



JOURNAL

**OCT 2021
ISSUE # 216**

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :

PLEASE SEND CONTRIBUTIONS TO EDITOR BY E-MAIL : journaleditor@fronz.org.nz

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FRONZ UPDATE

The FRONZ Executive met in wellington on 16 Oct with others in lockdown joining by Zoom.

- Letters of thanks were to be sent to Todd Moyle and Sheena McGuire from Kiwirail (both senior officers who are leaving the roles that affect FRONZ); and Rob Martin, co-opted FRONZ Executive member who recently retired due to ill health.
- Heritage Technical Committee (HTC) nominations were considered to fill the vacancy due to the death of John St Julian. Michael Hobbs was appointed to this position.
- Emissions Project. There is no real way for heritage to reduce its emissions which means we will need to approach the Government to request an exemption. That will require evidence from an ISO-accredited organisation. An organisation has been approached who are willing to help with this. The work will be made available to both Mainline and Non-Mainline Heritage Operators within FRONZ.
- Update on government lobbying. FRONZ executive member Guy Wellwood, is developing a good relationship with a key contact at the Ministry of Transport.
Two other areas where FRONZ needs to engage with Government are working with the Ministry of Heritage and getting closer with the Climate Change Commission.
- NRSS11. The draft version of National Rail Safety System 11 has been completed and is circulating within KiwiRail. Engineering and the legal team have been involved in it as well as other departments.
- Member engagement. A Zoom meeting will be held at 7.30pm on Wednesday, November 17 to discuss the final report and learnings on the axle failure of Ab663.
- Rail User Charges. It was noted this has been on the radar for some time. MOT will charge KR \$53m a year on all freight operations. They are not going to charge KiwiRail for tourism or heritage.
- KiwiRail quarterly meeting update. Resource allocation/training of new crews was discussed. A lot of work had been put into it, using the information we got back from MHOs. FRONZ is very pleased with how this went and the progress that's been made. KiwiRail have shown real goodwill.
Another item discussed was infrastructure. Opening of lines to passenger trains was also discussed as well as replacement of Capital Connection and compatibility with Heritage stock.
Leases held by heritage organisations with KiwiRail. KR say it's a good idea if FRONZ can streamline the process around leases and FRONZ will survey members to get a list of leases.
- Waka Kotahi. An unofficial lunch meeting was recently held for FRONZ to meet new senior staff.

MEMBER ZOOM MEETING TO DISCUSS AXLE FAILURE REPORT

A Zoom meeting will be held at 7.30pm on Wednesday, November 17 to discuss the final report and learnings on the axle failure of Ab663.

Details will be circulated by FRONZ Secretary shortly.

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

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.

We are expecting to highlight the theme of climate change and how it will affect rail heritage operations. We are inviting speakers on alternative fuels as well as how organisations can best adapt to the requirements of impending climate change legislation and actual effects.

Along with several rail heritage activities including visiting our host group, Waimea Plains Railway in Mandeville, also Southern Steam Trust, Kingston Flyer and Lumsden Railway Station. One cannot visit Invercargill without visiting the world renown Bill Richardson's Transport World and Motorcycle Mecca, let alone the Bert Munro motorcycle display at Hayes Hardware department store. We are planning to see some of these attractions with a strictly numbered local tour on Friday 3 June and you will need to arrive on Thursday 2 June to join this as it will be a full day.

On Monday 6 June we plan to visit and ride the Kingston Flyer and Lumsden and will be back in Invercargill in time for Air NZ flights to Christchurch and other cities currently timetabled to depart at 1625 and 1815.

It will also be Bluff oyster season for devotees of this great delicacy! Not to mention that other great Southern Delicacy—"Cheese Rolls".....

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

WAKA KOTAHĪ SAFETY AUDIT INFORMATION



Here is a link to some very interesting information on safety audits of interest and particularly relevant to heritage rail operators.

<https://www.nzta.govt.nz/roads-and-rail/rail/operating-a-railway/assurance-and-internal-audit/>

LAUDER RAILWAY STATION

From Otago Daily Times, 9 October.

