401 has begun in earnest with the front hood being removed. This has started to reveal a number of areas where action is going to be required and Steve Brown and his team have plenty to do. DSA 227 has only got a number of small jobs left to be done and should soon be back in daily use.

The water tanks on WAB 794, over the years since being brought back in service in the 1990's, have accumulated a fair amount of rust even though some internal parts of the side tanks had received protection most of that protection is no longer effective. Some panels had holes rusted through.

It was on advice from Robert, one of our members, that an economical way to remove rust was by electrolysis. Electrolysis is created by immersing the object to be treated for rust in a chemical solution known as an electrolyte. A negative conductor is attached to the article being the cathode and a second piece of iron being the anode is suspended in the electrolyte which has a positive conductor attached to it. Then an electrical current of a few amperes is connected. The current passing through the electrolyte between the anodes causes the rust to dissolve and leave the primary object.

Both tube plates have now been repaired and are free of cracks and have been tested and passed an MPI test.



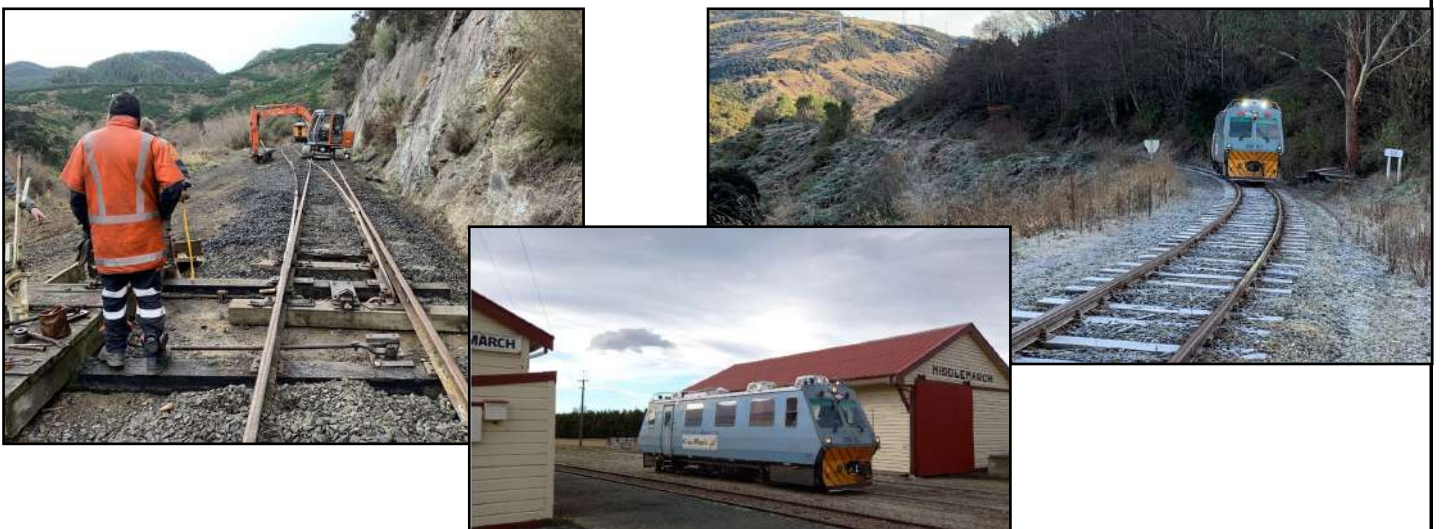
DUNEDIN RAILWAYS

From Facebook

The No.1 Turnout at Parera has been reinstated. The Turnout was removed when it was damaged in 2018, with Parera only used as a siding since then. The Turnout was rebuilt before Covid and has been sitting lineside for some time.

Though there is still some commissioning to go; getting the loop back in action will provide additional opportunities for DRL going forward.

Great to see KiwiRail's EM80 Track measuring car back up the Gorge. A successful run through and promising results.



WELLINGTON TRAMWAY MUSEUM

From "Tramlines".

Progress on our lease renewal.

On June 8 the Greater Wellington Regional Council (GWRC) opened the statutory 2-week public consultation on the renewal of our lease at Queen Elizabeth Park1. Our application was lodged some months ago. It received favourable comment from GWRC leading up to the full Council decision on 27th May to grant us a further 30-year lease and to proceed to the public consultation phase required under the Reserves Act and the Conservation Act.

The public consultation phase has now closed, and we have just been advised that all submissions were in favour. The next stage is a further report by GWRC officers back to the Council and then to negotiate any fine details. Our approach is to achieve continuation of the terms of the previous (1985) lease.

