



JOURNAL

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FRONZ UPDATE

The FRONZ Executive will be meeting by ZOOM while we are in Covid Lockdowns. We will share appropriate information to members.

COVID RESURGENCE INFORMATION

Many readers will be aware that one of our members, Driving Creek Railway in Coromandel, was visited by the first Covid Case in the current resurgence. We contacted the General Manager, Neil Oppert to offer any support. As most of his staff were working on the day the Covid patient visited, these staff are now in self isolation for two weeks. He said it's now the quietest part of the year for Driving Creek so doesn't think they will lose that much money. They will get the wage subsidy for staff.

There are several options for Government assistance which members should be aware of.

Business support is detailed at the web site <https://www.business.govt.nz/covid-19/>

Financial support is detailed at <https://www.business.govt.nz/covid-19/financial-support-for-businesses/>

All operators will also have received a "Safer Rail Update" from Waka Kotahi regarding how the regulator will operate during the present lockdown.

We are aware that several FRONZ members have agreed to halt ALL of their activities until we return to Covid Level 1. Although some limited activities at Level 2 could take place, the wisdom of this decision is to ensure the ongoing safety of our own people, as well as customers, many of whom are older and at risk, is worth consideration.

FRONZ CONFERENCE 2022

Members will be aware we are planning our 2022 conference in Invercargill from Friday 3 to Monday 6 June. This is the first time the FRONZ conference has been held in Invercargill and as it seems the further south you get in New Zealand the more rail heritage and other attractions are available.



Along with several rail heritage activities including visiting our host group, Waimea Plains Railway in Mandeville, also Kingston Flyer and Lumsden Railway Station, one cannot visit Invercargill without visiting the world renowned Bill Richardson's Transport World and Motorcycle Mecca, let alone the Bert Munro motorcycle display and Hayes Hardware department store. So, if you are thinking about coming to Invercargill look at spending a couple of extra nights as we will be planning full activities on both the Friday and Monday which may preclude getting flights in and out in time on these days. It will also be Bluff oyster season for devotees of this great delicacy!

Our accommodation and conference venues are already arranged, and all details will be released early in 2022 for the opening of bookings from 1 April.

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

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

KINGSTON FLYER

Otago Daily Times. 15 July 2021.

The vintage Kingston Flyer is officially back on track.

The steam train's owners can now commercially operate on the 14km Kingston to Fairlight railway for the first time since the previous owner mothballed it in 2013.

The train, which dates back to the 1870s, took two tour groups earlier this year, however the Queenstown Lakes District Council resource consent, issued last Friday, allows public trips as well.

"This is a massive step forward," Kingston Flyer Ltd director Neville Simpson said.

"It has been the result of an incredible amount of work behind the scenes by some really committed people."

Mr Simpson, who started with the Flyer in 1983, said it would probably operate only for group bookings this summer, rather than run to a schedule.

However, if it was booked on a Saturday, "we would probably do a run for the public on the Sunday as the engine's still warm".

Whatever happens, Mr Simpson was keen for a special excursion on about December 20 to mark 50 years since the then government-owned New Zealand Railways first ran the Flyer as a tourist venture.

"It's just baby steps, but when we reach a milestone like this, it's something to celebrate.

"Bringing it back from the brink has been a huge task, and to be able to begin this summer has made it all worthwhile."

The Flyer will use its one operational locomotive, AB795, which first entered service in 1927. The other, AB778, launched in 1925, still needs "complete restoration".

The loco will haul four out of the Flyer's seven wooden carriages, providing capacity for about 150 passengers.

Three carriages had been restored so far and the fourth was halfway there, Mr Simpson said.

"We've still got quite a bit of track work to do, which hopefully in the next couple of months we get completed."

There's a pool of people keen to staff the train, who'll be put through training, as well as trained drivers standing by.

Mr Simpson dismissed suggestions it would not be economic because the previous owner, the late David Bryce, only ran it for two summers before mothballing it.

"The economics of it were actually going quite well ... David Bryce's health was a big factor."

The current owners bought the train and about 80 adjoining hectares in 2017 and refurbished the Fairlight railway terminus, adjoining the Mataura River.

Down the track, as the borders opened, Mr Simpson said they would look at running a regular service again — the consent allows up to six return trips between Monday and Friday and six at the weekend.

