

FRONZ: JOURNAL

Federation of Rail Organisations of New Zealand Incorporated

FRONZ CONFERENCE REGISTRATIONS OPEN

Bookings are now open for the 2022 FRONZ Conference in Invercargill from Friday 3rd to Monday 6th June.

Get your registrations in now, as a late fee will apply from May 1st.

Featuring visits to our host group Waimea Plains Railway, the Lumsden Railway Station, and the Kingston Flyer along with presentations on the effects of climate change and emissions- this is not one to miss!

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- Conference 2022
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- Upcoming Mainline Excursions



PICTURE OF THE MONTH

The crew at Ferrymead Station heading back to the train after seeking shelter by the fire!

Photo: Kevin Prince

FRONZ UPDATE

The FRONZ Executive met by Zoom in April

- FRONZ insurance costs for next financial year have been invoiced to members.
- Continuing regular meetings with several government agencies, departments.
- Fees charged to members by regulator under discussion.

Improving member engagement and training. Working on topics including track codes (zoom meeting held). Next topic will be braking systems. Further opportunities will be discussed at Conference.

- Mainline operations. FRONZ have submitted on new Heritage Access Agreement.
- FRONZ Annual Conference bookings proceeding well (see separate conference article).

CONFERENCE 2022



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Bookings are expected to be submitted by 1 May after that date a late booking fee will apply.

This is the first time the FRONZ conference has been held in Invercargill and we will be offering a great experience including rail heritage information which all members should share, as well as several field trips and tours of the Southland area including rail heritage sites and the great unspoilt Southland country.

The conference venue is the Ascot Park Hotel which offers various accommodation options. Conference bookings will open from the 1st of April 2022.

Conference theme will be effects of climate change, emissions, etc. We will have speakers concentrating on these subjects including a Member of Parliament, as well as all the usual presentations.

Please note that under the Government COVID PROTECTION FRAMEWORK Orange Level, vaccine passes will no longer be a requirement for Customers, Contractors or Suppliers at our conference venue. All staff will still be vaccinated. Use of face coverings indoors is encouraged.

Our host group, Waimea Plains Railway are looking forward to welcoming us to conference.

We cannot visit Invercargill without visiting the world renown Bill Richardson's Transport World and Motorcycle Mecca, and the Burt Munro motorcycle display at Hayes Hardware department store. We are planning to see some of these attractions with a local tour on Friday 3rd June where numbers will be limited, you will need to arrive on Thursday 2nd June to join this as it will be a full day.

Well known Bluff resident, local councillor, and presenter of the "Off the Rails" TV documentary series, Marcus Lush, will be our keynote speaker on Saturday morning. This will be followed by an introduction to Southland Railway History by local member of the Southern Steam Train Trust, Lindsay Buckingham.

CONFERENCE 2022



Our Rail Safety Regulator, Waka Kotahi, will present in the main morning session. On Saturday afternoon we have presentations from KiwiRail, and speakers on alternative fuels as well as how organisations can best adapt to the requirements of impending climate change legislation and actual effects. Saturday sessions will conclude with breakout groups meeting to discuss the various issues of Tramway, Rail Heritage, Mainline rail groups.

Sunday morning will start with the FRONZ Annual General Meeting then several presentations from RailSafe, NZ Rail Heritage Trust, Tramways update, and a video view of Southland railway history with a presentation from Lindsay Benbrook from Majik Video Systems.

On Monday June 6th have we planned a day trip to visit and ride the Kingston Flyer and Lumsden Railway Station. We will be back in Invercargill in time for Air NZ flights to Christchurch and other cities currently timetabled to depart at 1625 and 1815.

Get your registration in now!

<https://www.fronz.org.nz/conferences>



Waimea Plains Railway Trust. Photo: Got It In One Photography

NEWS FROM AROUND THE RAILWAYS

FROM THE GVR WORKSHOP

Yarn, April

The Pukeoware Workshops are proving to be a busy haven of works in the past month. Progress on Ww 644 continues to accelerate, now having received the bulk of her new paint job and a plethora of her auxiliaries like Air Pump, Lubricant Lines, Tanks, Cab, and much more! The Tank Car set to assist Ww 644 on the mainline also progresses with critical components tested, modified, repaired or replaced ready for a new paint job and re-assembly!

