

JOURNAL

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President's Note

It's been a year of milestones, with three of our longest-serving members celebrating anniversaries recently, these being the New Zealand Railway and Locomotive Society which celebrated its 80th anniversary, and the Canterbury Railway Society and MOTAT, both of which celebrated 60th anniversaries. Congratulations to those organisations for their significant achievements!



We forget that branches of the New Zealand Railway and Locomotive Society helped many groups take their first steps into rail preservation – groups such as Ocean Beach Railway, Ferrymead Railway, Silverstream Railway and Glenbrook Vintage Railway, to name a few. All of them were early members of FRONZ and it is good to be celebrating the milestones that have come from those early steps, and seeing the progress that has been made over their decades of work.

Another milestone on the horizon is FRONZ's 50th anniversary and planning is progressing well. Another meeting was held in Christchurch in October with local members reps, and some more ideas in the planning were discussed. The conference venue has been booked, logo designed (many thanks to Barry O'Donnell from RHT for the design), and talks around the transport of rolling stock to Ferrymead are progressing.



Many of you would have seen in the media the current Government's cutbacks (rail ferries as one example), and the economic downturn affecting KiwiRail, which could have a long-term impact on our operations on the mainline. KiwiRail may look at closing unprofitable lines, reduce the number of locomotive engineers and consider selling off land and infrastructure. This would have a very detrimental effect on heritage services operating on the national network. At our last exec meeting we decided to write an open letter to the

Prime Minister airing our concerns and we suggest our members consider doing the same. New Zealand's railway system is such an important national asset and any short-term decisions will have long-term effects.

We think this is another reason for the below-rail operation being removed from the above rail operator.

On the membership front, operations are ramping up now the summer season is now upon us. The cruise ship season has started and many

groups are operating excursions and charters. Other railways and tramways are gearing up for more operating days and special events. We're happy to advertise special running days and events on Facebook and in Journal, so please let us know.

Recently Guy Wellwood (FRONZ exec) and David Batenburg (NZTA) had a successful trip down south to assist a couple of our members in issues they were having with their local councils over their rail corridors. A lot of progress was made towards resolving the issues and it was great to see the cooperation between FRONZ and NZTA in helping with this process.

Another issue we are dealing with is the possible removal of the Te Kuiti turntable, after learning the land it sits on is being returned to the local iwi. This came as a surprise and is a major concern, as railway infrastructure like turntables are critical to heritage operations. Talks are taking place with KiwiRail, so hopefully we will get a good outcome. You may not realise that the introduction of double-ended locomotives like the DL and

DMs means KiwiRail "doesn't need turntables", though they can be very handy for double-ended locos if one end headlights go out!).

I would also like to remind all groups to keep FRONZ informed when there is a change of contact for your organisation. We get contact requests from agencies and the public, and want to know we're sending people to the right person. Of the two most recent examples, one involved a private investigator wanting to contact somebody about a power meter, while another call was about a pipe that went through a member's site. So please keep us up to date with your designated FRONZ contact, especially if it changes after an AGM.

Christmas has come around fast again this year and we all will be looking for a few days off to spend with family and friends, get rail-related presents and hope for nice weather.

So on behalf of the FRONZ exec, I wish you all a good Christmas and a happy New Year, and let's all do it again in 2025.

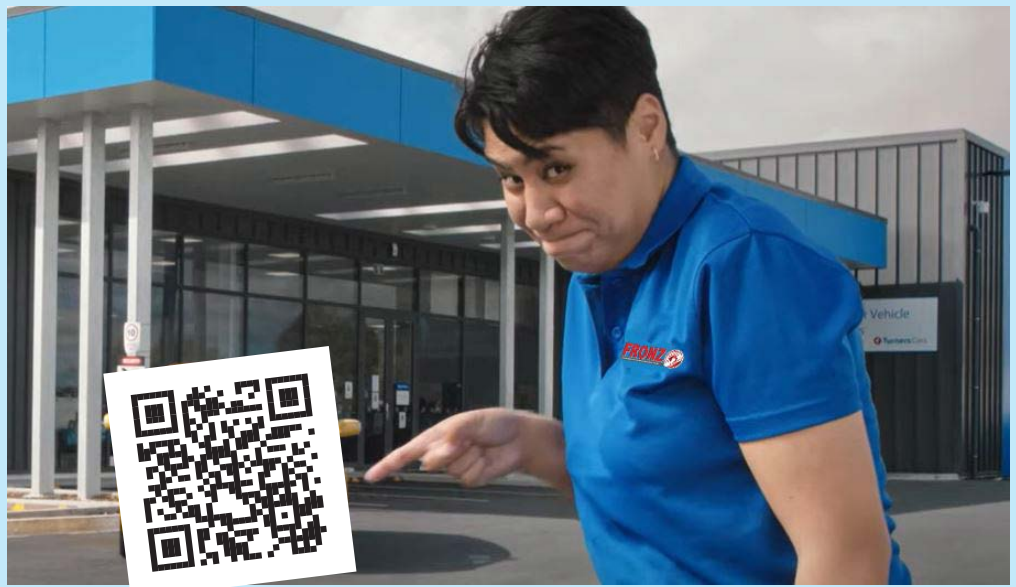
GRANT CRAIG
President

WANT TO BUY, SELL OR EXCHANGE? WE'VE GOT YOU

FRONZ has a Facebook group called "FRONZ Reclaim Online", where you can buy, sell or swap items, or get help tracking down parts.

Simply search for the group on Facebook, or use the QR code on the right.

Once you're accepted to the group you can get posting.



A BUSY YEAR IN RAIL SAFETY



Above, Gini speaks at the 2024 FRONZ conference. At left is the New Zealand Rail Conference, held in October.

**By Gini Welch,
National Manager Rail Safety
Regulation, NZTA**

The Mahi never stops in the Rail System.

As the year comes to an end, it's great to be able to reflect on yet another busy and successful year in our Rail System and say thank you for your part in that. One of my genuine personal highlights was again being able to attend the FRONZ conference, celebrate your achievements, and reaffirm our commitment to helping the Tourist and Heritage sector enjoy a safe and bright future.

You will have heard me say at successive FRONZ conferences that we have a consistent message; to use evidence and intelligence to target risk in the system. By doing this, we continue our journey to be an effective risk-based regulator, all licence holders know what to expect and where they can most effectively focus their own continuous improvement efforts. A key milestone for the regulator has been the completion of Ordinary Safety Assessment (OSA)

benchmarking using the Rail Regulatory Risk Framework. We are now turning the assessment findings into intelligence and we will be using this to set future OSA schedules based on risk. We completed 36 Tourist and Heritage OSAs since August 2023 and we have identified safety assurance and risk management as system-wide opportunities for improvement. Once again I would like to thank everyone for their support and feedback as we implemented this significant change in assessment methodology.

The regulator has also been working hard with KiwiRail and the Metro operators in Wellington and Auckland to help everyone work more collaboratively and better understand their responsibilities in a co-regulatory environment. While this has been squarely focused on operations and the access provider in the Metro networks, the outcomes of this work will benefit everyone once we develop and publish guidance material.

Talking of guidance material, you should be aware that the National Rail Industry Advisory Forum has recently published its second piece of guidance material, the beautifully titled; Common principles for

assessing and managing the risks to health and safety within New Zealand's railway sector. This is another excellent piece of guidance to assist licence holders undertake effective risk management and will raise the bar of safety of the rail industry in New Zealand. More guidance is also in draft and you can expect to see Safety Case guidance material being published by the regulator early in 2025.

Hopefully you can see that the regulator has been busy again this year, prioritising the regulatory pillars of Engagement and Education. The final pillar of regulation is Enforcement and while this is a last resort activity, we do not shy away for our duties in this area. You can be assured that we hold participants to account by undertaking investigations, Special Safety Assessments and when required, prosecutions, and you can expect to see us publicising our activity in this space in the future.

