



JOURNAL

SEP 2019
ISSUE # 191

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :

PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond54@gmail.com

IN THIS ISSUE

Editorial	1	News From Our Members	5
Tram 17 Restoration	2	Classifieds	9
Daffodil Express	3	Future Mainline Excursions	10
Hastings Railway Station	4	Picture of the Month	11

EDITORIAL

It has been such a busy first month of retirement for your Journal Editor. I retired from my position as Shift Manager at the Northern Communications Centre for Fire and Emergency New Zealand after 20 years' service on 31 August. It is certainly nice sleeping at night every night for a change like normal people. I did, however put together the FRONZ Journal during quiet times on my night shifts so readers should not be surprised if Journals do shrink a little as I must find time in my own time for it now.

My retirement gift to myself is a trip for Patsy and myself on the [Ghan Expedition](#), from Darwin to Adelaide in October. So, there will probably be no Journal for October but look out for a trip report on the experience in November. I was happy to be invited to the announcement of the [upgrade of the North Auckland Line](#) at the Helensville Railway Station on 6 September. This is exciting news. Presumably it can include a return of passenger excursions north of Auckland which have been banned for some time. It did not, unfortunately, mention re-instatement of the Helensville triangle which has been closed due to flooding damage for some years. Kiwirail will also have to ensure they put an active sales team in place to win more freight from road competition to ensure the planned work is worthwhile. I also feel it is unfortunate that the upgrade planned to only look at the possibility of lowering tunnel floors to take larger shipping containers. We took a ride on a special train of AK carriages up to the northern portal of the Makarau tunnel to see work that was already in place. First time these cars have been north of Auckland, and they fit!

FRONZ received an enquiry from my local MP, Chris Penk (National, Helensville) as he was interested in supporting an extension of the Auckland suburban rail system from Swanson to Kumeu. He was seeking advice as he had been given inappropriate advice from Auckland Transport and others about passenger trains going through tunnels. I met with him and explained that this was not the case particularly for the Waitakere tunnel as suburban trains last ran to Waitakere prior to the introduction of electrification in Auckland in 2015. I have also attended a public meeting held by the Passenger Transport Users Association, focused on the local body elections with candidates present. The meeting explored the need for a train service north of Swanson due to the increasing traffic issues on State Highway 16 with no immediate plans for highway improvements and delayed rapid transit (light-rail and busway) plans.

Below: The work on strengthening the Makarau tunnel has already commenced. Photo: Chris McKeen/stuff. Right: The NAL train near Kanohi. Photo: Kenneth Carlyon.



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

TRAM 17 RESTORATION

The sole survivor of Wellington's original electric tram fleet is being restored to its former glory by the Wellington Tramway Museum based at Queen Elizabeth Park north of Paekakariki. Tram 17 was one of 33 that entered service when electric trams were first introduced to Wellington streets in 1904. It was withdrawn in the mid 1940s and then spent 40 years as a holiday bach in Raumati.



It has now undergone a dramatic transformation. After nearly four-and-a-half years of restoration at The Wheelwright Shop, based in Gladstone, Wairarapa, Tram 17 is now well on the way to looking as it did when it finished in service in the 1940s as a double-truck Combination Car, two thirds closed in and one third open. After a conductor was killed in 1913 while collecting fares standing on the outside steps, the open portion had to be modified to comply with a new law requiring a centre aisle along all of a tram's length for the conductor. Post 1913, the main changes were the addition of the route number boxes and of course the colour scheme.

Two Brill type 22E trucks, specially manufactured by A&G Price Ltd in Thames, await installation below the tram body.

The two new bogies are officially "reconstructed trucks". Where possible original Wellington items were used - largely confined to Wellington wheels, pony axles, axle boxes, and magnetic brakes along with some original 22E components that were sourced from Ballarat, Victoria, in Australia. A miscellaneous collection of original Wellington City Corporation Tramway's wood patterns were used by A&G Price used to cast various parts, but for the main side-frames and many other parts A&G Price had to make new patterns and cast them from those.