A variety of projects involving the GVR also continue in multiple other avenues of the Rail Industry. In the top left, we see DBR 1254 on her way home with AL 1991 after it was on hire to KiwiRail for use on North Auckland Line work trains as a 'gangers carriage'. Also pictured is further Martinus testing at the Pukeoware depot, of a key piece of machinery to be involved in the building of the City Rail Link. It can be seen preparing for load testing on the 1 in 42 'Godard Grade' of the GVR mainline.

A fantastic achievement to see the GVR play a part in some of New Zealand's largest rail infrastructure projects.



Photos: Aaron Wong

WELLINGTON TRAMWAY MUSEUM INC.

Tramlines- March-April 2022

Tram 17

Improvements to some items required after the crack testing have been passed on to Tunley Engineering in Paraparaumu and we are waiting for their return. In the meantime other work on the brakes such as painting and installing the swingletree has been done and further testing and measuring has taken place.

Tram 207

Work on tram 207 items has continued at the Museum. One used cant rail (ex a Double-saloon tram body in the Wairarapa that was dismantled by members in the 1970's) has been selected, and for transportation to Auckland was strengthened with support timbers. Also, the semi-circular beam of an internal bulkhead has been requested by Tram Works Ltd., our Auckland contractor to replace one that has been found to have borer present. Both the cant rail and two bulkhead items have now been despatched by truck to Auckland. Work on the controllers has continued with both controller cases upgraded and painted. One controller top has been sandblasted. Work on the drums and other components continues.

Murder Mystery Event

On Saturday 12th February, 25 keen and enthusiastic investigative members of the public participated in an afternoon of sleuthing and murder solving. This was the second Murder Mystery held at the Museum and was another successful and enjoyable occasion. The participants looked for and analysed clues and evidence left by the cast of three and then rode the trams and finished the day with coffee and cakes in the Fiducia Centre. The winning team were presented with a bottle of wine for their efforts.

Thanks go to Aaron Jonassen who organised the event, plus his supporting team and the crew of the day who all combined to make a success of the day.

Plans are to have more Mystery events in the future.



Left: Reassembly of tram 207's renovated and repainted chassis is underway at Tram Works Ltd's workshop in Otahuhu.

Right: The tram body in a much dismantled state on 15th February.

Photos: Leyton Chan

FEILDING & DISTRICT STEAM RAIL SOCIETY INC

Letting Off Steam- April 2022

Many of you will recall that we were successful in uplifting both Resource Consent (effective 25 May 2021) and Building Consent (effective 10 August 2021) with a two-year finish deadline (i.e. 25 May 2023). While it may look like not a lot is happening (scold yourself immediately if you are of that view ...), there is a lot happening. Trevor and Ron (I know there are others periodically involved) are steadily working on the paint removal to the interior, as well as planning other critical work. This is looking fantastic, with the native timbers (most likely rimu) looking great - it's almost a shame to paint this timber - but originality means it needs to be painted in appropriate colours.

The other matter (which you cannot see) is that Carol Leckie has finalised, and made a formal application to the Eastern and Central Community Trust for a financial grant to proceed with some of the materials and outsourced skills that we need. We are hopeful of success in terms of getting charitable money to proceed in earnest. The next phase will be to take account of the recently identified location of the in-ground services (there is stormwater, sewer, potable water and electricity in the vicinity) that need to be accurately found as some of those services require rerouting out of the way. Then we can boreholes and place piles in anticipation of lifting the ground floor portion onto those piles in what will be its permanent and final location - how exciting! Once placed, we can start installing the ground floor services (toilet, wash hand basin, electrical first-fix etc.) including a new wastewater catchment for our carriage fleet immediately adjacent to the Taonui Station. In parallel with this activity, we can commission a roof truss manufacturer, and a raft of other products and services.

A lot of this work is behind the scenes and goes unnoticed, but I would like to thank Carol for her professionalism and hard work in getting this complicated application into the Eastern and Central Trust. Please keep your fingers crossed for a successful outcome! Trevor and Ron just 'keep-on-keeping-on' with steady and meticulous progress - well-done guys - I know we are in good hands!

