

# Loco Shed

Asia Pacific Heritage and  
Tourist Rail Organisation

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<http://www.apthro.org/>  
<https://www.facebook.com/apthro>



**APHTRO**

Asia Pacific Heritage and Tourist Rail Organisation

## **Running in bad weather**

(Kyoichi Oda, President)

The state of our activity and some members' situation are difficult now. We are running in heavy rain and strong wind: carefully control the regulator and sanding before slipping.

We were having hard time arranging the venue for the next conference and building a relationship with the locals. Yes, we can manage to hold next conference and will do our best for a successful result. I hope you will join us, this year especially!

On the other hand, our activities have not made progress so quickly. I hope all our members could consider how to speed up what we can do for all in the Asia – Pacific region. I would like to emphasise that this depends on you all. I believe it can bring benefit all round through mutual co-operation.

Some of our members are having difficulties, for political and management reasons. We hope all our members are doing well in fostering their activities - APHTRO is ready to support them wherever possible .

For all the above our facebook forum can play an important role in promoting and speeding up communication and discussion. It is a unique online service for heritage rail people in ALL the Asia – Pacific region. I also hope you understand and make good use of our forum to resolve any problems you have in your heritage rail activities.

## **Supporting members' projects**

We are currently supporting following the members' projects:

- a. Transforming the former Taipei Railway Workshops into a Railway Museum in Taiwan;

- b. The steam train revival plan by Manila Railroad Club in The Philippines; and
- c. Steam locomotive boiler inspections at Royal Railways in Cambodia.

## **Consulting service**

Consulting Services for our members will be provided as and when requested. Currently some of our members are excellent at organising social activities, heritage evaluation, fund-raising etc. These are important parts of our international co-operation.

## **Support scheme for conference delegates**

Since the situation with the locals is not yet confirmed, we cannot firm up arrangements for this year's conference before further consultation.

## **Incorporation moving to India**

The details will appear in August and be reported on our Facebook page.

## **Relationship with other International organisations**

The president will visit and meet prominent people in the following organisations:

### **New Europe Railway Heritage Trust (NERHT)**

NERHT is a voluntary society in UK founded in 1999 to help railway preservation in the former Soviet Union and the other ex-Communist countries in Central and Eastern Europe.

### **Heritage Rail Alliance (HRA)**

North American regional Organization, rebranded in 2016 from the Association of Tourist Railroads and Railway Museums (ATRRM). The organisation was formed in 2013 by merger of Tourist Railway Association and the Association of Railway Museums.

## **Conference 2017 in Shibaxi Railway, China**

This year's conference will be held in Shibaxi Railway in Qianwei, Sichuan, China.

## **Conference Programme**

The conference programme Schedule:  
18 Oct Wed – AGM and business session

19 Oct Thu – Steam train ride on Shibanzi Railway

20 Oct Fri – Visit Chengdu Panda Base (Optional)

Delegates will fly to Chengdu, capital of Sichuan. Qianwei, the venue of conference is located two hours bus ride from Chengdu. AGM and business session on 18 October is planning to be held in Baihai Holiday Inn.

<http://english.ctrip.com/hotels/jianwei-hotel-detail-2156908/baihai-holiday-inn/>

We take a steam train next day: leave Qianwei in the morning to take a 30 minutes local bus ride to the station. We expect to visit to engine shed and workshop, then make the return trip on a steam train with a few hours stay at the terminus, where you can visit a mine exhibition with 80RMB additional fee if you want.



We will return to Chengdu in the morning on 20 October to visit the Chengdu Research Base of Giant Panda Breeding. This is not heritage railway, another sphere exhibition, however this place is so popular and good to learn and bring something for our museums and activities. The entrance fee is 58RMB.

<http://www.panda.org.cn/english/>

If you want more, there is railway museum in Kunming.

<http://www.gokunming.com/en/>

The railway between Kunming to Chengdu is famous as a scenic mountain route.

<https://en.wikipedia.org/wiki/>

It takes 19 hours and you can book train ticket on [www.ctrip.com](http://www.ctrip.com) .

## **Future Conferences**

### **Conference 2018**

We expect to hold in Myanmar in late October 2018. The possible venue is Naypyidaw, following two days steam train ride from Bago on mainline of Myanmar Railways. Sri Lanka is alternative venue if Myanmar doesn't work out.

### **Conference 2019**

Due to delays in the construction of a new railway museum, our conference in Amman, Jordan has been postponed from 2018 to 2019. Details will appear in Spring 2018.

## **CAME BACK OF NO524 RAIL CAR TAISUCO**

(Nai-Yi Hsu: Railway Cultural Society Taiwan)



No 524 rail car of Xihu Refinery Taisuco(Taiwan Sugar Company) was restored and came back to run in last December. This is one of typical type of rail cars of Taisuco. It was modified in 1950s' from a originally passenger car made in 1949 and was retired in 1980. It had a unique feature of its power transmission and regulate systems similar to those of buses or trucks by mechanical transmission and clutch.



