



# JOURNAL

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## JOURNAL CATCH UP

Having missed the July Journal due to our holiday in USA, there is a lot of news and information to catch up on this month. I have squeezed as much as I can into this issue and will cover more of our member's activities and some additional items next month.

We will also have coverage of the second major North Island event this year; "Steamfest Otorohanga" which again featured a massive amount of organisation from FRONZ groups working with Kiwirail, Tracksafe, and local organisations, for a successful weekend.

Meanwhile take note of some important information in the first few pages of this edition.

## FRONZ EXECUTIVE ACTIVITIES AND INITIATIVES

An update on your FRONZ Executive Activities and Initiatives.

### Fire and Emergency New Zealand (FENZ)

The New Zealand Fire Service is being re-structured in order to cope with the additional demands placed on fire brigades throughout the country, including general emergencies such as earthquakes, flooding and road accidents, plus merging with Rural Fire Authorities. To fund the enlarged enterprise, the government has decided that the fire levy on insurance policies will be increased. A consequence of this meant that museums for example would face an up to 300% increase in fire levies. FRONZ and Museums Aotearoa collaborated on a submission to the select committee pointing out the devastating effect such a rise in premiums would have on all kinds of museums with the potential to cause their closure. We can report that we have managed to get an exemption for the rise in premiums on museum buildings. We will keep you posted on the details for claiming exemptions once the criteria are decided.



### Development and Variation of Safety Cases

NZTA is currently developing some guidelines on writing and updating safety cases. We understand these will be published in the near future once full consultation has been completed.

### Reminder. Drug and Alcohol Reference in Safety Cases

When the Transport Accident Investigation Commission completed its investigation into the Carterton balloon accident where 11 people lost their lives, it required all transport regulatory authorities to consider the introduction of a random drug and alcohol testing regime and post event requirement in all sectors including recreational Aviation and Marine. Originally rail was included, but FRONZ mounted a very strong argument against including rail, based on the fact that all FRONZ members have health and wellbeing reference in their safety cases which include drug and alcohol prohibitions and is managed adequately. Hence Rail was not included in the random testing. We think it would be a good idea to revisit your safety cases to ensure among other things, that drug and alcohol impairment is adequately covered.

For further information on any of the above, please contact:  
Trevor Burling Executive Officer FRONZ. [trevor.burling@xtra.co.nz](mailto:trevor.burling@xtra.co.nz)

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

## HERITAGE TECHNICAL COMMITTEE (HTC) AND HERITAGE OPERATIONS COMMITTEE (HOC)

*These articles have been supplied by David Webb, Secretary - Heritage Operations Committee (HOC).*

### HERITAGE TECHNICAL COMMITTEE AND HERITAGE OPERATIONS COMMITTEE ROLES

Within the Network Operating Groups there is some confusion regarding the roles of the Heritage Technical Committee (HTC) and Heritage Operations Committee (HOC).

The text is directly from NRSS 11 - Heritage Vehicle and Train Management.

#### Heritage Technical Committee

The Heritage Technical Committee (HTC) provides the Heritage Participants with a body to review and approve national standards, significant engineering changes, documents and staff and rail vehicle certifications. It will also provide a forum for discussion of national technical issues to apply best rail practice for all matters relating to the management of Heritage Vehicles certified or intended to be certified to operate on the National Railway System.

It will act to raise standards, spread technical knowledge and expertise, and give technical guidance to Heritage Participants. FRONZ will lead the Committee and KiwiRail will support it by providing:

- appropriate membership from within KiwiRail;
- secretarial support; and
- access to KiwiRail technical expertise.

KiwiRail as Access Provider and Network Controller reserves the right not to accept the Committee's decisions or recommendations.

Current members are:

Alastair Maciver	Chair	Steam Incorporated
Michelle Andrews	Secretary	Kiwirail
Andrew Hunt	Engineer	Kiwirail rep
Chris Mann		Independent Engineer
Ward Kellett		Dunedin Railways
John St Julian		Glenbrook Vintage Railway
Mike Willcox		Mainline Steam
Peter Steer		Steam Incorporated

#### Heritage Operations Committee

1. The Heritage Operations Committee (HOC) provides main line Heritage Operators with technical leadership, direction and professional technical guidance for matters relating to the management of train operations on the National Rail System.
2. It will act to raise standards, spread technical knowledge and expertise, and give technical guidance to Heritage Operators. FRONZ will lead the Committee and KiwiRail will support it by providing:
  - appropriate membership from within KiwiRail;
  - secretarial support; and
  - access to KiwiRail technical expertise.
3. KiwiRail as Access Provider and Network Controller reserves the right not to accept the Committee's decisions or recommendations.

Current members are:

Grant Craig	Chair	Dunedin Railways
David Webb	Secretary	
Arthur de Maine		Independent Rail Expert
Murray Marshall		KiwiRail Rep
Michael Tolich		Network Operating Group rep

## FIRE PREVENTION CONSIDERATIONS

*The Heritage Operating Committee would like the this to be published in the FRONZ Journal so members can consider this when planning restorations.*

On 1 and 2 August, the Heritage Operating Committee met in Wellington.

Among the items discussed was the TAIC report on the Class 30 Loco that caught fire. [http://www.taic.org.nz/ReportsandSafetyRecs/RailReports/tabid/85/ctl/Detail/mid/483/InvNumber/2015-102/Page/0/language/en-US/Default.aspx?SkinSrc=\[G\]skins/taicRail/skin\\_rail](http://www.taic.org.nz/ReportsandSafetyRecs/RailReports/tabid/85/ctl/Detail/mid/483/InvNumber/2015-102/Page/0/language/en-US/Default.aspx?SkinSrc=[G]skins/taicRail/skin_rail)

In particular, was recommendation 7.6.1

7.6.1. The Commission recommends that the National Rail Safety System Executive adopt or develop a New Zealand Fire Standard that incorporates, but is not limited to:

- minimising sources of fire ignition
  - restricting fire propagation
  - the use of fire-resistant materials
  - the provision of appropriate firefighting equipment
  - ventilation systems to protect crew and passengers from harmful smoke and gases
  - the installation of fixed fire protection systems
  - the ability to self-rescue or relocate the train in the event of a fire in a tunnel or similar hazardous location.
- (004/17)

On the 30th March 2016, the NRSS Executive replied:

*The NRSS Executive noted that the request to 'adopt or develop' would not be within the scope of the NRSS Executive to undertake, but does recognise that such matters are required to be considered for the operating environment. Therefore, the NRSS Executive can propose, through relevant NRSS documentation, the consideration of relevant international standards for the interoperability environment.*

*These standards would also incorporate, but not be limited to those specific areas as identified by the Commission, due to the systems approaches that will be required to sustain the Commission's recommendations. The NRSS Executive noted in particular, that rail fire safety is a complex issue and one that requires a system's approach across all aspects including infrastructure, rolling stock and operations to achieve and sustain safe outcomes.*

## A & G PRICE CLOSED



Around 100 people have lost their jobs with A & G Price Limited in Thames announcing that the engineering company has gone into liquidation.

Foundry worker Shane Egan told RNZ that they were told their contracts were dissolved and, as of now, they were unemployed and not to come to work on Thursday.

Rose Walmsley said her husband had just "clocked 30 years" working at A & G Price.

She said it was a sad night for her family. The couple have four daughters, a 7 year old and 6-year-old triplets.

Walmsley said her husband was grateful for the 30 years he got to work there, the friends he had made and the skills he learned.

She said they were trying to remain positive and thought the job loss could be a sign to explore new options.

Thames-Coromandel District Council Mayor Sandra Goudie said she was shocked and devastated when she learned of the news late on Wednesday.

"I just really feel for everyone involved. This will change the face of our community," she said.

"We just don't have the replacement jobs in our community. The fact of the matter is people will have to look elsewhere, out of town."

She said council was offering its support to everyone involved and affected by the closure.

Adding, she would be making sure Work and Income will be readily available to support everybody involved.

The engineering firm was established in 1868, and is one of New Zealand's longest established engineering works.

According to the company's website, two brothers, Alfred and George Price, opened an engineering workshop in Onehunga, Auckland, before opening a foundry and engineering works in Thames in 1871.

Business was thriving around the booming gold mining industry on the Coromandel Peninsula.

In the late 1880s, the company started designing and building steam locomotives, supplying 298 steam and diesel locomotives for New Zealand Rail and others.

With the decline of the rail industry in the 1960s the company moved towards specialised heavy machining and technical refurbishment work.

Goudie said the business was part of the historic aspect of Thames.

She knew generations of families that had been a part of the business.

"They've been one of those businesses that Thames has always been very proud of, so you know it's a loss on many fronts."

- Stuff 25 April 2017

## MATTHEW MORISON – WINNER OF THE AON YOUNG ACHIEVERS AWARD

*Reprinted from "Branchlines" newsletter of the canterbury railway society July 2017.*

*Author: Michael Leefe*

Matthew Morison has received the AON Young Achievers Award 2017 from the Federation of Rail Organisations of New Zealand (FRONZ). He was presented with this award by David Maciulaitis, a member of the Executive of FRONZ, at the Members meeting of the Canterbury Railway Society on 27th June.

Matthew has been an integral member of the Canterbury Railway Society since he joined shortly after attending Rail 150 in 2013. He accomplished the CRS Shunters Course in June 2014, a mere two months after placement as a trainee. He completed the Steam Correspondence course in March of this year, and passed with a 100% mark his Fireman's Signalling Exam only a month later. Since May 2015 he has accrued 257 hours of driving and firing experience. Matthew also assisted with the overhaul of F13 (Peveril) during its last stages. He undertook many menial tasks he was given, such as painting and helping with wiring, while senior maintenance volunteers worked on major jobs. He was onsite at Ferrymead for almost every Saturday from the beginning of 2014 to the recommissioning of F13 in late January of 2015. His enthusiasm for learning about heritage railways extends beyond his activities with the Canterbury Railway Society to assisting Mainline Steam Trust's Christchurch Depot with maintenance and other services, and at the Weka Pass Railway where he is a locomotive trainee and committee member. Matthew and his team at Notch 8 Productions also compiled a DVD of the Steam Incorporated South Island Tour in 2015/2016 and Dunedin Railways entitled "Thunder Down Under".



*David Maciulaitis (left) presents Matthew Morison with the AON Young Achievers Award at the Members meeting. Photo: Wayne McClintock*

## RAIL SAFETY UPDATE

23 July 2017

Dear rail industry participants

We recently emailed you to let you know that Debbie Despard was leaving the NZ Transport Agency Rail Safety team and moving to an exciting new role managing the Transport Agency's roading compliance area.

We're happily now in a position to announce that Brett Aldridge will be taking over leadership of the Rail Safety Team as Senior Manager Rail Safety.

Brett joins us from Environment Canterbury where he has spent the past 17 years in a range of roles including heading the regional compliance and enforcement function, running the regional planning function and, latterly, managing all service delivery for the organisation.

Brett joins the existing Rail Safety management team of Rob Gould (Manager Licensing & Assessments) and myself Dave Robson (Manager Compliance & Interventions).

Brett will be based in Christchurch and starts with us on the 14<sup>th</sup> of August. Until Brett commences, I will be acting senior manager and will be your key contact for anything you cannot address through your usual Rail Safety team contact points.

Finally, we'd like to introduce Brett's manager - the new Director for the Transport Access Delivery business group. Robert Brodnax has been with the Transport Agency for the past nine years in our Planning and Investment business group, with 17 years prior to that at the Waikato Regional Council. His professional background is in regulatory policy, spatial planning, community engagement and behavioural change. Robert is based in Hamilton.

If you'd like to know more about the organisational changes the Transport Agency has made as part of our Transformation, please get in touch and we can provide you with further information.

Kind regards,

Dave Robson

Senior Manager Rail Safety (Acting)



## NEWS FROM OUR MEMBERS

These items are obtained from numerous e-newsletters that our member groups publish. Members are welcome to submit these or any other information they would like to share with the wider rail and tramway heritage community by e-mailing to [scottosmond54@gmail.com](mailto:scottosmond54@gmail.com)

### GLENBROOK VINTAGE RAILWAY



The GVR has successfully purchased two mainline diesel locomotives from KiwiRail! They are DBR 1254 and DBR 1295, the newest additions to the GVR family, 1254 worked for several years in Auckland on suburban trains, and 1295 also worked around Auckland on local freight trains, it was announced in July that the entire class of DBR's were going up for tender, and the GVR managed to get these two.



We will be using these two locomotives on our mainline trips around the country, as well as work on the GVR itself.

This purchase represents a big leap forward for not only the GVR but also the entire Heritage Rail Industry, we are immensely proud and cannot wait for 1254 and 1295 to come home to the GVR! The locomotives are both stored at Hutt Workshops in Wellington at the present time.

Huge thanks to Waiuku Lions for the donation of a brand new Automatic Defibrillator.

*This is something that would be nice for our members to acquire as above all they do save lives. There would however be an ongoing cost for training our staff/volunteers in their use. Editor.*



### DUNEDIN RAILWAYS/OAMARU STEAM & RAIL

An historic occasion on 25 June saw the Dunedin Silver Fern enter the Oamaru Steam and Rail trackage over bridge 160 and into the new siding and platform especially built for the Fern. What excellent co-operation between the two groups. This saves the need for a lengthy stop over Thames Street, a main road, while passengers disembark and a long walk to the Oamaru Station to re-board the Fern on its numerous excursions to Oamaru. The recent trip taken by many FRONZ Conference attendees was the last trip before the new platform opened for use directly from the mainline. Oamaru Steam & Rail stalwart Harry Andrew wanted it to be opened for the FRONZ trip but final arrangements had not been completed in time.



### SILVER STREAM RAILWAY

*From "Pantograph".*

Recently the current owners of Barclay 1749 (PWD531), the Hawkes Bay Steam Society have decided to rehome their locomotive, with Silver Stream Railway being chosen as the permanent home. SSR has invested significant effort and finance on the locomotive since it was moved to the railway in 2009. After completion of the overhaul it returned to steam in 2012 and has been a popular drawcard on operating days since. Following negotiations, we have secured the locomotive for an extremely favourable price.

Silver Stream Railway have also entered in to an agreement to lease to Nelson Railway Society locomotive D143 and it is expected it will move to Nelson in the next few months



## WESTERN SPRINGS TRAMWAY

*From "Squeaky Wheel" MOTAT Newsletter.*

### TEN YEARS SINCE TRAMWAY LINK OPENED

Almost 2 million passengers have been carried on the Western Springs Tramway in the 10 years since the extension from the zoo to MOTAT 2 was opened on April 26, 2007. The section was officially opened by the Prime Minister and Member of Parliament for Mt Albert, the Rt Hon Helen Clark, and the then MOTAT director, Mr Jeremy Hubbard, with the unveiling of a special plaque on the MOTAT 2 tramstop platform. Tram Section's David Cawood said that as at the end of March this year 1,776,636 passengers had been carried. Work on the 620 metre extension from the zoo to MOTAT 2 started on August 1 2006, with Ms Clark marking the official start of the work at a ground breaking ceremony on August 11.

### CELEBRATING 50 YEARS OF TRAMS AT MOTAT

A 50th birthday celebration for the Western Springs Tramway is planned for December this year. The tramway was officially opened on Saturday December 16 1967 by the Minister of Transport, Hon J. B. Gordon. This was followed by a parade of the available trams on the 321 metres of track within the museum grounds. Tram section's Tony Messenger said that a fortunate coincidence is that December 16 this year will also be a Saturday and it is planned to follow the sequence of events at the opening ceremony as closely as possible. An exception would be the absence of Auckland tram 253, which is in storage awaiting restoration. Plans at present include a cutting of the ribbon at the original location opposite the Logan Campbell Building by historian and MOTAT founder Graham Stewart, using trams 248 (substituting for 253), and 257, to be followed by a parade of vintage trams on the original route to the lower tram barn. The vintage trams would then parade to MOTAT 2 and back to be followed by an event in the Cropper House including a video made from a film taken on the opening day. It is planned to invite as many of the original members as possible, and prepare special tickets to mark the event. It is also planned to hold a formal evening function, but Tony said this would have to be held at a venue off site so as not to clash with MOTAT's Christmas Lights event. A special tram themed day is also planned by MOTAT for third Sunday live day on November 19. On the opening day the speeches were given by the Mayor of Auckland, Dr E. G. McElroy the chairman of the Auckland Regional Authority, Mr H. D. Lambie, as well as Mr Gordon. Mr McElroy then drove Auckland tram 253, followed by Mr Gordon driving Wellington tram 257. Wellington trams 301 and 135 were available but not used.



## TRAMWAY HISTORICAL SOCIETY

*From Ferrymead "Tram Tracts" July.*

### CTB 'Yank' 12 (Sydney Tramway Museum).

A significant milestone has been reached with the Yank 12 project. Following a careful photographic record and measured drawings being made, the chassis has now been completely stripped of all its old floor boards. Equipment and parts of the tram which had been directly attached to the floor have been removed and placed in the container. This has enabled a start on the long road to restoration. Michael Hobbs, working for the HTT, has cleaned down the chassis framework and given it a fresh coat of paint, and then installed and painted a new plywood floor. In the meantime, new steel side frames have been purchased, and will be on site within a few days. The project has now got to the stage where the current funding provided by Sydney has now all been expended.

### CTB 'Hills' 24.

Currently work on 'Hills' car 24 is focused on the roof, which is now being reassembled and made ready to be refitted to the body (see photo). Project Leader, Stephen Taylor, states that recent work has been focused on stripping off the last of the old paint, and to restore the ends of the roof bows. During this process, it has been discovered that the roof slats and bows in the open section were not varnished at any point during their service life. The most recent work to be undertaken on the roof has been to give it a coat of clear primer, while the steel roof bow reinforcing bands have also been sandblasted and primed. Once the primer on the roof has been sanded down, the reinforcing bands and side rails will be refitted permanently.



PHOTO: Stephen Taylor

## MAINLINE STEAM HERITAGE TRUST

Photos of the successful Tui Express train from Plimmerton to Paihiatua and return, on the 30th July 2017 by Cameron Persson



## THE NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

The Annual General Meeting was held on 29 June and a new committee elected:

President: Bruce Shalders \*

Vice president: John Mackenzie \*

Secretary: Michael Leefe

Treasurer: Brian Wheatley \*

Committee: Neville Tobin

Kevin Prince \*

Colin Barry

David Maciulaitis

Dr Murray King

\* denotes Canterbury Railway Society nominee

Three committee members did not seek re-election: Colin Dash has been a member of the committee since the inception of the Society, retiring treasurer Cameron Moore, and Gordon Bartram.

## DUNEDIN RAILWAYS

The Taieri Gorge is closed until further notice due to washouts and slips following a major flood on 21 July.

All trains up the gorge are cancelled until further notice and these services are being replaced with Seaside and trains further north on the main line. Also Dunedin Railways are going to do some short trips to North Taieri, which is as far as they can currently go. This is a very nice spot that gives sweeping views of the Taieri Plains and Saddle Hill.

*From the Otago Daily Times*

Damage to the Taieri Gorge Railway line is worse than after the 1980 flood and could cost \$100,000 to repair.

Dunedin Railways operations manager Grant Craig said he had never seen the line so badly damaged.

"The 1980 flood was the worst and I think we have got more damage than that even just from the erosion off the hills that has come down."

The line was expected to be closed for at least a month, Mr Craig said.

Last year, Taieri Gorge Railway Ltd recorded a \$137,000 profit and cash reserves would be used to pay for the repairs, Mr Craig said. Significant washouts and slips were dotted across the line, but the worst-hit area was between the Taieri Plain and Hindon.

The extent of the damage was only discovered yesterday as staff used trucks, diggers and a work train to clear the line.

"We weren't really hit by the floodwaters. It's all of the rain having loosened the soil around the gorge, dropping it on the railway line and scouring out the railway line coming down the hill across to the river (Taieri)."

The business was in the process of contacting people who had booked trips, but the disaster had come at the best possible time. "If you are going to have a bit of a disaster it is best to do it in the middle of winter."

"Last week was busy with the school holidays but this week had quietened right down."

About 50 people usually travelled on the train each day at this time of year, he said.

Part of the line was scheduled to be closed in mid-August for maintenance on a tunnel, however it would now be closed between Dunedin and Pukerangi and Middlemarch for between two and four weeks.

Dunedin Railways would work with KiwiRail to reopen the Oamaru line which had been closed by slips between Sawyers Bay and Waitati so a seaside service to Palmerston could operate.



**Thursday 20 July 2017**



**Saturday 22 July 2017**

*Before and during photos of the well-known railway house at Parera.*

## CLASSIFIEDS

### CARTERTON RAILWAY MUSEUM

Our team are rebuilding a very large & heavy wooden gate in our station car park, the metal gate hardware is in a sorry state too. If absolutely necessary, we could have our original bits sent out for refurbishment at a cost of course.

I thought possibly members may have similar items stashed away in their sheds that they may wish to part with. Also members may know if the castings are NZR in origin or not. We would be grateful for any help at all. Attached images may jog some memories. The gudgeons are 500mm long, pin height approx. 90mm x approx. 32mm diameter.

Contact: Don Hodge Pres. Carterton Railway Museum  
email [mrdeejay@xtra.co.nz](mailto:mrdeejay@xtra.co.nz)



### OAMARU STEAM AND RAIL

Oamaru Steam and Rail would like to invite expressions of interest from FRONZ member organisations who may like to acquire our Postal Car A687 of 1901.

Some work has been done in replacing some of the framing, a new pine T&G floor has been installed and new truss rods fabricated and fitted. On offer is the carriage body and underframe only. There is no brake equipment or drawgear included. The bogies may be used for transporting the carriage but must be returned to us after.

We will consider a sale of the carriage or swap/trade for other railway equipment that may be of use to us.

For more on the history of this carriage, see New Zealand Railfan issues March 2014 and June 2014.

To make an enquiry or to submit an offer, write to:

The Secretary

Oamaru Steam and Rail Restoration Society Inc

P.O. Box 37

Oamaru 9444

or email: [info@oamaru-steam.org.nz](mailto:info@oamaru-steam.org.nz)



### SILVER STREAM RAILWAY RAILCAR AVAILABLE

Silver Stream Railway are seeking expressions of interest from FRONZ member groups interested in taking over the preservation of railcar RM 34. Purchased by SSR in the early 1970's and only used for a short time after its purchase, RM 34 has been stored for the remainder of its preserved life. The motors are able to be run, and the interior has been refurbished, and the exterior of the car has been painted (with roof paint). Silver Stream Railway would like to see the car go to a group that has a use for the car, and would consider any proposals put forward. The main requirements are that the car is not used as a parts source, and that it is stored undercover.

For further details or to out forward your interest please contact Jason Dury, [gum@silverstreamrailway.org.nz](mailto:gum@silverstreamrailway.org.nz) or 022 156 0874.



## DRIVING CREEK RAILWAY SIMPLEX TRANSFER BOX

We have a Simplex transfer box that we think someone in the rail industry may be interested in as it is no use to us. Free to a good home. See pictures.

Roman Thomas  
Driving Creek Railway and Potteries  
Ph: 07 866 8703  
[hs@dcrail.nz](mailto:hs@dcrail.nz)



## INTERNATIONAL NEWS

### QUEEN RECREATES FIRST ROYAL RAIL JOURNEY, 175 YEARS ON

On June 13, 1842, Queen Victoria became the first British monarch to travel by rail, proclaiming the journey "delightful and so quick" despite her nerves.

Though the intervening 175 years have seen a world change beyond recognition, one thing remained reassuringly familiar today as the Queen and the Duke of Edinburgh recreated the journey for a new generation.

The Queen and Duke made the trip from Slough to Paddington on a prototype intercity hybrid train, accompanied by descendants of Isambard Kingdom Brunel and Sir Daniel Gooch, who drove the original train.

Isambard Thomas, the great-great-great-grandson of Isambard Kingdom Brunel who sat next to the Queen en-route to London, said: "It was fascinating how much interest she has in trains and in train journeys."

He joked: "Obviously it's a different thing if you're the monarch; you're not sat in second class, queuing for the buffet." In Queen Victoria's day, the journey to London was on a locomotive named Phlegethon, with Sir Daniel Gooch driving and Isambard Kingdom Brunel, the engineer, on board.

Writing in her diary on June 13, 1842, Victoria recorded: "It took us exactly 30 minutes going to Paddington, & the motion was very slight, & much easier than the carriage, also no dust or great heat - in fact, it was delightful and so quick."

Newspaper reports at the time claimed the journey was in fact "precisely" 25 minutes long. Today's trip took 19 minutes, departing Slough at 12.01 and travelling at an average speed of 60mph.

Great Western Railway staff said the journey had taken longer than the usual 14 minutes from Slough to Paddington, because the train had taken a slightly different route to avoid disrupting the normal timetable.

While Queen Victoria famously refused to travel at more than 40mph, stopping entirely for food, yesterday's journey took place on a line designed for speeds up to 100mph.

Given a potted history of Great Western Railway, they appeared absorbed in conversation about developments between its 1832 beginnings and the modern day.

At London Paddington, the Queen unveiled one of the train's engines, named Queen Elizabeth II. The rear engine is named for Queen Victoria.

The train, which has a top speed of 125mph, is designed for use on new electric lines, but has a small diesel engine which can also run on older lines before they are upgraded.

*This article first appeared on [www.telegraph.co.uk](http://www.telegraph.co.uk)*



## FUTURE MAINLINE EXCURSIONS

This feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all are covered from newsletters and web sites but if any members have excursion plans please send them to Journal at [scottosmond54@gmail.com](mailto:scottosmond54@gmail.com).

### Steam Incorporated

- 10 Sept 2017. Daffodil Express to Carterton.
- 30 Sept 2017. Steam Into Spring to Waipukurau.
- 3 December 2017. Christmas Grand Circle to Palmerston North

### ALSO COMING IN 2017-2018

- Christmas Twilight Express (diesel) 3 December
- Eketahuna Express (steam) Sat 6 January 2018
- Deco Delights Express (diesel) Sat 17 Feb 2018

### Mainline Steam

- 7 October 2017. Plimmerton to Chateau Tongariro.

### Gisborne City Vintage Railway

Gisborne to Muriwai—

- Saturday 21 October 2017
- Sunday 26 November 2017
- Thursday 28 December 2017
- Friday 29 December 2017
- Saturday 6 January 2018
- Sunday 7 January 2018
- Saturday 27 January 2018
- Sunday 28 January 2018
- Saturday 17 February 2018
- Saturday 31 March 2018
- Sunday 1 April 2018
- Sunday 13 May 2018
- Saturday 2 June 2018
- Sunday 3 June 2018

### Feilding & Districts Steam Rail Society Inc

- 22 October 2017. New Plymouth Express (diesel)
- 4-5 November—Open Weekend.

### Pahiatua Railcar Society

- 21 October 2017. Palmerston North to Waipukurau (150 celebrations)
- 19-22 January 2018—Festival of Lights. New Plymouth.
- 14-15 Feb 2018—Art Deco Weekend

### Dunedin Railways

- Regular Taieri Gorge (currently closed due to flood damage) and North Line services
- 25 to 30 September 2017. Silver Fern Railcar Dunedin to West Coast and return
- 23 to 29 October 2017 Silver Fern Railcar Christchurch to Invercargill and return. SOLD OUT.
- 29 April to 12 May 2018 Silver Fern Railcar Christchurch to Invercargill and return.

No excursions currently advertised for:

### Glenbrook Vintage Railway Scenic Rail

# PICTURE OF THE MONTH



D. L. A. Turner

*This image supplied by D.L.A. Turner is of Paekakariki in 1964. One could almost say not much has changed in the intervening 53 years. It is still a steam depot thanks to Steam Incorporated and their Da locomotive fleet also features to make the scene today somewhat similar. The suburban units have been superseded by the Ganz units and the Matangi fleet but the stabling yard is still there although instead of terminating there the units now run to Waikanae. Steam Incorporated have added some more storage buildings of course for their mainline carriage fleet. The whole character of Paekakariki will no doubt change significantly in 2020 when the Transmission Gully motorway will allow State Highway One to bypass the town as its northern interchange is just north near Mackays crossing.*

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1-4 JUNE 2018**

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