Gary Nichols



Left: Ron, Graeme and Trevor inside the Signal Box. Right: Carol at work. Photos: Letting Off Steam

OAMARU STEAM AND RAIL

The Oamaru Steam and Rail Digest, April 2022

- We carried 257 passengers in March, with the DSA running the trains.
- In the workshops, TR 35's wiring and the Husky's motor are progressing.
- A replacement turnout in the yard beside the workshop has been the trackwork focus for the last while.



Photos: Oamaru Steam and Rail Digest

BAY OF ISLANDS VINTAGE RAILWAY

Bay Of Islands Vintage Railway Newsletter

We started the New Year by reflecting on our many achievements in 2021. Among other things the new Service Centre is looking great, the rail restoration continues, the carriage Fantail is well on the way to full restoration and Gabriel's new boiler has finally arrived in Kawakawa. 2022 will see us build on this work and continue with all the PGF projects. As always our many volunteers have worked tirelessly to achieve our goals, and been helped through the summer by Keteriki Ltd's trainees. Although our visitor numbers through the Christmas/summer holidays have not been as we have had in past years, we have still been encouraged by the pleasure give to those who have ridden on the trains. A sincere thank you to everyone who contributes as we look forward to what 2022 will bring and to the completion of all our projects.



Kawakawa Station- Left: April 2021, Ruby in the siding (Gabriel's boiler in the wagon on the left), Right: February 2022, the new service building nearing completion in the same space. Photos: Bay Of Islands Vintage Railway Newsletter

DUNEDIN RAILWAYS

The first excursion post Red Light

The Victorian to Oamaru operated on the 24th of April, carrying a large load of passengers. It is great to see the rolling stock getting a work out again.



Photos: David Oakley

WAITARA RAILWAY PRESERVATION SOCIETY INC.

Facebook

Yet another milestone at our depot at Brixton, Waitara, today when the former Waitotara Station was delivered and craned onto its new home. It had been sitting idle in the Waverley Station Yard for some years. Restoration will start soon to preserve this piece of Taranaki railway history, and give us some much-needed space for archives and historical memorabilia.



Photos: Waitara Railway Preservation Society Inc. Facebook

WELLINGTON TRAMWAY MUSEUM

Facebook - April 3

WELL - WHAT A WEEKEND IT HAS BEEN.

The opening of the new Transmission Gully Motorway has seen record numbers of visitors to the Tramway (around 3 times higher than normal).

If you didn't try out the new road this past weekend, make a date to do next weekend and follow the signs at the northern end of the Motorway to Queen Elizabeth Park and the Wellington Tramway Museum. We will be open Saturday and Sunday with trams running from 11am until 4pm.



Photos: Wellington Tramway Museum Facebook

NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

Facebook

An exciting day was had today. A bit of background: we are adjacent to Canterbury Railway Society's site at Ferrymead Heritage Park, and our rails are connected to the Society's rail network. We have been working with the Society to have our rail workings added to the Society's safety case, and for the Society to handle any movements on our rails. Today we heard that this had been approved! That means our turntable can be used and the turntable roads can be populated with our collection. So today that is what we did! Many, many thanks to the Canterbury Railway Society people that made this happen, and for their hard work in moving our rolling stock today.



Photos: National Railway Museum of New Zealand Facebook

DIESEL TRACTION GROUP

DTG - Facebook

Yesterday's progress at Waipara: Cab controls were removed and cleaned up, and will receive a polish once the cab is finally painted. Sanding of handrails and the shunters step light housings were repaired, plus the Westinghouse efficiency test was completed for the De's 12 month check.

-

Final cylinder head back from the engine reconditioner for De511. Valve guides replaced and valves/seats machined. Big thanks to KC Engine Reconditioning for their ongoing service and support of the DTG.



Photos: DTG Facebook

WEKA PASS RAILWAY

Facebook

Hoorraayyyy! What we've all been waiting for! Come along on the 1st of May to finally get a well deserved ride through the Weka Pass with us! So come on.. what are you waiting for! See the link below to book your tickets!

****No Vaccine Passport required under Orange Traffic Light****

The service will be hauled by our vintage DG class diesel locomotives while we wait to get our steam loco another annual boiler ticket (been delayed due to travel restrictions).