CURRENT PROJECTS

Combination Tram No. 17:

(Body conservation & restoration, plus reconstructed trucks, rewiring & complete replacement of mechanical and electrical equipment)

Well advanced. The tram is in the WTM workshop.

Double-saloon Tram No.207

(Restoration of complete tram)

Work has commenced: The tram body and chassis are in Auckland for structural repairs. Its trucks are in the WTM's workshop for overhaul.

New Amenities, Library & Archives Building

A dismantled 10m x 6m steel-framed building is stored at Museum. Planning continues.

Workshop and Storage Improvements:

(This comprises removal of shelving & stores from workshop to storage building and an improved woodworking setup in the workshop).

Work is progressing well. New shelving has been constructed in the storage building and stores shifted from workshop.

Prepare solid state rectifier:

This is towards eventual replacement of the current mercury arc rectifier system and upgrading the trams' power supply. Work has just commenced in the WTM workshop.

Track Projects:

Re-sleepering: Materials being purchased.

Trams used, and kilometres run. During year ended 30 June 2021 the main trams used were double saloon 159, plus Fiducia trams 239 and 260. Double saloon 151 was held in reserve and available if required. Total mileage run by all trams was 4382km.



This 1950's view shows tram No.207 on a Seatoun service loading passengers in Manners Street. No.207 will proceed straight ahead to Courtenay Place, thence via the Basin Reserve and Newtown (Constable Street), Kilbirnie and Strathmore; the tracks curving off to tram 207's right went up Cuba Street. The Seatoun route closed on the 3rd of May 1958. Photo: Rod McGovern (Graham Stewart collection)

OAMARU STEAM AND RAIL

From "Oamaru Today".

On 25 July, Oamaru Steam and Rail crew officially unveiled the "HUSKY" nameplate on their 1962 loco, signalling the completion of the restoration project. The locomotive was used as a freezing works shunter at various locations during its previous life. They celebrated with kids riding free with an adult for the first two trips around the harbour. We are so lucky to have such a dedicated and devoted team running such a spectacular town icon. The sheer scale of the work involved with the maintenance of the tracks, locomotives and planning is a credit to the volunteers. Well done and keep up the good work! you are truly appreciated.

Photo: John Paul & Harry Andrew with the newly restored locomotive.



WAITARA RAILWAY PRESERVATION SOCIETY

The station building at Waitara Road had a spruce up over the last days of summer 2021, with most of our volunteers getting stuck in at some time.

In keeping with the era of the building - formerly at Tahora on the SOL until 2003 - the old signs were re-constructed in hand-painted lettering by Creative Quarters of New Plymouth.



PLEASANT POINT RAILWAY

From Facebook

Pleasant Point lost an iconic landmark recently, with the demolition of St Mary's Church, a feature of many photos throughout the Fairlie branch line's life.

The church was opened in 1889 but was closed in 2011 after sustaining major damage in the Canterbury earthquakes.

The original church cost £750, and the tower, clock and bells were added later.

Right: Flashback to November 8, 2008, and Ab 699 and RM4 wait outside Pleasant Point station.. Below: Demolition in progress.



GLENBROOK VINTAGE RAILWAY

From "Stuff"

At 111-years-old it's not often you get gifted another name to use, but that's what happen to the Ww 480 steam engine being named Tāiki by the local iwi of Waiuku to celebrate at Matariki time.

Ngāti Te Ata and the Glenbrook Vintage Railway have teamed up to celebrate Te Mātahi o Te Tau (the Māori New Year) differently with Waiuku iwi ancestral names to remember the history of the area.

The names, Tāiki is a famous tupuna of Ngāti Te Ata, and Te Tuhion-orangi is a historic pā site at the mouth of the Manukau Harbour.

Roimata Minhinnick, rangatira of Te Kōpū Ora, Ngāti Te Ata says "when we were approached by Tim from GVR last year, it was clear that we had similar thoughts about a more socially cohesive community. From that the first cuppa coffee hui, Tāiki the Steam Engine and the Tuhionorangi Express were ideas we both got excited about bringing to fruition."

Minhinnick says, the inspiration for the locomotive came from Tāiki the ancestor who was first named Te Horetā, "a grandson of Te Ata-i-Rehia, the founding ancestress of Ngāti Te Ata."

After the mihi whakatau (welcome ceremony) for Tāiki, the community got to enjoy the day and night with Tāiki and the Matariki events.

"We're hoping Tāiki will normalise te reo Māori throughout our communities and increase understanding and use of the language in a very public and joyful way."

Glenbrook Vintage Railway, general manager, Tim Kerwin says "we've had a long time relationship with Ngāti Te Ata since we started running steam trains here from the 1970s."

