

FRONZ: JOURNAL

Federation of Rail Organisations of New Zealand Incorporated

FINAL COUNTDOWN FOR THE 2022 CONFERENCE

We have been extra busy this month organising conference with some regular FRONZ work also going on.

There will be plenty of time to catch up with the latest happenings at conference.

It is now the final lead up, so pack your bags (I'm sure the deep South will put on its winter best for us!) and we will see you there!

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-Upcoming Mainline Excursions



FEDERATION
of RAIL ORGANISATIONS
of NEW ZEALAND
INCORPORATED



PICTURE OF THE MONTH

K88 at The Plains, May 2022

Photo: Jesse Oakley

NEWS FROM AROUND THE RAILWAYS

REEFTON HISTORIC TRUST BOARD

Quartzopolis Times, March 2022

Oddfellows Hall

Last week the Trust has just finished the painting of the façade. This was the last piece of the building to be done as the rest of the building had been painted over the last few months. Andrew Lineham led the team to do the work on the building and also liaising with PB Painters Ltd who did the bulk of the work.

Railway Station

Preparing the perimeter of the railway station was a big job. But digging all the holes for the anchor and main piles I think was maybe a bigger job as the ground make up, is not made up of even size of stones. Some were big 300mm plus sizes and others were grains of sand with everything in between packed in there. With approx 48 holes dug, there was quite a bit of spoil dug up. Including the concrete and spoil that came out of the waiting room.

Some of the cleaner material become backfill between the platform and the new concrete block retaining wall. Before a layer of AP40 hardfill was installed on top to give a firm hard surface. When the spoil was getting dug out the piles that were supposed to hold up the station were either totally gone or just a portion of the original piles. The piles themselves would have been made from the local forests. Totara, silver pine to name a few. All new bearers and joists were installed along the front and back walls. Where the concrete floor was in the waiting room this has had new bearers and joists installed in the whole room as there was nothing in there before apart from concrete and fill.

A lot of discussion was held about how would we keep the ground touching the building again. Solution was to build a retaining wall, but timber or concrete block? The concrete block method was chosen as this was a better solution for the future. Long term the platform would need to be re-asphalted so it would have been difficult to asphalt on top of a timber retaining wall. A new foundation was dug and poured with starter rods in it over Labour weekend 2021. By the end of that weekend, we had a new concrete block retaining wall which sits off the building giving it a gap so the air can flow around. The following weekend a few of the team had a working bee and filled the blocks with concrete.

After the filling had set the trench was back filled and compacted with some of the clean material that was dug out of the waiting room. This was followed by a layer of AP40 hardfill which has given the platform a good solid base that will just need a little top up before the asphalt goes down at a later date.

REEFTON HISTORIC TRUST BOARD

Cont.

There are still some more small trimmings to go around the 2 big single doors, as these sections of timber were broken, missing or covered up by a sheet of metal. As you will see under the luggage room double doors there is some extra pieces of wood added underneath the sill. We found the sill was only being supported by half of the width which was by the floor joists. Over the years of having loaded luggage trolleys coming through the doors the sill had broken in half. So, this was glued and screwed back together and reinstalled. The sill in the waiting room at the other end of the station has had the same work done on it.

The waiting room sill needed to be raised by approx 20mm as the old concrete floor was at the same height as the sill which is now the floor joist height. This involved cutting the doors in place. The main frame being rebated for the sill to slot in again and the floor joists altered. This should have been done before we had done the concrete retaining wall as it would have been easier to work this way around rather than having to stand at the back and look outwards.

At the same time the floor was marked out for dwangs where the new sheets of plywood butt beside each other. Before the plywood floor went down insulation was installed to modernize and improve the future temperature of the station with the end result. With the concrete flooring being installed in here and our new floor is at a different height, there will be some tidying up on the fireplace hearth as it is not at the same level or tidy. We need to plaster the area first to level it out, but we are unsure if this will get raised up so becomes a thicker hearth of plaster or red bricks or something else. Anyway, it is a job for another time. Having the insulation in this room has made to quite noticeably warming apart from the holes around the hearth.

