

# Steamline



The Official Magazine of Steam Incorporated



June 2021

Issue 174



# Photographic Highlights

A brief selection of images from recent depot activities and excursions....



The Editor recently collaborated with Kapiti Signs to complete this special tail board in commemoration of our 50th year.  
- Tommy Secker

Da movements at Wellington's Platform 9 during December's Grand Circle Rail Cruise.  
- Sean Singleton



Both Steam Incorporated and Ontrack Events crew pictured here following the final North Pole Express for 2021.  
- OnTrack Events

COVER: Ka 945 charges through Pukerua Bay in 1988.  
- John Bovis





# STEAMLINE



The Official Newsletter of Steam Incorporated

PO Box 4, Paekakariki

Website: [www.steaminc.org.nz](http://www.steaminc.org.nz)

Registered Charity: 21297

Issue 174

March 2022

Hello folks, and welcome to Steamline #174. In our 50th year, we have some incredible things planned and without going too much into it (I'll leave that for Jack!), Steamline will serve as a great resource for our members to reflect on these significant celebratory events. When I took over the publication of Steamline nearly 4 years ago, I took great pleasure in reading past editions of the newsletter, and reading about things that happened well before my time. I hope future generations will do the same with these ones.

In upcoming releases this year, I'd love to feature memoirs, historic images, anecdotes and all sorts from the past 50 years, so please do not hesitate to flick me an email - [editor@steaminc.org.nz](mailto:editor@steaminc.org.nz)

Tommy Secker - Editor

## NOTICE OF 2021 ANNUAL GENERAL MEETING

*Members of Steam Incorporated are hereby advised that the Society's Annual General Meeting for 2022 will be held as follows:*

Venue: Bentley Room, Southwards Car Museum

Date: **Sunday 22nd May 2022**

Time: 2.00 pm.

### *Agenda for the meeting:*

- 1) Apologies for absence.
- 2) Declaration of Proxies.
- 3) Minutes of the 2021 Annual General Meeting and discussion of any matters arising.
- 4) Presentation of the President's report.
- 5) Presentation of the Treasurer's report.
- 6) Election of Officers (President, Deputy President, Secretary, Treasurer).
- 7) Election of five Committee Members.
- 8) Proposed Amendments to Constitution
- 9) General business.

Honorary and Full Members unable to attend the meeting may appoint a proxy as provided for in the Society's Constitution. Proxies must be in the hands of the Secretary no later than 48 hours before the advertised starting time of the meeting. Nominations for Officers and Committee Members may be made by currently financial Full or Honorary Members. The Nominee and Secunder must also be currently financial Full or Honorary Members. Nominations must be in the hands of the Secretary no later than twenty one (21) days before the advertised date of the meeting. If you require more copies of the Nomination & Proxy forms please feel free to photocopy them as required, or contact the Secretary. Members who are unable to attend the meeting may send their apologies to the Secretary by mail to the Society's postal address, or by e-mail to [secretary@steaminc.org.nz](mailto:secretary@steaminc.org.nz). These should arrive no later than 24 hours before the meeting.

If anybody would like a copy of the 2021 AGM minutes prior to the 2022 AGM for review, please contact [secretary@steaminc.org.nz](mailto:secretary@steaminc.org.nz), and please find at the end of this document, nomination and proxy forms as well as a copy of the amended constitution for review.

Secretary



# Steam Motive Power Dept.

*Dennis King*

## Ja 1271

Following Ja1271's last outing Pre-Xmas on the North Pole Express, a number of scheduled maintenance and repair activities are underway, in order to have the loco ready for upcoming mainline assignments.

The exhaust steam injector was removed from the loco in early February for inspection and overhaul. This work was recently completed and the injector reinstalled back on the locomotive. A big thanks to Russell Gibbard, Alan Bailey and John Bridson for providing their guidance and assistance during the overhaul process. A new superheater element was installed to replace one that had developed a steam leak, while another was repaired to rectify a corroded ball joint. This work required partial removal the spark arrestor to allow elements to be removed and re-installed. The boiler and quadraplex air gauges were removed and sent away for inspection and calibration. The gauges have since been returned and re-installed. Work is currently underway on an 'E' Brake Service Check, which involves a comprehensive inspection and servicing of the locomotives braking system.