Today's opening of Lauder Station marks the end of a long journey for the small Central Otago community.

In a story of the little town that could, members of the small community of Lauder have worked for eight years to restore the town's railway station to its former glory.

The Lauder Station was closed in 1985 and the station buildings and goods shed were sold to private buyers.

The railway station building was moved on to private property and used as storage until Bruce and Esme Macdonald, having moved to Lauder in 2012, gave it back to the community with the intention of it being returned to its near-original site.

The building was relocated next to the Otago Central Rail Trail in 2013, and community fundraising efforts began.

Quiz nights, car boot, book and bulb sales, raffles and ukulele festivals were enlisted to raise funds, as well as grants from the Central Lakes Trust, NZ Lottery Grants and the Omakau Lions Club.

Restoration of the railway building is now complete and provision for ongoing management and maintenance is in place.

Lauder Beautification Society secretary and treasurer Esme Macdonald said she was looking forward to the official opening this afternoon.

"It will mark the end of a long journey for our community that has entailed not only a lot of hard work, but also lots of fun, and building of community relationships and teamwork," she said.



Some of the team behind the restoration of the Lauder Railway Station are (from left) Esme Macdonald, Vicki Ryalls, Bruce Macdonald, Gerald Patterson, Pam Harrex, Ralph Milne, Annie Hodge, Errol Harrex and Keith Naylor.

COTMA UPDATE

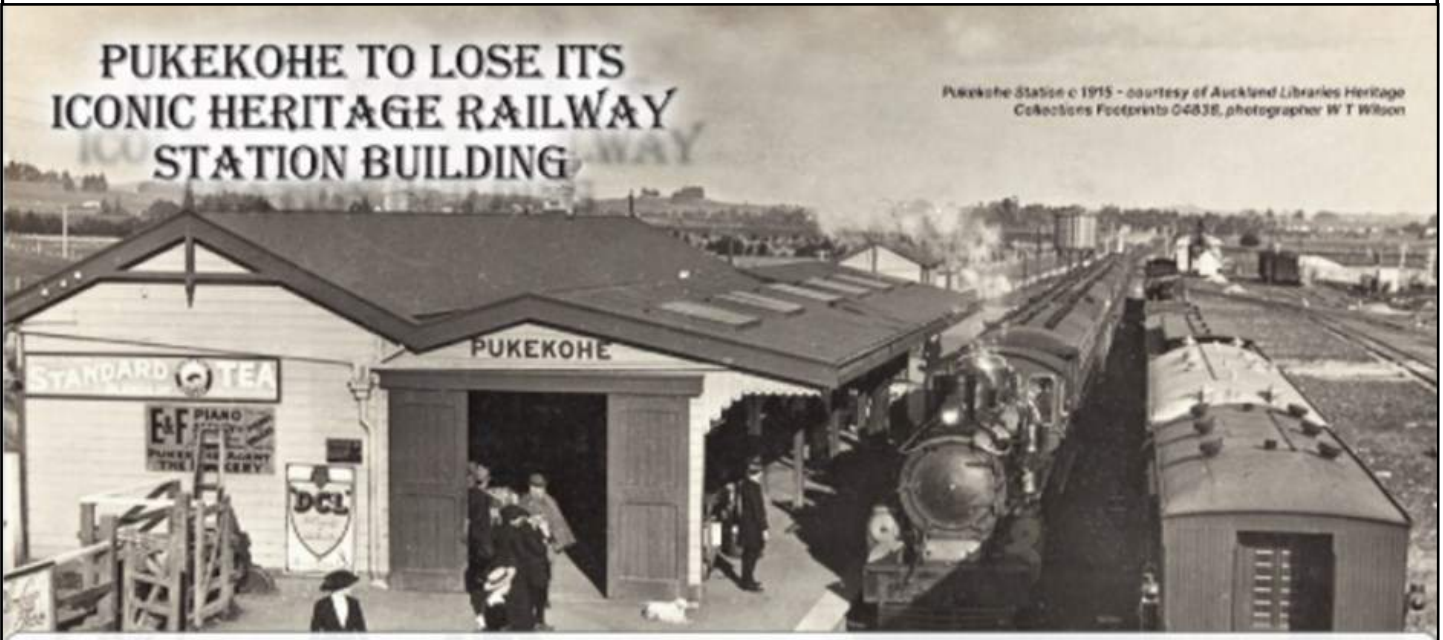
The 2021 conference of the Council of Tramway Museums of Australasia (COTMA) has been cancelled and the Annual General Meeting and the Conference General Meeting were held by Zoom on September 17. Ballarat have advised that they will not now host the conference in 2022 and it will go to MOTAT, but this will not be until 2023. Brisbane has agreed to host the 2025 conference.