New parts have had to be made, old parts restored, and identical parts from other trams sourced. Progress includes work on the destination/coloured light boxes, and the controllers, one of which is shown below with its door open revealing the moveable contacts used to notch up when accelerating or to cut off prior to slowing down.

Restoration work on the inside of the saloon is well advanced and the progress with the stylish wood-work can be seen.



STEAM INCORPORATED'S 2019 DAFFODIL EXPRESS

In order that we are not accused of featuring too many trains, here are more photos from the camera of D.L.A. Turner from Steam Incorporated's 2019 Daffodil Express on Sunday 8 September 2019. Nice to see a return of this big steam hauled train to commence the summer 2019-2020 excursion season.



Left: The superbly presented 14-total, Steam Incorporated, all-red consist, steaming alongside the Hutt Road between Ngauranga and Petone behind Ja 1271. In the background, two Interislander ferries and a following Matangi bound for Upper Hutt.

Right: Steam locomotives are not permitted to haul trains through the Rimutaka Tunnel, so the 14-total 2019 Daffodil Express had to be hauled by diesel "bankers" between Upper Hutt and Featherston. Diesel locomotives these days are not allowed to work through most tunnels long-hood first, so two bankers facing in opposite directions were needed, one for the journey to the Wairarapa and one for the journey back to Wellington.

Steam Incorporated's Daffodil Express descending to Speedy's Crossing on the outskirts of Featherston after its journey through the Remutaka Range.



Left: Bankers DFB 7023 and Da 1431 lead Ja 1271 with the 2019 Daffodil Express towards Speedy's Crossing.



Right: Leaving Carterton. The fully booked train had delivered 580 passengers to Carterton's Daffodil Festival and was crossing Rhodes Street now carrying 352 Wairarapa locals on a return excursion to Masterton. Ja 1271 was turned there for the return journey to Wellington.



HASTINGS RAILWAY STATION FIRE AND DEMOLITION

From NZ Herald 12 September

The Hastings Railway Station has been gutted by a fire in the early hours of Saturday morning.

Firefighters arrived to a raging blaze that ripped through the building on the corner of St Aubyn St and Sir James Wattie Pl about 1.50am.

Five fire trucks and two tankers were needed to quell the fire that took several hours to put out.

Fire investigators remained on the scene on Saturday morning.

The cause of the blaze, and whether it was thought to be suspicious, was yet to be determined.

Editor's note. The building has subsequently been demolished.



Photo: NZ Herald

Photos below: Brodie Grave



NEWS FROM OUR MEMBERS

These items are obtained from numerous e-newsletters that our member groups publish. Members are welcome to submit these or any other information they would like to share with the wider rail and tramway heritage community by e-mailing to scottosmond54@gmail.com

PLEASANT POINT RAILWAY

A unique experience for many at the 2019 FRONZ Conference was riding in Model T railcar RM4. Here, on 7 September, RM4 is all masked up, ready to be painted after some body repairs. Ab699 is draining out the boiler getting ready for its yearly survey. *Photos: Bryan Blanchard*



DUNEDIN RAILWAYS/OAMARU STEAM AND RAIL

With the loss of Silver Fern Railcar RM24 Dunedin Railways are now running trains to Oamaru and for the first time on 27 August the DR train traversed the Oamaru line. This train took passengers all the way to the penguin colony at the end of the line. It was an excursion for the International Penguin Conference held in Dunedin. *Photos Benjamin Paul Jeffrey.*



SILVER STEAM RAILWAY

Our annual Father's Day event. A perfect first day of spring. Thanks to everyone who visited which helped make the day such a success.



We are back to our regular operating days of the 1st and 3rd Sundays of the month up until the last operating day of 2019 on the 1st of December, our Christmas Special. *From Facebook.*



PLAINS RAILWAY

Another Father's Day event was held at the Plains Railway.
Photo: David Oakley.



RIMUTAKA INCLINE RAILWAY HERITAGE TRUST

Saturday 31 August. The vehicle restoration team was busy inside the shed. More progress on the cab repairs to Ohai No 1. Colin and Peter have been busy with welder and grinder, installing patches for the major rust areas. The cab front is now nearly ready for paint preparation. *From Facebook.*



Left: The left side of the cab, seen from the rear of the loco. Replacement door sill visible in the doorway.

Right: Looking from the front right corner. The top of the 8-cylinder Gardener diesel engine dominates the mid ground. This will soon be back in its hood framing, along with the fuel tank, which goes up against the front of the cab. Then the refitting of some ancillary parts can begin, starting just to the right of the photo edge, with the radiator and its various pipework.



TRAMWAY HISTORICAL SOCIETY

From Ferrymead Tram Tracts
 Plenty of tram restoration work also happening here.



Left: Now with roof completed, 'Boon' 152 has been recently jacked off its trucks.

Right: In the paint booth - interior of the (very) open section of 24 with about half of the pillars taken away for paint removal. Mock-up seat in position. Photos: Dave Hinman



WESTERN SPRINGS TRAMWAY

From "The Controller"

Thanks to the lobbying and submissions last November from the "Auckland Electric Tramway Trust" and "Keep the Dockline Tram Running Movement", Auckland's Dockline Tramway's Depot track fan has been relocated, track and overhead infrastructure in the process of being reconnected despite Panuku Development Auckland's seeking Council permission to permanently close the tramway in 2018.

The Daldy Street and Gaunt Street upgrades are entering their final phases, which will see the curve reinstalled and loop eventually re-opened.

Submissions have also been submitted at the Resource Consent stage on the proposed Te Wero bridge replacement that was designed without tram or light rail provision.

Meantime at MOTAT, plans are rapidly developing to upgrade the Western Springs Tramway's infrastructure and tram-cars in a sustainable ongoing fashion into its second half century of operation as patronage, tram headways and wear rates continue to rise. In the last three financial years, patronage has exceeded 200,000 annually. On 5 August we welcomed James Duncan to the Collection Workshops team in the newly created role of Tramway Project Coordinator.



Above Left: Auckland Streamliner No. 248 of 1938. Right: Wellington No. 47 of 1906 and Melbourne SW6 No. 893 of 1944 at the Motions Road corner on Sunday 19th May 2019. Photos: Albert Chan.

FEILDING AND DISTRICTS STEAM RAIL SOCIETY

On a fine spring day, 15 September, Feilding and Districts Steam Rail Society ran an excursion from Feilding to New Plymouth return using Kiwirail locomotive, Capital Connection carriages and some of their own rolling stock.

Below Left: East Town. Below Right: Patea. Right: Mt Taranaki Photos Cameron Persson.



GLENBROOK VINTAGE RAILWAY

As the opening of the summer operating season fast approaches the finishing touches are being made on DBR 1254 with authentic labelling being applied.

A mainline locomotive radio, the TranzLog event recorder (or black box), and Kupe Mobile Controller are being installed and the cab is beginning to look like what a 2019 locomotive cab should look like!

We had an enjoyable visit from Steam Incorporated who carried out an independent inspection on our DBR and shared some of their knowledge.

The electrical install in carriage A 1897 continues with the hi-tech multi-colour lights now installed and tested to the satisfaction of the General Manager!

The veteran GVR No.3 has had a small NZR-inspired livery change.

The refreshment room renovation has also been beautifully finished by Trevor in the appropriate heritage colours.

For operating dates, see here:

[http://www.gvr.co.nz/Our+Railway/](http://www.gvr.co.nz/Our+Railway/Operating+Dates.html)

[Operating+Dates.html](http://www.gvr.co.nz/Our+Railway/Operating+Dates.html)

From Facebook.



Left: Inside and outside the cab of DBR1254.
Right Tim tests out the WiFi-controlled multi-colour lights. (Air NZ would be proud!! ED).



BLenheim RIVERSIDE RAILWAY

Blenheim riverside railway have a major track re-alignment project in progress to straighten the mainline track on the north end of the workshop, while at the same time building it on a new, shallower grade. The mainline around the workshop was built when the railway extended around into Brayshaw Park Station in the early 90s, after the line had been in use for some time. This "afterthought" meant mainline trains had to combat a steep hill with a set of points at the top and bottom - with the mainline being the diverging route. *From Facebook.*



Left: August 2019 - formation works in progress, looking south.
Above Right: Looking north along

the new embankment. The track will have much broader curve along here. Right: Sept 9. Rails partly laid. Standing on the new turnout for the yard connection.



MAINLINE STEAM

From Facebook

Mainline Steam have acquired the rights to restore a Craven steam crane after Steam Incorporated expressed an interest in relinquishing custodianship of the crane. Ian Welch has kindly offered to take over the preservation of the crane and in time displaying it amongst his collection at the proposed new depot in Mercer. We would like to thank Steam Inc for the many years of care and storage of the crane at Paekakariki. The Craven Crane Preservation group had been formed in the 1990's with the purpose and prospect of restoring this historic crane. In 1998, the crane was sand-blasted and given four coats of protection paint which has preserved the good condition of the crane. With space constraints at Steam Inc the crane has been moved outside so Mike Wilcox and Grant Bradley, from our Plimmerton depot, have spent time shrink-wrapping the crane to protect it from the elements. It will stay out in the open until such times that it can be moved up to the Mercer Depot.



Also, at Plimmer-ton, we have taken delivery of a wheel lathe, which was used at the Hillside Railway workshops in Dunedin. At present it is being set up and hopefully, will be operational shortly.

14a 509 bunkers were re installed after arriving back from the sand blasters. Still a lot of work to complete before the finish coat of paint is applied.



CLASSIFIEDS

THE RECLAIM

The place where FRONZ members can place buy, sell, swap, wanted requests.

This is distributed to the FRONZ Journal mailing list for free.

To place you request, please sent details to djmaciulaitis@gmail.com.



FUTURE MAINLINE EXCURSIONS

This feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all are covered from newsletters and web sites but if any members have excursion plans please send them to Journal at scottosmond54@gmail.com.

Glenbrook Vintage Railway Scenic Rail

No trips currently advertised

Steam Incorporated

1 December	Christmas Grand Circle	(Diesel) - Cancelled
4 January 2020	River City Express	(Steam) - To Be Confirmed

Marlborough Flyer

Readers looking to ride the new Marlborough Flyer, a joint arrangement between FRONZ members **Steam Incorporated** and **Pounamu Tourism**, should see their booking site at www.marlboroughflyer.co.nz for their regular summer excursions between Picton and Blenheim. 2019-2020 season commences 6 October 2019.

Marlborough Flyer trip to Kekerengu 10 October.

The two-hour outbound journey from Blenheim departing at 1010, winds its way through the Dashwood Pass and majestic Awatere Valley, then taking in magnificent coastal views of the Pacific Ocean en route to Kekerengu. Disembark at The Store, Kekerengu, NZ to enjoy lunch, refreshments or join a tour of the renowned Winterhome Garden. The Marlborough Flyer then departs "The Store" in Kekerengu for the return journey, arriving back in Blenheim at 1715. Bookings and further details are available at www.marlboroughflyer.co.nz/train-trips/kekerengu-train-trip

Mainline Steam

Tui Brewery future excursions (postponed).

Pahiatua Railcar Society

28, 29 December. Manawatu Gorge shuttles re-commence

Gisborne City Vintage Railway

Gisborne to Muriwai
 26 October 2019
 27 October 2019
 27 December 2019
 28 December 2019
 4 January 2020
 5 January 2020
 26 January 2020
 15 February 2020
 15 March 2020
 11 April 2020
 12 April 2020
 10 May 2020
 30 May 2020