*'71's Exhaust Steam Injector*



*Ab 608's centre driving wheel at GVR  
- Aaron Wong*

## Ab 608

Ab 608 has been under maintenance following the 'Kapiti Family Express' excursion in May 2021, to prepare the locomotive for the upcoming 2022 excursion schedule. A wide variety of tasks are being undertaken, namely the overhaul of the fireman side Sellers Injector. The big ticket item is the replacement of the main driver crank pins. This work commenced in August with removal of all rods etc, to allow the main driving wheel assembly to be dropped from the frame. At this point, the old pins have been removed, new pins manufactured and pressed back into the wheel bosses. The pins are currently due for machining and grinding at GVR on their Quartering machine. Following this work some final machining is required before the driver is re-installed and the motion re-assembled. In the meantime inspection and maintenance work on the main driver axle boxes is in underway. The boiler and duplex air gauges were removed and sent away for inspection and calibration. The gauges have been returned and re-installed. Tranzlog and radio system maintenance is currently in progress.



# On the Northern Front

More progress can be reported in this update on Ka945's restoration. The fireman's brass burner plaque was uncovered in early December and was cleaned up and polished by Ben and Marty Melville. The tender's policeman brackets have been removed and were cleaned of their paint. All the bolts had a run with a die nut too. All this was carried out by Angus Marshall. A weld build-up is going to be required on the bottom of one of the brackets as it was found to be a bit shorter than the other. Clearly been doing its job well in the past! A small cleanout in the upstairs area of the workshop has uncovered some parts which are now being attended to. The cowcatcher brackets, front steps and the generator and lubricator brackets are in the process of being cleaned and painted by Jacob Borich and Joshua Roberts. Kahu Koopu has been busy carrying on with cleaning and painting the running boards. Cleaning and inspecting of the leading tender bogie is carrying on as usual. It is now being stripped of its paint in preparation for crack testing and repainting. New pins have been made for the suspension safety straps and brake shoes pins are currently being made. Once completed, attention will turn to the rest of the suspension components. Piece by piece the old girl is being attended to, but it's still a long road ahead. Any new volunteers to join the project are always welcome, there's always something to do.

