



JOURNAL

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IN THIS ISSUE

Two Month Issue	1	Big Boy Update	3
Rural Women Bulletin Discontinued	1	News From Our Members	4
FRONZ Conference Update	1	What is a Gricer	8
More Female Locomotives	2	Photo of the Month	9

TWO MONTH ISSUE

This edition of Journal is a late January and early February combined publication. As your editor will be away for a couple of weeks late in February I thought I would produce a Journal now and your next edition will be late in March.

RURAL WOMEN BULLETIN AOTEAROA DISCONTINUED

Readers will be aware that we utilised a very informative bulletin produced by Rural Women New Zealand to bring regular updates on changes to rules, regulations, and legislation that may have affected FRONZ Member's people and operations. Sadly this publication has been discontinued due to a lack of funding.

If any reader can advise of any similar informative internet locations please let me know and I will continue to disseminate as much information as I can find.

FRONZ CONFERENCE UPDATE

FRONZ Conference planning is well underway and about to be finalised for registrations to open in April. Featuring in the programme this year will be presentations from NZTA on their new Strategy and Response protocols plus of course Operational Issues. A must for all of our rail operating members mainline and non-mainline. NZTA have agreed to assist conference with a generous sponsorship again this year for which we thank them.

- As mentioned previously we will provide coach transport from Wellington Airport on Friday 30 May to our venue in Wanganui (with visits to member sites at Kapiti en route), returning on Monday morning 2 June.
- Our Sunday afternoon cruise on the Paddlesteamer Waimarie is confirmed.
- We will be visiting the local members, our host group SteamRail Wanganui, and Tramways Wanganui Trust.

**FRONZ CONFERENCE WANGANUI
30 MAY—2 JUNE 2014**

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

MP WANTS MORE FEMALE LOCOMOTIVES!!!!!!

Thomas The Tank Engine is to blame for a lack of female train drivers because all characters are male, claims female Labour MP quoted the London Daily Mail, 27 December 2013

Thomas the Tank Engine has been blamed for a lack of women train drivers by the shadow transport secretary.

Mary Creagh said it was a 'national scandal' that there were so few women drivers on the railways, but was ridiculed for saying that the popular children's story was partly to blame.

She said all the main characters in the original books – published in the 1940s – are male, and the only female characters are an 'annoyance, a nuisance and in some cases a danger' to the railway.

'There is a preponderance of men in the transport industry and I am very keen to unpack some of the myths that stop women from taking up what are often highly-paid and highly-skilled jobs,' she said.

Her remarks led Rob Wilson, a Tory MP, to suggest that Thomas's creator, the Reverend William Awdry, 'forgot he was meant to serve as one of Labour's agents of social change' when he wrote his stories all those years ago.

'This is rather emblematic of Labour and socialism,' he said. 'It can't stop meddling with things that really shouldn't concern it – even children's stories.'

There are 1,000 women working as train drivers, which equates to just 4.2 per cent of the total number.

Train drivers' union Aslef is currently working to encourage more women into the industry.

Mother-of-two Ms Creagh said that the Thomas The Tank Engine books and television show were 'wonderful', but criticised the series for not having enough female characters.