We look forward to finally being able to welcome you all back again and hope to see you there on May the 1st!

<https://wekapassrailway.co.nz/product.../tickets/01-05-2022/>

THE GLEN AFTON LINE - HERITAGE RAILWAY

Facebook

A big weekend for our track team fitting four new track sets into the old Pukemiro Colliery road crossing. Our thanks to GRP Ltd, the owners of the old colliery site, for their help in preparing the track bed and concreting of the crossing over the next week. For the record, we laid 48 sleepers, 8 rails and inserted 192 spikes.



Photos: The Glen Afton Line - Heritage Railway Facebook

PAEKAKARIKI STATION MUSEUM

Facebook

We have been lucky at Paekakariki recently, not only have KiwiRail resealed the station platform but they also painted a couple of buildings with murals. They look great. Thank you Kiwirail for a job well done.



Photos: Paekakariki Station Museum Facebook

DUNEDIN CABLE CAR 103 UPDATE

Ferrymead Tram Facts (The Newsletter of the Tramway Historical Society Incorporated), April 2022

'CATCHING THE DRIPS' - Don McAra

Before one last coat of paint, the sixth, goes on the roof of grip car 103, we have to complete the roof's rain-draining arrangements. These must have been added some time after the car went into service. We can imagine complaints loud and clear from platform standees on the leading platform of trailers like 111 as it followed the towing grip car as it went up High Street's steep slopes in Dunedin. When both tram and trailer took a sudden upwards incline, the rain water would have sloshed from the grip car's roof onto unsuspecting heads.

Arrangements involved fixing wooden barriers at the B (city facing) end of the roof, and drilling one hole at each of the roof corners which led to down pipes there. No down pipes were needed at the uphill A end. In the centre of the B end roof, six more holes in a flat metal plate directed water into a metal reservoir fitted under the roof's soffit. From there two more downpipes ran on either side of the centre window down towards the road.

All four downpipes and the original reservoir have been saved and will be reused. I am currently working on a brass replacement for the six-holed metal plate and the short copper funnels to be soldered to it.

Lastly in this somewhat complicated arrangement, we will replicate two low curved wooden rails which originally directed the water from the base of the clerestory towards the six-holed plate. More next month.

(I'm always impressed to see Don and his team working away together on this interesting project, and good to see some newer members coming along on Saturday to get involved. Its certainly the vibe we all need at present, Don and some of his team are there on Wednesdays and some on Saturdays, and some are there both days. Well done! -Ed)



Left: Don McAra putting another coat of paint on the roof of 103. Right: The late Trevor Craib, a great mover and shaker of the Cable Car movement, looking at the downpipes as described in the article.

Photos: Ferrymead Tram Facts

KITSON STEAM TRAM UPDATE

Ferrymead Tram Facts (The Newsletter of the Tramway Historical Society Incorporated), April 2022

In the last month the left side steam cylinder has had the bore honed by Steve Lea, on the same day we refitted the cylinder with new bolts that fit much better than the old ones, Bob Williams of the HTT has made these for us and did a great job.

Additionally the Right side valve gear has been refitted, this required a number of new pins and bushes as they had significant wear, and the valve guide bush was also worn so a new one was turned up on the lathe.

Stephen Taylor has made some progress with the bodywork repairing old screw holes and a bit of degreasing of the angle braces. Next will be sanding and some painting for that side.

Another task that has happened this month is the welding up of the bearing surfaces on the weigh shaft, (the purpose of the weighshaft is to move the valve gear on both sides at the same time into forwards or reverse), and machining them round again on the big Churchill lathe. This lathe is normally used to turn the tram wheels so it was interesting to use it for some thing other than that.

The cylinder drain cock valves also were in need of attention, I took these home and worked on them as they are in the model engineering field!. Two of the original pipe fitting nuts were missing, they had been replaced with modern flare type fittings, so I turned up two new ones then got Ian Fanshawe (our former boiler inspector) to screw cut the 14TPI threads on them, Many thanks Ian for doing this for us.

The reversing stand was in need of some attention also, it has had new bushes fitted and new pins as the existing ones were worn out and the stand received a fresh coat of paint. With this done it should be easier to drive with less clearance in these components.