The restoration was done to keep the original style as possible although many parts were no more exist and was forced to use those near same ones which were purchased from the same brand. There are already regular tourist trains on every Saturdays and Sundays including 2 returns of steam trains on Sundays using “Toroko”, coaches modified from sugarcane cars. So this rail car will run only by special orders. The charter fee is NT\$ 10000 for 2 hours and the loading limit is 25 persons. On the last day of 2016, a group of our Japan/Taiwan rail fans chartered No 524 for its virgin run after came back. There is another “twin” car, No 538, The Shengli( Victory) and a brother car, No 562, The Chengkung( Success) in Wushulin Recreation Park. These 2 cars lost their powers and can only run by locomotives pulling.

When APHTRO Conference 2014 in Taiwan, we chartered them for a special run for our delegates.

In Wushulin, there are another 2 smaller motor cars which were used for services for VIPs for their inspection of refineries. So they are called Sir cars. Both of them are able to run for charters. There are many funnies in Taiwan sugar refineries and railways. Don't forget to enjoy them when you visit Taiwan.

For further informations, please contact Nai-Yi Hsu, Railway Cultural Society Taiwan.

## **An introduction to Dunedin Railways**

(Grant Craig: President of FRONZ, Operating Manager of Dunedin Railways)

Dunedin Railways specialises in scenic train trips into the spectacular Central Otago Hinterland on the remains of the Otago Central Railway through the spectacular Taieri Gorge and up the rugged Otago coast north of Dunedin, New Zealand.

The Taieri Gorge Railway and The Seaside train trips offer unique and panoramic views over ever-changing scenery.



The Otago Central Railway branched from the South Island Main Trunk at Wingatui, 12 kilometres south of Dunedin, and ran through Middlemarch, Ranfurly, Omakau and Alexandra to Cromwell in the heart of Central Otago, 235 kilometres from the Junction.

The route was chosen from seven proposed in 1877 because it opened up the greatest area of Crown Lands, presented the fewest engineering difficulties and was the most direct route to Dunedin. By the end of the mid-1870s the gold rushes in Otago were well past and attention was being focused on the agriculture and pastoral potentials of Dunedin's hinterland. Roads were notoriously bad and railways were seen to offer the best means of improving transport and communications.



### **The Line**

- The track is a single line with passing loops at North Taieri, Parera, Hindon, Pukerangi and Middlemarch. There are also service sidings at Mt Allan, Hindon, Pukerangi and Middlemarch.

### **Quick Facts**

- Track gauge - 1067 mm [3 ft 6 in] (New Zealand standard gauge).
- Track construction - predominantly 35 kg/m [70 lb/yd] flat bottom rail on wooden sleepers (ties) over 40 mm ballast with bolted joints (no welded rail).
- Maximum curvature - 140 m [7 chain] radius.
- Maximum gradient - 1-in-50 [2%]
- Maximum height above sea level - 254 m [833 ft]
- Minimum height above sea level - 28 m [92 ft]
- Maximum speed - 50 km/h [30 mph] (due to the small radius curves)

### **Tunnels**

Number - 10

Longest - No 2 at Salisbury, 437 m [1435 ft] long

Shortest - No 7, Machine Creek, 55 m [180 ft] long

Interiors - some brick lined throughout, others lined at the portals only, depending on ground conditions.

## Bridges

Number - 35 between Wingatui and Middlemarch.

Largest - the Wingatui Viaduct, spanning 197.5 m [659 ft] across Mullock Gully, 47 m [154 ft] above the stream bed.

Construction - Viaducts are wrought iron, riveted lattice work construction on masonry piers.





### **Rolling Stock**

We have a selection of rolling stock with 18 carriages of various types and our main motive power is the Dj class locomotives built in 1968 by Mitishishi and powered with D398 caterpillar motors. The attached photo (Red Dj) was taken in Japan when built (photo to be credited to G McClare) We are based at the historic Dunedin Railway Station built in 1906.

### **Vacancies**

Please recommend if you or someone you know would be happy to help us.

### **Secretary**

Due to retirement of our former secretary Nathan Williams, we are seeking a new secretary.

### **Volunteers**

APHTRO activities are maintained by volunteers and we need help on the following tasks and project so far:

- Website designer and editor - To build Railway Heritage Site Database
- Newsletter Editor - This newsletter appears at least twice a year

**This Newsletter cannot be sustained without fresh content.** Latest news, photos and articles from your heritage railways will be very much welcomed.  
The next issue will appear in **December 2017**.

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(I would like to thank *tw* for checking the draft.)