All that is left is for me to wish you all a safe and successful 2025 as you build on the successes of this year. We look forward to supporting and engaging with you as part of FRONZ and individually. If you have any queries, questions or concerns, please speak to you licence manager.

New guidelines aim to help groups with safety and risk

For those who have missed it, the National Rail Industry Advisory Forum (NRIAF) has a new piece of guidance for the rail industry around managing risks around health and safety.

The file, released by NRIAF in August, is voluntary, non-binding, doesn't add to your obligations.

It's designed to support all participants in the industry and can be tailored to fit the characteristics of any organisation, taking into account their operational, organisational and environmental conditions.

The guidance document is known by the lengthy, but self-explanatory title: [Common principles for assessing and managing the risks to health and safety within New Zealand's railway sector](#).

What's the point?

The goal is to improve and align practices around risk management and safety, and it's worthwhile reading for any group or person operating under the Railways Act.

'Why does it matter,' you might ask? Each of us has various interpretations in understanding risk and because there's a lack of standard principles for assessing risk, and inconsistencies across the industry, it means we're all operating on different pages of the hymn book.

NRIAF hopes this 22-page document will bring some consistency to assessing and managing risks across the sector, and help your group meet all the other obligations you have under the various acts of Parliament.

But how does it help us?

The guidelines aim to help you develop risk management strategies that are both effective and tailored to meet the needs of your organisation. To summarise it in three points:

- Risk management and safety risk assessments are carried out with a tangible understanding of your own site-specific circumstances.
- That your operational conditions are properly captured.
- And that you're properly defining and documenting the operational and regulatory considerations and any assumptions about the people or things that are exposed to risk.

What does FRONZ think?

There are so many responsibilities and regulations that you have to comply with, we welcome anything that helps you with that.

The majority of FRONZ groups are run by volunteers, and unlike KiwiRail or other organisations that can pay people to take care of risk and safety compliance, they need to be supported.

This document should be a handy tool to help your organisation navigate all the requirements around safety and risk.

The guidelines are written in a formal manner, so you may have to read it twice, but this will give you – or anyone wondering 'what the hell are we meant to do?' a good overview of how to identify and

mitigate risks. The examples that are provided are also very helpful.

Who put this together?

The guidelines have been put together by NRIAF, but were written by City Rail Link's Russell McMullan. Russell coordinated the input from the NRIAF Safe Systems Working Group and compiled all the information into this document.

In the latest edition of Signal, NZTA makes these points:

“Although the document is hosted on the NZTA website it was developed by industry, for industry.

“Your Rail Safety Regulator Licence Managers are keen to work closely with licence holders and provide assistance in understanding the document and applying the guidance effectively.

“Having clear guidance for New Zealand rail that supports a forward-facing and evidence-based risk assessment culture can only lead to a safer railway network.”

Unsure of something?

If you'd like more information, or clarification on the document, please speak with your NZTA contact.



DE 511 during 60th anniversary celebrations at Ferrymead. Photo: Bobby Boulton

KIWIRAIL'S TEAM ON MESSAGE



KiwiRail management were before the Parliamentary transport and infrastructure committee for a four-hour grilling on the afternoon of Thursday 5th December.

“KiwiRail can only handle eight log wagons per day at Port Tarana-ki, while up to 200 trucks drive through the middle of New Plymouth each day.”

KiwiRail is playing the long game, its managers told Parliament’s Transport and Infrastructure Select Committee. While it works on “getting alongside customers” and becoming more efficient, don’t expect to see sustainable profits for the next five years.

Niall Robertson, national coordinator of the The Rail Advocacy Collective summarises what was said, and what wasn’t.

It seems that KiwiRail have been investing in the below-wheel rail corridor in key areas, but concern remains about the Hawke’s Bay line being in managed decline as tonnage has plummeted, but with the need for logs to go by rail, tonnage should improve.

KiwiRail’s team were very much ‘on message’ regarding the upcoming rail ferry decision and putting on a brave face and promising to serve their

customers as well as ever through “adaptation” and increased “efficiencies”, but the challenges were made apparent.

There should not be too much change in the short term if the Aratere can be extended through to 2029 and the recent review shows her hull to be at a 10-year level despite being nearly 30 years old.

So, this ship could be retained, but will the shore loading facilities for rail be at risk from developments for the Government’s new ships? This would be a big blow for KiwiRail if these cannot be accommodated!

KiwiRail was clear that the “lion’s share of rail freight goes by the Aratere and KiwiRail’s board chair was clear that KiwiRail would “prefer” rail enabled ships.

The external advantages of rail were underscored.



Most of this freight is for the South Island. With no rail enabled ships, it will all have to be double-handled on both sides of the Cook Strait, adding considerable time and cost! Photo: Niall Robertson

“Rural communities have been abandoned, as have the 30% of the population that need public transport and a further 20% that would prefer it.”

A report by Ernst and Young says the cost to New Zealand without rail would be about \$3.2 billion – \$1b lost to GDP, and \$2.2b of extra external costs to New Zealand’s economy. Yet the report could be seen as quite conservative regarding the savings and advantages as many Ministry of Transport and other reports mention far greater savings by rail.

Yet the report could be seen as quite conservative regarding the savings and advantages as many

MoT and other reports mention far greater savings by rail.

For instance, in a Ministry of Transport report in 2021, it was reported that road traffic accidents cost New Zealand \$9.77 billion in the wider social effects. Nearly \$2b of that was from truck accidents. Other health reports show that there are about 400 deaths per annum due to particulate matter from road vehicles causing respiratory crises.

There was also nothing said about the closed lines, such as the line to Wairoa and the Stratford to Okahukura Lines. The former could be repaired with insurance claims like the NAL and the latter is justified to shorten the distance between the Taranaki and Auckland, Hamilton and

Tauranga by 230km. There is also scope for maturing logs in the King Country area to be railed to Port Taranaki and further logs from Te Wera. This would also free up capacity for more log trains from the Whanganui area to Port Taranaki, which could be between three to five trains per day.

Strangely there was also little discussion about the Golden Triangle area where KiwiRail is actually asking for expressions of interest in the electrification of the line to Tauranga. Further, New Zealand lacks a robust long-distance equitable transport system for moving people around the motu.

Rail has a major part to play here too, but apart from the local Wellington and Auckland regions,



Back when communities were connected: Wellington to Napier, Napier to Wellington and Wellington to Woodville return all meet and connect at Woodville in 1971. Photo: John Herbert

this was not discussed either, probably as the answers would have been predictable.

Currently KiwiRail are holding on.

Management are 'on message', but the Government is still threatening to seriously reduce rail funding in their next term and are far too concerned with their outdated Roads of National Significance programme and have indicated a total lack of understanding or sufficient interest in rail in order for rail to develop and reach its potential.

This is unfortunate as rail is the most efficient form of transport for large volumes to be shifted in the safest, greenest, most efficient and cost-effective way, while at the same time reducing congestion and road damage costs.

It is also the best way to provide equitable long distance passenger travel to enable fair

travel opportunities and social connectivity especially to the 30% of the population that are elderly, young, disabled, generally unable or unwilling to drive and those on low incomes.

To match rail investment and development overseas, and to provide the greatest opportunities to comply with climate change agreements, rail will need ongoing investment, rail enabled ferries, more long distance passenger trains, closed lines to reopen and possibly even some new lines built.

However, currently, the reverse is happening, creating massive infrastructural deficits for the future, so rail advocacy, unfortunately will be required for some years to come.

» You can read a long-form account of the questions KiwiRail faced - and their replies - [by clicking on this link](#).

60 years of CRS



The scene could've been from New Zealand Railways 60 years earlier – the constant clattering of wagons and carriages, squealing flanges and the thick scent of coal hanging in the air. Photo: Glen Anthony.

- FRONZ

Over the three days of Labour Weekend, Canterbury Railway Society celebrated six decades of operations at the home of the country's first railway, with a full-throated tribute to its past.

Hundreds of people travelled to the

Ferrymead Heritage Park, some from across the country, especially for the event.

Celebrations began at Moorhouse Station on Saturday as photographers were treated to a special event that saw the make-up and marshalling of a number of different trains. Steam,

electrics, diesel shunters and railcars, there was no chance with being bored.

A special book written by CRS President David Maciulaitis was also launched, providing a photographic record of the society's growth through the years and the day also marked the return of A1552 to service after a two-year restoration by volunteers.

While the weather may've been inclement – attendees would've been well-served by wet weather gear and thermals – the rain certainly added to the NZR atmosphere.

Over Sunday and Monday, the public got their share of the fun too, with the sun making a much-anticipated return on Sunday afternoon.

The Canterbury Railway Society is one of the founding members of FRONZ, and on behalf of the committee, we want to thank all the CRS members who put their all into the society over the last six decades.

Here's to another 60!



Photo: Glen Anthony

FI3 makes its move on the Saturday of Canterbury Rail Society's 60th. Photo: Xavier Koenigsberger





F13, Wd 357 and D14 outside the engine shed. Photo: Glen Anthony



Left: Murray Blair, Alan Burney, and Mike Adams. Right: F13 and Wd 357. Photo: Glen Anthony



Left: D 140 with a freight train and F13 with train (with Fell van) at Moorhouse Station. Right: Nigel Hogg, Dion McKenna and Michael Hobbs in front of 140. Photos: Glen Anthony





TRAMWAYS UPDATE



Henry Brittain, KSM, and Governor-General Dame Cindy Kiro. Henry received his King's Birthday honour for "services to transport history and tourism".

A word from Tramways Convenor, and newly minted King's Service Medal holder, Henry Brittain

It has been a busy time for our Tramway museums. Summer has now arrived bringing sunny weather with more visitors riding on our trams and enjoying the heritage experience we provide. It is interesting to note that apart from Christmas Day, a FRONZ Tramway member is out on the track 364 days of the year providing a trouble-free tourist experience to our passengers.

Over the summer trams will be operating in Auckland at MOTAT and The Dockline Tramway; Whanganui, at their centre close to the Waimarie paddle boat wharf; the Kapiti Coast Tramway at Queen Elizabeth Park, near Paekakariki; Ferrymead Historical Society and the City Tramway, both in Christchurch and

further south in Dunedin, the Dunedin Light Rail Heritage group have their Cable Car Museum open as a static display. All in all, an impressive collection of mostly working tramways representative of the city that they used to operate.

Some FRONZ members will be unaware that New Zealand Tramway Museums are also members of COTMA, (Council of Tramway Museums of Australasia) which is an similar organisation to FRONZ and comprises of all Tramway groups in Australia and New Zealand, a total of 25 members.

As a Tramway group we have been extremely fortunate in that Victrack who operate the Melbourne network of

trams, have recently disposed of a large number of old W-class trams and agreed to donate complete trams or else tram parts, including running gear, to COTMA members. This has been of immense value and has meant that all groups have been able to acquire parts to maintain operational trams or else to restore tram bodies put aside for future restoration.

A large storage area has been made available and large quantities of parts put aside for future use, This has been a most generous offer by Victrack and has meant that Tramway Museums both here in New Zealand and in Australia have a constant

source of parts available to them.

On a personal note I was awarded a King's Service Medal in this years King's Birthday Awards, for my work over many years for my input into Tramway Operations and Tramway Preservation in New Zealand including being the current President of COTMA.

The Citation that goes with the award mentions amongst other things, my work within the FRONZ Management portfolio and recognises the input that FRONZ makes to the Heritage Tramway and Railway groups around the country.

New life for Mornington's Grip Car, Number 103



It's been all go at the Dunedin Heritage Light Rail Trust, with discussions pending on the construction of a larger cable car museum in the city's suburb Mornington. Fundraising for the project will begin once permits and licences have been locked in.

Engineering firm BECA has carried out a feasibility study which is largely in favour of the Mornington Line being rebuilt – but more details of that will follow in the future.



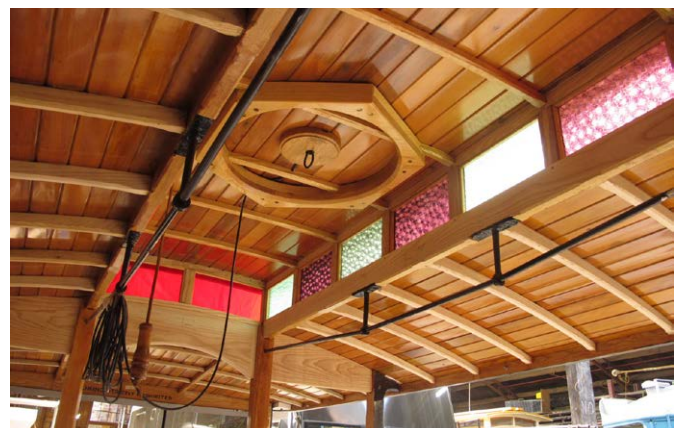
At Ferrymead's Tramway Historical Society Workshop, Don McAra is leading a team, with the help of chief restorer Graeme Richardson, to overhaul Mornington Grip Car No.103.

Restoration is well under way in terms of body work, and a generous donation from a Dunedin resident has allowed for the employment of joiner Warren Crowe. Recently the bodywork was temporarily assembled to make sure everything fits and works the way it should!

Much of the project has used original parts from 103 as templates for new woodwork and, with no major issues apparent, the body work has been taken apart again for final painting and varnishing, which will be done to the society's usual high standard.

Some parts, such as the steelwork, brakes, gripper, etc, will be overhauled in the future. Thanks to funding from another Dunedin trust, the society has also been able to take care of the wheels, which were cast and assembled in Thames.

Once it's all done, 103 will represent the 1920s period of Mornington Cars. It's hoped to have 103 fully restored within the coming year.



Western Springs Tramway celebrates & fundraises



Auckland Streamliner #248 arriving back after a trip down the line. Photo: Tim Major

– James Duncan

Trolley bus Celebration

Back in September the tramway marked the 75 th anniversary of the first tram route in Auckland to be replaced by trolley buses, which was Herne Bay on 24 September 1949.

This was the beginning of what was to become a seven-year programme of

converting each route over to trolley bus operation.

Auckland trolley bus No.50 was brought out of storage, tidied up, and then made an official test run inside the museum grounds on Monday 2 September. As MOTAT does not have the needed twin overhead lines (positive and negative) we used the positive overhead tram wire and the tram rail for the negative return, a trailing skate being dragged along in the



Loading the crowds for the next trip. Photo: Tim Major

tram rail. Some of the MOTAT team on site that day, including our new CE Craig Hickman-Goodall and Director Collections Alba Letts, both came for a ride on the trial run and thrilled to this new MOTAT experience...not to mention the sight of this scribe gaily running after the trailing skate to ensure it stayed “on track”.

Back in 1949, trolley bus No.50 was not part of the opening day fleet, with trolley buses 5-19 doing the honours. However, No.50 was part of that original order placed with British United Traction, in Great Britain, for 55 trolley buses to be delivered from 1949-1953, with No.50 being amongst the last 10 to arrive in 1953. Auckland later placed two further orders with B.U.T. for 40 and then 34 more trolley buses, however No.50 is the only survivor

of that original order.

The 75th anniversary operations over the weekend of 21 and 22 September were well received by museum visitors, with a number of bus enthusiasts being noted on both days – a total of 254 passengers were carried on the six trips made during the weekend.