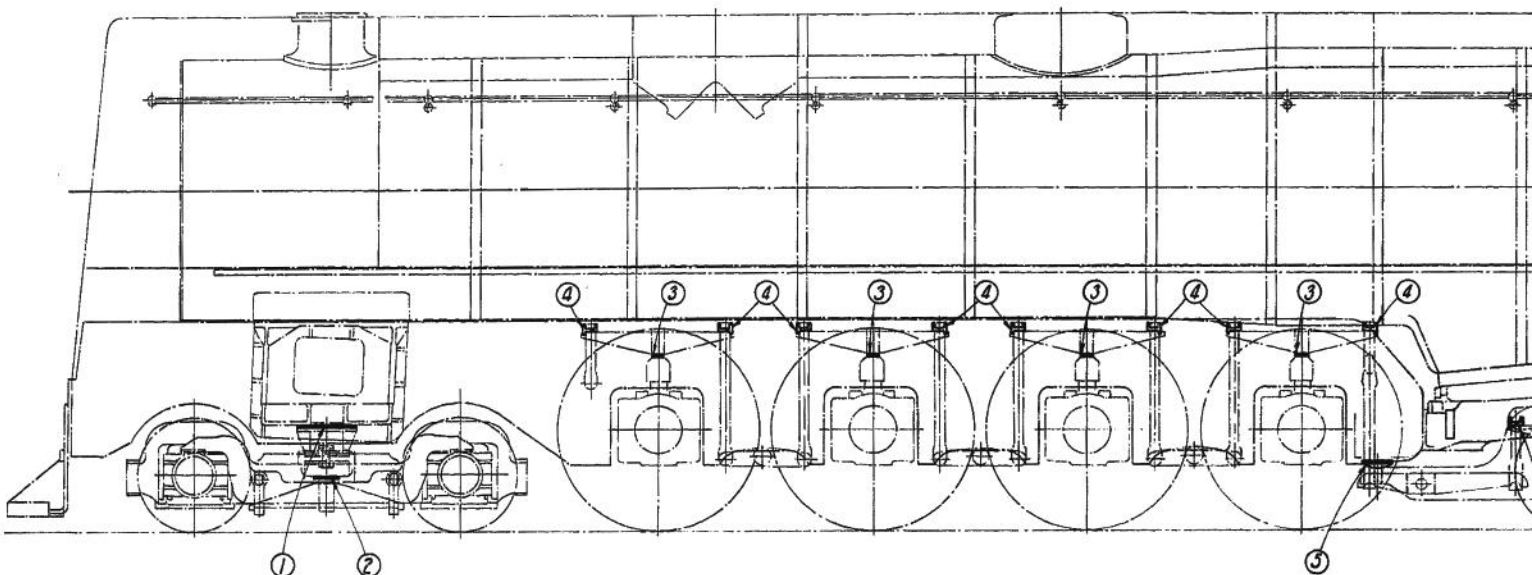


*Ben Melville with the Burner Plaque*



*The first pin for the tender bogie suspension being machined in-house on the lathe*

*"To a Standard; not a Timeline!"  
- Hamish Jackson*



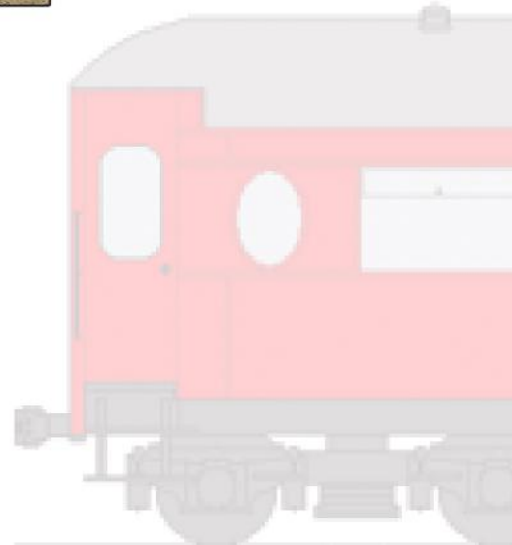
# Carriage & Wagon Dept. David Rowland & Peter Norman

If you venture into the C&W Shed sitting at the north end of road 3 is AS1868 currently undergoing restoration work. A1868 was built at the Otahuhu Workshops in 1937. Originally built as a 2nd class car for North Island express train service and allocated to Wellington. In 1984 was reclassified as an AL car for Auckland suburban service as AL56095. In 1997 was rebuilt into a servery car for use in the Auckland charter fleet. This rebuild was performed by Babcock New Zealand at the Devonport naval dockyard. This included fitting a centrally located servery area with table seating at each end plus the fitting of HEP. Table seating is 2x1 giving a total of 24 seats at tables. Its last use in KiwiRail charter service is likely to have been in 2011/2012. It arrived at Paekakariki by rail on Sunday 30th June 2013. On arrival was initially stored but is now well into an overhaul. All exterior cladding panels have been removed allowing the timber and steel frames to be checked for rot and corrosion. The timber bottom plates were all removed to allow inspection of the knee brackets and their bolts. Many of these bolts had to be removed and replaced due to the amount of corrosion. Work is currently focused on the No.1 end while we wait to transfer 1868 to the running shed and the compressor for needle gunning of the No.2 end. Looking here at the No.1 end the metal frame and shear plate have all been needle gunned, primed and given two coats of enamel gloss paint before a new plywood floor was laid. The fibreglass corner panels have all been patched and reinforced and are temporarily screwed into place to protect them. The doors have been cleaned and all damage patched ready for painting. Just after this pic was taken the weather shields were reattached to the bottom of the doors. New door trims are being machined up; need four new door stops and two cover trims.