To mitigate the fire risk from sparks, the consent also specifies a light rail vehicle with a 400-litre water tank and pump follow the Flyer when the fire danger rating was at a "high" level or above.



Photo: Stephen Jaquiere

WAIMEA PLAINS RAILWAY

Otago Daily Times. 4 August 2021.

Mandeville could have a working 19th-century railway station if a feasibility study finds public support for the project.

The study has been commissioned by the Waimea Plains Railway Trust.

Chairman Colin Smith said group members planned to build a heritage rail precinct on the site which would include about 2.5km of rail track.

"It is based on what was actually happening here 140 years ago and it's something that the younger generation seem to be able to connect with," Mr Smith said.

Originally Mandeville was a station on the Gore to Lumsden Waimea line, which had been built privately by the Waimea Plains Railway Company in 1880.



Waimea Plains Railway Trust chairman Colin Smith wants to add to the attractions available there, which include the Croydon Aviation Heritage Centre. Photo: Got it in One Photography

The company's directors were also part of the New Zealand Agricultural Company that owned the land from Gore to beyond Garston.

The company planned to subdivide the land and sell it to farmers but there was no road.

"The railway was the key to the subdivisions being serviced."

In 1996, when the trust was formed, all that was left at Mandeville was a goods shed.

The trust was able to buy a Rogers locomotive, numbered K92, one of the four originally used on the line.

For the past 20 years, carriages, wagons and fixtures from the period from 1890 to 1910 had also been collected.

Now the trust needed money to finish the development and the study would help prove the viability of the two-stage project.

The first stage was to finish reconstructing the Dunedin building trust members had demolished to collect iron trusses that, among other items, dated back to 1876.

The second stage was to build the railway track.

At present the locomotive ran up and down about 400m of track, pulling two loaned carriages.

"We're able to operate the length of the yard but we're not going anywhere."

In the past two years people have been able to ride on the train during the summer months, which had been very popular, he said.

Gore District Arts and Heritage curator Jim Geddes said the Waimea Line was historically important to the pastoral development of the Waimea Plains.

"So it's a significant part of our heritage."

Given the public response to open days at Mandeville, there was interest in the project.

"The new Covid environment has demonstrated a big interest in New Zealanders re-connecting with their heritage, and domestic tourist numbers to niche activities and boutique experiences are growing."

TRAMWAY HISTORICAL SOCIETY

On Saturday, 31 July 2021, members of the Ferrymead-based Tramway Historical Society in Christchurch took part in a fire extinguisher training programme led and coached by Graeme Richardson and Murray Hobbs.



Coverage included different kinds of fire extinguishing methods (water, dry powder, carbon dioxide and foam) and reminders of which method is appropriate for what kind of fire.

The session concluded with members practising the use of dry-powder-type extinguishers, as carried on our trams, to put out a fire lit for the purpose in the traverser pit between the tram barns at Ferrymead.



Kitson Steam Tram #7's replacement boiler is nearly ready for its "dry" inspection by a boiler inspector later this month (August).

Chief restorer, Alex Hunter (left) explains progress to Larry Day, Jonathan Day and Ken Henderson. The boiler is currently positioned in the Tramway Historical Society's barn #2, on road #1, the "pit road" that allows access from underneath. Christchurch Double Decker 26 is in the background.

Photos and text: D.L.A. Turner.



CANTERBURY RAILWAY SOCIETY

From "Branchlines".

Right: The Diesel Traction Group is lending the CRS a helping hand during August and September, as both F13 and D140 are awaiting inspections. F13 for an annual boiler inspection and D140 for a dry inspection after the final stage of its rebuild is completed. 1st August 2021. Photo: Wayne McClintock.



Left: D140 with LED light fitted in its headlamp. 27th July 2021. Photo: Peter Jenkinson.



Right: F13 while being prepared for its boiler inspection. 31st July 2021. Photo: Peter Jenkinson.

BUSH TRAMWAY CLUB

From "Pukemiro Junction".

LOCOMOTIVES

Peckett: This loco continues to run very well. It handles the run between the Junction & the Rotowaro end of the line very well.

Tr 105: Maarten has been working on the new air-brake system so this loco can control the carriage brakes.

Tr 112: The Club now has 3 Price built Tr locos. This latest one was donated by a Club member & it was last used by Kiwirail in 2019. It is still on Kiwirail property at Westfield loco depot.

Heisler: Work on this loco continues. Work on the boiler is progressing. The holes in the boiler where the crown stays were screwed into were recently checked ultrasonically for cracks, none were found.

Climax 1650: Work continues on this loco at John Pitcorns' Te Kuiti workshop.

Right: The Climax approaches completion in Te Kuiti. Photo: C. Mann.



STEAMRAIL WANGANUI

From Aug-Oct Newsletter.

Over Queens Birthday Weekend SteamRail ran another two enjoyable days. The first day the, 6 June, was a Public open day offering once again Motor trolley rides. This day was well attended by the Public who all enjoyed their rides. A big thank you to members who helped. The next day we had a member's fun day. We took the opportunity to give the Baby Price a run and move some of the rollingstock to free up the bearings etc. *Photos by Blair Jordan and Kylie Jordan.*



22-24 January 2021. Wanganui Vintage Weekend.

SRW will be Open to Public on all 3 days of this long weekend, with Jigger Rides on the Sunday & Monday, (note at this stage there are no visiting train excursions, hence why we plan to give rides on the Sunday too, this may be subject to change).

NEW ZEALAND RAILWAY & LOCOMOTIVE SOCIETY

From "Turntable".

It was with sorrow that on Thursday 3 June several Society members came together at the funeral of Mark Cole, who died the previous week. Mark was a very loyal member of our Society, having served in various management positions for over 55 years. Mark has left large legacies to the Society, both in the form of his large photograph collection and also a major financial contribution from his estate. We will all miss Mark.

In April, through our website, we received a request from the Ottawa Valley Associated Railroaders in Canada to address that group by Zoom on railways in New Zealand. On Wednesday 9 June President Graeme Carter presented an illustrated talk to some 60 members of that group. There was a lot of interest in the talk with many members having visited New Zealand there were several questions about rail in New Zealand. The Society has gained some international recognition from this meeting.

A reminder that our Society's archive at 1a North Street, Petone, is open for business on three days per week, these being Monday, Wednesday and Saturday, with the hours being from 9.30 am until 2.30 pm.

WAITARA RAILWAY PRESERVATION SOCIETY

New Locomotive: John Churchouse has bought TR1026 from Kiwirail and will restore it and run it on our line once it has been transported from Auckland. This will happen in the next few weeks. Once the loco is certified by NZTA, the Society will have the use of it for general use, including public runs, excursions etc. This TR is a 6-wheel dual-control cab model, built by A & G Price, and entered service with Pacific Steel in 1969. John is paying for the relocation to Waitara and would appreciate any help with this cost. This can be done by any member who wishes to help by making a donation to the Society, which will be tax-deductible.

Dsc 2257 and Z wagon: These are to be relocated from Smart Road Yard very soon, by a hook-and-tow arrangement with Kiwirail. John Churchouse has secured funding from the Rail Heritage Trust to cover the costs.

Waitotara Station Building: Currently in the Waverley Station yard, this historic building will be relocated to Brixton, following a grant from Toi Foundation (formerly TSB Community Trust). It will be repaired, restored, and become a useful addition to our storage space.

Lepperton Yard: This weekend will see the final obligation to Kiwirail met, with the severance of our two sidings with the KR loop and main lines at the southern end of the yard. We will still have a connection to the KR network at the northern end.

As well . . .

Portland 11 is almost ready to enter service, with a lot of testing and tuning going on. Just the paperwork to go.

Carriage A56536 is undergoing some interior updates, with the carpet at both ends replaced, and the vinyl floor being patched to keep it uniform. The tables are being re-varnished, and the servery has been removed, to be replaced with seats.

Ballast wagon YH477 is now operational and will become a useful addition to the track team's work train.

WEKA PASS RAILWAY

Due to the heavy snowfall in early August, we saw a Winter Wonderland at Weka Pass Railway.



Photos above: Craig Baikie.

Photo Left: Hunter Macdonald.

OAMARU STEAM & RAIL

From Facebook Waitaki District Council

Full Steam Ahead for Dion

From a lad who wouldn't say 'boo' to a goose, Dion Voyce has really come out of his shell, thanks to the "talk about everything and anything" policy of Oamaru Steam and Rail, where he spent a year while with Workbridge, getting ready to enter the workforce and learning all things trains. Harry Andrew describes the verbal free-for-all: "The team talk about everything ... life experience ... there's no subject that's taboo." Dion is still involved every Saturday and with a couple of maths loving ex-schoolteachers on the Steam team there's often a bit of Pythagoras at smoko. Not sure about the three sides of a right-angled triangle, but Dion is in a much more social frame, helping him slot into his new job at North Otago Motor Group, where he has been working for three weeks now.

"The support and growth he has experienced is a great example of how it takes a community to engage a young person with work," said Sandra Familton of Workbridge. "We knew Oamaru Steam and Rail would be good for him and we are very thankful and drop off the odd morning tea."

Workbridge stay on the scene, offering post-placement pastoral care, while the Mayors Taskforce for Jobs helps fund Dion's training and any equipment he might need.

North Otago Motor Group's Peter Robinson has been keeping an eye on his progress. "I'm impressed with his work ethic," he says. "He's never idle, gets on with everybody, slots in really well and turns up every day. Dion has just got his Restricted. "Now we just need to teach him how to drive a manual so he can shift them."



GISBORNE CITY VINTAGE RAILWAY

The Winter maintenance programme on Wa165 is continuing. The sacrificial anodes, fusible plugs and bushes in the firebox have been changed. The boiler has been washed out and the decision made that the firebricks will last another season. The wooden cab floor has been lifted and the metal floor repainted, along with the coal bunker.

Work is also continuing on DSC2759 with the intention of getting it ready for operational work before the end of the year. The radio wiring is now complete. Joe Campbell has built a 72volt charger to keep the 11 batteries in the DSC charged while the DSC is not being used. (And, correct, he is NOT interested in starting a battery charger building business!) The driving seats have been recovered and the pedestals painted, amongst other "tidying-up" work that has been done in the cab. The next major item is to overhaul the triple valves and brake cylinders.



Cleaning AL56129.

All the passenger cars and Wa165 have been independently inspected by Alastair Maciver.

Planning is under way for the 2021/2022 operating season. A huge question mark remains (at the time of writing) over the cruise ships which are "scheduled" to visit Gisborne. These have been a major source of income in the past - income which has been sorely missed since the 2020 Level 4 lockdown. We are grateful to all of those NZ-based visitors to Gisborne who have filled our public excursions during our last operating season and hope that we will continue to have their support during the coming season.

Check our website www.gcvr.org.nz for our updated 2021/2022 operating season details as they become available.

Left: Battery charger for DSC2759. Right: Wa165 sitting on a different road.



FEILDING STEAM RAIL

It has been an exciting few weeks at Feilding Steam Rail since our last report. The boiler patch welding on WAB794 has been completed and this vehicle is entering the next stages of its restoration. The installation of the boiler tubes has begun, after a test fit all the tubes were trimmed by a few millimetres and are now being installed.

Earlier this month after numerous static tests DSA227 was ready for its final load test before entering service. The train, assembled of RB651, UC191 and FM226 ran load and brake tests on DSA227 out in our yard, the results were good and this vehicle has now entered operational service in our yard. This project's conclusion has been the result of hard work and dedication from our diesel team.

The focus has now moved to the overhaul of TR701, with the bonnets being removed and engine disassembly started. The overhaul of DA1401 is moving along currently with some paint and rust stripping in the nose and the cab.

On the excursion front we are preparing for our next trip; Taihape "Spring Fling" on September 18. This is the beginning of a series of spring and summer trips, keep an eye on our website steamrail.org.nz for upcoming trips and events."



Above Left: DSA227 Project Manager Ross Unwin (left), and Head Driver John Tremain (right) during the load test in our yard.

Above Right: DSA227 doing some end of day shunting in the yard after a hard day's work. Loco Shed No.1 road (left) awaiting ballast before completion.

Left: The six cylinder heads, fuel injection system and piston No1 from TR701 after removal.

PLEASANT POINT RAILWAY

The track gang have been busy again, mainly on 2 sites – outside the Keanes Crossing workshop window area, replacing and installing 4 long plastic railway track sleepers, they were ones recently purchased from KiwiRail in Christchurch. Up at the Pleasant Point Railway station, a section of track, the main line and the loop, between the station and the signal box has been lifted and ballast and sleepers are being replaced. A Correction Department gang has been out, once more helping us here.



Bill noble in charge of our track gang took after yesterday's working bee up at the Pleasant Point railway station. The railway track in front of the station is the only part of the Fairlie branch line that is still in use. the rest of our track has come from many sources. The veranda railway line that supports over the station platform are also part of the track the train ran over. Photos: Bryan Blanchard.

TRAMWAY HISTORICAL SOCIETY

From "Tram Tracts"

The Trolley Bus group has continued to work in and around the Trolley Bus shed and is making progress there.

In the tram barn workshop itself, there has been good progress on Christchurch Hills Car 24, Mornington Grip Car 103 and Kitson Steam Tram 7.

We are delighted to report that the long awaited extension of the tramway from its present Manchester/High Street terminus is finally going to get under way. Following the hearing of submissions to the Long-Term Plan on May 12 at which both Christchurch Tramway Ltd. (Sue Sullivan, Chief Executive) and the Tramway Historical Society (Dave Hinman, Secretary) appeared and presented, the Council announced that the extension would be going ahead.



Above: The proposed tramway extension.



On 21 June the Council formally approved the 2021-2031 Long Term Plan, including the tram extension and thus removing the last obstacle to work getting under way. \$3.6m has been allowed for the tram, and \$5.7m for the High St upgrade. In addition to the High St work the budget allows for the installation of anti-terrorism bollards at the intersection of Oxford Terrace and Hereford Street, and this includes three retractable bollards across the tram corridor.

Left: Christchurch Hills Car #24. Photo: Stephen Taylor.

STEAM INCORPORATED

Dc4375 Update.

After arriving at Paekakariki in April some investigative and preparatory work has been performed on the loco for its future overhaul. This has included removal of the cab to access the cab floor remnants. These photos were taken in early August.



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.

With the present Covid situation this information can change very quickly. Check with operators before you travel.

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 10 September, 8 October, 19 November. Dates for 2022 coming soon.

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

Steam Incorporated

12 September 2021	Daffodil Express. Wellington—Carterton return.
17 October 2021	Heartland Flyer. Paekakariki-Woodville return.
5 December 2021	Grand Circle Rail Cruise. Paekakariki-Wellington via Wairarapa and Manawatu return.
18,19 December 2021	Kapiti North Pole Express.
30 January 2022	Summer Spiral to Raurimu.

Gisborne City Vintage Railway

Gisborne to Muriwai
24 October 2021

Feilding & Districts Steam Rail Society Inc

18 September 2021	Taihapa 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. CANCELLED DUE TO COVID
5 Septemeber 2021	"Fathers Day" Palmerston North—Opaki return. CANCELLED DUE TO COVID
24 December 2021	Tangiwai Memorial Excursion. Palmerston North to Tangiwai return.

All trips on RM31.

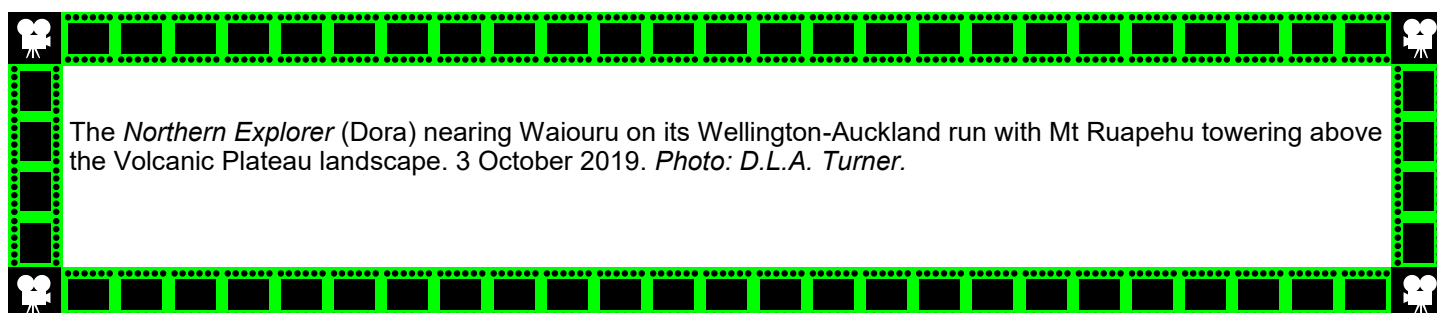
Dunedin Railways

No trips currently available.

PICTURE OF THE MONTH



D. L. A. Turner



***** FRONZ CONFERENCE INVERCARGILL *****
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