The Trust would like to thank all our team that have helped so far in getting the station back up to the standard that it is now. Also, the following companies that without their help or input would have cost the Trust thousands of \$\$ more: Phil Bordesley Builders; - piling contractor. MS Moore Contracting: - diggers, trucks, tracked dumper. Rosco Contracting: - dumping concrete, AP40, premix. Fenwick Reinforcing Christchurch: - Supply of reinforcing steel – FREE! Firth Industries Christchurch: - Supply of the concrete blocks at a sharp price. Hirepool Christchurch: - Concrete breaker. Dean Fraser: Donation of the Plywood. Unique landscaping Christchurch: - 300kg plate compactor, screws.



Left: Andrew Lineham & Dennis Wells in front of the newly painted Oddfellows Hall. Photo: Ine Lineham
Right: The Railway Station mid works. Photo: Quartzopolis Times.

GISBORNE CITY VINTAGE RAILWAY

Graeme Scott

As we cancelled our 20th March excursion due to the rising Covid levels in this area, as well as Gisborne Railway Station being a RAT distribution center, more workshop time was available to catch up on other less urgent work. One item of work concerned our spare Westinghouse Brake Feed Valves, which have been waiting to be serviced and tested. Time was now available to build a test rig with a calibrated pressure gauge to test and set these valves up to the desired pressure.

We also have to maintain the railway crossing lights and alarms at the 5 light/alarm controlled crossings that we use here in Gisborne. As they deteriorate over time, especially with the salt air, they need regular maintenance and eventual overhaul. The nine weeks break in our excursion schedule meant spare time for some heavy-duty overhaul work on some of our spare light units.

More details of our current operating fleet have been added to our website - <https://www.gcvr.org.nz/our-fleet>

Early April saw the Gisborne American Car Club host a visit by the Early Ford V8 Club, whose members came from all over the North Island. One item on their visit to Gisborne was a trip out to Muriwai using Wa165. Although Wa165 had not run for 9 weeks, the steam engine performed perfectly on a day with perfect weather conditions (unlike the stormy weather conditions that hit the East Coast 3 days later). The parking area at the rear of the station was rather crowded with Ford V8 vehicles for the afternoon.

Our 3 trips over the Easter and Anzac weekends were well patronised. It is always good to see our passengers appreciate the work that goes on preparing the train for an excursion, as well as appreciating the excursion itself.

The year just seems to be disappearing quickly. We only have three scheduled excursions left before our Winter shut-down. Two of the excursions are over Queen's Birthday Weekend and the other is the Chardonnay Express charter on 29th May. More details are available on our website.



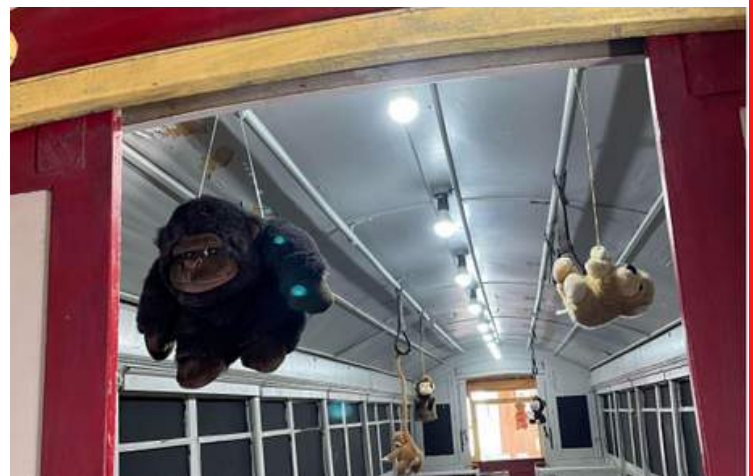
Left: Early Ford V8 vehicles at Gisborne Railway Station. Centre: Feed valve testing.
Right: Crossing light maintenance. Photos: Graeme Scott

WHANGANUI TRAM LINES

No 8 Autumn 2022

This quarter has seen Covid restrictions ease a little with a move to 'Orange' just prior to Easter. This certainly helped with numbers of people visiting Whanganui enabling us to hold our very popular combined Tram/Double Decker Bus rides on Easter Sunday and Monday. Thanks again to Neville Gorrie for bringing along his Bus. As a thankyou to Neville, we spent a morning cleaning the Bus inside and out.