*'68 pictured in service in 2008, compared to how it looks currently. A huge project lead by David Rowland*

The bogie work on Aa 1618 is nearing its end, we should start to reassemble it in the next week after a complete overhaul. On the inside of the car the painting team have finished the refurbishment of the paint, there are a few other jobs to be carried out on the car and it should be ready to return into service. The Thursday team have now moved on to the wooden cars to tidy up some bits and pieces before the Tour Train later this year, along with that the team are working on the inside of the cars to give them a deep clean and polish the floors again.





# Up the Trunk

*Graeme Clover writes...*

It was an early start for Steam Incorporated train running staff who on the morning of Sunday 30 January 2022, were putting the excursion train together for the run through to Raurimu and return. With a scheduled departure due from Paekakariki Station at 7am, activity started around the site at about 5:30am. Fortunately, the weather was clear and fine in the early darkness, and quite light by the time the 8 carriage passenger train hauled by DA's 1431 (leading) and 1410, departed Paekakariki Station on time. With some 100 passengers on-board, more passengers were collected at the normal 4 Kapiti pick-up stations. Then after an uneventful run through to Palmerston North, and the with final group of passengers who boarded there, that gave a total passenger of around 150 for the day. This was a disappointing smaller number of passengers than would be liked, but a good number considering the restrictions that running under the "Red-light" COVID restrictions then in place, caused to be applied to this passenger train.

The train continued through the Rangitikei area to Marton and on to Taihape, now clearly being accompanied by a small group of youthful photographers chasing the train by car. By now the day was sunny and warm with delightful blue skies, adding to the delight of being out and about for the day considering the previous times of travel restrictions. At the South Rangitikei Viaduct and at the Turangarere "horse-shoe" curve, there was by now a larger group of lineside photographers who were seen to follow the train for the rest of the day. When approaching Waiouru, Mt Ruapehu could be seen clearly with its top covering of snow adding to the "sparkle" of the moment.

At Ohakune, time was given for passengers and crew to have an approx. 20 minute leg-stretch. Because the travel time for the day was rather long being of some 16 hrs, there were two separate Steam Inc train crews scheduled for the day with a full duty staff change-over at Raurimu.

*Da 1410 & 1431 perform a photo run-past on the 'Spiral'. - John Bovis*





And also there were 3 sets of 2 Locomotive Engineers required for the day, which is understandable owing to the work hours required, but significantly adding to the costs of running this excursion. After leaving Ohakune, the train travelled up through the center of the North Island, over the massive Makatote Viaduct and on to National Park for a further brief passenger stop. Then down-hill to Raurimu and into the loop there. There the 2 diesel-electric locomotives were run around the train via the main line to be coupled to the south-end of the train, with DA1410 now leading.

On leaving Raurimu Station, the train then commenced climbing the Spiral's 1 in 50 grade up to National Park. Just short of the first and longer Raurimu Spiral tunnel, the first photo-stop of the day was held. After about some 20 mins of standing around owing to a Train Control delay, many passengers then took to climbing the hill track up to the top of the "Cinder Bank", leaving the die-hard photographers still down outside the tunnel. Eventually the train set-back about 600m and then pulled forward with power through the Spiral Tunnels to come around to the top of the Spiral and to a stop to pick up the passengers there. The overall time for this stop was in the order of 30 mins which meant a little late arrival time back at National Park. Fortunately, there were no other trains in the area at this time.

After the brief stop at National Park, the train departed for a pleasant homeward journey in the warm sunshine when a goodly number onboard would have had a little snooze. The next stop was at Hunterville to pick up a pleasing "take-away" style hot evening meal supplied by the Hunterville Hotel. The next major stop was again at Palmerston North to say good-bye to the passenger group who had boarded there in the morning. Travelling on through the Horowhenua, darkness finally arrived as passengers were dis-embarked at those regular stops of Levin and Otaki, etc.



*Cruising through the Horowhenua district, into the evening.  
- David Palmer*

Arrival was nominally on time at Paekakariki, owing to at Waikanae the regular Wellington EMU service had cleared the main line into the by-pass back-shunt, for us to pass through without delay. After dis-embarking the last of our passengers, the final act of the day was to shunt the train away from the Paekakariki Station and into the Carriage Shed, so completing an uneventful and pleasant although rather long, day out in the sun. A considered remarkable event considering the difficulties in operating excursions during these times of COVID restrictions, so thanks to all staff involved in operating the train for the day.



# Minister of Everything a.k.a. Jack

Steam Incorporated's 50th year! For all of us this is a massive achievement as it shows the passion, commitment, skills and generosity of our membership and volunteers, so for all past and present Members of our great society thank you. Our 50th year is shaping up to be one to remember, currently with covid holding us back we are getting stuck in to as much maintenance and servicing as possible ready for the onslaught of excursions planned for later in the year, some of these are planning to be record setters!

I'll talk about some of the events we have coming up later in the article however first we need to cover off some of the great things that have happened over the last couple of months that you won't hear about in the loco/carriage reports. Over the past month we have run various training days/exercises for members to ensure they are up-to-date and compliant, we had a really good turn out to these days and now have 96% compliance for all training and medicals, so to everyone who went out of their way to ensure we can meet our obligations as a licensed rail operator thank you, it keeps you safe and more importantly makes my job considerably easier.

More on the training front, last year Marty, Tommy and Alister stepped up into the guard's role and boy have they grabbed the bull by the horns, Marty and Tommy both coming from the loco side of things have picked up the way our operations work and made it their mission to ensure our passengers and external crew have a pleasant and well-rehearsed day with us. After taking a well earned break we also have Alister Buckingham as a guard again, who has slid right back into the role and been able to offer the "newcomers" some old school wisdom. With myself and Graeme these men complete our current guards roster, some of our crazy ideas for excursions later in the year are going to call for more guards, if your interested please get in touch with me at [training@steaminc.org.nz](mailto:training@steaminc.org.nz).

We are also looking for TXOs, For those that aren't aware, before every excursion departs we have a member of our team (TXO) get the train ready and to complete one final inspection before the train is let out into the wild, currently we only have four members who can do this role so are eagerly looking to get others involved, if this sounds like you please get in touch, we need at least 4 new people to run this course so don't be shy.

Paperwork, paperwork, and yet more paperwork. Trust me, I enjoy being in the office just as much as you enjoy seeing me here however if we want to run our 20th century trains on a 21st century rail system we need to meet the 21st century standards. Much of this work has been undertaken by myself and our dedicated safety subcommittee, who meet nearly every week to support our department managers in ensuring they are complying with the latest standards and procedures. This is no small feat and non-chargeable compliance costs equate to more than \$75k a year regardless of how many excursions we operate, however if we weren't to do this work, we would have our operating license revoked very quickly bringing our operations to a halt. So thank you to David, Peter S, Dennis, Tommy and Wayne for your massive work in keeping the "boring" side of the society moving, I know you would all rather be in the workshop!



One of our main projects for the Safety Sub Committee at the moment is Steam Inc's training literature and systems, over the course of 50 years some of our training literature has fallen by the wayside, where other courses never existed or weren't accessible to all staff. The SSC are working to bring all of our training into line, making courses and upskilling more accessible to members and ensure a more consistent skill set amongst our active workforce. Steam Incorporated has always had an exceptional experience base amongst our mature members however as times change and we move to plan for our next 50 years we need to record as much as we can to ensure we maintain these high standards people have become to expect from us. Notably, Dennis King with assistance from Hamish Jackson have been working to produce a comprehensive set of training documentation for our Steam crews. This suite of manuals, assessments and logbooks will nicely supplement the already existing hands-on learning culture that has allowed the society to achieve the things it has. We look to have this training available in the next month. If your interested in getting involved with our steam engines, either at the depot or on our crews get in touch with Dennis at [dennis.king@steaminc.org.nz](mailto:dennis.king@steaminc.org.nz). No prior skills required as we need to put this new training to the test! Graeme Hudson of NZTA joined us on our excursion to the Spiral in January to undertake our annual "Ordinary Safety Assessment" as another requirement in holding a rail operating licence. I received the results of this assessment earlier this week and am pleased to report we only had two non-compliances and one recommendation, compared to Five NCs and Three Recommendations the previous assessment. This shows the hard work is paying off, all findings are already on our radar to address in the first half of this year.

As mentioned above the second half of this year is going to be quite busy on the operations front, currently we have 44 NRS operating days scheduled between now and the end of this year provided that Covid doesn't decide to come back again. This includes the Pounamu Tourism Group – "Sir Edmond Hillary explorer" that runs between Picton and Invercargill return, various charters with On-Track Events along with a line up of special 50th years excursions.

The first of our 50th Birthday excursions is on the 19th June where we will be running two excursions both leaving Wellington station together, the "Coastal Steam" will travel from Wellington via the Kapiti Coast to Woodville. At the same time, we will have the "Bush Rambler" working its way towards Woodville via the Wairarapa line, both trains meeting in Woodville for lunch and some photo opportunities, then heading back to Wellington. This configuration will give passengers the opportunity to travel either both ways diesel, both ways steam, or around the block getting the best of both worlds, we are hoping to offer some heavily discounted rates on these excursions for our members and their guests so keep your eyes out on our Facebook page and website for this.



Ab 608, the  
Da's and the  
tour consist at  
Kaikoura  
- Jayden  
Robinson  
Toohey



Our second big excursion in our run of special 50th events is our "Mountain Thunder" excursion on the 6th August this Diesel hauled day out will see us leaving Paekakariki just before sunrise with our full compliment of carriages, travelling through to Feilding where we will meet up with the boys from GVR, their Dbr and selection of carriages. We will be leaving Feilding with the longest passenger train run in the last decade, Three locomotives and twenty carriages. With 3800hp on the head we will make our way to the central plateau, running around at Raurimu to make our way back up the spiral for arguably one of the best photo stops this year! As per, keep your eyes peeled on our website and Facebook page for when this goes live.



We have got many other exciting 50th plans for later in the year and you will have to wait for the next edition to hear about them! Over and above all of our special events this year we have a jam packed local excursion timetable planned around Wellington including some Expressway shuttles, a Heartland Flyer and the Daffodil express just to name a few. If you have ever looked at getting involved or coming on one of our excursions as a passenger this is the year to do so.

A couple of events coming up that are a bit different from running trains is our 50th Dinner at Southward Car Museum on the 25th June. We are currently drafting the guest list and would ask for the help of our senior members to have a think about some of the past supporters of Steam Inc that would like to attend this evening. We will be sending invitations out in the coming month and we want to ensure we don't miss anyone out, so If you think of anyone please let us know at [events@steaminc.org.nz](mailto:events@steaminc.org.nz) or by dropping a line to the President. We are also looking at running a ticketed photographers afternoon/evening at the depot for the avid photographers, this will most likely be towards the end of June, more information to follow on our Facebook page closer to the time.

Once again, thank you to everyone who has or continue to support Steam Inc in what we do, without you we couldn't do the things we do and I'm sure I speak for the entirety of the Management Committee when I say we look forward to celebrating our 50th year with you.

Article by Jack Dolman

*Pictures John Bovis (L) & Ross Polkinghorne (R)*



# Project Fundraising

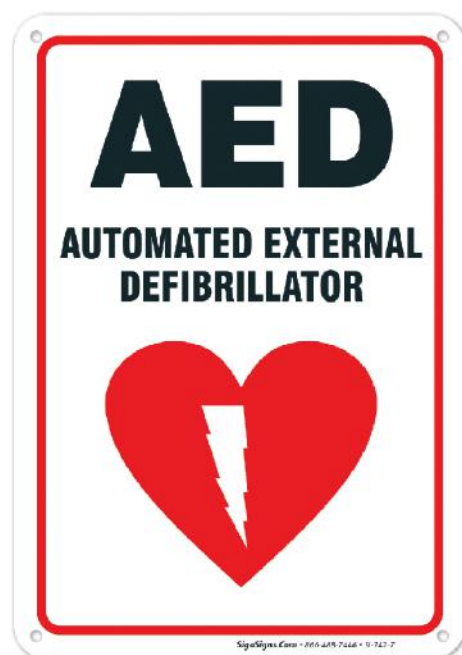
Of course, funding for all of the projects happening around the depot does not appear out of midair. Therefore, David Rowland has launched a couple of 'givealittle' initiatives to help part-fund a couple of crucial 2022 projects.



We are looking to push AS 1868 into service as soon as is practicable to enable an updated buffet service to our passengers. David Rowland has spent many long hours with the assistance of staff to carry out restorative work to this car, and we need your help to finish the work off.

<https://givealittle.co.nz/cause/its-refreshments-time>

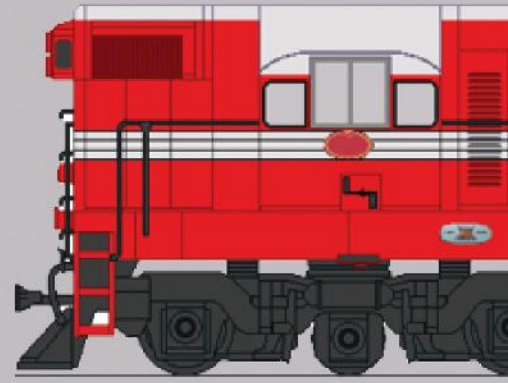
Our excursion trains can be remote from quick emergency services responses so we have equipment for most emergencies. An important piece of that equipment, an AED, has stopped functioning and now needs to be replaced. All our crew members are trained to use this equipment.



<https://givealittle.co.nz/cause/help-us-get-a-new-aed>



# Diesel Division



*Peter Steer comments...*

## Coffee Club

If anyone is interested, we have a coffee club running for the Diesel Department, this is to help fund those odd jobs, projects, tools or even a packet of crimp terminals. Just recently we were able to purchase 4 replica Clyde Builders plates (2 for 1431 and 2 for 4375) So if you would like to contribute \$5 a week please get in touch with either Jack or myself. Thank you!

## Da 1410

This loco is running fairly well overall, an ongoing issue with the dynamic brake while the unit is in the trail position, as time permits we will get to the bottom of. The pressure gauges for both Da's have been away for calibration and certification. Other than keeping the batteries charged and healthy, the loco is ready for its next outing.

## Da 1431

Our old reliable workhorse is still putting in the work, the ongoing cab tidy work continues and recently the drum controller was removed and refurbished. A couple side skirt panels have been removed for rust repairs and a repaint, if we get time the skirts on both sides will get a repaint, these are in the constant firing line of lineside vegetation and the paint is getting rather thin after multiple cut & polishes! Still on the agenda is a lift to inspect and correct the slight lean.

## Da 1471

After 2 years we are finally back onto this project! ZTR Nexsys, event recorder, radio install and wiring continues. Jack has fabricated a nice enclosure for the portable radio, this is built into the brake stand and looks factory OEM – Just the way we like it! The controller and “cash register” have been removed for refurbishment and rewire.

## Tr 160

Graeme has spent a bit of time recently getting the charging system back into correct parameters, a faulty transistor was found to be open circuit inside the voltage regulator (VR) module, this has been repaired and tested successfully. Graeme also drawn up a wiring diagram of the VR. Hopefully this will help the new batteries live a long life!

## DC 4375

Andrew Stewart is dismantling the brake stand ready for refurbishment, he is doing an excellent job and is a valuable member to the department.