"I'm very proud of this exciting and growing relationship we share with our local iwi."

Kerwin says "we had named some of our carriages in the past after leading waka like Tainui, Mātaatua, and Aotea but felt times had moved on for our country."

"Education is a big focus on what we do at GVR, educating our country on Māori connections to railway history is a common and shared kōrero to cement our partnership with Ngāti Te Ata."

We wanted to do more than using te reo Māori me ōna tikanga in a tokenised way, we wanted to re-invigorate our relationship, for us and the wider Franklin communities" he says.



Photo: Stuff.



Photo: Finn O'Regan

LUMSDEN HERITAGE TRUST

From Facebook.

On 21 July carriage A199 was transported to the Lumsden Railway Precinct.

Wayne Tuffley & his team from Southland Machine Hire Services. Gerry Wilson & his crew from Smith Cranes – Invercargill, and of course Clark McCarthy and Gary Hodson from Dunedin.

After a few challenges created by the track building team at the station A199 was carefully lowered onto her new bogies ex Ocean Beach Railway.

Very exciting to get A199 into Lumsden where we now can get her undercover and continue to apply the finishing touches such as windows, platform, handrails and information panels.

Thanks to all those who have been involved at the coal face of this project especially Gordon Laurence and those who work extremely hard quietly in the background such

Rob & Jane Scott, Bruce Shalders and Robin Keach. Also of course the Funding Agencies without which we just wouldn't be able to achieve the goals set by the Trust.

We look forward to having an opening of the information centre in the near future.



WHANGANUI TRAMWAYS

From Facebook

On 23 June, preparations were underway that saw the removal of the old asphalt and loose chip surface from our tram shed yard. A week later, the concrete trucks were arriving and the contractors were undertaking the finishing touches. The new work complements the riverside precinct and will provide a smarter surface from which our passengers can board the tramcar from. This part of downtown Whanganui has been enhanced recently with new toilets, a timber feature wall next to the tramshed and planter boxes to help define the rail corridor.

On 11 July, our riverside heritage tramway was operating again with tramcar No' 12 being able to use the new concrete yard. Our line had been closed for three weeks as work had been underway to prepare the site and lay the concrete. The new surface looks very smart!

At the Waimarie Centre end of our line, the old petrol bowser station has been demolished and the site is to be sown into grass until plans are put forward as to what to do with the section.

One day in the future our line will be extended from here, most likely linking into Whanganui's Old Town Zone.



GOLDFIELDS RAILWAY

From Facebook

DBM Contracting, together with assistance from the Goldfields yard team of the 3 J's (Jucey, Joseph, and Josh) have spent some time replacing sleepers, upgrading drainage, and correcting gauge faults at the second farm crossing just before Queen's Head bridge. The resulting work has now seen a smoother ride along this section of the track, both for the Loco drivers and passengers, and with the improvements in having a new timber crossing in place, the farmer, Dar-

ren, and his family of cows are now much happier, having a nice farm crossing to cross the rails, without the cows catching their hooves on the rails (no more broken nails for the cows!).



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

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 13 August, 10 September. Dates for October, November, and 2022 coming soon.

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

Steam Incorporated

12 September 2021	Daffodil Express.
17 October 2021	Heartland Flyer.
5 December 2021	Grand Circle Rail Cruise.
18,19 December 2021	Kapiti North Pole Express.

Gisborne City Vintage Railway

Gisborne to Muriwai
24 October 2021

Feilding & Districts Steam Rail Society Inc

18 September 2021	Taihape Spring Fling.
3 October 2021	Round The Block to Wellington.

All trips Kiwirail "Capital Connection" carriages and locomotives.

Pahiatua Railcar Society

4 Septemeber 2021	Manawatu Gorge Shuttles.
5 Septemeber 2021	"Fathers Day" Palmerston North—Opaki return.
24 December 2021	Tangiwai Memorial Excursion. Palmerston North to Tangiwai return.

All trips on RM31.

PICTURE OF THE MONTH



"Framed" - Da's 1431 & 1410 passing through Mataura, as they head South to Invercargill with the Great Southern Steam Tour, Train number J01, on Wednesday 28 April 2021. *Photo: Lauchlan Brady*

From a recent "Stuff" article on the fate of the Mataura Station. "

The Mataura Community Board has bought two sections in Nuffield St and plans to move the town's former Railway Station there.

The board may have to spend a further \$40,000 to meet the criteria to be able to apply for funding to restore the building once it has been relocated.

Community board chairman Alan Taylor was reluctant to say how much the board had paid for two sections, which were next to Queens Park."

***** FRONZ CONFERENCE INVERCARGILL *****
***** 3—6 JUNE 2022 *****

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