PUKEKOHE RAILWAY STATION MOVING

From Franklin E-Local magazine.

**PUKEKOHE TO LOSE ITS
ICONIC HERITAGE RAILWAY
STATION BUILDING**

Pukekohe Station c 1915 - courtesy of Auckland Libraries Heritage Collections Footprints 04836, photographer W T Wilson



For over a decade Franklin's local historical societies have campaigned to save the station building but finally they have admitted defeat. The building will be lost to the district it has served for more than one hundred years. It was the oldest publicly accessible building in the town.

It became impossible to progress the plan for restoration and repurposing of the building without KiwiRail's assurance it could be returned to the railway area once the network upgrade and building of new staff operational facilities were complete.

KiwiRail insisted on the establishment of a sustainable funding stream to secure, maintain and insure the building in perpetuity before they would consider the idea of reinstating it in the railside area. Yet they were unable to give any indication if there would definitely be a place for the repurposed station in the new development.

"It's a catch 22 situation" said Eric Muir, President of the Franklin Historical Society, "obviously funders are not willing to support any project where the end result cannot be certain".

With no monetary support forthcoming from the Franklin Local Board / Auckland Council a small group of dedicated locals have been waging an uphill battle to keep the building within the railway yard environs. They rejected suggestions of relocating the station away from the town centre, as its heritage value would be diminished once removed from the railway.

"Pukekohe has already lost a significant number of its heritage buildings and it is very disappointing to see yet another lost" said Eric. "Those remaining will be at risk with the potential for redevelopment of four to eight stories in the business area."

The station will now be taken to Matangi, whose own railway station is long since gone. As part of a heritage village project, the station could be placed on the railway line that passes through the revamped Matangi Dairy Factory Site.

SS EARNSLAW NEEDS A NEW BOILER. HOW WILL IT BE FUELED?

From Otago Daily Times

Queenstown's historic steamship TSS Earnslaw could soon be going green.

The owner of the tourist excursion vessel has begun a feasibility study into replacing its coal-fired boilers with an environmentally friendly means of propulsion.

RealNZ chief executive Stephen England-Hall said the ship's original boilers would soon need replacing, which would be a "major and invasive piece of work" requiring the vessel to be out of the water for an extended time.

"That would be the obvious time to implement a carbon-neutral or carbon-zero solution," Mr England-Hall said.

"We will essentially look for a new source of heat to generate steam that replaces the coal."

Carbon-neutral options were wood pellets or bio-diesel fuel, while carbon-zero options were renewable hydrogen fuel, battery-electric or fully electric.

The technology required was continually advancing, and preserving the ship's authenticity made it a complex project. However, the aim was to keep the engine room fully operational and intact.

The company wanted to operate the vessel sustainably for the next 100 years, and had a responsibility to "weigh up every inch of her heritage value with our ambition to protect and preserve the places where we operate".

Earnslaw carries passengers across Lake Wakatipu from Queenstown to the Colonel's Homestead and Walter Peak High Country Farm.

It is the oldest coal-fired passenger-carrying steamship in the southern hemisphere.

To celebrate its 109th anniversary yesterday, it went for a special two-hour evening cruise down the north arm of the lake towards Glenorchy to a viewing point of Mt Earnslaw. *Photo: ODT Files.*



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

WAIMEA PLAINS RAILWAY

From Facebook

Finding the right person for the job is sometimes not easy.

Thanks to Nigel, K92 had some annual boiler maintenance done today. Getting ready for the summer season.

The opening is only 350mm across, and there is not much room in there.

Photos from Waimea Plains Railway Trustee Graham Miller



Work has started again on the 1894 Addington carriage A294. Good to see progress again after lock down's and a very cold and wet winter in Southland. Alan Ritchie, Keith Dodds and Colin Smith have spent a couple of days cutting and fitting the wooden beading around the windows. They have tacked the parts into place and when special nails arrive, the beads will be secured.

Colin has made a special tool to run the beading, sanded all the lengths and finished them off with an undercoat. Safe to say he has not been resting over the winter.



Pictures below of recent theft.

So disappointing to see this on the Kingston Flyer CarVan AF950 at Mandeville. The Royal Mail Plaque has been recently stolen from one side of this Carriage while on lease to Waimea Plains Railway.

As they are made of Cast



Iron - it's only value is to a Collector.

If you are able to provide any further information regarding this plaque, please contact Waimea Plains Railway or Kingston Flyer Ltd.

Someone will know something. Distinctive Kingston Flyer Green

If it is still in the area, please return to Croydon Aviation Heritage Centre. Leave at front door after hours if necessary.

LUMSDEN HERITAGE TRUST

From Facebook

Thanks to Jason Gordon Building the roof of carriage A199 is well on the way to being finished so took a punt today and masked the new celestial windows inside and out ready for undercoat and painting.

Barry and his team at Riversdale Joinery have done a fantastic job of the windows & frames as it wasn't an easy feat to get them fitted.



WAITARA RAILWAY SOCIETY

From Facebook.

Ballast wagon YH477 has now been restored to working condition, and has now been certified for use on our track. It was reclaimed from the side of the MNL, just south of Patea, in May last year, and brought to our depot at Brixton, Waitara. It will now be put to good use on our track extension at Lepperton.



BAY OF ISLANDS VINTAGE RAILWAY

From September Newsletter.



Another major milestone, achieved only in the last week, was the long-awaited commencement of rail track recovery funded by the grant awarded by Provincial Growth Fund. Under the project management of engineer Adam Farrell, assisted by new trainees specifically employed for this project, work has begun to recover the track in stages. Stage one, which has just started, will see the track recovered and restored from Taumarere to Lone Cow in time for the busy summer season starting in December. The next stage, including tunnel repair is scheduled to start in February.

Image: Track to be recovered.

MAINLINE STEAM

From Spring Newsletter.

Mercer: The earthworks consents have now been issued for over a year so it was good to see earthworks start this year and progress continue through the first half of the year. We now have good access for machinery and trucks to enter the site and with a big thank you to Wedding's Quarry in Huntly that has supplied a lot of broken rock which is most suitable for the foundation of the whole site. To date numerous truckloads of fill has gone to site which has given us a solid base pad of about 300mm deep all laid on Geotech mat. This area is where the first of the buildings will be constructed. Also, a big thank you to Todd Black of TDM Contracting who has completed all the work on site to date.

Plimmerton: The KiwiRail Pace project which will see a new platform and down main constructed at Plimmerton is moving ahead and has seen our Plimmerton team continue to clear items of rolling stock and equipment from area this work is happening in. To date the rolling stock as been relocated along with some track we were storing on KiwiRail property. In September the pine trees that border the driveway were removed in preparation for the earthworks for the new platform. The trees did provide a nice shelter but if they were left any pruning work on them would have been near impossible due to the close proximity of the new platform and overhead wires for the commuter units.

Christchurch: (Springfield) We prepared and painted an Ao carriage and the FM van, emptied the depot, except for, the 3 steam locos, the TR, the forklift and the Hamilton crane. We relocated the rolling stock to Springfield along with some of the track we have removed from Middleton, and also the boundary fences, gates and any other miscellaneous items we had at the Middleton site.

Despite the best efforts of the Pahiatua Railcar Society, who are helping us with the proposed tow to relocate Ja1240 and Ka942 from Christchurch, the process has come to a halt with NZTA withdrawing preliminary approval for the tow.