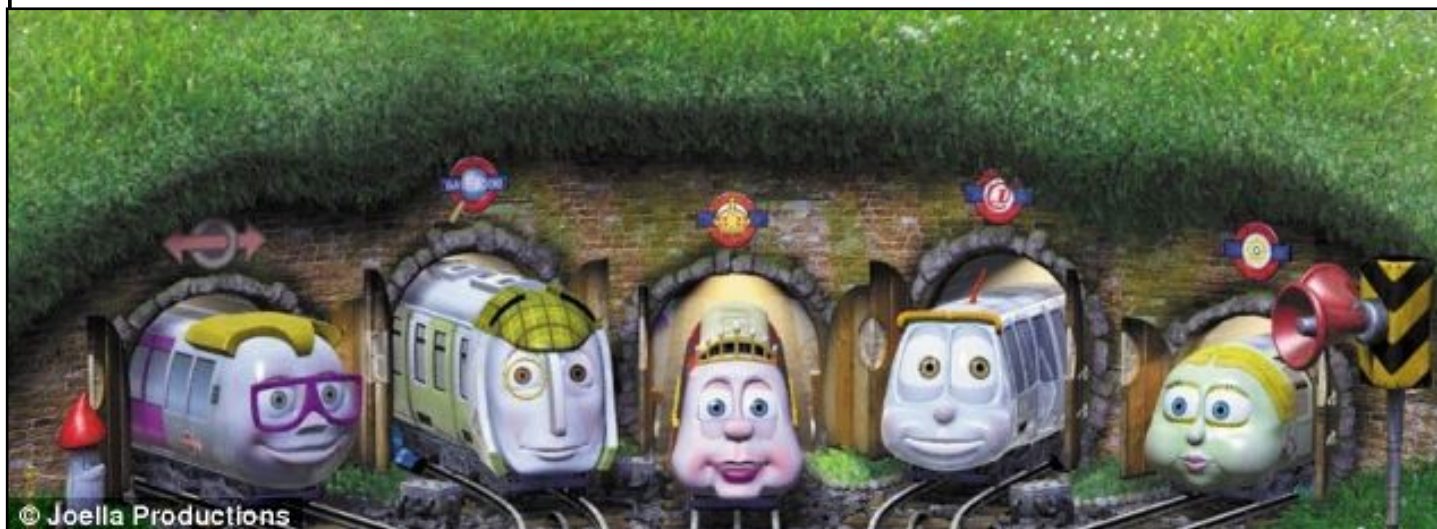
In the original books the only female characters were coaches Annie and Clarabel, Isabel the auto coach, Mrs Kyndley, an elderly woman, and female engine Daisy.

Thomas and the other main characters - James, Edward, Percy, Henry, Gordon, and the Fat Controller are all male, although a principle character named Emily, another steam engine, was introduced to the Thomas & Friends series, which aired on Channel 5, in 2003.

Ms Creagh said that the tales of the little blue steam engine should follow the example of CBeebies series Underground Ernie, which features a main character called Victoria.

She also suggested that train companies could up the numbers of female drivers by advertising in women's interest magazines, or offering more part-time posts.

Hit Entertainment, which owns the rights to Thomas, said that more female characters were being developed to address a historical imbalance.



UP BIG BOY NO. 4014 WILL ROLL JAN. 26

Regular update on the world's biggest steam loco restoration.

Published: January 10, 2014

POMONA, Calif. – The long awaited day when Union Pacific's Big Boy No. 4014 will return to the national rail system is at hand. Mark Jan. 26 as a red letter day in the history of American steam railway preservation.

Early in the morning that day, crews will sever Metrolink's track just outside the Los Angeles County Fairgrounds, slide the track over, and connect this giant of the rails to the outside world. The work that began months ago to prepare the 1941 Alco 4-8-8-4 for its return is about to pay off with the locomotive's move from its display location of 52 years to UP's shop at West Colton, about 40 rail miles away.

Metro, the newsletter of the Los Angeles County transit agency, Metrolink, reported Thursday that the Big Boy locomotive will be on display at its Covina station for an hour starting at 7 a.m. on Jan. 26. Also on Thursday, Trains Editor Jim Wrinn interviewed UP steam boss Ed Dickens who confirmed that the locomotive will leave the fairgrounds later this month. UP plans to make its own announcement about the move on Monday, but Dickens confirmed the Covina display.

Crews returned to work on preparing the locomotive move on Thursday at a fenced enclosure inside the fairgrounds. They recently repaired a multiple-feed Nathan lubricator for the locomotive. Panel track used to move the Big Boy more than a mile is stacked neatly next to the locomotive.

Additionally, a caboose, boxcar, and SD40-2 No. 3105 that will be going inside the museum to replace the Big Boy are at West Colton ready for the move.

The move from West Colton to the UP steam shop in Cheyenne, Wyo., will occur in March, Dickens said

By Jim Wrinn

FROM: www.trainmag.com/bigboy



NEWS FROM OUR MEMBERS

FROM MOTAT TRAMWAY "CONTROLLER" DEC 2013

STUDENTS GET WORK EXPERIENCE

Engineering students getting work experience in the MOTAT tramway mechanical workshop was proving to be a win-win situation.