MOTAT celebrates 60 years

October saw MOTAT celebrate its 60th anniversary with a special “Live Day” on Sunday 20 October. On the day, as well as other attractions, the museum’s steam railway put on a great show with engines and heritage carriages, the massive steam driven Beam Engine in the Pumphouse Building was running and there were eight



Admiring the bright lights of #248. Photo: Tim Major

electric trams in service. These were the three restored Auckland trams 11, 44 and 248, restored Wellington trams double decker 47, 135 and 257, with Melbourne W class trams 321 and 893, all of which carried good passenger loads during the day, complimented, of course, by Wanganui steam tram engine No.100.

Adopt a MOTAT Tram

After nearly 44 years of heavy operation, MOTAT needs to replace some large sections of its tramline. Back when the line was built, the museum did not have the financial support it enjoys today, so had to use tram rail that had been uplifted from Auckland streets, together with secondhand railway rail, and these have now come to the end of their working life. Brand new RI-57 tram rail has been purchased through Yarra Trams in Melbourne and delivered to Auckland, together with two sets of brand-spanking new dual gauge points manufactured in Prague. A necessity, as MOTAT operates both “standard gauge” 1435mm trams and Wellington’s narrow 1219mm gauge trams.

The three locations for this work are the

S-Bend passing the entrance to Western Springs College, the road crossing in Motions Road by the Zoo and the Motions Road passing loop. To make this somewhat manageable, the S-Bend and Road Crossing will be replaced in February/March next year with tram service temporarily terminating at the Zoo.

Around October, the massive job of replacing the point work and all track on the Motions Road loop will be undertaken. This will see the trams running as a “ride” rather than a transport link and stopping just short of the Motions Rd loop, as they do now during the Christmas Lights event.

The cost of the installation of these new sections of track is massive – so to aid the need for funds, MOTAT has embarked on an “Adopt a Tram” campaign. Opened in October, it has been a huge success! At the time of writing, a total of 279 tram adoptions have been made, some from big business and vendors who provide services to the museum. If you are keen to help, go to the MOTAT website, click on “Adopt a Tram”, check out the stories of each of the seven NZ heritage trams on offer, and choose your favourite tram.



Tony Messenger, Joshua Garratt & John Miller inspect the two new dual gauge point sets. Photo: James Duncan

The adoption donations start at \$25.00 a tram for a year and go up from there.

Christmas Lights

MOTAT's exceptionally popular and much loved "Christmas Lights" event has commenced its run up to Christmas once again. The museum buildings are lit up as are four of the trams, complimenting the raft of food trucks and fun attractions that makes this evening event the success it is.

Dockline Tram

MOTAT continues to operate the Dockline Tramway on its 1.5km loop around Wynyard Quarter, on the Auckland waterfront, every Sunday, long weekend and public holiday. MOTAT has been running the tramway for the Auckland Council Controlled Organisation Panuku, since January 2021. The Dockline Tram opened in August 2011, but in recent years has come under threat of closure, as "politics" prevented it from fulfilling its original design brief of running along Quay Street to Downtown Auckland and being the link to Wynyard Quarter. The land that the Dockline Tram Shed sits on, is now required for apartments and as soon as there is confidence

back in the Auckland building industry, the developers will want the land, which will see the tramway closed for good.

Over the weekend of the 7th and 8th of December the Christmas Markets were held in Karanga Plaza, adjacent the Park Hyatt Hotel and by the lifting foot bridge. The tramway was running both days and, on Sunday, the jazz band "Twistin the Swing" entertained passengers between 1pm and 3pm on tram 881 as it trundled around the loop.

A total of just on 900 was carried over the weekend, but as the tramway operates an "All Day" ticket, that number could very easily be doubled as most ride twice, and with both trams running on Sunday, they no doubt checked out both trams 466 and 881.

Over the Christmas/New Year period the tramway will be operating over both days of the weekends and the Statutory Days.

Through January the Saturday and Sunday of each weekend will see the tram running right up to Anniversary Weekend before the tramway goes back to Sundays only.



James Duncan during the first test run with trailing skates, 75 years after Herne Bay trams were replaced by trolley buses.



Father's Day at Wynyard Quarter. Photo: Kyza Beazley

#50, pictured on 22 September, marking 75 years since Herne Bay trams replaced by trolley buses in 1949. Photo: Luis Rozas



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CHRISTMAS AT THE PLAINS



K88 pulls a train for the Festive Family Fun Day at the Ashburton Rail Preservation Society. Photo: Tony Cameron



Some of the Oamaru Steam & Rail team during BIO's birthday bash. Photo: OSR

A SPECIAL BIRTHDAY FOR OAMARU'S B 10

On 19 October 2024, Oamaru Steam & Railway's little green loco, B 10, celebrated its 100th birthday. The party featured cake, pipers, and a number of railfans turning up to help celebrate BIO's centenary. Janet Stevens recaps the big day.

A couple of years ago when it was suggested that we should do something for B 10's 100th birthday, it was left to me to sort it out.

I like to think it was sorted out well and

truly, and everyone involved: guests, passengers and members, had a day to remember. Maybe not the sunniest of days but dry and warm.

A three-shift roster was used, a first for OSR, so as many people as possible could partake in the celebrations, but this entailed sitting down and working out when and where shifts could change over, to allow a seamless transition and ensure loco crews had extra hands for coaling up and servicing. The arrangements appeared to



It wouldn't be a birthday without cake! Photo: OSR

work very well with no reported hiccups. Running the trains with extra time allowed at each end ensured that taking on water never became an issue, but on the Sunday one stop was required to take on three extra bags of coal – the passengers thought it all added to the fun.

Once the speeches were over, the cake eaten, and bums back on seats, the train was off – piped out of Harbourside Station and around the bend, headed to Quarry Siding. A photo shoot under the cliffs with a short run by and trundle out to the end of the line. Quite a few passengers were very surprised to be welcomed by the stirring sound of a brass band in full cry.

Wonderful stuff!

Run after run was carried out until tea time when the loco returned to the shed for an inspection, oil around, and coal up, ready for a couple of evening trips. A welcome supply of fish and chips for the crews (note to self: order more next time)! Fed and watered, the loco returned to the station, coupled up, full brake test completed and awaited our passengers.

The first evening run was not in total darkness but dusk added to the excitement for most of the passengers. The second trip at 21:00 departure was in darkness and as evidenced by the number of cameras flashes seen, was of interest to quite a few photographers.

Before leaving Quarry Siding a check was

carried out under the train to make sure no penguins were hiding there all clear and back to Harbourside, farewell to our last passengers of the day and BIO made her way back to the shed and a rest.

Final reflections: a great day made even better by everybody working for a common goal of giving B 10 a birthday to remember as I am sure we at OSR will remember it as a very Special day in our history.

* * *

B 10 was one of two locomotives built by Hudswell Clarke at Leeds, England, in 1924. The other was B 11.

B 10 was built for Messrs. Armstrong, Whitworth of Tauranga for the construction of the section of the North Island Main Trunk railway to Waihi. It was sold first in 1930 to Milburn Lime and Cement, then in 1967 to the Pukeuri Freezing Works for \$1,500, until it ended up with Oamaru Steam & Rail when it swapped DSA 218 AND 234 (ex NZR) for B 10 in 1989. Until April 2007, B 10 was Oamaru Steam & Rail's main locomotive, before it was overhauled over several years and returned to service in May 2013.

AN ENGINEER'S VIEW

Having been involved for the past few years maintaining and running this wee gem of a locomotive, maybe a quick run-down on some of the problems that occur, might not go amiss.

The boiler has been the biggest headache. After having a new front tube plate and tubes fitted, these same tubes failed very soon after re-entering service, so they were all removed and a new set fitted.

These have been a success. Normal routine packing of valve glands and lapping in of the valves is carried out as required. This

ensures that steam and water can be safely regulated. Checking of the lubrication of the bearings, valve gear and cylinders are carried out every running day and quantities used noted, as is the total distance travelled and amount of coal used.

Any defects reported by the crews are recorded and the necessary adjustments and or repairs carried and recorded so recurring faults can be investigated and the cause rectified.

Running B 10 can be a lot of hard work some days when she does not want to steam. Crews start early 7am with a cold boiler, checking water levels in the tank and boiler, the fireman lays a bed of wood and an oily rag burns well to get the wood going. After a couple of hours, the boiler will have started to make steam, and at about 40 pounds per inch on the gauge, firing with coal will commence. In the meantime, the driver will have been under the engine checking the running gear and adding oil to all the lubrication points. Side rods, connecting rod brasses are to be oiled as well as the piston rod.

Steam air compressor is oiled and made ready for service. As the steam pressure rises, the water feed injectors are tested and proved working. Once everything has been checked, warming through the cylinders can start, and soon the wheels turn for a run down the track and back. With everything satisfactory, it is backed up to the train, pull out of the shed, and brake test. If the guard and driver are happy with the test, damp the fire down, retire to the lunch room for a cup of tea, a bit of a chat, tail gate meeting, and then it is time to get the train up to the station to meet hopefully a lot of happy passengers for the first run of the day.

This is a very quick outline of how B10 gets out to meet all its fans!



ON THE WAY

Mainline Steam's Ka 942 is now in the main workshop at Plimmerton. The engine is undergoing the necessary work to get the loco registered in 2025!

The two photos below are of X28020 bogies from a Ao carriage, which will be a new registration in 2025. The left photo shows the extent of the disassembly to inspect the bogie and the second shows the refurbish bogie, painted and ready to install back under the carriage.

Photos: MLS





Anne Leitch hands Braxton Mathews and Rawiri Gabb-Warren their FRONZ badges, noting “it’s taken a while to get the three of us rostered on the same train to do this!”

GVR’s newly restored DC 4818, pictured at Steam Inc’s Paekakariki depot on 9 December. The loco’s on loan “for the next wee while” to support Steam Inc’s summer schedule.

Photo: Xavier Koenigsberger



DC 4818 leads its first excursion, pictured here at Taumarunui.

Photo: Xavier Koenigsberger



Steam Incorporated's Ja 1271 on the North Pole Express, which ran from Paraparaumu to Otaki on 14 and 15 December. Photo: Marty Melville

NZRLS CELEBRATES 80 YEARS OF ACHIEVEMENT



Among the FRONZ members celebrating momentous milestones is the New Zealand Railway and Locomotive Society, which celebrated its 80th anniversary on Saturday 19 October. Rob Merrifield gives an overview of the day.

Our 80th AGM was held in the Upper Hutt Cosmopolitan Club. Some 50 members, their wives and partners, had a very pleasant luncheon at the Club beforehand, staying on to attend the AGM.

President Graeme Carter opened the meeting, welcoming all attending. He reflected briefly on the founding of the Society and what has been achieved over the years before looking ahead. He noted that "The New Zealand Railway Observer" is the fourth-oldest continuously published magazine produced in New Zealand.

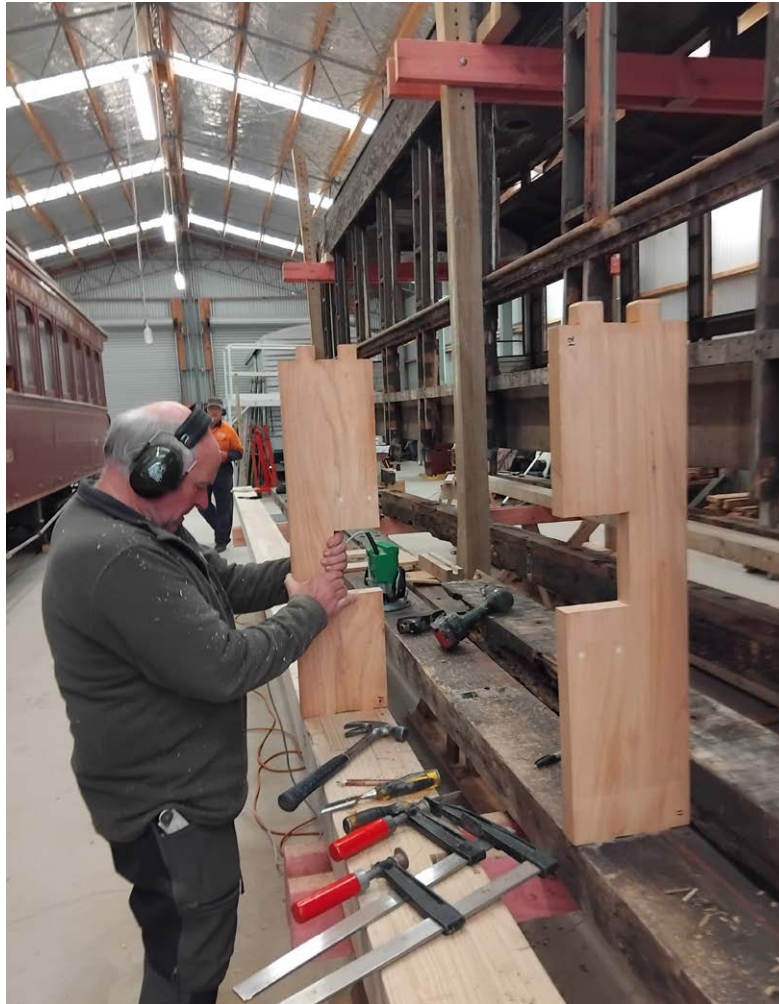
Graeme paid tribute to those foundation members who set the Society on a good footing, noting that the late Jack Mahoney, then serving in the armed forces overseas, and Jack McClare, had done a lot that seems to have received less acknowledgement

Rob Merrifield (right) addresses the Annual General Meeting of the NZRLS after being presented with a book by President Graeme Carter (left) to thank him and to acknowledge his work for the Society over a long period.

Photo: Ian Cotton.

Kevin Cottle fitting replacement transoms for the floor framing of WMR car 52 where it is not possible to re-use the original timbers. Car 48 is visible at left.

Photo: Rob Merrifield



than they deserved.

Other important issues he discussed included the announcement of the “Observer” becoming available in a digital format for those members who prefer that to the printed version; also, the announcement that the Board is actively seeking new premises to allow, amongst other things, for the continuing security and growth of our archive.

Graeme noted that at present our membership numbers are stable, though there is no room for complacency; we need to build for the future.

In this past year we have produced the award-winning book “New Zealand Railways at Night”, edited by Bill Prebble, and we have rolled out the digital version of the “Observer”, which has a discounted subscription. There has been a small uptake of subscriptions that include the digital “Observer” only, about the level we had expected.

Our Society faces similar conditions to our sister organisations in Australia and the Unit-

ed Kingdom, Graeme said. There have been some teething problems in the wake of roll out: in particular that there is no provision for members to download each copy.

The Board has agreed to disagree with two members who have complained about this policy decision. Looking to the future, recruitment and membership are challenges. The Board is looking for a person to promote the Society with a view to encouraging recruitment.

Distribution of the “Observer” is a concern as sales of magazines within the country are falling, overall. Our colleagues in the Australian Railway Historical Society face comparable issues.

Graeme concluded by saying that our directors are elected triennially, and paid tribute to the services of the two who stood down at this election, Glen Summers and Rob Merrifield.

In thanking them for their work on our behalf, Graeme said that Rob had joined the Society



Finishing work is well in hand inside the saloons of WMR car 48. The electric lights work and the oil lamps are ready for installation after other interior work is completed. Shown here is the fitting of brackets for the luggage racks and the beginnings of woodwork for the racks. WMR carriages had wooden slatted racks, different from NZR's pipe and netting racks. Photo: Rob Merrifield

in 1957 and had worked in various roles since 1981 though not fully continuously on the Board. He then presented Rob with a magnificent book, "Terence Cuneo, Railway Painter of the Century", by Narisa Chakra.

Grant Craig, President of the Federation of Rail Organisations of New Zealand (FRONZ), then spoke on behalf of FRONZ, marking our anniversary.

He referred to the long and strong relationship with our Society, variously through our making available our Ava archive and from our Otago Branch's establishment of its Ocean Beach Railway in Dunedin, 1963. From that had come, successively, the Otago Excursion Train Trust and Dunedin Railways. Stan and Arthur Rockliff and George Emerson were significant in those developments.

Next year, FRONZ will be marking its own 50th anniversary at its King's Birthday convention at Ferrymead. Grant congratulated the Society on our achievements over the past 80 years.

The Annual General Meeting then proceed-

ed. Secretary Bruce Taylor reminded members that the Board at its May 2024 meeting had decided to increase subscriptions for 2024/25. The Board has the authority to do this in line with the rate of inflation in the previous year. There was little discussion of the annual report or the financial report.

Keith McGavin was re-elected Auditor. The following people were elected as Board members for the period 2024 to 2027:

President: Graeme Carter
 Secretary: Bruce Taylor
 Treasurer: Ken Lankshear
 Directors: David Cuthbert, Ian Cotton, Bruce Shalders, Bill Prebble

In the morning, before the luncheon and the meeting, some members visited the site and workshops of the Rimutaka Incline Railway Heritage Trust, a small signals museum at JDMR Rail Technology in Upper Hutt, and our restoration workshop at Silverstream North End.

» Sign up to the Observer at [https:// railsoc.org.nz/new-member-application/](https://railsoc.org.nz/new-member-application/)

CHRISTMAS LIGHTS AT GVR



Ww 480 arrives at Glenbrook as DBR 1254 prepares to leave. Photos: Jeff Tollan





Glenbrook Vintage Railway's DBR 1295 and 1254, with Ww 644 and 480 at the opposite ends. Photo: Colin Vickery



Some of the event's more than 40,000 passengers, pictured boarding the train to Mission Bush. Photo: Jeff Tollan



D170 ascends from Helensville, destined for MOTAT. Photos: Lindsay Benbrook

D 170'S MOTAT MOVE

BY GRAHAM ANDERSON

D 170 was barely in the air when the first procurement for its (long-term) restoration was made – a set of tyres for its driving wheels, courtesy of the Diesel Traction Group in Christchurch.

On the morning of November 6, 2024, the 144-year-old loco went skywards, leaving its home at the Helensville Railway Station for MOTAT.

Both MOTAT and the Helensville Railway Station Trust have been working closely for some time to make this move a reality and secure a bright future for 170. While restoration isn't in the immediate future – unless someone wants to bankroll it? – the relocation means D 170 can now be housed out of reach of the elements, meaning when restoration does finally happen, there will still be a locomotive left to restore!

Die-hard foamers may collectively groan at the ever-so distant timeline for restoration,

but Graham Anderson writes that MOTAT is already making preparations for when restoration occurs:

“This move will, of course, also allow D 170 to access our workshops where we will ultimately undertake the necessary restoration and conservation work to the same high standard as is seen on all of our projects.

“In the meantime, we are putting together an extensive collection of photographs and engineering drawings to allow a full work plan to be prepared in the future, and will be sourcing any components which will be required in the restoration. We have, in fact, already made the first procurement on this journey, having recently purchased driving wheel tyres for this locomotive from our friends at the Diesel Traction Group in Christchurch.”

There's light – it's just at the end of a long tunnel...

The history of 170

D 170 was built at Neilson & Co.'s Hyde Park Works in Glasgow as one of the 1880 batch, bearing maker's number 2563. These 1880 locomotives were somewhat more refined than their older sisters, with enclosed cabs, cowcatchers, balloon funnels, large headlamps, variable blastpipes, cast iron brake blocks, feed pumps and feedwater heaters being fitted to all engines.

D 170 and sister locomotive D 171 (Neilson 2562) were delivered to Waitara aboard the 'Mary Bannatyne', arriving on 28 January 1881. This ship had left Wellington on 26 January, and The Taranaki Herald of 29 January noted that both locomotives had come out from London aboard the 'Hurunui'— a ship which had departed London on 24 September 1880.

Whilst this may indeed be true, the Hurunui and another ship, the 'Antares', both arrived from London on 13 January; and between them these two ships carried five locomotives—two for New Plymouth, one for Napier and two for Wellington. There is therefore a chance that D 170 could instead have been aboard the Antares, departing London on 17 September 1880.

D 170 was subsequently assembled and entered service on 21 May 1881, with sister engine D 171 following suit a week later.

Initially both locomotives were unnumbered, but in 1882 they were numbered as the New Plymouth section's D 22 and D 23 respectively. At the time when the locomotives entered service the New Plymouth section was isolated, reached from New Plymouth to Waitara and as far south as Eltham.

Over the next few years this line southwards was extended, and the Wanganui and New Plymouth sections were linked on 23 March 1885.



W A I T A R A .

ARRIVED.

January 28.—Mary Bannatyne, brigantine, 116 tons, Forster, from Wellington. Cargo—2 locomotives and railway material for New Plymouth-Wanganui Railway.

January 28.—Cutty Sark, sch., 52 tons, Jorgensen, from Wellington. Cargo—Railway material for New Plymouth-Wanganui Railway.

January 28.—Elizabeth Conway, sch., from Wellington. Cargo—Railway material for New Plymouth-Wanganui Railway.

The schooner Mary Bannatyne, which arrived in the Waitara yesterday, brings the two new engines from the ship Hurunui for the New Plymouth line of railway. Two other schooners also arrived in the Waitara yesterday with railway material.



It seems likely that in D 170's early years it would've regularly traversed all these lines, and indeed even in the late 1890s there are photos of her at Waitara. Renumbering as D 170 occurred in 1888 when all NZR locomotives were bought in to a unified numbering system.

In 1905 the Government established a sawmill at Kakahi for the purpose of supplying timber and sleepers to support the construction of the Main Trunk Railway between Auckland and Wellington. This mill was operated by the NZ Railways Stores Branch and was supported by a timber tramway to bring logs out of the bush. D 170 was transferred to operate this line along with A 62 and C 148. These three locomotives share a quirk of each being allocated two fleet numbers by the NZR, and to understand why this occurred requires some understanding of NZR's internal structure. Within NZR there existed a number of branches- something akin to what would be called a business unit today. These included:

- The Traffic Branch- responsible for managing the overall running of trains and

managing goods and passengers.

- The Mechanical Branch- responsible for operating and maintaining the fleet of locomotives, carriages and wagons. This included managing all the workshops, locomotive depots, locomotive crews, etc.
- The Maintenance Branch- responsible for maintaining all of the infrastructure, and in some cases this could include activities such as operating quarries to provide ballast for the line.
- The Stores Branch- responsible for the overall procurement of parts and materials for the whole organisation. There are several instances where the Stores Branch operated their own sawmills to provide timber for the NZR.

Ownership A 62 had been transferred internally from Mechanical Branch to the Maintenance Branch in 1906 for use in the Pencarrow Quarry, and thence to the Stores Branch.

Similarly, ownership of D 170 and C 148 was transferred to the Stores Branch in March and June of 1911 respectively. The effect of these transfers was that the original fleet numbers



were reused- by Wf 62 in 1908 and by Ba 148 and Wg 170 in 1911. In March 1912 D 170 was renumbered D 576, and C 148 was renumbered C 577.

It seems at this time that these two locomotives were regarded as having been taken back into the main locomotive fleet, as only a year later in August 1913 they are once again recorded as being 'sold' to the Stores Branch. And, in a final twist, they were taken back over by the Mechanical Branch once again in March 1915. In the meantime, A 62 had technically remained numberless since 1906, but it too was taken back in to the main NZR locomotive fleet in March 1915 becoming A 196- a number vacated by a D class locomotive which had been sold in 1914.

With supplies of timber at Kakahi dwindling the NZR looked farther afield for materials. They had already been purchasing large amounts of timber from the Waitakere Ranges, and in 1913 leased the Piha Tramway and sawmill- buying it outright in 1915. A new section of 3'6" gauge tramline was built there, and A 62/196 was transferred there to operate this line. At about the same time the NZR also bought a mill at Mamaku from the Mountain Rimu Timber Company as another source of timber. As a result, D 170 was transferred to Mamaku to work there, and there she worked for the remainder of her NZR career.

In May 1922 D 170 (as D 576) was officially 'written off', and the locomotive was subsequently sold to the Hawkes Bay Frozen Meat Company for use at their works at Whakatu near Hastings. The original 1880 boiler was by this time no longer fit for use, and as a result a new boiler was constructed by A&G Price at Thames in 1923. For the next 37 years D 170 operated at Whakatu, shunting wagons of livestock and frozen meat around the freezing works.

In July 1960 D 170 was retired, being replaced at the works by A&G Price built shunting tractor No.197 (itself now preserved at Feilding). The locomotive was subsequently donated to MOTAT by the Company via the Hastings Model Railway Club, and money was raised for the transport of the locomotive to MOTAT. It is believed that D 170 arrived on site at Western Springs in 1963, initially being placed in front of the pumphouse alongside Bertha before later being moved to an area behind the building the following year. From here D 170 was transferred in about 1970 to a space between F 180 and the Mt. Albert signal box on the line later occupied by K 900.

Mid-1975 was to see a significant turn in D 170's story, with the locomotive being removed from MOTAT and transported to the Tokomaru Steam Engine Museum for storage. It then went to Christchurch where it resided at Andersons



Engineering and later in the yards of the NZ Express transport company. These moves were not sanctioned by MOTAT, and over the next 25 years steps were taken to try and have the locomotive returned to MOTAT's site.

In 2000, MOTAT was contacted by the NZ Express transport company, asking for the locomotive to be removed from their site.

MOTAT resumed custody of the locomotive at this time, and the museum entered into a productive relationship with the Rodney Community Tourist and Development Trust to allow the locomotive to be returned to the Auckland region and placed on display at the Helensville railway station.

With the 125th anniversary of the Riverhead-Helensville railway approaching the timing was perfect, the first trains on this section having been hauled by a D class locomotive. With the generous support of Tranz Rail Ltd., the NZ Express Company and the Rail Heritage Trust the locomotive was dispatched from Christchurch, arriving at Helensville on 10 October 2000. This left enough time to paint and tidy up the locomotive before the anniversary celebrations on 30 October 2000.

Unfortunately, however, the ravages of decades of

open storage took their toll- some corrosion was already evident when the locomotive was donated to MOTAT in 1960, and its trip to Christchurch where it became somewhat lost and unloved made matters considerably worse.

By the time the locomotive arrived at Helensville there were holes appearing in the water tanks and cab, and whilst a coat of paint greatly improved its appearance ultimately a significant amount of repair work was going to be required. In the meantime, the Helensville station group built a shelter to cover the locomotive, and later fenced it off to prevent it being climbed upon.

MOTAT volunteer and former NZR driver Barrie Hendriksen dedicated many hours over this period working on D 170, freeing up seized components and painting and cleaning.

All of these steps have served to keep the locomotive tidy and to limit deterioration as much as possible until more could be done, whilst still allowing it to remain on show at Helensville.

Fast forward to 2024, and cooperation between MOTAT and the Helensville Railway Station Trust has seen the locomotive craned, trucked and stored back at MOTAT, ready for its restoration, whenever that may be.

A BUSY 2024 AT ORMONDVILLE

The working bees have been in full swing at Ormondville over the last year, as Val Burr writes.

We've had a great year – the highlight probably being our H (cattle) wagon winning FRONZ's Goods/Service Wagon Restoration Award at the 2024 conference, conveniently held in Palmerston North, also our special long-time ORPG volunteer, Zelma Reid, then aged 100, winning the Volunteer of the Year Award. She is now in the process of turning 101 and still 'on the job'.

Meanwhile, the next restoration, the Jc (sheep) wagon is well in hand

– and aimed at taking a little less time that the H did, leaving aside the fact that both have been sitting at Ormondville for three decades.

The Jc arrived in 1996. A while later the Rail Heritage Trust contributed two flat wagons for use as parts (i.e. originally we had two wheel-less Jc's, but that's a long sad story).

So now, after the latest owner of the two huts that sat for two decades on the two flat wagons, finally removed them (another long complicated story), the job has now started with enthusiasm – and it is progressing remarkably quickly.

Next in line: Ormondville's Jc wagon, ready for restoration. Photo: Tom Williamson





Even one of the La's is getting a paint job!

We also enjoyed a visit for lunch several weeks ago by Glenbrook Vintage Rail's touring train and passengers; and on a less happy note a few days ago, we had a visit to our goods yard by Hawke's Bay's rescue helicopter to collect an injured local.

This reminds us that we are one of the limited places in the near vicinity nowadays where an

emergency helicopter might land alongside the road.

It also provides a good reason to keep that portion of the goods yard clear of random 'stuff' in future...

You can learn more about the Ormondville Rail Preservation Group at their website: <https://ormondvillerrail.weebly.com/>



The Diesel Traction Group has published a calendar to help fundraise for DI 1102's mainline certification, and "to showcase some beautiful English Electric locomotives".

This calendar features 12 photos spanning 70 years, some of which have rarely been seen.

If you're interested in supporting DTG and

getting a souvenir to enjoy in 2025 please email: dan.armstrong@dtg.co.nz. Include your name, the number of calendars you'd like, and your address.

Prices for one calendar and postage:
 NZ: \$35; AUS: \$37; RoW: \$40

If you're after more than one calendar let us know and we can combine shipping costs up to 1kg.



Di 1102 and DE 512 sit at Waipara as DA 345 rumbles past. Photo: Bobby Bolton



Diesel Traction Group president Jim Garters in the rescued cab of Dg 2290. Photo: DTG

Di 1102 during installation of Fire Suppression System. Photo: DTG



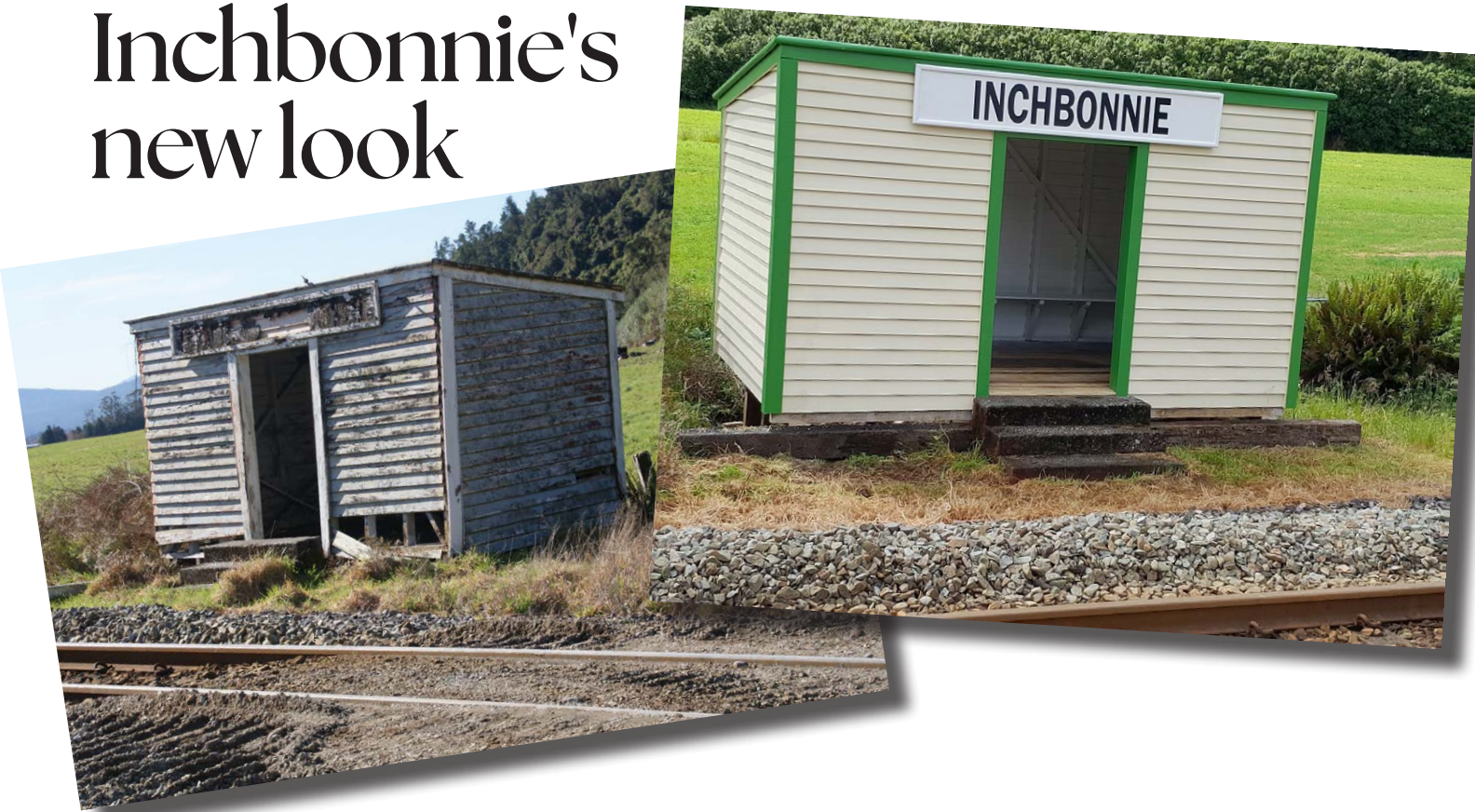
CONSTITUTION UPDATE

In January FRONZ will be circulating its draft Constitution to member groups.

We will be asking you to read through this and provide feedback. Your thoughts and opinions are needed to make sure the new Constitution is fit for purpose, and so it accurately reflects our diverse membership.

Please make sure you set aside some time to review this when it lands, and please circulate it amongst your groups. We expect this to be in your inboxes in the next three weeks.

Inchbonnie's new look



The West Coast station of Inchbonnie has had a much-needed revamp, in time for the celebration for the 90th anniversary of New Zealand's first licensed scheduled air service.

On 18 December 1934, two passengers alighted from the West Coast express at Inchbonnie and walked the short distance to the airfield, where captain Bert Mercer picked them up and flew them to Hokitika and Franz Josef. Later that day, Mercer flew both passengers back to Inchbonnie to allow them to catch the evening train back to Christchurch.

It marked the beginning of both domestic air transportation in New Zealand, and aviation-based glacier tourism, which became the backbone of the South Westland tourism industry.

The original aircraft, based at the Croydon Aviation Centre, flew over the 90th anniversary celebrations.



In memory of Tangiwai



Adin, Henry
Adin, Queenie
Anderson, Margaret Jean
Angel, Johannes Petrus
Attree, Trevor Crawford
Bacon, William Trevor
Bagley, Ann Victoria
Baillie, Hilda Mary
Benge, Colleen Frances
Benton, Beverley
Benton, Edward Roslyn
Benton, Florence Ann
Benton, Glennis
Benton, Roslyn
Booker, Murray Robert Craig
Boucher, John White
Bradley, Thomas John
Brennan, Bettina Melody
Brett, Wilfred Lee
Briggs, John Hammond
Byars, John Fleming
Capper, Desmond James
Caslon, Patricia
Clark, Trevor Charles
Cochrane, Georgina Maitland
Cockburn, Douglas Robertson
Cockburn, John Harold
Cook, Edith Monica
Cormack, David Avery
Cormack, Violet Olive
Cox, John Morrison
Cox, Mae Morrison
Cranch, Jean Mary
Croucher, Eric William Croucher
Crowley, Joan May
Davies, Gordon Leonard
Diggle, Janice
Diggle, Norman Cyril
Diggle, Valerie Joyce
Doole, Elizabeth Graham
Drown, Alan Maxwell
Edgecumbe, Patricia Margarita
Eilers, Ngaire Joyce
Elford, Dianne Laurel
Elford, Evelyn May
Elford, Rober Charles
Elsley, Cecilie Lily
Ensor, Mabel Lay
Eves, Roberta Elizabeth
Fitzgerald, Geraldine
Fitzgerald, Ian Gerald
Fitzgerald, John Edward
Fitzgerald, Veronica Mary Margaret
Flavell, Sydney Walter
Foote, Harold Victor
Foote, Ian
Golding, Heather Edna
Goodhue, Frederick Gordon
Gray, Te Wheturere James
Grigor, Sheila
Hale, Eileen Frances
Hale, Rober Joseph
Hallam, Kathleen Florence
Hammond, Ronald Charles
Hanley, Christina Marie
Hanley, Evelyn
Hanley, Robert
Havler, John Herbert
Holloway, Frederick Walter
Hylands, Arthur
Hylands, Elizabeth
Josephs, Stanley Victor
Karam, Madeline Bernadette
Kemp, Reongaro
Kennedy, Suzanne Katherine
Kent, Frederick Shipley
Kent, Jessie Elizabeth
Kura, Mere
Kukuruzsnyak, Balazs
Lightfoot, Una Constance
Lloyd, Barbara Anne
Love, Nerissa Ann
McFadgen, Gwendoline Dorothy
McGinley, Rae Marie
McLeod, Gordon Alexander
McMann, Royal Josephine
Miller, Edwina Hilda
Miller, Jeanette Neil Johnstone
Miller, June Mary Mabel
Moir, Thomas Rowe Scott
Molen, Phillip James Vander
Monteith, Michael Thomas
Moody, Melanie Carlo Anne
Moore, Carol May
Morgan, Horace Royston
Morgan, John Henry
Murray, Walter Edward
Nicholls, Eva
Nicholls, Herbert James
Nicholls, Jack Raymond
Nicholls, Paul Alan
Nicholls, Raymond Herbert
Niddrie, Irene Patricia Christine
Oliver, Betty
Olson, Olaf Patrick
Osborn, Margaret Elizabeth
Papariki, Linda
Parker, Charles John Henry
Parry, Herbert Staveley
Perry, Margaret Jean
Polgar, John
Porter, Elizabeth May
Powick, Josephine Margaret Ellen
Reardon, Pamela Waveney
Redman, Lancelot
Rhodes, Joseph Henry
Roberts, Shirley Anne
Russell, Jim Leslie
Ryan, Leonard Arthur Vivian
Sanders, Margaret
Scotland, Alexander
Scott, Robert Aitchison
Shandley, Richard
Sharp, Donald William
Stead, Daphne Lily
Stevens, John Edward Lee
Stokes, Audrey Mavis
Stokes, Joseph Charles
Squire, Pearl Jessie
Ter Huppen, Gerrit Willem
Ter Huppen, Janna Manna
Thomass, Neil Lewis
Thomass, Paul Garry
Thonissen, Adrianus Hubertus
Torrey, Joyce Ellen
Trevelyan, Janet Mary
Vakalala, Aisea Sevutia
Wale, Arthur John
Walker, Evelyn Joy
Walker, Mereana
Warrilow, Dorothy Alice Eleanor
Warrilow, Douglas Claude
Wellington, Gordon William
Wellington, Lillian Beatrice
White, Margaret Rose
Wilson, Betty Amy
Wilton, Melva Doreen
Wood, Amelia Agnes
Wood, James
Wood, James (JNR)
Workman, Doris Edith



Steam Incorporated's North Pole Express, which ran from Paraparaumu to Otaki on 14 and 15 December. Photos: Marty Melville