From Facebook
Kb968 is on the move to Plimmer-ton. Boiler cab and tender are on the road now and frame will follow in a week or two when suitable cranes are available in Wellington to lift it. With the loss

of the Middleton Depot the move is being made to continue the restoration work that will see 968 returned to steam and once again tread the rails to Arthurs Pass.



GLENBROOK VINTAGE RAILWAY

From Facebook

We sadly have to announce the CANCELLATION of our Steam Train Experience and First Class Experience open days for the months of October and November, as well as our Day Out with Thomas weekend scheduled for the 6th and 7th of November 2021. This is due to the ongoing COVID-19 outbreak in Auckland.

Visitors who have pre-booked will shortly be contacted and will be refunded fully over the next couple of weeks. Please be patient as we work through the high number of bookings.

The safety and experience of our visitors is our top priority, and these events can only take place in Alert Level One where there are fewer restrictions.

This lockdown has also put us several weeks behind on our winter maintenance programme which includes work on our carriages and locomotives used for these events.

We are extremely disappointed to once again be unable to run the Day Out with Thomas, and are working hard to adapt the Day Out with Thomas experience so that we can bring Thomas back in 2022.

Pending the COVID-19 Alert Level situation in Auckland, our first open day will be Sunday the 5th of December.

We will update you on Facebook as soon as we know when the next Day Out with Thomas event can be held.

In the meantime, we are continuing to work on bringing you other events and family fun activities here at the Glenbrook Vintage Railway.

Stay safe. Arohanui. Glenbrook Vintage Railway Team.

GISBORNE CITY VINTAGE RAILWAY

Hopefully by the time that you read this, our revamped website (at <https://www.gcvr.org.nz/>) will be up and running for all to see! (If not, it will not be far away.) Thanks especially to Rus Holland at Webfoot and Gray Clapham at Design Arts (both based here in Gisborne, but available for work anywhere) for the hours they have spent working on it.

The last couple of weeks have been busy getting ready for Labour Weekend. Like many other FRONZ members, we have made the decision to go ahead with our excursions at Covid Level 2, albeit with some changes to our operations including the number of passengers we will carry on each excursion, mask wearing, crew vaccination etc.

Wa165 has been fired up following all of the work that has been done on it during the Winter maintenance programme. All systems have been tested successfully and a short run has been made around the yard. It should be all-go for Saturday 23rd October.

The new shade cloths at Muriwai will be installed before Labour Weekend and the surrounding area has been given a tidy-up.

The final pieces of planned Winter work are being carried out on DSC2759. It has been test-run a few times during the Winter period – both engines performing well. Such “luxuries” as the re-upholstered drivers’ seats are about to be refitted, so it will soon be in full operational condition. The external repaint will have to wait a while yet.

Unfortunately we have had our first charter cancellation – a tour group from Auckland who will still be in lock-down on the day of their planned excursion. Our sympathies to them – hopefully they will be able to get out and about soon.



Text and photos supplied by GCVR.



WAITARA RAILWAY PRESERVATION SOCIETY

From Facebook

Another landmark day for the society . . .

Locomotive Dsc 2257 and wagon ZP14531 were relocated from Kiwirail's Smart Road depot yesterday to Lepperton by a couple of KR's locomotives, then taken to our depot at Brixton by our Dsa loco, Portland 11.

We want to thank the teams at Kiwirail, Waka Kotahi NZTA and the Rail Heritage Trust for their input and cooperation to make this happen.



OAMARU STEAM AND RAIL

From October Digest

D. A. Ireland Award This is presented to a member who has made exemplary contributions to the club. This year President Allan Killick awarded it to Dion Voyce at the AGM. Congratulations Dion!



CANTERBURY RAILWAY SOCIETY

In December 2014, F 13 returned to service after a major overhaul, one that began by dismantling it in 2000, but a task that only really got underway in earnest in 2004.

After the October 2013 Ferrymead 150 celebrations in the Heritage Park, D 140 was last used on 27 October 2013 before being withdrawn from service, as its ten-year boiler and running certification had expired.