Tramway manager Colin Zeff told a recent Tram Section meeting that it was rewarding being able to help the students, and one had gone on to a position at the Royal New Zealand Air Force.

Last month MOTAT Director Michael Frawley announced that the museum had engaged an Auckland University engineering student to undertake 400 hours work experience in the tram workshop between November 2013 and March 2014 in an internship.

This will be additional to another internship running between April 2013 and April 2015.

STAND-BY POWER SUPPLY TO KEEP TRAMS RUNNING

Work has started on a stand power supply for the Western Springs Tramway.

It is planned to install a solid state rectifier, which used to be a part of the Auckland Harbour Board's wharf crane power supply, just outside the switch room in the aviation display building.

Tramway manager Colin Zeff said the main AC power supply was upgraded last year, but the need for a back up supply was demonstrated earlier this year when a fault at the Western Springs end of the tramway shut the system down for a short period of time.

"The failure earlier this year was easy to fix; the next fault might not be so easy," he told a recent tram section meeting.

The installation of the new system would enable power to be fed from both ends of the system.

MOTAT TRAMWAY RESTORATION PROJECTS

TRAM 906

Progress on the refurbishment of tram 906 has been steady as it is being dismantled, repaired, cleaned, painted or polished back to its former glory.

The end wrap-around cab steel flashings have now been fitted and painted cream.

The No.2 end right side sand box unit has been installed into position after woodwork repairs were carried out due to rot in this area.

Four sand injector castings that mount to the bottom of the sand hoppers have been connected up with new pipe work from the floor sanding valve to the sand hopper boxes. These have been tested out after fitment.

The ceiling panels were not in the best condition where damage had been found and even a large hole under a thin piece of ply.

This section was removed for repair and all panels were painted in a satin acrylic paint.

The centre-line joints showed a ragged edge of which some were breaking away so a solution to this situation, without the expense of ceiling panel replacement was to make up ceiling moulding strips similar to the other internal mouldings and cappings, varnishing them and these have been fitted to the ceiling centre-line.

The air-vent surrounds and grilles were stripped of layers of paint back to the metal which was the polished and lacquered. The new ceiling mouldings start and finish either side of the air vents.

The interior lights were removed for a complete clean-up and have now been fitted and wired in.

Hand rails (with grab-straps) were cleaned as were bell ferrules and were fitted back in both saloons recently.

The centre cab doors, having been repaired and painted are back in place with refurbished seats with some other brass work and varnished mouldings around the bulkhead windows.

Both cabs are now kitted out and there is nothing that has not been dismantled, repaired and cleaned, painted or polished – the destination boxes, fully refurbished, are also back in place.

Route number boxes were pulled apart and rebuilt and these also are back on the roof of the tram

The body catchers and trip gates have been re-assembled with new pine boards and stored for installation at a later date.

Kick panels along the side have now been repaired and undercoated which completes the work on the steel side and aprons before the top coats are applied.



Above: The ceiling of 906 is looking all class after many hours of work stripping, cleaning, painting and polishing.

The running boards (one is new) have been painted and the aluminium anti-sliptreads painted yellow have been fixed to the boards.

Work continues with the manufacturing of timber posts for the corners of the interior sections which hold the window components and we now move on to kitting out the drop-centre section of which the seating layout will be the same as the W7 class with the bench seats along the windows which opens up much more space for standee passengers and Remuera taxis!

STEAM TRAM 100

When looking at ways to get the hand brake working on 100, the team decided to look at New Zealand Railways specifications from the 1800s.

Project leader David Robb said that when all the options were weighed up it was decided that wooden brake blocks would be best.

This was because the hand brake system was separate from the running brakes, with separate brake shoes and operating mechanism.

The system had cast iron brake shoes fitted, but to get them working properly would require extensive modifications to the linkages, whereas wooden brake shoes could easily be made to the dimensions required, and be fitted to the existing mechanism.

After an investigation it was decided to use shoes made to railways specifications from the 1800s when locomotives were fitted with wooden brake shoes, which called for shoes to be made from native Rewarewa wood.

This was sourced from Woodzone of Clevedon, which also machined the brake shoes.

These were attached to a new backing plate designed and made by Dave Lennard and Wayne Smith in the mechanical workshop.

David Robb said that because the old system with the cast iron brakes did not work very well, it fell out of use, and it took a lot of effort to free everything.

However, once it was up and running, the new system worked very well.

TRAILER 21

The length of Wanganui trailer 21 is starting to become evident as work continues on the chassis.

At 30ft in length it will be the longer than other two axled cars at MOTAT, Auckland's 44 (by one inch), and Wellington's 301 (by two feet). Wanganui's No.10, awaiting restoration, is also 30 feet in length.

Most four wheeled trams in New Zealand were around 30 feet in length, with New Plymouth trams 1 to 4 taking the prize at 32ft 6in in length.

Trailer 21 has been showing its length with the joining of the main chassis side beam timbers.

The timbers, Australian tallowwood, were imported in shorter lengths and had to be scarfed together to get the required length.

This had been done by cutting scarfing joints in the timber, and then epoxy gluing them together.

Project leader Leyton Chan said it was originally intended to bolt the joints as well, but because a steel sill plate bolts on to the outside of the beams, bolts would not add any real strength to the joint.

The steel sill plates had also received attention, but as the layers of paint and rust were stripped away it became apparent that new plates would be needed.

Leyton said the general consensus was that it would be more cost and time effective to get new side sill plates plasma cut as some of the pitting was just too extensive.

Once the chassis rails are finished they will then be morticed for the various frame components that will be anchored to them.

Work on the chassis rails following completing work on the transverse members.

This involved sorting out a small, unexpected problem when the epoxy based paint that was being used did not stick to the ironbark timber, and after a bit of trial and error it was found the wood first had to be sealed with a shellac sealer.

Leyton also intends to start on the next stage, making the headstocks, in the near future.

"I'll print out a 1:1 of the headstocks so we can check out the shape against what's left of the front apron.

"If it's right we can cut them out – either with a router on a ply template, or by very carefully using a jigsaw. But it is going to need a big drum sander to clean up the edges and keep them square at the same time," he said.

Meanwhile work continued on the trucks with the axle boxes being cleaned and sandblasted. Two were found to have suffered from a lot of wear around the flanges, and have been sent to the mechanical workshop for attention.



Above: David Robb with the new brake shoe and the new backing plate designed and made by Dave Lennard and Wayne Smith. David Cawood photo

SILVER STREAM RAILWAY RUNS "ROYAL TRAIN"



On Sunday 12 January Silver Stream railway ran a "Royal Train" in the style of the 1953-54 royal tour with two De locomotives 505 and 508 in charge. Daniel Garland got this unique photo of the train alongside a Matangi unit on the "new" main line.

PLEASANT POINT LEVEL CROSSING CRASH

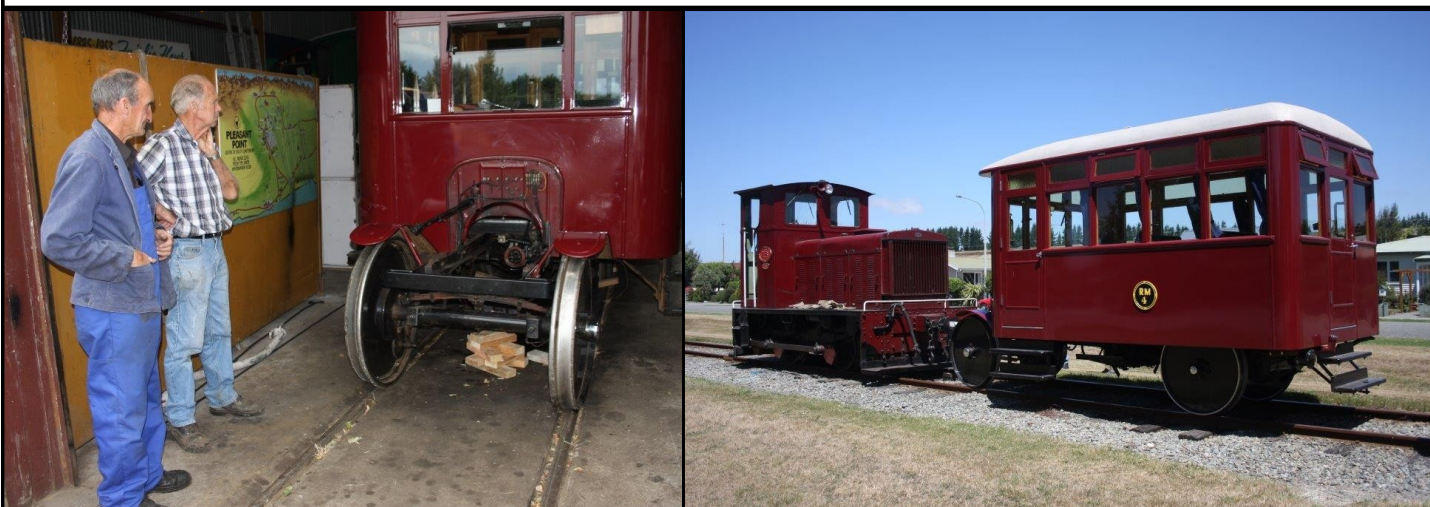
On 22 January 2014 the Model T Ford railcar was hit by a Toyota RAV4 on the Russell Street crossing just after 12 noon. Damage was done to both vehicles but no one was hurt. During the holiday period the Model T Railcar was replaced on the daily runs with a "Rail-Motor" consisting of Tr18 and a carriage.