-Alex Hunter



Left: Body work with the side off ready for paint preparation. Right: The RH Valve gear all assembled and ready for setting up. Photos: Ferrymead Tram Facts

THE WESTERN SPRINGS RAILWAY

Facebook

Workshop Update 31 March 2022: Bertha

It's been a wee while since we've had an update so over the next week or two we'll have a series of catch-up posts about each of our projects. For today's post we'll focus on progress on Bertha's restoration over the last few months.

To briefly recap, in mid 2021 we reassembled Bertha, installing the refurbished boiler along with the old cab to enable the boiler to be tested and certified. On 2 July she made her first moves under her own steam since August 2018, and 9 July we were successful in gaining a boiler certificate. During the latter part of July and early August the water tank had a new base installed, and the front coupling was reinstated in its pre-1964 location.

With the start of the Covid lockdown on 18 August the project slowed almost to a halt, and it was the end of the year before our full volunteer teams were once again able to come on site. In the meantime, however, work was underway behind the scenes on design work to enable Bertha to be returned to her 1918 condition (ie. the state she was in immediately after regauging to 3'6" gauge). This era is the one which we can most accurately recreate based on photographs and parts available to us, being relatively similar to the configuration Bertha has been in since the mid-1960's. This design work allowed a full set of CAD drawings for Bertha's cab to be produced, and in turn those plans have allowed for the manufacture of some of the parts required to be outsourced. On 4 January dismantling of the old cab commenced. Much of this cab was manufactured in the 1960s but all of the older angle irons which still exist will be incorporated into the new assembly. The cab floor and rear headstock were rebuilt with new material, along with the new mountings for the rear drawgear which is being returned to the location it was in when Bertha first came to MOTAT.

On 23 February Bertha's boiler was removed to allow further work to take place on the underframe. Whilst the boiler is off the frames all of the boiler cladding has been completed, apart from the small curved piece at the very front which is currently being manufactured.

All brake rigging, rods and motion were removed and Bertha's frames were lifted off her wheels on 8 March. The frames have been completely stripped, including all of the suspension, brake hangers and horn guides. A number of the horn guides had small cracks in them which have been repaired by a specialist welder, and the bare frames are in the process of an initial clean-down prior to sand-blasting.

The rear suspension will need quite a bit of work as the rear of the locomotive hasn't sat properly for some time- one frame-spreader which supported the rear spring mounts had shifted and caused the spring hangers to lightly rub the frame. It's doubly important to get the suspension set up properly during this work as Bertha's valve-gear is directly connected to the rear suspension, and it is thus essential to get this correct to ensure the motion and valves can be set up properly. The rear spring has already been completely dismantled and refurbished, and the front springs will be re-set to the correct profile. The frame stretcher which carries the rear suspension will be completely re-riveted to the frame in due course, ensuring that it will not become loose again.

THE WESTERN SPRINGS RAILWAY

continued

The valves and cylinders have been dismantled- the pistons will receive new piston rings and the cylinders will be honed to return the bores to a good condition. A full set of cylinder drain cocks has been manufactured to the correct Orenstein & Koppel design.

In the meantime, all of the motion and brake rigging has been thoroughly cleaned and meticulously laid out. This is all in rather worn condition and in due course many of the pins and bearings will be replaced. A number of the components will also need straightening. The axleboxes were in particularly poor condition and will all receive new bearings, with the corresponding axle journals being reprofiled in the lathe.

The sheetmetal cab components were laser cut by an external contractor using the CAD drawings produced by Rick Schreuder, and these were delivered on 23 March. The angle-irons which support the panels will now need to be made, allowing the whole assembly to be rivetted together. A number of patterns have been made for components which will be required for the cab. New front window frames will be cast to a timber pattern manufactured in our carpentry workshop, whilst the tool box hinge patterns have been 3-D printed. Design work is currently underway for a pair of brand-new cylinder lubricators to the original design and these will be manufactured in due course as well.

All in all the project is progressing well and it shouldn't be too long before the kitset of parts starts to come back together. Watch this space!

Photos: The Western Springs Railway Facebook



THE PLAINS RAILWAY & HISTORICAL MUSEUM

Facebook

Today's response to our first Open Day in 3 months was just amazing - thanks to all our staff and of course to all the visitors for their support - and we do it all again tomorrow!

Special thanks to crews of the Ashburton Aviation Museum and the Ashburton Vintage Car Club for joining us with their unique displays.

The Easter Egg-spress was filled to the brim with passengers, and the Bunny Egg Hunt kept youngsters exploring the Village, wearing out caregivers! We have loads more Treats for those attending tomorrow.

Find us on Maronan Road, Tinwald if you are passing through Ashburton.

Wishing you a safe and happy Easter Weekend

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What an amazing weekend!!!!

Visitor numbers exceeded expectations, and we were delighted to have so many activities on offer both days around the Precinct, which were thoroughly enjoyed. Fortunately for the Staff, there were a wee few leftover Easter Treats which were disposed of at the end of the day after they enjoyed a ride behind Ja1260 - well deserved, thanks to all staff for their efforts.

Planning is now underway for our next Open Day: SATURDAY 7th MAY

as part of Greg Donaldson Contracting Wheels Week Plus, local event, which takes place from 30th April - 15th May (website: www.wheelsweek.co.nz) - K88 will be in Steam for this Day.

If you have a Vehicle of any kind you'd like to bring along for public display, please message our page.



Left: Saturday's Railway Crew. Right: It's all go! Photos: The Plains Railway & Historical Museum Facebook



Photos: Courtney Kilner

CLIMAX 1650 STEAM TRUST BOARD

Climax 1650 Steam Trust Board - Facebook

Some recent photos of our project. Thanks to John, Murray and Paul of Pitcorn Engineering, and a lot of other supporters, we have made a lot of progress towards an operating Climax locomotive.

The progress can be summarised as:

Boiler:

- Weld repairs completed
- Steam dome outlet attachment replaced
- Washout plug holes repaired
- New smokebox rolled and fitted
- New regulator
- New firebars cast and fitted
- Hydro test
- Steam test
- Sandblasted and painted

The boiler was refitted to the chassis.

Chassis:

- Chassis assembly completed
- Engine overhaul completed
- New cab fabricated. The cab was drilled and hot rivetted.
- New bunker/water tank fabricated.
- Cab floor installed

Climax 1650 is now starting to look like a loco.

There is still a lot of work to complete our loco, but we are making good progress.

The Climax locomotive will operate at the Glen Afton Line at Pukemiro Junction when it is completed.

Thanks to all our supporters.



Left: Climax 1650's boiler departs Pukemiro Junction to join the loco's chassis at Pitcorn Engineering's Te Kuiti workshop. The boiler will return to Pukemiro with the completed loco.

Right: Climax 1650 starting to look like a proper locomotive again, as all the repaired or replaced parts are fitted to the loco chassis.

Photos: Climax 1650 Steam Trust Board Facebook

UPCOMING MAINLINE EXCURSIONS

Excursions are subject to Covid Restrictions- check directly with operators prior to travel

Pahiatua Railcar Society Incorporated

The Manawatu Gorge Shuttles are returning on Saturday 7th of May, along with a Mother's Day Railcar Trip and Spiral Shuttles on Sunday 8th of May. More details- <https://www.railcars.co.nz/excursions>

Glenbrook Vintage Railway

GVR have multiple First Class Experience & Steam Train Experience dates available, along with the Tokoroa Express, Dairyland Flyer, Mother's Day Eve Express, and many other trips. For more details visit - www.gvr.org.nz/events/whats-on

Steam Incorporated

Steam Incorporated have the Heartland Flyer Autumn Special on Sunday 15 May and the Expressway Shuttles Train Trips on Sunday 5 June. More information is available at- www.steaminc.org.nz/book-train-trip

Gisborne City Vintage Railway

Running days for the summer from Gisborne to Muriwai are now being advertised, with available dates including Mothers Day. There is also the Chardonnay Express on the 29th of May. More information is available at- www.gcvr.org.nz/bookings/

Feilding and District Steam Rail Society Inc

Around the Block 1 - To Wellington is operating on the 14th of May. There is also a Mid Winter Christmas Dinner Express on the 19th of June. More information is available at- https://events.steamrail.org.nz/?page_id=4

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