It was stripped down for inspection and any necessary general maintenance. The work of the restoration team was led by Alan Burney, Nigel Hogg and Murray Blair. The boiler was thickness tested and subjected to dry inspection. The wheels were then taken off and sent to Cullimore Engineering in Ashburton where the crank pins were replaced.

Finally came the now long-awaited day, when on Monday 27 September 2021, D 140 was steamed up for its boiler inspection and running certification. With inspectors of riveted boilers rapidly becoming a rare breed, and with F 13's annual boiler inspection due, it had been decided to get the D signed off at the same time.

And so, for the first time since 13th December 2014, the railway at Ferrymead once again became a "two-steam-locomotive" railway.

For the first time in many a year, an F and a D, both in steam, and coupled to run together! (D16 (from Pleasant Point) and F13 were in steam at the same time during Ferrymead 125, but no-one can recall them ever coupled together at that time.)



Above Left: The restoration team prepare D 140 for its test run from Moorhouse to Ferrymead and back. From left:

Boiler Inspector Marcus Stocks (SGS Certification Services), Alan Burney, Glenn Sutherland, Murray Blair and Jason Blair. Right: Boiler Inspector Marcus Stocks, having checked for steam leaks, that the steam safety valve went off at the right pressure, and that the water gauge glasses and the injectors were working correctly, had the locomotive moved over the pit to observe the blowdown valve in use.



Above Left: Returning from the Ferrymead end of the Canterbury Railway Society's line, D 140 tows F 13 (Peveril) into the Moorhouse Village. So concluding its certification run. The rusty rails evidence of recent rainy days and little use during the last period of COVID 19 lockdown. Right: Story and photos by D.L.A. Turner who thanks Peter Jenkinson and Nigel Hogg for their assistance with the background information.

D140 returned to service over Labour weekend almost eight years to the day when it last ran in service.

NEW ZEALAND RAILWAY & LOCOMOTIVE SOCIETY

From "Turntable".

Recently the publishing of "Turntable" has gone digital, and we take this opportunity to share the latest update on the Wellington & Manawatu Railway Carriage. Editor.

Work on WMR 48 has been slow this winter. Reasons include that we had to shut down for a period because of health restrictions in light of the Covid-19 outbreak; cold temperatures have precluded painting where a high-quality finish is sought, and the amount of work involved in preparing the 32 main windows sashes for their final coats of varnish (on the inside face) and paint.

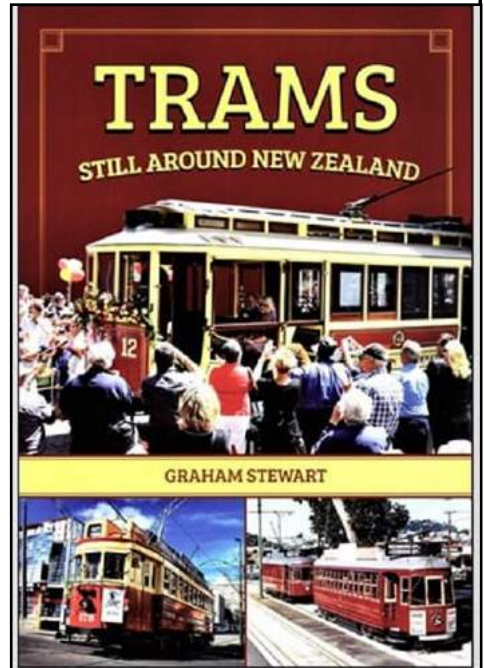
Lionel Ford has had a frustrating time trying to get foundry work done – we are at a point where we really do have to have a range of mostly small castings, mainly reproduction fittings for windows and doors.

Bill Prebble found that the Cumbres and Toltec Scenic Railroad in the western USA has recently commissioned an 1880s train that uses exactly the same kerosene saloon lights as the WMR used in their carriages. Reproduction oil lights, either kerosene burning, or illuminated by LEDs that imitate a flame, are made to order in the USA. It was with a real sense of shock that I read the price tag. Four lights are needed to fit in No. 48. After freight and GST, they are likely to cost as much or more than we have spent on the rest of the carriage. "Plan B", anyone?

From Facebook details of the upcoming NZRLS publication by Graeme Stewart.