Other issues with the Model T from the accident include:

- The sump was warped. A new sump unit has to be found in good usable condition.
- When installing the spare, overhauled gearbox/engine unit it was found mounting bolt holes in the chassis were out of line.
- The chassis rails further back had also problems.
- To fix the railcar it has been decided to take the passenger cabin on top off and fix the damaged chassis properly. This will mean it will be off the rails for about 2 months.

Police are investigating the incident with a view to prosecution of the car driver.

Information and images from Bryan Blanchard



Left: Stewart Frew, who looks after the rail car, looks on with Bill Noble in blue jacket at the railcar after the motor/gearbox was removed

Right: Tr18 drags the damaged railcar back to Keanes Crossing, very slowly, to the storage/repair complex. Photos: Bryan Blanchard

WANTED. PIE RECIPE FOR REEFTON

This request appeared on NZHT Yahoo Group and caused quite a discussion.

In our Broadway Tea Rooms & Bakery in Reefton we make about 70,000 high quality pies a year!!! From high quality ingredients and we make our own pastry. Recently I brought some new square pie tin trays in order to make railway pies, which we'd sell in our Tea Rooms & Bakery, and make a donation from each pie sold to our heritage group, the Reefton Historic Trust Board, which sustains and develops the Reefton Railway Precinct. Does anyone remember railway pies???? And if so, is there a recipe or recipes out there??? Or in the absence of recipes, can anyone describe the pies, and their flavours????

WANGANUI TRAM GETS FIRST OUTING

Story and image from the Wanganui District Council website

In January 2012 the restored tram had its first outing on a short section of track from inside the Tram Shed to the boundary of the Tram Shed property. Hundreds of people gathered on the riverfront to celebrate this historic occasion.

More history was created on 18 January 2014 when the tram travelled along the full length of the tram track as part of Whanganui Vintage Weekend.

Stage one of the tram track has been built in sections, using volunteer labour and secondhand materials where possible. The Tramways Trust is now completing the licensing process with New Zealand Transport Agency to allow the tram to carry passengers.

The ownership of the tram is being restructured. The Tramways Trust will continue to be responsible for the maintenance and operations of the tram service. However, the Council is establishing a separate ownership trust to safeguard the tram for the people of our district and ensure it remains a community asset. The Tram Ownership Trust will lease the tram assets to the Tramways Trust, who will need to prepare an operational plan that ensures the tram can operate as a viable riverbank attraction.

No 12 Tram (also known as Mabel) had her first public outing along the tram tracks on 18 January 2014. A large crowd cheered as the tram exited the Tram Shed and made her way along the riverfront tram tracks.

The overhead electrical system has been installed (November 2013). This work was mostly done by volunteers, some of them specialised lines personnel from Tenix in Wanganui. The Tramways Trust's partners – the Wellington Tramways Museum and Motat in Auckland - donated some special parts for the overhead, free of charge.



F13 "PEVERIL" GETS STEAM UP



First Steam test for F13 "Peveril" on its latest restoration to working condition by the Canterbury Railway Society at Ferrymead. Photo by Nigel Hogg

F180 "Meg Merrilies" is well on the way to restoration at MOTAT and of course the third remaining F163 "Ivanhoe" is mainline certified and operative at Fielding.

WHAT IS A GRICER?

This question was asked on a recent TV game show from the UK. Some research turned up the following. No offence is intended!

Definition: A railfan, rail buff or train buff (American English), railway enthusiast or railway buff (Australian/British English), or trainspotter or gricer (British English), is a person interested in a recreational capacity in rail transport. Railfans of many ages can be found worldwide.

Origin

1960s: origin uncertain; perhaps a humorous representation of an upper-class pronunciation of *grouser* 'grouse-shooter'.

Other names

The term *metrophile* is used by some to identify a railfan with a particular interest in metro (subway, underground) systems.

The study of railways, or a general interest in them as a hobby, is sometimes known as *ferroequinology* (literally, "study of iron horses").

The late Alan A Jackson in his *Railway Dictionary* (fourth edition, 2006) gave the following definition: "The most fanatical and extreme type of railway enthusiast. Often used in a derogatory sense to denote the notebook-carrying railway voyeur and collector of useless information." .

United States

Excessively enthusiastic railfans are sometimes referred to pejoratively as *foamers*, especially by American rail workers, in reference to the joking notion that they foam at the mouth in their excitement over train operations.

United Kingdom

In the UK, railfans are sometimes called *trainspotters*. They are also known as Zeds due to the fact that many special trains have a reporting code with a 1Zxx prefix. Other UK terms are VEG, gricer, basher, spon and anorak.

Indonesia

In Indonesia, railfans are called *Pecinta Kereta Api* or *Train Lover*. Railfans are also called *Penggiat Kereta Api* or *Train Enthusiast*

Australia

In Australia, they are sometimes also referred to pejoratively as *gunzels*.

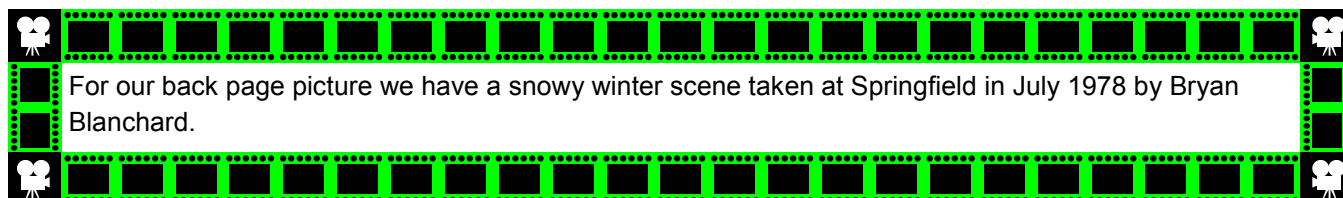
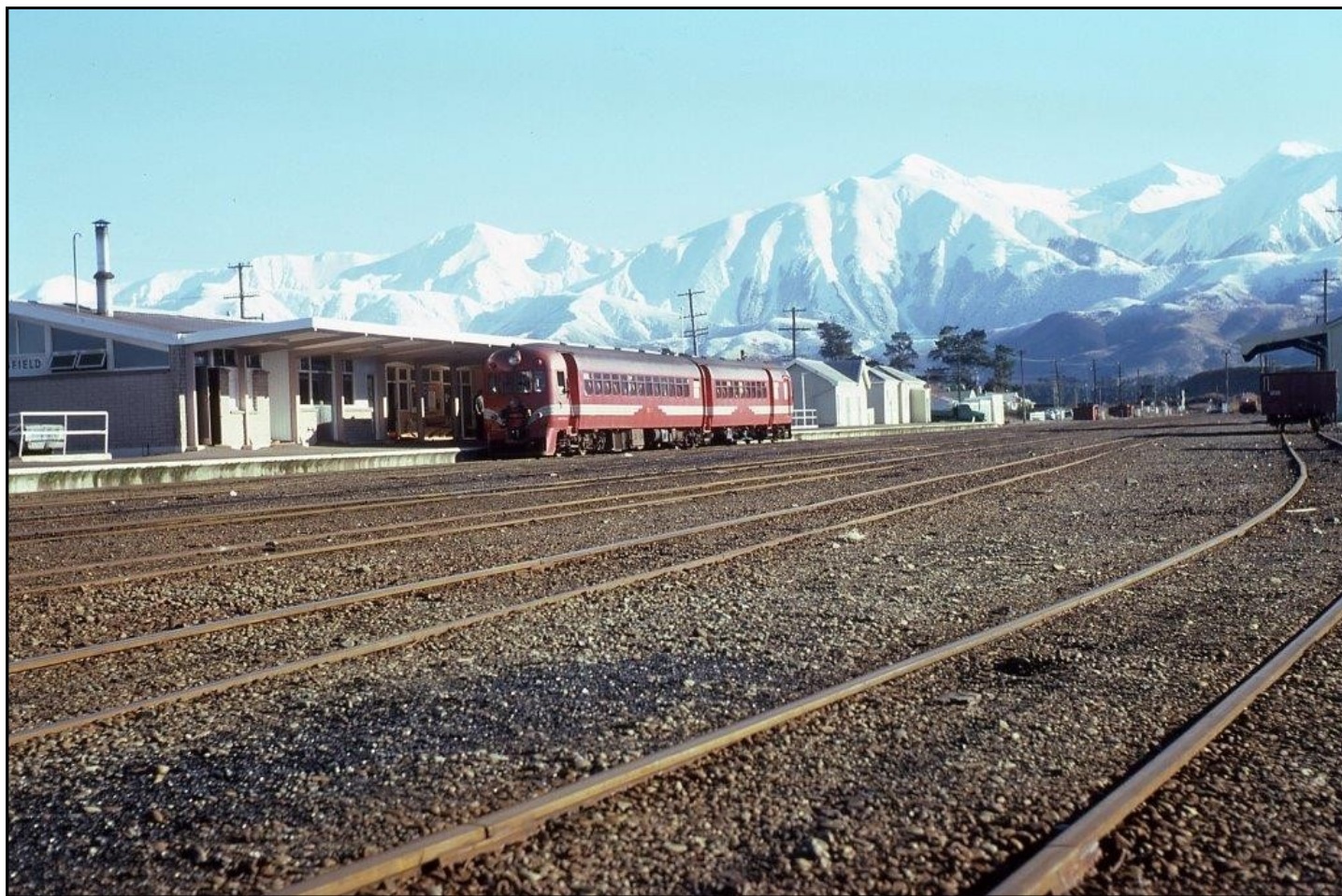
Japan

In Japan, railfans are called *Tetsu* or *Tetsu-ota*. *Tetsu* is derived from *tetsudō*, the Japanese word for "railway" (*tetsu* meaning *rail*; *dō* meaning *way*). -*Ota* is derived from *otaku* which means *geeks* or *enthusiasts*. *Tetsu* also has a meaning of "iron" and they are said for example, "I have an iron deficiency because I've never ridden a train for these two weeks."

Notable Railfans:

- Mustafa Kemal Atatürk, Founder of the Republic of Turkey.
- The Rev. W. Awdry, British clergyman and author of The Railway Series; creator of Thomas the Tank Engine
- Lucius Beebe, American journalist, author, photographer and historian.
- Sir John Betjeman, British poet, writer and broadcaster.
- Tim Berners-Lee, British scientist and World Wide Web pioneer.
- Joe Biden, 47th Vice President of the United States.
- Boris III, King of Bulgaria.
- Joe Brown, British singer. Also the narrator of several British Transport Films of the 1960s.
- Johnny Cash, American singer and songwriter.
- Kevin Costner, American actor. Co-founder of Dunrail Inc., a South Dakota Railroad Corporation.
- Walt Disney, American film producer, animator and entrepreneur.
- Antonín Dvořák, Czech composer.
- Tim Fischer, Australian Ambassador to the Holy See and former Deputy Prime Minister.
- Buster Keaton, American actor and film director.
- Louis Ferdinand, Prince of Prussia
- James May, British Journalist and TV Presenter
- Scott McGregor, Australian actor and television presenter.
- Vyacheslav Molotov, former Soviet politician, foreign minister
- O. S. Nock, British engineer and author.

PICTURE OF THE MONTH



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