We recently had our NZTA safety auditor, Graeme Hudson, travel with us - here's what he had to say in NZTA's latest "Signal" newsletter, a forum for safer rail:



*Ready to start the journey at Paekākāriki, two locomotives provide the motive power for the passenger train.*

### **Graeme's jaunt around the North Island**

Senior Rail Safety Officer Graeme Hudson spent a recent Sunday covering a good portion of the North Island as part of his safety assessment of Steam Inc, a Paekākāriki-based main line heritage operator.

The train travelled from Paekākāriki to Raurimu, taking in the famous Raurimu spiral. 'It was an interesting day,' Graeme says. 'I got to Paekākāriki station and watched the train preparation – locomotive inspection, passenger train inspection and the shunt movement of the train from the Steam Inc depot to the station platform. Then we got under way.'

The train carried about 160 passengers and there were stops at Paraparaumu, Waikanae, Ōtaki and Palmerston North. Then it headed through National Park to Raurimu. After a quick turnaround the train headed south.

Graeme says the train operations he reviewed included passenger management, train run sheet and an information bulletin issued by Kiwi Rail.

He also noted how potential risks were mitigated by Steam Inc and says he was impressed with the company's professionalism, including a change of crew during the day.



*A great shot showing Ja 1271 at pace on the final stretch into Woodville.  
- Jack Still*



# Upcoming Excursions

## Anzac Day Special – Sunday 24 April 2022

A good chance to visit the National Army Museum on the day before Anzac Day. Our heritage carriages will be hauled by our two restored DA diesels locomotives on this special day adventure from the Kapiti Coast to Waiouru. You can join at any main intermediate station en-route including Palmerston North and Marton.

Option to book an evening meal delivered to the train at Palmerston North

Tickets will include bus transfer and entry to the Waiouru Army Museum.

Fares from \$170 for adults.

Departs Paekakariki at 7:00am, returning 9pm.

## Heartland Flyer – Sunday 15 May 2022

An easy day excursion from Paekakariki to the windfarm capital of Woodville and return via the spectacular Manawatu Gorge. Discover the boutique shops at Shannon during a short stop enroute to Woodville. Woodville Station Group usually have some food and craft stalls set up for us. Our vintage carriage (some with open balcony ends) will be hauled by steam locomotive JA1271

Fares from \$130.00 for adults

Departs Paekakariki at 9:10am, arriving back at 5:30pm.

## Peka Peka Expressway Shuttles – Sunday 5 June 2022

On the Sunday of Queen's Birthday we will be running our popular Kapiti Family Expresses – but with a difference, we will be going north from Paraparaumu to Manakau and return to show you the **PekaPeka to Otaki Expressway**. Our train of heritage carriages will be hauled by a steam locomotive (north) and a diesel locomotive (south).

Fares \$25.00 per adult and \$15.00 per child

Three departures from Paraparaumu at 9:05am, arriving back at 10:40am

12:05pm arriving back at 1:40pm

3:05pm arriving back at 4:40pm

**Due to the Covid-19 situation, all details are subject to change.**

**Currently we do require all passengers, adults and children (age 12yrs 3mths and older) to produce a verifiable Covid 19 Vaccine Pass at the time of boarding and to wear masks as per the NZ Government Guidelines.**

### Wheelchair Access

Regrettably Steam Incorporated is currently unable to accommodate passengers on board our trains who are confined to a wheelchair. **Access to these heritage carriages is via steep steps and narrow doors leading to narrow aisles. The current toilets are standard facilities in small cubicles.**

Passengers must have some degree of mobility and walking frames are acceptable.



Steamline is a publication by Steam Incorporated compiled and edited by **Tommy Secker**. Letters, articles or photographs relating to Steam Incorporated, its fleet, and its activities are welcome for consideration by the editor. Please send these to **The Editor, PO Box 4, Paekakariki**, or email them to [tommy.secker@steaminc.org.nz](mailto:tommy.secker@steaminc.org.nz). Opinions expressed are not necessarily those of the society or the editor.

Rear Cover: Ja 1271 in full flight a couple of years back. Photo: Tommy Secker