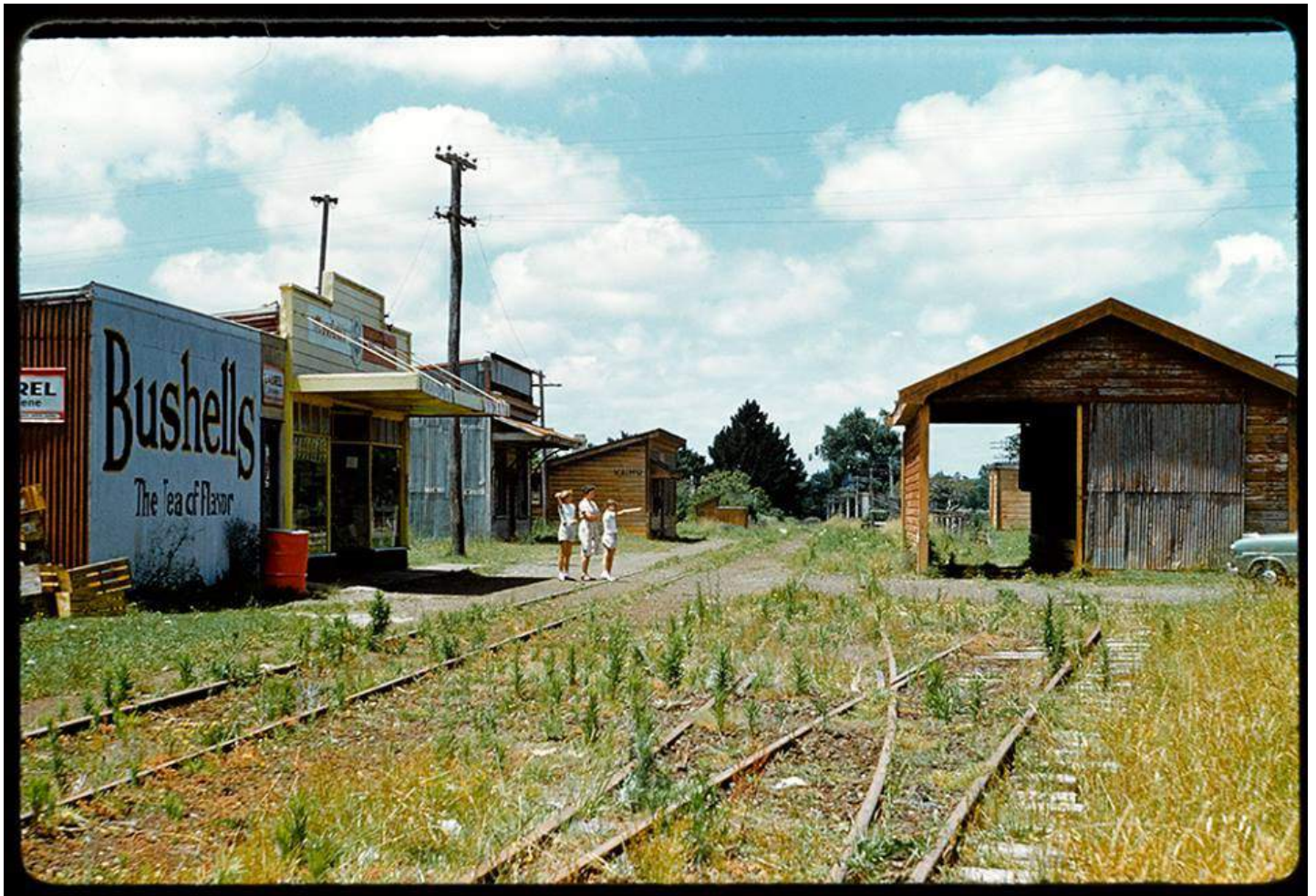
Feilding & Districts Steam Rail Society Inc

16 November 2019	Around The Block to Wellington	KR Diesel
17 November 2019	Mad Hatters Market—Woodville	KR Diesel
1 December 2019	Around The Block to Wellington	KR Diesel

Dunedin Railways

Regular Taieri Gorge and North Line services plus rail tours.
 Rail Touring details at <https://www.dunedinrailways.co.nz/our-journeys>

PICTURE OF THE MONTH



Sixty years ago.

This photo of Kaihu appeared on a Facebook page, NZ Rail Geography, some time ago. It is attributed to Ron Clark image, 1950s-1960s. Kaihu Station. 1207-1179, Sir George Grey Special Collections, Auckland Libraries.

I thought it is such a classic of the age. Probably just about the time the line was closed in 1959. The branch to Donnelly's Crossing from Dargaville was only connected to the national network for 16 years from 1943 to 1959.

FRONZ CONFERENCE GISBORNE
29 MAY– 1 JUNE 2020

FRONZ JOURNAL # 191
WAS PUBLISHED ON 26 SEPTEMBER 2019
 CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT