



JOURNAL

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TREVOR BURLING

Our FRONZ Executive Officer, Trevor Burling, died suddenly aged 79 on 25 January. Trevor took over the position of Executive Officer in 2010 after the sudden illness of Paul Dillicar. Trevor had served on the FRONZ Executive in earlier years and also for a period as FRONZ President. His wisdom and ability to communicate successfully with government agencies and his frequent formulating of submissions regarding legislative changes was his strength. This, following a career with the Ministry of Transport which included many roles. Trevor's rail heritage interest was trams and he was a valued worker at the Wellington Tramway Museum and had been made a life member of that institution at their most recent Annual Meeting.

Our thoughts are with Marlene and Trevor's family. Theirs is a deeply personal loss as his knowledge and skill is a loss to the rail heritage industry. *Photo: D.L.A. Turner.*



FRONZ CONFERENCE 2020



Planning is well advanced for our 2020 FRONZ Conference to be held in Gisborne over Queen's Birthday Weekend from Friday 29 May to Monday 1 June. Gisborne City Vintage Railway is our host group and will be running a rail trip for us behind Wa165 from Gisborne to Muriwai including the unique level crossing of the Gisborne Airport runway. An interesting and varied group of presentations is planned. Accommodation and Conference venue is secured for us at the Emerald Hotel in central Gisborne venue so start thinking about joining us there. In addition to a trip to Muriwai on the Gisborne City Vintage Railway behind Wa 165 we will also be visiting the East Coast Museum of Transport. Of course, the annual Awards Dinner will be held on Sunday 31 May so get your entries ready now. Registration and Award Entries will be open in April for Conference.

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My apologies for a smaller Journal edition than usual this month. We have been dealing with a close family bereavement which has taken up much of my time. Our FRONZ member groups have all been busy running many days for their busiest time of the year and I have not covered all activities. I hope you enjoy the information and stories contained herein. Scott.

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

THE VIADUCT THAT BECAME AN EMBANKMENT MYSTERY EXPLAINED

Here is a comment from Patrick Dunford on an article that appeared in the Journal in relation to the Stratford-Okahukura Line and the construction techniques employed, specifically the construction of large embankments by first building a viaduct then filling it with spoil.

The earliest techniques for embankment construction were of course pick and shovel, horse and cart type machinery. As mechanisation developed in the early 20th century, it became possible to build light tramways and employ small locomotives and wagons to shift spoil. At that time, the technique of building a light viaduct and filling it in by side tipping became quite common and was extensively employed all over New Zealand. For example if you go to the book "When Nelson Had A Railway" at page 134 you can see an example of this technique being employed to construct part of the Nelson Section extension at Gowanbridge in the late 1920s.

At Weka Pass Railway they had a viaduct near the top of their line that was used as a viaduct for around 50 years before it was filled in to become an embankment in the mid-1930s, when the line was part of the Waiau Branch. Most of the fill was placed by horse and cart from underneath but tipping was used to finish the last part at the top.

Since I would guess the 1930s road machinery has taken over for embankment construction.

It is noted that the PWD had some small steam engines used for this type of work that were eventually displaced by Hudswell Clarke diesel rail tractors (12 were purchased and several are preserved around NZ such as D597 at Pahiatua, D599 at Ferrymead and D602 at Motat). Light construction tramways are visible in aerial photos of the earlier phase of Tekapo hydro development and they are said to have been used as Roxburgh as well, so it would seem that PWD got good use out of these locos and the last remaining examples were eventually sold off or scrapped in the late 1950s.

The original article in the February 2019 Journal referred to the Stratford Okahukura line and the relevant section is below with a picture (rather blurred) of the embankment (ex-viaduct) discussed.

Our first stop was at a very interesting structure, the largest embankment on the line. It was news to me that this, and another embankment on the line, were originally built with a wooden viaduct. However, as part of the construction they were then completely filled in by earth moved mainly by hand from nearby cuttings and tunnel excavations. The timber used was totara, a native hardwood, and the totara would be well preserved after being buried. I was most surprised to hear of this technique and would be keen to hear from readers why it was done this way and if similar construction was used elsewhere in New Zealand.



FRONZ MEMBER CO-OPERATION

The FRONZ mainline access agreement also means FRONZ supplying training and recertifications to mainline operators. Here we have (from Left) Donald Ross FRONZ trainer, Stewart (Feilding and District Steam Rail) and Tristan (Pahiatua Railcar Society) doing theory and safety observations on Rm31 railcar trips in and around Whanganui on 18 January. This also shows the cooperation between FRONZ members in sharing resources. *From Facebook.*



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

WESTERN SPRINGS TRAMWAY

From "The Controller"

Track Repair:

On the week commencing October 14, MOTAT took the bold but essential step of closing the tramway down to enable critical repairs to be undertaken on the Great North Road straight. The tramway is such a vital part of the museum's operation with schools and group bookings coming in a constant stream, it was important that we completed this work within the five allotted days to limit the effect this disruption would cause.

Jesmond Construction, familiar with tramway construction, were our contractors of choice to undertake the rail repairs, and Weldone the contractor to perform the specialised exothermic welding process on the repaired joints. We had five broken joints requiring attention.

Photos: Albert Chan



CANTERBURY RAILWAY SOCIETY

From Branchlines

From the president Wayne McClintock

This year has presented challenges for us as a Society, particularly the theft of copper wire from the location box at Truscotts which shut down our train operations. Thanks to the sterling effort of our Signal and Way & Works teams, however, not only did we recover from that setback, but also undertook a major infrastructure project which upgraded both the bridge and level crossing at Truscotts curve.

Action is being taken regarding a major repair of the Carriage Shed, with the Executive Committee allocating \$15,000 for a suitable design which will bring it up to the 67% standard of the earthquake code.

Overall attendance at Ferrymead Park grew by 1,053 between the two years from 38,448 in 2017/18 to 39,501 in 2018/19, while the attendance on Steam Sundays fell from 5,918 in 2017/18 to 3,081 in 2018/19. Some of the decline in visitor numbers on Steam Sundays was attributable to our inability to operate trains for the last two months of the Trust's financial year which ended on 30th June.

Truscotts curve relay. This project had been on the books for about four years.

There were initially three parts to this project. A fourth one, which was never on the agenda, was forced on us when the level crossing location box was broken into and three-quarters of the components removed, and the wires cut. This theft made the level crossing, and a number of track circuits, inoperative.

For this work to be undertaken the railway needed to be shut down for four months from the beginning of June meaning there would be no income from train operations.

On the morning of Sunday 6 October, testing and commissioning of the signal system was undertaken. In the afternoon, the two Vulcan railcars ran up and down the line. This was to test all aspects of the signal system, which had basically been mothballed for four months, while de-rusting the rails of the main line and loops so that all the track circuits pick up at the right moment which is vitally important for the approach tracks to the level crossings. Once the testing and commissioning were completed, the railway was ready for the first public trains to run on the 13th October.

CRS Current Projects: D140 10-year Survey, F372 Prep & Painting, Branch Location Boxes, Trackwork, Electric Traction maintenance, Ec7 Roof Repaint, Loco/rolling stock maintenance, Moorhouse Water Vat Restoration, Woodshed re-build, General Building Repairs.

This report highlights how much work is needed for so many FRONZ members operating their own railways. CRS is also only one element of the many organisations preserving so many aspects of New Zealand's heritage at Ferrymead while heritage operators throughout the country are undertaking major infrastructure and rolling stock projects with dedicated volunteers. Editor.



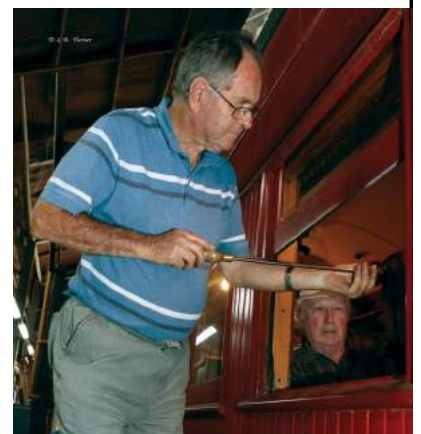
Above: The four tasks of the project: painted bridge beams, with extended wing walls, the re-laid track, the new asphalt level crossing and the soon to be commissioned level crossing alarms. Photo: Peter Jenkinson



Above: Members of the track gang "Jim Crowing" sections of 50kg rail: L to R. Glenn Sutherland, Peter Jenkinson, Michael Hobbs, and James Gobbe. Photo: Lauchlan Brady.

Keith Brown. 1932-2019.

Sad news to start the new year. One of the foundation members of the Ferrymead Railway. Keith passed away on the 31st of December. *Photo Right:* Master of wood and skilled carriage restorer, Keith Brown working with the late Colin Dash, re-installing seats after completion of restoration work on the internal carriage woodwork at the Ferrymead Workshop in February 2013. *D.L.A Turner.*



PLEASANT POINT RAILWAY

Fairlie's New Year's Day parade was treated to "something quite special" as a steam train made its way through the town for the first time in 51 years.

"The 2nd of March, 1968, the last train left Fairlie for Timaru," organiser and museum committee member Neville Smith said.

"On New Year's Day we'll have the D16 steam engine from Pleasant Point back in Fairlie - on the back of a truck unfortunately instead of on tracks - but it'll be the first time in 51 years a steam train has been in Fairlie."

Timaru Herald



OAMARU STEAM AND RAIL

From January Newsletter.

With B10 and the Husky sharing haulage duties, we carried 1430 passengers in December – almost exactly the same number as last year. Despite the higher running costs of the steam engine, its operation over the summer is a public relations boon that reinforces our club's place in the community as well as providing a financial boost that helps fund future projects. Two seasons ago when B10 was out of service we only carried 870 passengers in December.



Above: Luke Paisley was certified as Steam Fireman last month, congratulations Luke, well done! Pictured with assessor David Maciulaitis.

WAIMEA PLAINS RAILWAY

From Facebook.

Photos from a very hot and enjoyable day on 18 January. A lot of happy passengers riding the K92 Rogers - And Sun burnt people too - There were even puppets having fun with the guard - Next big outing for K92 is on the 22 and 23 of February with the Mandeville Fly In & Steam Festival - 100 years of de Havilland - So come along this will be an outstanding weekend for young and old.



Above: Colin Smith & Duncan Robbie smiling for the camera. Photos "Got it in One Photography".

PAHIATUA RAILCAR SOCIETY



Welcome RM31 back to the mainline after a full re-certification. Great work by the team at Pahiatua. Here it is crossing the Whanganui river on January 18. *Photos: Marty Melville.*



BUSH TRAMWAY CLUB

From January Newsletter.

2019 open days. November was not too bad passenger wise, but December was the quietest we have had for many years. The drier weather meant that the Peckett was confined to the yard both days. The Cb was running up & down the yard during the November Open Day. The Peckett earned some money by allowing members of the Public to have a (supervised!) drive up the yard.

Two of our CCTV cameras were stolen recently. Unfortunately for the thieves they thought they had cut the wires to the cameras but had cut the phone wires instead. We got quite a lot of very clear pictures of them & the number plate of their car. We have reported this to Police but haven't heard anything yet. The cameras have been replaced.

The Meremere diesels remain as the key locomotives on Open Days: Photo C. Mann.



CLASSIFIEDS

INFO SOUGHT ABOUT WAIHI-WAIKINO RAKE LINE

I'm trying to find out what the pitch was for the sleepers used old Waihi-Waikino Rake Line (distance between sleepers). We've got the vestige of a cutting at the Waihi Station site that we're planning to restore and have not found any information beyond the weight of the rail (40 lb/yd) and it's width (2'9").

I've done a thorough review of the information available via the Ohinimuri Journal relating to the Rake Line and so far have found nothing.

Any information you may have would be much appreciated.

Many thanks,

Peter Cooper
Goldfields Railway

If anyone can help out Peter, please get in touch with him at pteeboy@hotmail.com.

LAND TRANSPORT (RAIL) LEGISLATION BILL - PUBLIC SUBMISSIONS REQUESTED

The Transport and Infrastructure Select Committee are now calling for public submissions on the Land Transport (Rail) Legislation Bill. Public submissions close on 7 February 2020.

The link the Committee's website can be found here: <https://www.parliament.nz/en/pb/sc/scl/transport-and-infrastructure/>

The Bill gives effect to the proposed changes to the Land Transport Management Act 2003 outlined in the draft New Zealand Rail Plan.

[The Draft New Zealand Rail Plan is available and can be viewed and downloaded here.](#)

THE RECLAIM

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

The Reclaim has been developed so that any Fronz member can send us information about items they want to sell or buy (preferably with pictures, and deadlines if applicable), and that will be circulated to all members. This benefits the rail heritage movement as a whole by promoting a greater sharing of resources, as well as the opportunity to save useful items from scrapping.

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

To place your request, please send 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

16 February 2020, Waiuku (GVR) to Kinleith with side tours.

Overseas rail tours planned during 2020 include Japan, Switzerland, and Australia.

Steam Incorporated

No planned trips due to rolling stock re-certification programme.

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 commenced 6 October 2019.

Mainline Steam

No planned trips due to rolling stock re-certification programme.

Pahiatua Railcar Society

Whanganui vintage weekend Saturday 18, Sunday 19 January 2020.

Gisborne City Vintage Railway

Gisborne to Muriwai

15 February 2020

15 March 2020

11 April 2020

12 April 2020

10 May 2020

30 May 2020

Feilding & Districts Steam Rail Society Inc

1 February 2020

Around The Block to Wellington

KR Diesel

16 February 2020

The Chateau Tongariro and Sky Waka Rail Excursion

KR Diesel

15 March 2020

Palmerston North—Napier return

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



The first major trip for Glenbrook Vintage Railway's newly restored DBR 1254 over Auckland anniversary weekend went as far as Ohakune. Here it is pictured with Kiwirail DFB 7160 southbound on the Waiteti Viaduct just south of Te Kuiti. The GVR mainline carriage set looks good in the rural scene. *Photo: Finn O'Regan*

**FRONZ CONFERENCE GISBORNE
29 MAY– 1 JUNE 2020**

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