



# JOURNAL

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## PAUL JAMES DILLICAR

**1944-2016**

*This obituary to Paul was written and read out at Paul's funeral by long standing FRONZ Executive Member and Treasurer Clark Simmonds.*

In 1975 41 years ago FRONZ was formed. A small group of like-minded railways and 2 tramways came together at Christchurch and formed themselves into a group. Paul had been a leading light in getting this off the ground and so at this meeting he was elected president.

In 1976 the AGM of FRONZ was to be in Auckland and the Ocean Beach Railway who had been at the original meeting travelled north with 9 members. I was one of them. We came north by train, ferry and then the Silver Fern through the North Island. I'm afraid to say we had drunk the Southerner train dry in the South Island, tried our damdest to do the same on the Rangitira and had been successful again on the Silver Fern. In fact, we were fairly drunk when we got to Auckland but I still remember that on the railway station waiting for us was Paul Dillicar. God knows what he thought about us but that night he invited us to his home and we all sat around chatting and getting to know one another.

The following day, we started the first AGM and a fairly long winded thing it was too but Paul guided us through and of course there was the election of officers. Paul once again was nominated unopposed as president and so it was to be for the next 19 years till in 1994 he stood down as president but still remained on the executive.

From 1976 on Paul and his small team fought our battles for us. The biggest battle was with New Zealand Railways.

Groups in those days would fight one another for rolling stock or locomotives or track or whatever and NZR were not above turning that on us and getting us to bid against one another. Paul put a stop to that and at each AGM we had to have a come clean and tell the other groups what we wanted and if there was an argument it was generally sorted out to everyone's satisfaction.

NZR had a policy then of no more steam on any Mainline at all. Steam was "Old" and we had a new look railway, but Paul and others would not be stopped and kept hammering away until, in 1985, a mainline steam excursion was allowed one weekend from Auckland to Wellington and the following weekend back again. It was Double-headed and a great success. Somewhere I have seen a video of Paul in the cab of one of the locomotives travelling down or up and the grin on his face said it all. After that we were allowed one Excursion per year and then that got thrown out the door and now you can run as many excursions as you like (although other problems have now raised their heads).

By now groups were starting to see the advantage of Fronz and



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



were joining up and so the organisation was getting bigger.

As I said earlier in 1994 Paul stood down as President but still stayed on the Executive and for my sins I was also elected onto the Executive as treasurer. It was here I really got to know Paul. We had a small Exec in those days (4) so we were always on the phone to one another (thank God our respective companies didn't look too closely at our toll bills). Still the membership grew and there fights and arguments as we got bigger but Paul worked hard to diffuse most of these. Like a big family.

At the 2004 Conference Paul was re-elected President and later that year he also became our first Executive officer. Executive officer was a paid position but was needed now with the volume of work coming our way. Most of the meetings with Government, NZR were in Wellington and because I was the only person of the Executive based in Wellington I used to go to most of these meetings. Paul was a tough negotiator and took very few prisoners. I had been in sales all my life and even so I say myself I was pretty good, Paul was something else again

Paul also at this time took on organising the Fronz Conference. Up till this time they had been organised by the various groups and so the quality of the Conference could be bloody awful or it could be brilliant, once he took that over they went from strength to strength.

In 2006 there was the centenary of the Dunedin Station and various groups decided that they would bring their locomotives down for the show.

The week before the actual centenary the journeys south began. Locos coupled together hauling trains set off from Auckland, Wellington and Feilding. Because I could not go I watched a lot of this on television and there was one sequence that I will always remember; two large locomotives coupled together bringing their train south. The groups who owned these two respective locos had fought a bitter court battle a number of years before, and that bitterness had stayed for a long time but here they were working together for the greater good as Paul had envisaged. I rang Paul and said to him you've done it. This is what Fronz was all about, all working together helping each other.

One other point. One of the groups who bought their loco south was short staffed and their loco could/should have been in better shape. Getting south, it had nearly failed. The other groups all pitched in and their crews worked through the night to make sure this locomotive was fit to run.

And now we come to 2010. Once again a very successful conference and once again Paul had been elected President. By this time, he had been on the Executive for 34 years and 25 years of that time as president. The final day of Conference a number of us travelled down through the Wairarapa, calling at various museums and then we caught the train at Featherston to travel into Wellington. I was getting off at Upper Hutt and as I walked back through the car getting ready I spoke to Paul (he looked very tired). I said to him "Well done mate" and he told me how much he was looking forward to the cruise away with James in about 4 weeks.

About 2 or 3 weeks later my cell phone rang and the number showed that it was Paul ringing me but when I answered it was James to tell me Paul had had a very nasty stroke. It was an awful shock. And at Fronz we stumbled a bit as we tried to pick up the ball as we realised then what a difference Paul had made over those many many years.

Paul had worked one way or another in Rail preservation all his life. All Rail & Tram groups owe a debt to this man for his leadership and his determination.

FRONZ is his ultimate legacy.

***No more barked knuckles, or stripped threads  
No more broken stays, or cracked cylinder heads  
Just the lifting of the safeties, after so much effort made  
And the howl of the whistle as you crest the final grade.***



## IAN WALTER STEWART. 1927-2016

Ian Stewart (son of W. W. Stewart) was a founder member of the Western Springs Tramway (WST) and the driving force behind the establishment of the tramway that now runs between the MOTAT Village and the Number 2 site beyond the Auckland Zoo.

During his time, he has been a guiding light at WST and all of the other tramway museums and a source of knowledge on a large range of topics concerning trams and tramways. Ian's vision and encouragement was instrumental in completing many projects at MOTAT and was willing to share his extensive knowledge with not only his WST colleagues, but all of the other tramways throughout the country.

One of Ian's legacies is the large amount of documentation, plans, diagrams and publications which are a mine of information now and for future tramway enthusiasts.

Ian was always willing to drop what he was doing and show visitors around the tramway and the environs at MOTAT.

The memory of Ian will live on among the many friends and colleagues he had in the heritage transport movement.

He has come to the end of his turn of duty at the tramway, hung up his controller key and signed off.



## FRONZ CONFERENCE 2016

This edition of Journal is out a little early this month so I can concentrate on putting the final touches to the conference organisation and, along with the other FRONZ Executive Team, ensure we do our best to make Auckland 2016 another memorable experience for all delegates, observers, and partners.

We have a great mix of business and pleasure in store this year. A number of overseas guests and a full representation with varied input on all the usual topics plus some special speakers.

Next Journal will have a full wrap of conference and of course details of our annual award winners.

All we need is some reasonable weather. One certain highlight will be the Monday cruise to the Driving Creek Railway at Coromandel which a good number have opted to join. Visits also include Glenbrook Vintage Railway (our host group this year) on Friday and MOTAT Sunday.

As this is written our registrations total 102 souls for all or part of the conference. The Novotel, Ellerslie Hotel, our conference venue, is all prepared for us.

Remember the Greenlane Railway station is close by and although there is a Block of Line for the weekend, particularly between Newmarket and Britomart, there are no closures Friday night. The Western Line is also running from Newmarket all weekend. Trains will also be running between Newmarket and Onehunga. So there are train travel opportunities Friday and Saturday evenings, plus any other occasions for those with time available.

See you there!

## 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 [scottosmond@xtra.co.nz](mailto:scottosmond@xtra.co.nz)

### TRAMWAY HISTORICAL SOCIETY

*From Ferrymead Tram Tracts*

The latest work on Mornington 103 Cable Car has focused on the reassembly of the chassis which up until now has been in pieces for repairs to be completed.  
*Top: The work on the chassis with the roof in behind;*  
*Bottom: The chassis showing two of the restored axle boxes remounted on the chassis in their original positions. Photos and text Don McAra.*



### DUNEDIN RAILWAYS

*From "The Platform"*

With only three cruise ship visits to go we are nearing the end of the cruise season. After "a cup of tea and a lie down" we will need to turn our attention to the 91 visits ahead for next season which is in only six months! As the cruise focused volunteers and other operational crew wind down we thank them for another good year. We also wish the workshop well as they get access to the carriages again and their really busy time begins.

**WorkSafe** visited the Workshop and tunnel two over the last couple of weeks. The Workshop visit was to meet and discuss the changes in regulations, answer any questions and expunge any myths about what WorkSafe do. They also wanted to look at how the workshop managed the hazards in the area. This is an initiative WorkSafe are conducting on small to medium businesses around NZ. On the 14 March WorksafeNZ and NZTA travelled through the Wingatui tunnel and inspected tunnel 2 as part of the investigations resulting from the 31/12 tunnel breakdown. Getting WorkSafe's input in insuring our operating environment is as safe as possible is really valuable and we look forward to receiving their tunnel visit report.

### GOLDFIELDS RAILWAY

From the Chairman's Desk:

GFR has reached the end of its high season and so far, preliminary results are that patronage during the time was slightly up on last year.

We recently had a visit from our mayor, who was keen to give us some support.

Frankly, I think he was surprised at how much forward planning has already been put into place by our team.

I've also had a meeting with a member of the Waihi Police Station to see what kind of support Goldfields Railway can get with regards to keeping up the road safety message about level crossings.



## FEILDING STEAM RAIL

On March 12th Feilding Steam Rail ran a trip to Taihape for the "Gumboot Day" event. This train was hauled by WAB794 with FSR four heritage carriages and FM van. This trip has been made several times by FSR over the years but what was very special on this occasion was that Phil ( teapot ) Wagner was on his final main-line trip for FSR prior to retiring.

The trip went well with Phil at the controls. We will, like other rail groups miss the valued services of Phil, we wish him all the very best for his retirement and he will always be welcome to visit us at our depot.

Thank you Phil for doing such a GREAT job over the years.

Our Very Best Wishes to you from the Feilding Steam Rail team..

*Photo: FSR Chairman Rod Bertram presenting Phil Wagner with a farewell gift and signed card from FSR members prior to departing Taihape*

Arrangements are being made for FSR 20th Anniversary Dinner 8th October.

FSR have recently been forced to cancel two planned trips due to lack of bookings.

Planned excursions are:

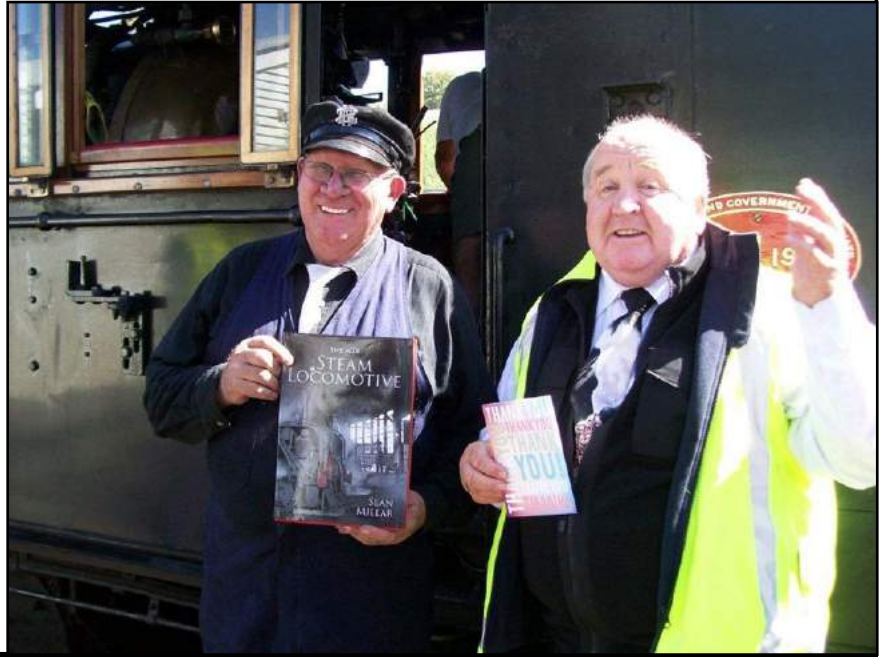
Woodville Wander on 7th August.

A proposed diesel trip to Napier on Sept 25th.

We will be celebrating our 20 years Anniversary on Oct 8th and we are looking at holding this function locally in Feilding.

Open Weekend at the depot will be Nov 5th and 6th.

Nov 12. A Wine and Dine to Wanganui with a diesel and the Capital Connection. "A Night With The Stars" You come with your group dressed as your favourite movie star and the movie star meal and awards for best dressed will be at the Wanganui Racecourse.



## OCEAN BEACH RAILWAY

Steady progress is being made on the Dub's A with the boiler being painted with heat resistant paint and the left hand side rod brasses being worked on before the side rod is fitted.

Doug Boulton and the track team have been very busy building 70lb track sets to be laid on the hill section of the main line.

The cab from Dsa 592 has been moved in to the work shop and work has started in disassembling the cab so new steel plate panels can be fitted. A complete D 343 Cat diesel has been purchased for this locomotive and it should arrive on site in the not too distant future.

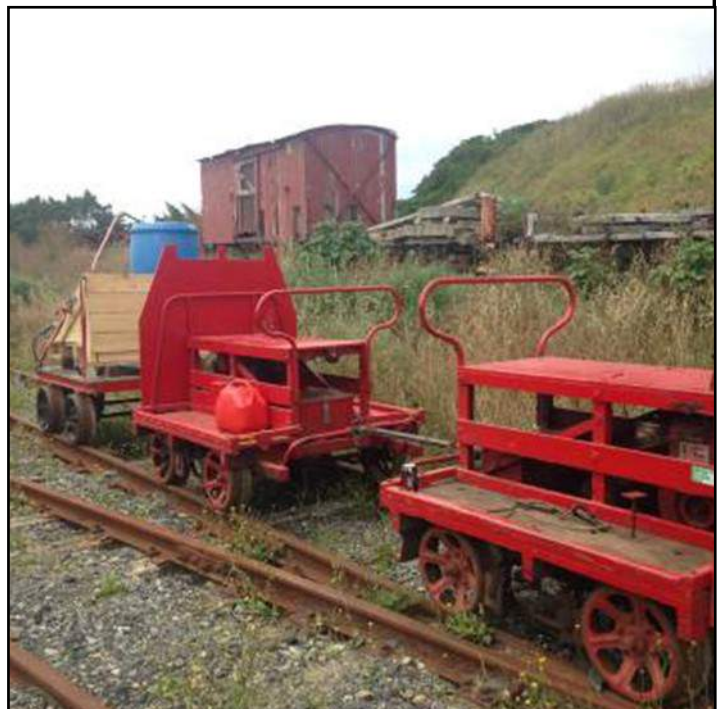
Dsa 252 is having its body work tidied up and a repaint. So this locomotive is out of service at the moment.

Regular trains have been running of late and the passenger numbers have been very pleasing with the good weather. The Kerr Stuart has been running very well.

Graeme Fyffe has been doing some superb work on the body of Ds 203. The front lower radiator section has now been finished and this work is first class. Graeme has also finished the rust removal from the bottom on the cab. Still to do is work on cleaning up the body work before painting.

Steady work continues on A 210. Also work continues with the repaint on LC 4449.

*Photo: The ingenious "weedspray train" at OBR. Must be eligible for an innovation award perhaps.*



## WEKA PASS RAILWAY

*From The Frog Rock Times*

MID-WINTER NIGHT TRAIN 2016. Saturday, 18th of June. Departs Glenmark Station at 6.00pm. Tickets available from 1st of May at [www.wekapassrailway.co.nz](http://www.wekapassrailway.co.nz)

WPR have recently held their AGM.

Some comments of interest from various officer reports are below.

**Insurance.** With premiums approaching \$12,000 a year (around 10% of our annual income), it was evident that something had to be done to reduce this cost. The Committee has decided that with effect from the beginning of March this year, the WPR has ceased insuring assets, and now retains only the third party and rural fire extension insurance offered through FRONZ. Concomitant with this, we have commenced a programme aimed at markedly improving our fire prevention procedures in protecting our fixed assets, housing our locos and rolling stock, and how we conduct our daily activities in the yard.

**Locomotives.** A 428: Thanks to the unseasonably wet January, our steam locomotive was able to be brought back into service in time for the 7th of February public running day and has been giving reliable service.

**DSA 276:** The motor and torque converter have been removed and have been stored in the compound. WPR has purchased a trial replacement motor from the Nelson Railway Society at Founders Heritage Park.

**DG 770:** Still currently a work-in-progress. A leak in the train pipe has been discovered underneath the front bogie, and hence is in a very confined space for working in.

**DG 791:** Neil Burt has been busy sanding away the exterior paint on the 'assistant' carbody side in preparation for painting which will be done soon. Rust removal was also done.

**Diesel Crane EL197:** Our painting juggernaut Alister Hyde has given this historic machine a paint with a darker coat of grey than what was previously applied.

**Carriages.** When A1730 goes back in to service it is planned to give the carvan, AL1697 a tidy up, as not much has been done to it since the early 1990's.

A recent on site meeting and inspection of the two unrestored carriage bodies, A1732 and A1760 resulted in confirmation that A1732 would logically be next in line to be fully restored.



*Left. Nice Engineering Solution. Gary Kelly tries out the new digger loading ramps that were funded thanks to a grant from the Mainland Foundation. The new ramps will allow easier and more convenient access for our digger along the line. 24th of February, 2016. Photo: Maurice Fenton.*

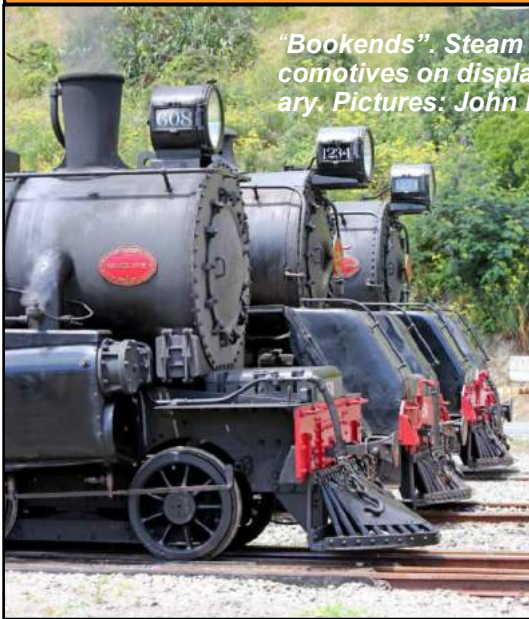
*Right. The diesel with measles: DG 791 at our Waipara depot with its 'assistant' side carbody sanded back in preparation for painting. 5th of January, 2016.*

*Photo: Peter Gibson.*

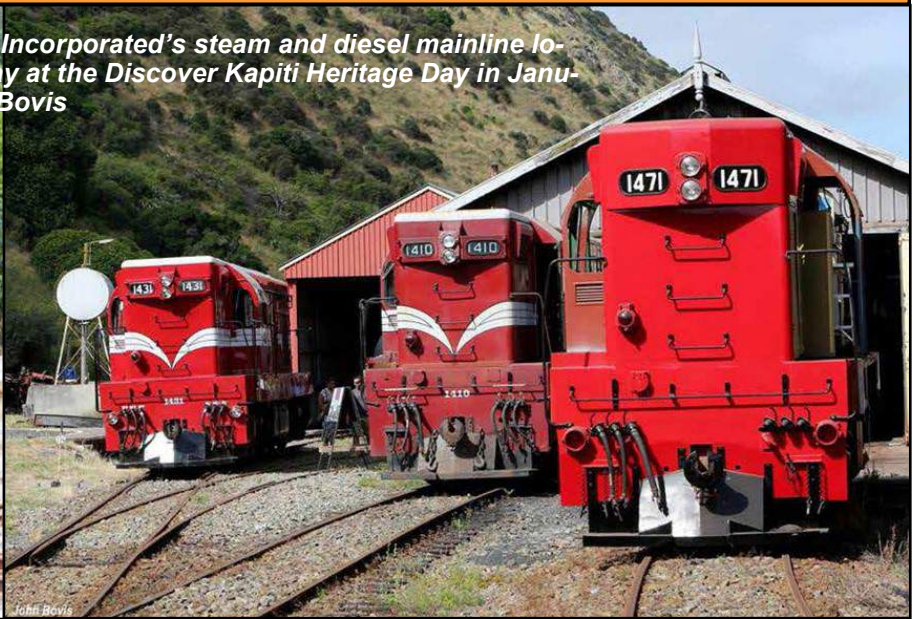




## STEAM INCORPORATED



*"Bookends". Steam Incorporated's steam and diesel mainline locomotives on display at the Discover Kapiti Heritage Day in January. Pictures: John Bovis*



A New Zealand preservation first: DA 1431 is now allowed to operate through "category 1" tunnels - the long ones - following installation of fire suppression equipment.

Fire suppression aerosols waiting to be fitted, below left. Two large and six small were needed. Plus another small one for the electrical cabinet.

Below centre an aerosol in place, and right, the detection wire.



### Forthcoming excursions

**MANGATAINOKA EXPLORER** – Saturday 18th June 2016. DA hauled excursion running from Wellington via the Wairarapa to Woodville and return.

**MYSTERY SUNDAY LUNCH EXCURSION** – Sunday 10th July 2016. Diesel hauled excursion to a mystery location for a two course meal.

**TARANAKI EXTRAVAGANZA** – Saturday 30th July to Monday 1st August 2016. A three day rail adventure to Taranaki with Ab608.

**RAURIMU SPIRAL** – Sunday 21st August 2016. A steam and electric hauled train to Raurimu.

### ALSO COMING IN 2016

Daffodil Express – 11th September

- Wanganui - 16th October

- Christmas Grand Circle – 4th December

Book online or download booking forms from website: [www.steaminc.org.nz](http://www.steaminc.org.nz)



*Petone Anzac Day 2016. This event was the centenary of the Petone Flagpole Anzac service. Photos John Bovis*





## SILVER STREAM RAILWAY

On the 17th of March 1956 the first meeting was held to form the Wellington Branch of the New Zealand Railway and Locomotive Society. The Wellington Branch in 1967 ventured into preservation beginning what we now know as Silver Stream Railway. The branches first newsletter was published in August 1956 initially keeping the membership informed of what was happening in the national railway scene (pre Facebook of course where photos are often uploaded as things are unfolding) and later to show progress at the railway a tradition that continues to this day. We are planning a few events to celebrate not just the 60th but also 50 years of preservation next year. Details on these will be posted on Facebook and on our website.



## PAHIATUA RAILCAR SOCIETY

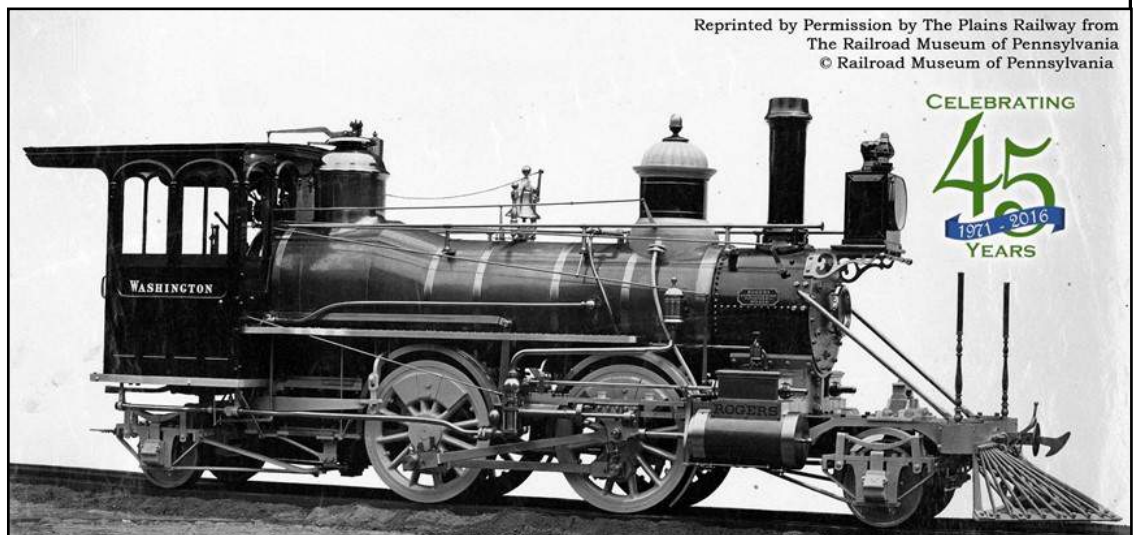
Its been 25 years since we embarked on the restoration of RM5, and whilst we still have a little way to go, its really exciting to get to this stage.



## PLAINS RAILWAY

Image below is a scan of the glass slide used to capture the builders photo (taken in 1877) of K88 at the Rogers Locomotive Works in Paterson, New Jersey in the United States of America. It is reproduced here with permission from The Railroad Museum of Pennsylvania who hold the original in their collection.

Don't forget our 45th Anniversary Celebration at Labour Weekend this year, see [45th.plainsrailway.co.nz](http://45th.plainsrailway.co.nz) for more details!





## NELSON RAILWAY SOCIETY



### Wf403

Work carried out on the Wf over the last few months has entailed making every pipe including the bronze nuts and tails. All the pipework has been done in Stainless Steel and copper oil lines. This has involved many hours of work.

The superheat tubes were bent by Kel-

ford Engineering in Christchurch and they made a very good job. They were then set up on a Jig we made and welded by us. Ball ends were then fitted and tested ok.

We then fitted in the flues and everything bolted up perfectly. Next was the fitting of the blast pipe cage and the blower ring. Unfortunately when we went to get it off the wall after two years it had disappeared so we have had to make a new one from Stainless tube. This being done the spark arrester grate was fitted.

We now have the paint for the Smoke box so that will be on soon, it has to have two coats then heated to 150 degrees to make the paint go into the steel.

In the cab all is done and dusted the wiring, all pipes etc, and a new wooden floor made by our carpenters. They have also made the patterns for the arch bricks which we coated with refractory cement. These are all now cured and ready to fit. Once these are in place the drop grate and fire bars will be fitted. This then leaves the centre balance pipe fitting to be fitted plus and the ash pan rod to connect.

Then we need a fire for 3 hours and the boiler inspection to set the safety valves.

### Railcar

RM 1 has now had seatbelts fitted to stop Children jumping around. See picture.

It will be coming out of service after the school holidays to have the bogies removed for new chain drives etc. to be fitted. These have now done five years' service.



## DUNEDIN HERITAGE LIGHT RAIL TRUST & HIGH STREET CABLE CAR SOCIETY INC.

Following various submissions an application for The lease of land on Mornington Park will be presented to the Council Community and Environment committee on the 8<sup>th</sup> June for approval.

The Trust has been corresponding with the Tramway Historic Society in Christchurch regarding lease arrangements for trailer 111 and possibly Roslyn Grip Cars 95 and 97. These three will form the main display in the temporary museum on Mornington Park.

The Trust will then look at the purchase and erection of the temporary Museum Building.



## MAINLINE STEAM

*From Mainline Steam Heritage Trust Newsletter*

### Wellington

Since the last update in December there have been a number of projects being pushed ahead which will set up the Plimmerton Depot for the future. These include the construction of a new carriage shed in the main yrd, the discussions with NZTA to have four AO carriages and FM3010 added to our Safety Case, the building of a fourth point at the southern end yard, the last minor details before JB1236 completes her 10 year boiler inspection, while across in Gladstone Greg and Ali are close to completing the reconstruction of our second wooden carriage, AA1669.

The biggest change to the yard has been the construction of the new carriage storage shed funded primarily by a grant from Pub Charity. The shed spans over three roads including the inspection pit where wheel sets can be dropped out for inspection. This is a great step forward for the Trust as it will allow the fleet of wooden carriages to be stored under cover as well as other carriages that at present are stored outside where there is always the risk of graffiti attacks. Recently we have had three such attacks which not only take time to clean up the mess but also can result in the need to repair and repaint the carriage.

### Christchurch

We have been busy of late with Ao19 moving toward completion, the bodywork has been painted in our colours and the rest of the car will be painted shortly.

We have started on the next car Ao60 and this is not quite as good as we first thought, three windows have been removed and two of these require replacement, the box section that runs the length of the car below the windows is corroded badly at the number two end, we are unsure of how much of this will need to be replaced as yet.

Our resident steam locomotives, Ja 1240 and Ka 942 have recently had boiler and annual inspections completed.



*Top Left: AA1669. Top right: New Plimmerton shed. Above: Ao19 outside the shed in Christchurch during the painting process.*



## DIESEL TRACTION GROUP

Diesel Traction Group Di1102 is part of the Diesel Traction Group's collection of English Electric locomotives. On Friday, 29 April 2016 the carbody of the Di was reunited with the fully refurbished bogies.

*Photo: David Maciulaitis*



## RAILWAY ENTHUSIASTS SOCIETY

With no Kiwirail charter carriages available and their mainline fleet still under development, RES have taken the opportunity to run a number of excursions by hiring RM30. On Saturday 30 April one such excursion went from Auckland-Kinleith return. Here at Putaruru the passengers were treated to a lovely lunch (as you editor can confirm!) at the Putaruru Hotel.

The old Putaruru station building appears to have been demolished quite recently.

*Photo: Linda Malcolm*





## DUNEDIN RAILWAYS, WEKA PASS RAILWAY

### Silver Fern Visit to Weka Pass Railway

*Below:* The railcar had left KiwiRail's main line north from Christchurch before using the loop to pass Glenmark Station, and then reversing back into the dock platform to allow passengers to transfer for a steam train ride through the Weka Pass up to Waikari. Visible on the funnel of A 428 was an additional spark arrestor to minimise the fire risk in the drought-parched countryside.

*Bottom:* D.L.A Turner captures a nicely clean RM 24, leaving KiwiRail's north line, crossing the road at Waipara, to enter the Weka Pass Railway's Glenmark Station precinct on Sunday 1 May 2016.





## CANTERBURY RAILWAY SOCIETY

### *From "Branchlines"*

This year's AGM had quite a bit of discussion regarding the future of Vulcan Railcar Rm 57. The 2015 AGM agreed to explore these approaches further by issuing an "Expressions of Interest" via the Federation of Rail Organisations. The EOI elicited two responses, one of which followed through with a formal proposal to purchase Rm57 for restoration. After some robust discussion at this year's AGM regarding this offer, and the CRS's possible needs, the AGM voted to retain Rm 57 for the CRS.

The Society has contracted Whyte Construction to repair the roof on the workshop, and they established their facilities on site at the beginning of April. Scaffolding is now in place on both sides of the Workshop. Of particular concern are the ongoing water leaks in the Library and Archive area.

The track team is now well advanced on the turnout for the future diesel depot siding. This allowed the existing siding to be reconnected in time for the Diesel Traction Group's Di 1102 to be reunited with its overhauled bogies and returned to the Locomotive Shelter.

The Greater Wellington Regional Council (GWRC) has sold the Society a Ganz Mavag unit for \$1. This unit is the so called "Super Ganz". The "Super Ganz" has been transported to Christchurch at no cost to the CRS. This acquisition has only been possible through the support of the GWRC, KiwiRail, and the Rail Heritage Trust. It completes the Society's collection of 20th century 1500V DC electric traction equipment.



*Rm 56 (left) and Rm 51 (right) on Anzac Day in their contrasting liveries Photos: Wayne McClintock*

## PLEASANT POINT RAILWAY AND HISTORICAL SOCIETY

### *From Pleasant Point Gazette*

Over Easter Kiwi the Engine, also known as D16 made another appearance at "The Point", photographed by a Visiting Malaysian tourist

Russell Glendinning was the visiting Driver Of D16 on 27 March. Here he is loading firewood into the engine. *Photo: Bryan Blanchard.*



## INTERNATIONAL NEWS

### QUEENSLAND CARRIAGE MYSTERY

*In the previous Journal I asked about some carriages I saw at Port Brisbane. Thanks to Graham Ahern and Graeme Daniel for their responses. The story of the carriages is below.*

In December 1996, Queensland Rail announced it would enter a joint venture with Venice-Simplon Orient Express to operate a luxury tourist train between Kuranda (near Cairns) and Sydney. It commenced operating in April 1999. The train accommodated 100 passengers in up to 21 carriages, at a cost of \$3,500 to \$5,500 depending on type of accommodation. The train also made occasional excursions to Canberra, the Blue Mountains and the Hunter Region.

The service ceased in June 2003 having run up losses of around \$12 million over four years.

The 21 carriages were built at the Queensland Rail workshops in Townsville for \$35 million. They were built to operate on both the narrow 1,067mm gauge in Queensland and standard 1,435mm gauge in New South Wales with the train undergoing a bogie exchange en-route. After the demise of the service the carriages were sold to Orient-Express Hotels for an undisclosed price in 2005, for use on their trains overseas.

Twenty of the carriages remained in storage at the Ipswich workshops, with Queensland Rail stating an Orient Express holding company owned them, while an Orient Express Hotels manager in London said they were still owned by Queensland Rail.

In 2013, the Queensland Government approached the Venice-Simplon Orient Express for permission to operate the remaining carriages on tours in Queensland.

In February 2016 the carriages were moved from the Workshops Rail Museum at Ipswich to the Port of Brisbane for shipment to Peru for an up-market rail service there.



## MEMBERS CLASSIFIEDS

### SILVER STREAM RAILWAY – TRACK TAMPER

For Sale. Stumec track tamper. Hydraulic/electric. Hydraulic power for drive and raising and lowering of the tines. Electric power for the vibrator motors. Has been used extensively over the past few years at SSR. Fitted with a new Briggs and Stratton petrol motor on the hydraulic unit in 2010, new wear resistant tines in 2014, and several new hydraulic hoses etc. Original manufactures specifications and instructions available to the purchaser. Comes with spare vibrator motors and tine parts.

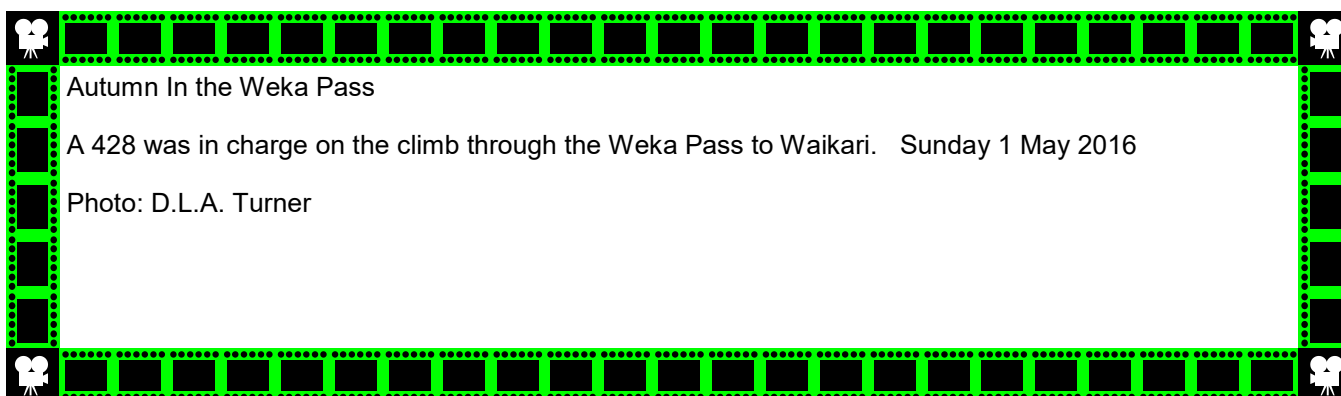
Sale does NOT include the material trolley that the generator is sitting on in the photo.

Open to offers.

Email [gm@silverstreamrailway](mailto:gm@silverstreamrailway) for more information.







**FRONZ CONFERENCE AUCKLAND  
3—6 JUNE 2016**

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