

FRONZ: JOURNAL

Federation of Rail Organisations of New Zealand Incorporated

It has been a wet, windy and snowy few weeks- we hope you are staying warm and dry! The bright side is the mornings are starting to get lighter, which means winter can't be too much longer- surely.

We are now thrilled to be able to confirm our host group for the 2023 FRONZ Conference - the Bay of Islands Vintage Railway.

Check out the write up on the next page for a few more details!

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FEDERATION
of RAIL ORGANISATIONS
of NEW ZEALAND
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PICTURE OF THE MONTH

Double departure at the Steam Incorporated 50th Anniversary excursions

Photo: Hamish King

CONFERENCE 2023 - BAY OF ISLANDS

Following a visit to Whangarei and the Bay of Islands to view different conference options, we can now advise that the 2023 FRONZ conference will be held at the Copthorne Hotel at Waitangi. This hotel is in a beautiful setting on the waterfront, with views across to Russell and out to the islands.

It has ideal conference facilities, and is close to Paihia allowing many accommodation options for anyone who does not wish to stay at the hotel. Whilst it is a 2km walk to the bars and restaurants in Paihia, we have been able to negotiate a courtesy coach that will operate each evening for anyone who wants to eat or drink away from the hotel.

We recommend that those of you who will be flying there, to book to fly into Kerikeri in the Bay of Islands. We appreciate this may be a long distance to come for many of our members so we are making your trip to Northland worthwhile by offering a pre-conference holiday before the conference (Tuesday to Thursday) as well as Friday being scheduled as a day to see historic Northland by visiting the Waitangi Treaty grounds and also sightseeing in Russell.

Conference registration will be Friday night as usual, with Saturday a business day as well as Sunday morning. We will be visiting both our Northland members the Bay of Islands Vintage Railway (who are our hosts) and the Whangarei Steam and Model Railway Club.

So put the dates in your diary – the 30th of May to the 5th of June for those of you joining us to discover Northland and the 2nd of June to the 5th of June for those of you who will only be attending the conference.

The next Journal will provide more information on the itinerary and costs of the pre-holiday options.

NEWS FROM AROUND THE RAILWAYS

NELSON RAILWAY SOCIETY

Nelson Railway Society News, June 2022

RAILCAR UPDATE

After having timeout for a complete overhaul, we were happy to have the Flying Fox back on track again. Lots of happy passengers agreed, flocking to Founders Park even after the School Holidays finished. Since then the Railcar has been running at weekends and will continue to do so over the winter months with the Train taking a turn on some selected Sundays.

TRACKWORK

Our track specialist, Eric Knight, known at the Railway as “Erk”, has been busy out on the track checking the lines with his trusty helper Basil and occasional extra help from some of the other volunteers. Here he is in front of the Wakefield Quay Station.

THE N GAUGE RAILWAY

The N Gauge Railway is coming along nicely under the expertise of the Bibbys who have given a lot of their time getting everything set up. It will be great having the HO layout and the N both together in the long red carriage opposite Wakefield Quay Station. The carriage is the former “party” wagon, modified to house the model railways. The HO layout has been very popular and can be operated by putting a gold coin in the old Nelson City Council parking meter alongside. I am sure it will be even more popular when the N gauge is finished.



Photos: Nelson Railway Society News

GISBORNE CITY VINTAGE RAILWAY

Our Wa165 Winter maintenance programme is under way. The boiler plugs that hold the sacrificial anodes have all been removed and new anodes fitted. The difference in the condition of the anodes between the “end” of the season and the “start” of the next season can clearly be seen in the photos.

Additionally, all of the fire bars have been removed and cleaned, the wooden cab floor grating lifted and some repairs made and the coal hopper emptied and cleaned out.

The interior of the boiler has also been water-blasted using an extension rod to spray the water into the boiler through the (removed) boiler plug holes. This cleans out any material which may have been deposited in the boiler from the water or through any other means, prior to the boiler being inspected. The cleaning water and any debris are blown out through the (empty) plug holes in the base of the boiler. Two boiler inspections are required each year – one while the boiler is cold and empty (which we hope to have carried out soon), the second under full operating pressure (which will be done later in the year).

The eight fire bricks which form the arch over the top of the fire box are being replaced. They rest on horizontally-protruding studs that can be seen in the empty fire box photo. This will be the second time that the fire bricks have been replaced since Wa165 was first steamed up in 1999 following the major restoration.



Above: Before and after- new anodes for the boiler plugs.

Below: Emptied fire box and the removed fire bricks.

Photos- Graeme Scott



CANTERBURY RAIL SOCIETY

Branchlines, July 2022

Two projects outside, have advanced significantly during June. The track sets placed on the Valley Loop formation have all been refurbished. This project included removing the old screws, docking of the rail ends, ensuring a correct spacing between the sleepers, fitting of the bed plates and replacing the track screws. There is now a 50 metre gap between the two ends of the loop.

A new drainage pipe has been installed under the Branch Line. This extends from the new sump completed last year. The open drain alongside the Branch Line has not functioned properly for many a year and still has to be rectified.



Left: Tr156 and work train. Refurbishing the track sets for the Valley Station loop. Right: Trenching under the Branch Line track for the new drainage pipe. Photos: Branchlines

WELLINGTON TRAMWAY MUSEUM INC.

Tramlines, July - August 2022

Tram 17 project milestone achieved:

First run under its own power, 29th June 2022; First trip to the Beach, 6th July 2022

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Over Matariki weekend, 24th and 25th of June 2022 the tramway museum held the first GLOW event. This was no feat of easy planning. I began planning this along with a good friend of mine, Elodie Pilalis. She was the brains behind the games, and the Princess Glow Character. She spent hours with Oliver Mills adding metres of Glow in the Dark Tape to the games and making them look Great under the UV lights.

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The weekend itself was a whirlwind of emotions, excitement, nervousness, and stress. I am so happy with how it all turned out. The Trams just looks magical, there was laughter from the kids, and there was a queue to ride the trams. Friday night especially as I am convinced that there was at least 30 minutes or more wait for a tram ride. Everything else on offer for the two nights was jam packed as well; the sausage sizzle ran out of onion halfway through Friday night and the barn was packed with people and the occasional dog.



Left: Tram 17 reaches the Beach Terminus for the first time ever. On board were, from left, Henry Brittain, Russell Jenkins, Trevor Weaver, Grant Johnson, Neville Webley, John Tier and Patrick Osborne.

Right: The body of Tram 207 is unloaded after a previous day journey from Otahuhu to Feilding, and an early morning ride from Feilding to the Museum. The tram is now on sammy trucks in the workshop awaiting a start on the next stage of its restoration.

Photos: Allan Neilson



Left: Trams 239 & 151 pass at the loop. Right: The tram barn at "GLOW" making use of a light curtain divide into the UV area. Photos: Aaron Jonassen

FEILDING & DISTRICT STEAM RAIL SOCIETY

Letting Off Steam, July 2022

The progress on DA1401 has slowed due to the change of weather and trying to find parts that no longer exist. The brake valves are currently being refurbished ready for reinstalling onto the loco when the desk repairs have been completed. The speed increaser is slowly gathering new bits to allow it to be reassembled and put back on the loco.

Ross Unwin is testing out a modification on one of the jiggers to enable fitting motorbike type handlebars with a spring return to idle. Presently the throttle stays where it's left, not really the best when things go wrong.

Work is about to commence on the carriages, one at a time, to scope the work required to get them back to a standard suitable for mainline running. This will be a large job entailing stripping the sides off to check the state of the bodies.

Other carriage work will be stopped to allow finances and people to carry on with this work. Trains are not cheap to run, using our own carriages allows more money to be returned into our coffers for our work.

The DSA has passed all its test apart from the air compressor capacity, there will be a fair amount of work involved getting it up to an acceptable standard. The engine is still a little smoky, but due to limited finance being available a top overhaul of the engine has been put to one side for the time being.



Left: DA1401 sits inside the engine shed. Right: The old pipework was removed from the whistle of WAB794, with new pipework including a shut off valve being installed (as pictured). Photos: Letting Off Steam

GLOW IN THE PARK

The Plains Railway & Historical Museum

Glow in the Park was held at the Tinwald Domain on July 22-24. Photos: Top left, Jesse Oakley. Rest by David Oakley.



DIESEL TRACTION GROUP

Facebook

Today at Ferrymead De 511 was placed over the inspection pit to carry out a 12 monthly service. Once this is completed some test running will be carried out to bed in the overhauled engine and the loco will be returned to regular service again.



Photos: Diesel Traction Group Facebook.

OAMARU STEAM AND RAIL

The Oamaru Steam and Rail Digest

- 320 passengers were carried in June.
- The Husky is having a few small air leaks traced before its Warrant of Fitness.
- 30 sleepers have been replaced on the line with concrete ones.
- Trim is being replaced on the Guard's Van after the roof replacement.
- Work on the steel shed continues.
- Panel work and some painting has begun on TR 35's body panels.
- Luke and Matthew passed their Steam Driver's tests – congratulations!

DUNEDIN HERITAGE LIGHT RAIL TRUST

July 2022

Update on Cable Car progress

Neville has been back and forth to the site since March investigating how we might be able to extend the area we already lease. With more cable cars coming in the next couple of years we will need the extra room and this will mean extending the current building until we are able to build Stage 2. Neville is also seeking prices for several different ways to extend the current building and will let you know more news when it becomes available.

Obviously any extension will have to go through council so the Trust has sent a letter setting out what we would require and asked if we can have a meeting with the Mayor and councilors to discuss the best approach to facilitate the changes.

Along with that, there has been discussion with an organisation who has a Dunedin cable car that is almost in fully restored condition that they are considering transferring ownership to our TRUST. This is in the early stages of discussion. Hopefully we will have good news to share in the future.

We have been offered a winch that is possibly over 100 years old and was last used by Reilly's Towing on their large tow truck. This winch was the one which used to pull the Maryhill cable car. Eventually, we intend to display it in the Museum building but we will have to clean an area for it to be placed, and this means some of the equipment will have to be moved to accommodate the winch. Until we take ownership of the winch if volunteers have anything in there that is not owned by the trust please help us by removing the items as soon as possible. Billington Transport have kindly offered a facility to store the winch until we have suitable space.

Our treasurer (Trevor) continues to look at opportunities for funding, and as already indicated, has put in an application to fund the balance of the feasibility study. The outcome of this will be known in November.

UPCOMING MAINLINE EXCURSIONS

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

Glenbrook Vintage Railway

GVR have the Mountain Thunder (6th August), and monthly Discover Ruapehu Rail Tours. For more details visit - www.gvr.org.nz/events/whats-on

Steam Incorporated

Steam Incorporated have the Mountain Thunder (with GVR) on August 6th and the Rotary Explorer Steam Train on the 4th of September, along with the sold out Daffodil Express, Manawatu Adventurer, and Te Apiti Traverse.

More information is available at- www.steaminc.org.nz/book-train-trip

Feilding and District Steam Rail Society Inc

Around the Block 3 - To Wellington is operating on the 9th of October, along with 2 departures on the Manawatu Gorge Excursion on the 21st of August.

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 31st July & 27th November.

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.