It seems like many months since we have had a group book a Tram Experience with us because of Covid restrictions, so on May 10th we were very pleased to see a Group from Tiny Nations Home Based Childcare. After all the beautiful weather we have been having, I guess it was 'Murphys Law' that the weather wasn't that great on the day. However we did get a break and the sun came out and away we went. We loved having them on board and they loved the experience.



Left: The Tiny Nations Home Based Childcare group. Right: The ex Brisbane Tram, known as the "King Kong Tram" as it was used in the 2005 remake of King Kong! Photos: Whanganui Tram Lines

OAMARU STEAM AND RAIL

The Oamaru Steam and Rail Digest

We carried 543 passengers in April, with the DSA running most trains and a little help from B10.

In the workshops, the Husky's motor has been reassembled and is being adjusted. An air leak is being seen to.

12 sleepers have been replaced near the Arun St crossing.

25 metres of our water supply pipe were replaced.

The roof of the Guard's Van is being professionally replaced with butynol supplied by Ardex.

OSR members have been cutting out and replacing a couple of small patches of roof that had deteriorated over the years, but overall it is in good shape.

Luke Paisley and Matthew Harris will be sitting their Steam Driver qualifications shortly, which will give Oamaru Steam and Rail a big boost in our ability to field steam crews. Thank you and good luck!

CANTERBURY RAIL SOCIETY INCORPORATED

Branchlines - a pictorial report, photos & captions by Peter Jenkinson



Top left: Track sets have been laid on the Valley Station loop formation. Top right: The overhaul of carriage A1552 has started. Half of the seat frames have been removed. Some of the exterior cladding has also been replaced. Bottom: Part of the turnout to roads 4 & 6 was removed so sleepers under the double turnout could be replaced.

TRAMWAY HISTORICAL SOCIETY INCORPORATED

Ferrymead Tram Tracts

Spotted on the TradeMe auction website was this old Dunedin Tram motor. A MV105BW model. It is likely that was used in one of the Takapuna rebuilt trailers that ran in Dunedin as fleet 63-66. but its origins before this are unclear as it is too new to be from one of the Roslyn 3'6" trams. Stephen Taylor and Steve Lea made a trip to Middlemarch in Central Otago to pick up the prized exhibit! However I do think it should be retained in its present state to represent the repurposing of a piece of tramway equipment after it had been sold by the Dunedin City Corp Tramways. The same as a Tram bach etc.



Left: Steve in Central Otago after picking up the motor. Photo- Stephen Taylor.
Right: unloading the motor. Photo- Alex Hunter

BUSH TRAMWAY CLUB

Pukemiro Junction - The Glen Afton Line

This gives access to the dump & has a lot of heavy traffic across it. A working bee was held on 6/3 & the main job was to remove the rails from the area where they wanted to extend the concrete area of the crossing. This meant the removal of 6 track sets, dismantle them, then shift the rails after they were numbered with their position.

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We got started at approx. 9.00am on the Saturday although Pete C & John S were already up there & busy. We took up 40 new sleepers & assorted track fittings & got stuck into laying out the new sleepers. By the end of the day, we had most of the rails in place & a large area spiked down. The next day, we continued spiking the rails to the sleepers & got two replacement rails to replace the rather bent ones. One of the rails needed 50mm cutting off it & then a new fishplate bolt hole creating in the rail. We completed the job around lunch time. Those who helped with this job were Pete C, John S, Ian B, Trev W, Dave M, Maarten R, Bill R-W, Colin J & others. Thanks to you all. We made extremely good progress for a group of "older members" but not to the stage of the builders of railways in USA where they regularly laid 1 mile of track a day!! For the record, we installed 48 sleepers, 8 rails two of which were replacements from the originals, 20 fishplates, 8 track screws and 184 track spikes.



Top left: Early work lifting the old track. Photo- T. Willmot. Top right: The new track at the crossing. Photo- P. Cairncross. Bottom: The finished, concreted job. Photo- P. Cairncross.

WAITARA RAILWAY PRESEVATION SOCIETY INC.

Price 222 out on a test run. Photo: John Churchouse



DIESEL TRACTION GROUP

Facebook, 22 May

Today the last major components were refitted to De511's engine. These included the water outlet rail and the two exhausts. A few smaller items remain to be completed but a startup is imminent. Watch this space!



Left: Short branch exhaust and water outlet rail assembled. Right: Final assembly completed.
Photos: DTG Facebook

TRAMLINES

Newsletter of The Wellington Tramway Museum Inc. May-June 2022

April Passenger Numbers

Well, what a month it was in April. The opening of the new Transmission Gully Motorway, two Holiday Weekends and fine weather certainly brought the crowds out to Queen Elizabeth Park and the Tramway. Our “Transmission Gully” advertising promotion on Newstalk ZB and regular updates on our Facebook page are probably other factors.

On the first weekend of the new motorway, there were 780 journeys on our trams and the following weekend saw another 379. Things really got busy at Easter with 1,375 journeys over the 4 days and to top it off ANZAC Weekend saw further 1,045 journeys. Add onto that 118 from Charters and 112 from Saturday 30 April means the public made 3,891 journeys on our trams in April.

To summarise, April 2022 can probably go down in the records as the most successful month for the Tramway Museum in a long time, if not ever, in both passenger numbers and gross revenue.

A big thank you goes to all members who assisted in operations over the month. It was certainly very busy for the drivers and kiosk staff. A big thank you also goes to Denys Peck who had to try and keep the kiosk stocked. On at least two occasions, 11 cartons of ice cream were required to replace stock that had been sold over the weekend. Thanks too to the members who kept the trams and track operational.

Car Club Visit

On the Sunday of ANZAC Weekend, Kevin Wright noticed several old American cars and their owners at the beach enjoying a picnic. He invited them to call in at the Tramway before they left and have a photo shoot and a tram ride. The answer was “Yes: and the result was these photos and 40 tram rides.



Left: American cars visit, 24 April, Photo: Kevin Wright,

Right: Traffic congestion in Queen Elizabeth Park on Saturday 2nd April - the first Saturday after the opening of the Transmission Gully Motorway. Photo: Russell Jenkins.

PLEASANT POINT MUSEUM & RAILWAY

Talking Point June 2022 - Bryan Blanchard and Pleasant Point Museum & Railway Facebook

The working bees continue at the museum site, keeping the site clean and tidy. A wood splitting gang keeps some of our members busy and it is then stacked to dry out, ready to be used by our 2 steam locomotives. Our meeting room's revamp is just about finished. It's been a big job, with Stewart Frew in control with help when needed. Next job there is new curtains we have purchased and to be made up by Norma Bartrum and installed by us.

We hear that tour parties are just about on the move again, and we will be included in a few of their visits round New Zealand and to our museum.

Our next special steam days are in June - Sunday & Monday, 5th & 6th with our 1922, Ab699 from 11am to the last train at 3pm. The next one on Saturday & Sunday, June the 25th & 26th, again from 11am to the last train at 3pm. We will be using our 1878 steam locomotive, D16. These two days will be a special "Kiwi the Engine & Friends" steaming days replacing this year's cancelled Easter operations, due to the Covid-19 Pandemic. The 1925, Ford Model T Rail Car will be also operating during those 4 days.

When timber items have been out in all weathers and partly in the ground for 100+ years bad things happen to it.

On the 20th May 2022 we remove our home signal at Keanes Crossing. As you can see it sort of fell apart as it was lowered. It is to be restored to working order. No date or time span for this work to be carried out. This signal post was once the north home signal in Timaru.



Photos: Left & Centre - Bill Nobel. Right - Donald Goodman

UPCOMING MAINLINE EXCURSIONS

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

Glenbrook Vintage Railway

GVR have multiple First Class Experience & Steam Train Experience dates available, along with the Queen's Birthday High Tea, and many other trips. For more details visit - www.gvr.org.nz/events/whats-on

Steam Incorporated

Steam Incorporated have the Expressway Shuttles Train Trips on Sunday 5 June and 50th Birthday trips- One Day, Four Great Travel Options on the 12th of 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

The Mid Winter Christmas Dinner Express on the 19th of June, along with Around the Block 2 - To Wellington on the 23rd of July.

More information is available at- https://events.steamrail.org.nz/?page_id=4

Dunedin Railways

The Seaside, Inlander and Victorian are all operating on various dates between 26th June & 31st July.

More information is available at-

<https://www.dunedinrailways.co.nz/journeys/dunedin-railways-winter-journeys>

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CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT.