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PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond54@gmail.com

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FRONZ CONFERENCE 2019

Latest news on the 2019 FRONZ Conference at Timaru . Friday 31 May to Monday 3 June.

We have confirmed accommodation and a conference venue which are about 1.5 km apart.

Michael Boyton has agreed to bring his coach down from Nelson and he will do all the running around moving us over the weekend. No doubt some delegates and guests will drive their own vehicles to conference and they are urged to use them so that people without their own transport can use the bus. Michael can do multiple runs within Timaru between the conference and accommodation venues but not the out of town trips. We will offer the option at a small additional cost for Michael to transport members from Christchurch Airport to Timaru on Friday 31 May leaving the airport at 1300, and returning from Timaru to arrive at Christchurch Airport by 1500 Monday 3 June. Air NZ does have flights from Wellington to Timaru for those who prefer to use this option. They are infrequent and more expensive than flights to Christchurch. Once conference bookings open on 1 April 2019 bookings for the coach transfer from and to Christchurch will be taken until the coach is full.

During the weekend we will be holding conference sessions on Saturday and Sunday as usual and will also be visiting two of our operating member's railways. Our host Group Pleasant Point Railway and Museum and also the Plains Railway at Ashburton. The 2019 FRONZ Conference Awards Dinner will be held Sunday night.

We have had requests from member groups who have an operating railway to hold a separate breakout session (in addition to the Mainline Operators and Tramways Operators groups). This will be held on the Saturday afternoon when the other two groups hold their breakout sessions. It will provide an opportunity for rail operating groups to discuss issues specifically relating to them. FRONZ Executive Member and Treasurer Hugh McCracken has agreed to facilitate this first meeting of the operating Groups but we are looking for someone to volunteer as Rail Operating Groups Convenor to lead this group now, so please get in touch with Grant Craig or Hugh McCracken now and express your interest.



Our 2019 FRONZ Conference Host Group features in this edition on page 7 at their recent 50th anniversary celebrations. Pictured here is their newly overhauled steam locomotive Ab699. Photo by Bryan Blanchard

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

MAJOR GOVERNMENT RAIL INITIATIVES ANNOUNCED

Rail supporters have been waiting for announcements on significant rail future initiatives since the 2017 election and the Government has made two major positive moves in the last month.

Main Trunk Electrification

Kiwirail Press Release.

On 30 October, Government announced that it will invest \$35 million so that KiwiRail can continue using the EF electric locomotives on the North Island Main Trunk line.

This investment is a real sign of the Government's commitment to rail and will give us some breathing room as we consider the next stage in our locomotive procurement plan.

When our Board made the decision to decommission the EFs in 2016, it was to provide reliability on this section of line that we couldn't achieve with a fleet of ageing electric locomotives. At the time, it was considered that refurbishing their electronic control system was too risky. However, the Government's commitment to fund this will allow us to extend the life of the 15 locomotives by 10 years.

Delivering a reliable service is critical for building trust with customers and encouraging more freight to move to rail. Last week we moved 15 new DLs from the Port of Tauranga to Te Rapa for commissioning. These were ordered in 2016 before the EF decision was made and they will lower the average age of our fleet considerably.

The new locos, together with our refurbished EF locos, will significantly improve our ability to safely deliver reliable and on-time services for customers as we realise our purpose of Stronger Connections for a Better New Zealand.

Our next step is to develop the refurbishment programme, which will include both electronic control system and mechanical upgrades, particularly bogies. It will be carried out at our Hutt Workshops over the next two to three years.

We're still working through the precise implications for engineering and driving staff in the short-term and will be consulting with our union partners.

Today's announcement underlines the Government's clear commitment to rail, and the role it wants us to play in building a sustainable, efficient freight network for New Zealand. It will also help us as we look to rebuild our locomotive fleet for the longer term and investigate newer fuel options as they become available.

Marsden Point Rail Link

From: Pressreader.com.

Geotechnical study starts on proposed rail link.

1 Nov 2018

Kiwirail has started geotechnical investigations along a section of the route of the proposed rail link to Northport at Marsden Pt.

Kiwirail acting chief executive Todd Moyle said the scoping work will inform the business case for Northland rail currently being developed by the Ministry of Transport for the link from Oakleigh to the deep-water port.

"We've held a designation for this rail spur for several years and are very pleased to be now taking steps to determine how the line would be built," Moyle said.

"These investigations will provide us with more detailed information about the design and potential construction methods for the link, as well as costs and timeframes. To begin with, we'll be working at Mata Hill over the next few weeks, using a drilling rig to take samples from a number of locations. These will bore up to 30 metres into the ground to remove samples for analysis."

He said Kiwirail is also investigating what associated works would be needed on the North Auckland Line to allow for more freight to be carried by rail in Northland.

"The Government has indicated its strong support for the value rail delivers in the regions and the benefits it brings for New Zealand by taking trucks off the road, improving safety and reducing carbon emissions," Moyle said.

"The work we are doing in Northland is one of a number of projects under way to ensure we deliver stronger connections for a better New Zealand."

The corridor for the rail link has been designated by the Northland Regional Council.

WYNYARD QUARTER'S HISTORIC TRAMS GIVEN A LIFELINE BY AUCKLAND COUNCIL

NZ Herald 22 November.

Auckland's struggling historic trams at Wynyard Quarter were given a lifeline by councillors today.

Auckland Council's governing body voted to tell its development arm that its preference is to reinstate the original route until the America's Cup in 2021 at a cost of \$1.8 million, then review its future.

The tram's operator, Panuku Development Auckland, wants to scrap the service, which was introduced in 2011 and has struggled to attract passengers. Monthly numbers have fallen from a peak 52,653 during the Rugby World Cup to a few hundred recently.

The Panuku board of unelected directors will make the final call, but has no choice but to accept the decision of its political masters.

Auckland Mayor Phil Goff said his gut feeling was he did not want to destroy the tram before it is given a fair go.

"If we rip it up it is gone forever and we will die wondering," said Goff, who said it could be a magnet for people from all around the world.

The council's position is a victory for Waitemata councillor Mike Lee, who set up and championed the service since his days as chairman of the Auckland Regional Council, and groups which pushed to save the trams.

Puneet Dhall, who has campaigned to keep the trams, told councillors the 1922 heritage trams were popular and loved by thousands of Aucklanders.

Both Dhall and Jef Grobben, of the Auckland Electric Tramways Trust, are willing to run the trams and tender the service to an experienced operator.

NEW LIFE FOR 129-YEAR-OLD OLD RAIL BRIDGE ON NZ'S MAIN TRUNK LINE

Stuff. Nov 12 2018. Story. Jo Lines-MacKenzie. Photos. Mark Taylor.

Things were built to last in 1800s but this heritage rail bridge stills need a bit of love and care.

The wrought-iron structure has been steadfastly spanning the Waiteti Stream between Te Kuiti and Puketutu for the past 129 years, but it was due for a makeover.

KiwiRail and Abseil Access have been undertaking strengthening and refurbishment work on the structure which is 128m long and 25.6m tall at its highest point.

"It's a very important piece of infrastructure for us on the North Island main truck," KiwiRail construction manager Terry Trotter said. "There is no other way to get across the gully without having the bridge there."

It is one of New Zealand's busiest rail bridges, carrying up to 26 trains per day.

Refurbishment work on the bridge began last year and includes walkway repairs, strengthening of kingposts, replacement of corbels, repairs on beams and, when everything else is completed, water blasting of the steel structure.

The line has remained open throughout the work, for both passenger and freight operations.

That meant scaffolding and work in harnesses was required.

"Fortunately for us, we are working under the bridge and our main priority is to get the work done safely but do not impede the traffic and, in this instance, as a precaution on the top we've filled in the gaps between the sleepers to reduce stuff falling off.

"We don't necessarily have to stop the trains when it comes to working on the bridge apart from when it actually comes to the installation of the timber work, we need a decent block of eight to 10 hours and we can plan to get the timber work in place before the next train."

Built in 1889, Trotter said that it's a testament to the engineering of those days. They built things to last.

It is quite special to be working on the heritage bridge, he said.

"Even the contractors, they've been here that long that they've gone on the internet find out a little bit about the bridge.

"And for me personally it takes you back in history. You can kind of imagine what it must have been like building this thing. Like how long it took them and the infrastructure they would have had in place.

"The railway historically throughout New Zealand has settled communities through its construction. You do get that little bit of nostalgia here."

The most challenging part of the refurbishment was when they had to lift the bridge for enough clearance to get old timber out and the replacement in.

The work should be completed by Christmas.



Below: KiwiRail's construction manager Terry Trotter said it's quite special to be working on the heritage bridge.



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

BAY OF ISLANDS VINTAGE RAILWAY



The last weekend in October saw BOIVR celebrating 150 years of Rail in Northland. "Seymour" the 0-4-2 Peckett, is the last new steam engine to be imported into NZ and was kindly loaned for this

event by the Whangarei Steam & Model Railway Club as the BOIVR steam locomotive is undergoing overhaul. The photos above show "Seymour" arriving in Kawakawa.

"Seymour" was used to pull the 1871 replica carriage Moa (an "extinct" variety!?) This represents the early times of steam power on our line.

Moa can carry 12 people, so seats are limited but in addition, the diesel train was pulled by DSA225 - giving a longer trip to the longest curved wooden bridge in the southern hemisphere. *From Facebook.*



LITTLE RIVER RAILWAY TRUST

Jody Tuckwell, Secretary of the Little River Railway Trust has sent this information on their online sites.

Thought I would touch base with you to let you know that the Little River Railway Trust finally has its official website and Instagram page up and running. At some point in the near future we will be looking for people to provide some written contributions to the blog but I won't get that up and running until the new year. I wondered if it would be possible for you to advise your members and let them know that we would really appreciate it if they visited our website and got in contact if they wished.

Links to both are below

<https://littlerriverrailway.co.nz/>

<https://www.instagram.com/littlerriverrailway/>



GLENBROOK VINTAGE RAILWAY

November 10, 11 saw the first Thomas weekend for the season.



BR 1254's nose job continues, with a new electrical frame also being welded in. The mainline office now sports a noticeboard and desks.

Our DBRs were bought based on their mechanical condition, we are very pleased that the structural state of DBR 1254 is quite reasonable. *Left. DBR 1254 bare nosed. Right. A new welded electrical frame behind the cab.*



New signs at Glenbrook have gone up, as well as a heritage street light provided by our friends at Counties Power.

Our online ticket validation equipment (you can book online for our Day Out With Thomas).

Our safety and operating information has also had a check over across our sites.

Left: The new mainline office will be fitted with a computer and printer setup to access the GVR Intranet and KiwiRail's Bulletin Portal for mainline operations. Our portable radios and advanced gas monitoring and breaching equipment will be based here. State of the art technology underpins our safe and efficient operations. Photos from Facebook.



MAINLINE STEAM HERITAGE TRUST

Ja1211 is near completion of an overhaul at Glenbrook Vintage Railway. It was steamed up and ran in the yard at Pukeowhare for the first time on 14 November. She received her boiler ticket on 22 November. *Photos from Facebook. Below Right. Testing the safety valves*



WEKA PASS RAILWAY

Introduction of booking system for all public trains.

From 1 December 2018, it is recommended to book a ticket before your day of departure.

You can still buy tickets at Glenmark station up to the time of departure, but we cannot guarantee you a seat. This is a change in a long-standing policy to meet the expectations of our customers. One-way fares are available from our station ticket offices only and cannot be booked in advance.

Vouchers must now be redeemed to make a booking. If you have an old printed Voucher, please get in touch so we make arrangements for you.



CANTERBURY RAILWAY SOCIETY

Carriage A1177 was recently released back into service (albeit we also used it at Easter minus luggage racks), after several years in our workshop for internal refurbishment. The work included removing all the seats, replacing the floor linoleum, repainting and refitting the seat frames, replacing or recovering the seat squabs, and fitting the luggage racks and coat hooks which had been missing with a mix of refurbished and new components. A1177 was built by NZ Railways in their Addington Workshops in 1912. *From Facebook.*



Thirty-year anniversary of Ferrymead substation – 24 november 2018.

The Ferrymead substation was opened on 24 November 1988. Its opening coincided with Ferrymead 125 celebrations and, coincidentally, with the centenary of the opening of the first public electricity supply in New Zealand in Reefton on 4 August 1888. Just who performed the opening ceremony is unclear. The plaque prepared for the occasion states that it was the Hon David Butcher, Minister of Energy, but the programme says it was his parliamentary undersecretary, Peter Dunne. Thirty years have blunted the ageing memories of those who were there and are still living, so if anybody can solve this little mystery we will be delighted to hear from you." From an article by Joe Pickering published in the November 2018 issue of *Branchlines*. The substation provides electricity for both the Canterbury Railway Society and the Tramway Historical Society to operate their vehicles at the Park.



FEILDING AND DISTRICTS STEAM RAIL SOCIETY

On Friday 26 October four carriages and F163 steam loco were vandalised at the depot after a wire fence was cut for access.

Fire extinguishers were activated throughout the carriages which left a big mess and one of the radios out of the shunter locomotives was stolen. Over \$2000 worth of damage was done.

This occurred just prior to the annual open weekend at the depot which went ahead successfully after a clean-up.

The turntable refurbishment project has reached its final stages. Having been lifted from the centre cone for sandblasting and new paint job the cone was then removed and the foundation block was reinforced, a new drain and submersible pump installed. The outer surround area has been upgraded with concrete

blocks and a section providing allowance for removal of the ring rail wheel housings if and when required.

With the newly painted turntable now placed back on the cone, work is proceeding at a very good pace installing new sleepers in readiness for the centre rail sections placement. The ring rail is being reset and we are all eager to see a locomotive being turned for the first time on completion of this project. This has been a great effort from all of our volunteer staff concerned.



NELSON RAILWAY SOCIETY



The first train of the summer season ran on Sunday 29 October. The railcar runs most weekends.

TRAMWAY HISTORICAL SOCIETY

From Ferrymead Tram Tracts

On the Sunday of Labour Weekend, Dave Hinman was unexpectedly contacted by the Holland family, the current owners of 'Brill' 194, which is, as far as we know the last complete "Brill in the wild". It is currently being used as a holiday home just outside Oxford, but it has been repainted and re-roofed since last seen by the Society. Due to circumstances beyond their control, the owners have now decided to offer it to the Society but we will need to act fast here. A few Society members arranged to visit it at short notice on the next day. We can report that the body is in mostly good condition and the owners appear to have taken good care of it.

We have been awarded a major grant from Lotteries NZ to overhaul our trolleybus line and bring it back into good working order. This is fantastic news, and we certainly look forward to seeing the trolleybuses running again. A big thank you to Lotteries NZ, and also to Jonathan Day who helped put together a case for the grant funding.



On a fine October day in 2018, the well-maintained body of 'Brill' 194 as seen during the Society's visit on 22 October. Three days later its gifting to the Society was confirmed. Photo: Dave Hinman.

BUSH TRAMWAY CLUB

From November newsletter.



Above Left. This year we have had a marked increase in charter bookings over previous years. On Saturday 27 October we had a visit from a Hamilton Poodle club. Looks like the dogs are getting their "don't walk on railway tracks" lesson. *The one just behind the loco needs a bit more training! Editor.* Photo: Bruce McLuckie

Above Right. A1477 is progressing well. Photo: R. Ellis.

Right. Dean McQuoid, assisted by Dave Mann, has been back to the railway and has now completed the re-sleeping of the track into Glen Afton. This part of the line in was last used by NZR 1972. A large amount of work by members and our contractors has got us to this point of re-establishing the old line after several decades of effort. We should be very proud of our achievement. Photo: B. McLuckie



PLEASANT POINT MUSEUM & RAILWAY

On 18 November, D16 celebrated its 140th birthday with a special steaming day.

D16 was built in 1878 by Neilson & Company in Glasgow, Scotland & was one on New Zealand's early railway locomotives.

It started work here in New Zealand on the Hurunui – Bluff section during 1878 – 1879. In 1918, New Zealand Railways no longer required it and sold it to New Zealand Refrigeration Company Ltd. at Pukeuri, North of Oamaru for use shunting their site. Due to new health regulations in 1972, D16 stopped being used there and in 1974 it was put on display in their yard on a concrete pad. In 1985, now called Waitaki New Zealand Refrigeration Ltd., D16 was gifted to the Pleasant Point Museum & Railway. In March 1985, a Temuka earth moving contractor, Jim Rooney, kindly transported D16 from the works to a shed in Coonor Road, Timaru loaned to the society by Kurt Kempf, for the society members to overhaul it into working condition before it was transported out to our museum

We told the freezing works it would take the society 2 years to get it operating again, but only took our willing voluntary team 18 months. Work done on it included, making 2 new side water tanks as the original ones had rusted out, the boiler was retubed, an air brake system fitted, an original type funnel we got from Ocean Beach Railway in Dunedin was fitted replacing a jack up one it had. Its wheels were overhauled by New Zealand Railways, Hillside workshops in Dunedin and finally a complete paint job was given to it. Looking like a new steam locomotive it was transported to our railway at Pleasant Point.

A special commissioning steam up day was held at our museum on 13 May 1987, where representatives of the freezing works were present along with a large number of visitors who turned up.

On 4 May 1993, Governor General, Dame Cath Tizard and her party had a ride on our railway on a passenger train hauled by D16.



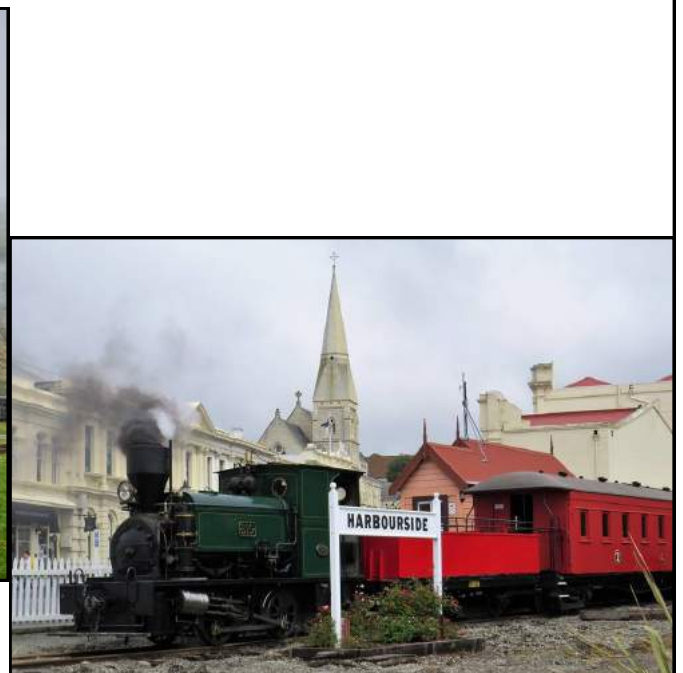
Pictured are Alf Dowall (Left), a long serving member, and Daniel Smith. They are cutting one of the birthday cakes for D 16 which were shared with the public. Also D16 and the Model T Railcar in their party hats.

Photos David Oakley.



OAMARU STEAM AND RAIL

Another recently overhauled locomotive is B10 which here is shown making a test run to the end of the line on 24 October before returning to run passenger trains and at the station on 17 November running trains on the Victorian Heritage Weekend. *From Facebook.*



REEFTON HISTORIC TRUST BOARD

Last weekend lots of great work was being done in the Reefton Station. It was 2 full on days. Keep watching this space for more progress updates. Thanks everyone for your great hard work. *From Facebook. 22 November.*



This sign was found under the wall boards.



NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

Good to see NRMNZ getting round the country with a display at RailEx New Zealand - 24/25 November at Lower Hutt. As we see Steam Incorporated was there as well. *From Facebook.*



CLASSIFIEDS

CASTING PATTERNS, BRAKE HOSE COUPLINGS.

The Weka Pass Railway has some steam locomotive wooden casting patterns that we can share/borrow with other groups. These are rare steam dome fittings

Regulator head. (Horses Head) as used in A, Ab, J, Ww etc
 Regulator Valve (Standard NZR)
 Riser (Standpipe) not J class locos.
 We have other patterns if required just ask.

Arrangements re transport etc with Photos and sizes can be sent via email. Please ask us at info@wekapassrailway.co.nz
 attention Paul Markholm Ph 0274 550 539

LEP Engineering Plastics Ltd in Christchurch have good quantities of Air Brake Hose coupling seals. (The ones that leak when getting old and hard)
 Their phone 800 808 809. 18 Sonter Road Sockburn Christchurch.
 Their part number is RQ 0215. (About \$6 plus GST each)
 (Kiwirail buy them from there.)

KIWRAIL QUADBIKE, DC LOCOMOTIVES, BALLAST REGULATOR.

KiwiRail are seeking offers for a rail-capable quadbike (see photos attached and vehicle details below). Interested parties should contact:

Chris Fuyane, KR Vehicle Fleet Manager
 DDI: 0 4 498 3000
 Mob: 021 2457616
 Email: Christopher.Fuyane@kiwirail.co.nz

The quadbike can be viewed at Kaiwharawhara depot by contacting Myles Manihera at Myles.Manihera@kiwirail.co.nz



REQUEST FOR QUOTATION ("RFQ") FOR THE SALE OF DC CLASS LOCOMOTIVES

This RFQ is issued by KiwiRail Limited through its Rolling Stock operation for the purpose of disposing of a number of DC class locomotives.

KiwiRail is inviting quotations ("**RFQ Response**") for the sale of all or some of the listed DC class locomotives ("**the Goods**").

The detailed requirements for the Goods are as follows:

Purchase (and part purchase where indicated in the Pricing Template Appendix III) of the following DC Locomotives for disposing of:



Item description	Fleet Number	No	Typical Weight (kg)
DC Locomotive	DC4093	one	82000
DC Locomotive	DC4248	one	82000
DC Locomotive	DC4369	one	82000
DC Locomotive	DC4818	one	82000

The full documents are available from GETS (reference 20438229). An open viewing day will be held between 9am and midday on Friday 30 November 2018.

For further information, interested parties can contact Chris Paice, KR Procurement Manager. Phone: 04 498 2045 Mobile: 021 409 140 Email: tenders@kiwirail.co.nz

KiwiRail also has a ballast regulator for sale on Trademe
<https://www.trademe.co.nz/Browse/Listing.aspx?id=1844453433&ed=true>
 The regulator is at Otahuhu, Auckland and is ready for immediate collection.
 The auction closes prior to the end of this month (November 2018).

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.

Glenbrook Vintage Railway Scenic Rail

No trips advertised at this time.

Steam Incorporated

2 December	Christmas Grand Circle	(Diesel)
5 January 2019	Ekatahuna Express	(Steam)
16 February	Paekakariki-Napier Art Deco Weekend	(Diesel)
24 March	Paekakariki-Woodville	(Steam)

Marlborough Flyer

Readers looking to ride the new Marlborough Flyer, a joint arrangement between FRONZ members **Steam Incorporated** and **Pounamu Tourism**, should see their booking site at www.marlboroughflyer.co.nz for their regular summer excursions between Picton and Blenheim. 2018-2019 season runs from 3 October 2018 to 21 April 2019.

Mainline Steam

Tui Brewery future excursions.

9 February 2019 Tui Express, Plimmerton to the Tui Brewery for Hurricanes Vs Blues 'Battle at the Brewery' pre-season Super Rugby game at Mangatainoka.
 10th March 2019. The popular Tui Express with lunch at the Tui Brewery.
 28th July 2019. Vintage Car Day
 10th November 2019. The popular Tui Express with lunch at the Tui Brewery.
 15th December 2019. Christmas at the Brewery.

Pahiatua Railcar Society

29 December	Manawatu Gorge Shuttles. Woodville-Ashurst
19-20 January 2019	Wanganui Vintage Weekend
23 Feb	One way trip Palmerston North to Auckland
9 March	Manawatu Gorge Shuttles. Woodville-Ashurst

Gisborne City Vintage Railway

Gisborne to Muriwai—

Thursday 27 December 2018
 Friday 28 December 2018
 Saturday 5 January 2019
 Sunday 6 January 2019
 Sunday 27 January 2019
 Sunday 17 February 2019
 Saturday 2 March 2019
 Saturday 20 April 2019
 Sunday 12 May 2019
 Sunday 2 June 2019

Feilding & Districts Steam Rail Society Inc

9 December	Palmerston North to Feilding. Christmas Parade Train (KR Diesel)
10 Feb 2019	Palmerston North to Napier. (KR Diesel)

Dunedin Railways

Regular Taieri Gorge and North Line services plus rail tours.
 28 May 2019. 7 day Silver Fern tour Dunedin-Picton
 26 April 2019. 7 day Silver Fern tour Dunedin-Invergargill
 13 April 2019. 6 day Silver Fern tour Dunedin-West Coast

PICTURE OF THE MONTH



D. L. A. Turner

Ja1271 nearing Goose Bay, Kaikoura, with the Steam Incorporated train on the way to the Dunedin Railway Station Centenary in 2006. It would be interesting to see how this scene looks now after the Kaikoura Earthquake rebuild of the transport links. The Kiwirail Coastal Pacific train is scheduled to return to daily running throughout the year from Christchurch to Picton and return in December.

KiwiRail is launching its first premium tourism service with a \$40 million investment from the Government's Provincial Growth Fund, which will put new carriages onto the award-winning Coastal Pacific scenic journey.

The \$40 million investment will allow KiwiRail to run the Coastal Pacific all year round, add an additional 63-seat carriage to meet demand in peak season, and add a new luxury premium carriage which will offer more space and high-quality food and beverages to go along with the spectacular views.

Photo: D.L.A. Turner.

**FRONZ CONFERENCE TIMARU
31 MAY– 3 JUNE 2019**

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