Sneak Preview - New Publication Due out Late October ...

Well-known author Graham Stewart has announced it is the end of the line, his last book. Graham has completed in-depth research to deliver a well-illustrated coverage of the remaining trams in New Zealand. *Trams Still Around New Zealand* is true to its title, detailing the existence of 99 trams; 85 New Zealand trams and 14 trams from Australia now resident here. Between the covers the reader will discover that the tramcar in New Zealand is far from a street vehicle of the past. Already the tram has returned to the streets of Auckland and Christchurch. Coverage is given to each of the trams now running within the boundaries of transport museums in New Zealand, those that are in storage but not yet running, with coverage also of trams still used as baches around New Zealand. Each tram portrayed has its history outlined with generous photographic coverage of each tram in original condition, as stored, and finally as restored (if that has occurred). Also featured are the Wellington and Dunedin cable-cars. Wrapping up this most interesting book is a broad coverage of the various tramway societies and groups.



BUSH TRAMWAY CLUB

From November Newsletter.

Unfortunately, we haven't been able to hold any Open Days since August because of Covid 19 getting into the NZ community again causing long lockdowns. The next Open Days are planned for November 7 and December 5, 2021.

Heisler 1082 fund. This fund continues to grow, albeit slowly in recent times. We have several members who contribute regularly. We have also been extremely fortunate to have received two grants: \$2000 from the MOTAT Society in Auckland & \$3000 from the Waikato Railway Society in Hamilton. Many thanks to all who contribute to this fund.

Right: The Heisler chassis clean-up is well on the way – the unique V-twin steam engine is featured. Photo: R. Webb.

Mamaku jigger restoration. Ian J and Marlene M continue to work on the latest Mamaku jigger restoration in Auckland. Many new components including a replacement cab have been sourced. *Photos from I. Jenner show the restoration in progress.*



PAHIATUA RAILCAR SOCIETY

From Facebook

It was a milestone day for the Mahuhu team at the Pahiatua Railcar Society today as the "Wairarapa" railcar was successfully tested at Pahiatua under its own power for the first time since restoration began.

The quality of workmanship is a real testament to the hard work and dedication that has been poured into this project.

Naturally there is some fine tuning and adjustments yet to be done but overall the railcar performed wonderfully.

At this time there are no plans for this railcar to be main line certified. Congratulations to all involved. *Photos: Andrew Hamblyn.*



TRAMWAY HISTORICAL SOCIETY

From Facebook

One of our most exciting projects is a full overhaul of our Kitson steam tram locomotive. This vehicle dates back to 1881 and ran all its life in Christchurch. Once it is back on the rails and running it will be the only one of its model in the world in going order.

The crew working on it have been overhauling a spare boiler, ready to fit and replace the one in the tram. The replacement has had a lot of repairs done to it and we are grateful to our contractors who have performed the outwork needed to get the boiler up to a suitable standard. Where possible work is done "in house" but this is not always possible.

Project Leader Alex Hunter and his team have reached a milestone and the photos here show the boiler being prepared for the change over. A lot of projects take great amounts of labour with not many visible results to the casual observer. This one has now reached the point where the progress becomes very visible. This required the body being removed from the chassis. Stephen Taylor was there today and sent through the following pictures. Stephen assures us the only part in the project was to take the photos.



Above Left: September 19. The body has been removed to enable the old boiler to be lifted out. Photo: Stephen Taylor.

Right and below: September 25. changing out the old boiler with the new old boiler from the Kitson steam tram.



STEAM INCORPORATED

From Facebook

On Sunday 17 October 2021 we ran another of our popular Heartland Flyer trips from Kapiti via the Manawatu Gorge to Woodville and return.

Planned maintenance and required inspections on our steam locos were delayed by Covid-19 necessitating heritage diesel loco Da1431 to be used to haul the train.

Below left: Buckley Road photo runby. Photo: Jacob Borich. Right: Nearing Woodville. Photo: Ross Polkinghorne



NELSON RAILWAY SOCIETY

Great to get a newsletter from NRS who we haven't heard from for some time. Editor.

General Manager Bob Murray retired in August after over 30 years at the Railway. We will miss his experience and very wide knowledge. All the best in your retirement Bob and Anne.

The new Western Line between Tui Station and Grove Station has been completed. This line had to be built to accommodate the Wf403 as the curves on the original line were too tight for the "grand old Lady". They should be good now when she finally gets going!!! The new line was opened in January this year and a celebration with "bubbly" of course, was held at Wakefield Quay Station. So far, the line has performed well. It adds a further 10-15 minutes to the running time and gives some great views out to the Harbour, Estuary and Boulder Bank when riding on the train or railcar.



Photo: Martin deGruyer



Above: Opening day on the new line Tui Station to Grove Station.



Above: The new ex NZR 3 Position Lights with power points controlled remotely from the locomotive or railcar driver's position, have now been installed on the Western Link turnout near Tui Station. This will make changing the points much easier, as some of the "oldies" were finding the task a bit hard on the old joints, as before they had to get off the train or railcar and walk a bit of a distance along the track to do the job.



Above: Another job well done, was the repainting of the Railcar. Around the same time, half height doors were installed on each side of the driver's seat and at both ends, therefore cutting down the cold draughts around their legs and feet. Yes, it is sometimes cold in the "sunshine city."!! Also, clear Perspex partitions were added between the passengers and the driver. These have been deemed necessary because of the ever-present threat of Covid.

The new pit in the workshop is very handy too and is making the annual rolling stock audit easier with more convenient access to the underneath of the chassis. No more aching backs from bending over.

CLASSIFIEDS

PRIVATE SALE

Is it possible to put a for sale ad from an individual in the FRONZ newsletter please?

I have this old NZR generator, which is an unusual voltage, 130V. I've asked around locally but none of the rail buffs here in Wanganui are interested, nor do they know what it's for.

Turns over freely but I have no idea if it works electrically.

See attached photos.

Looking for \$300 because that's what I paid for it about 25 years ago, but I'll consider all offers.

Anyone keen should contact me via email at ewanpound1@gmail.com.

Thanks, and kind regards,
Ewan Pound.



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.

More details including 2022 dates at <https://www.gvr.org.nz/trips-events/ruapehu>.

Steam Incorporated

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

Running days now advertised to 5 June, 2022.

Refer <https://www.gcvr.org.nz/bookings/> for details.

Feilding & Districts Steam Rail Society Inc

13 November 2021	New Plymouth Express.—Feilding New Plymouth return.
4 December 2021	Round The Block to Wellington. Feilding return Via Wairarapa and Horowhenua

All trips Kiwirail "Capital Connection" carriages and locomotives.

Pahiatua Railcar Society

24 December 2021	Tangiwai Memorial Excursion. Palmerston North to Tangiwai return.
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All trips on RM31.

Dunedin Railways

Regular trips to Waitati, Hindon, Seacliff, Oamaru, Wingatui, between 5 December, 2021, and 27 March, 2022. Refer <https://www.dunedinrailways.co.nz/journeys> for details.

PICTURE OF THE MONTH



David Oakley
PHOTOGRAPHY

Running the railcar on the Plains Railway, RM50 in Covid Level 2, David Oakley took this superb image on 25 September.

JOURNAL EDITORSHIP CHANGE

This edition is the final one I will be producing as our newest FRONZ Executive co-opted member, Courtney Kilner, will be taking on the editorship from November.

We are also introducing a unique email address to contact the editor and send in your stories. That email address is journaleditor@fronz.org.nz and is now operating.

I have been producing the Journal since March 2013 when I took over from the late Peter McCallum.

I would like to express my thanks to all those who have submitted information for publication and ask that you continue to do so to the email above.

In particular I would like to sincerely thank D.L.A. Turner (he did tell me early on this was how he wanted his work acknowledged) for his many informative photos along with detailed information sent exclusively for publication. Thank you most sincerely Dave (I got away with that one!!).

Courtney will bring a fresh new look to Journal so please support her efforts.

Scott Osmond



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

FRONZ JOURNAL # 216
WAS PUBLISHED ON 26 OCTOBER 2021
CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT