



JOURNAL

DEC 2018
ISSUE # 183

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :

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

IN THIS ISSUE

Seasons Greetings	1	David Harre	5
FRONZ Marketplace "The Reclaim"	2	Hamilton Railway House Factory	5
Southland Locomotives Unearthed	3	Kingston Flyer Update	6
Australian Rail Incident Safety Report	4	News From Our Members	7
Ferymead Power Station Response	4	Classifieds	13
Hamilton Railway House Factory	5	Future Mainline Excursions	14
		Picture of the Month	15

SEASONS GREETING FROM THE FRONZ EXECUTIVE



While normal people spend this time of year looking forward to special family time we railfans (I dare not use the F....ER word!) look forward to running our trains and trams, getting dirty and covered in black stuff, but mostly seeing the smiling faces of our passengers who still get a thrill from riding a train or tram and seeing a genuine restored piece of our transport history in action.

Things have looked up for rail in New Zealand this year we have seen announcements that the Ef Electric locomotives will continue to run on the North Island Main Trunk, preliminary work is being done on geotech investigations on the Oakleigh to Northland Port line, Napier to Wairoa line is being restored to run logging trains. The Trans Coastal train is back all year between Picton and Christchurch with plans to build additional luxury class carriages.

Our own FRONZ members have continued with running and restoration activities of railway and tramway rolling stock and infrastructure. Highlight for many was the major South Island rail tour led by Di1102 restored to better than new condition by the Diesel Traction Group.

Our members all face challenges from personnel to paperwork but as long as we continue to see smiling faces of young and old as they enjoy their time as our guests then it is all worth the effort.

To all readers of Journal, the FRONZ Executive wish you a Merry Christmas. Grant, David, Scott, Lindsay, Jeff, Hugh, Rob and Trevor wish all busy FRONZ member groups and their many hard workers, best wishes for a pleasant family Christmas, and a successful season in whatever heritage rail activities you are involved with.



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

FRONZ MEMBER EQUIPMENT MARKET PLACE 'THE RECLAIM'

A market place for FRONZ member groups to 'trade' surplus items with other groups as well as advertising for items that a group is looking for.

This will be a supplement to the FRONZ Journal and included whenever listings are available.

Items for trade can include anything from track fittings, plans, photographs, to items of rolling stock, or components.


When submitting an item to 'The Reclaim' one or two photos or plans, and a description of what is needed or what is available, when it is needed by or to be removed by and who the contact person is.

To be listed in 'The Reclaim' or if you have any questions contact David Maciulaitis djmaciulaitis@gmail.com.

Below is an example of an item listing and the format we will use to publish.

FRONZ – 'The Reclaim'

EXAMPLE

Category	Steam Locomotive	Disposal/Acquire/ Swap/Parts?	For Disposal
Date Posted	23/11/2018	Closing Date	25/12/2018
Required by Date	N/A	Removal Date	Item to be removed 30 days after transaction completed.
Description	Stephenson built locomotive design from 1829 built 1971 by National Railway Museum. 0-2-2 wheel arrangement. Runs well, one owner only driven on Sundays.		
Condition	Good - Boiler in ticket. Servicing records available for viewing.		
Location	National Railway Museum, York, UK		
Notes	Viewings by arrangement only		
Posted by	Collections Manager, NRMNZ		
Contact Details	Collections@nrmonz.org.nz		
Photographs	 <div> <div>Minor boiler thinning areas</div> <div>Cladding removed for inspection</div> </div>		

LOCOMOTIVES UNEARTHED IN SOUTHLAND FOR THE FIRST TIME IN NINE DECADES

Stuff

Exposed to the open air for the first time in nine decades, two V-class locomotives are now one step closer to being removed from the Oreti River, near Lumsden.

The project to retrieve the trains was given a boost on Monday when contractors removed surrounding soil and mud from the area, giving the team a good look around the site.

Lumsden Heritage Trust chairman John Titter said he was able to see the trains from the bank of the river and the work done by contractors had been essential.

"We've achieved a lot more than we thought we would.

"I think they've got a lot more of an idea of what they're focused on."

While the trust has had the consent to remove the trains for five years, it was now working to secure funding to get to that stage, he said.

The trains in the river were made in England in 1885, called V-class locomotives, and they are the last of their kind intact in the world.

"For their age they're in not bad condition. They've been here since 1927, so they look like they've been there for that long."

If the engines were not dumped, they would have been dismantled for scrap metal in the early 1930s, but the scrap metal price was too low at the time, Titter said.

"It's interesting because if they hadn't been dumped here they would have never been seen again. The V-class was specifically made for New Zealand's rail conditions."

The dig on Monday gave insight in to the next steps in the process of removing them, he said.

Titter now needed to get quotes and finalise the procedure so he could find out how much money would need to be raised to get the trains completely removed and back to Lumsden to be restored.



Lumsden Heritage Trust chairman John Titter with photos of the two 1885 V class locomotives that currently rest at the bottom of the Oreti River, near Lumsden, Southland. The group plan to uplift them and restore them.



VIADUCT TO RE-OPEN AFTER RESTORATION

Otago Daily Times

The historic and impressive Percy Burn Viaduct is set to reopen. After the 36m-high, 125m-long viaduct, near Tuatapere, has been restored.

The structure was initially built in 1925 to help transport logs to the Port Craig mill. It has since been used by walkers on the Hump Ridge Track. According to the Port Craig Viaducts Charitable Trust, the Percy Burn Viaduct is regarded the world's largest wooden mill tramway.

In 2013 the viaduct was closed by the Department of Conservation and a bypass put in place because of safety concerns about the decay and corrosion of key structural elements. DOC, Southland District Council, and the Port Craig Viaducts Trust partnered to ensure the wooden structure could be reopened. The total restoration cost was \$710,000. DOC put up \$380,000, while the council and viaducts trust raised the rest.

Port Craig Viaducts Trust chairman Tom Pryde said given the various challenges the restoration was a major feat. "This is a significant project when we consider the age of the structures and the magnitude of the restoration work, as well as the remoteness of the work sites in southern Fiordland."



AUSTRALIAN TRANSPORT SAFETY BUREAU INCIDENT REPORT

With several FRONZ groups running mainline diesel trains this is of interest. Editor.

A runaway freight train reached speeds of up to 107 km/h as it careered down one of NSW's steepest rail lines near Wollongong.

The danger of the over-laden grain train running into other trains was averted only after rail network controllers cleared a path for it as it sped uncontrolled down Illawarra Mountain between Dombarton and Unanderra in April last year.

Details of the incident are contained in a final report by the Australian Transport Safety Bureau, which found the driver did not adhere to handling procedures and that the train, operated by Qube, was carrying about 10 per cent more load than had been recorded.

After passing Summit Tank, the driver's decision to apply the brake on 10 occasions meant he had not given the train's pneumatic brake system time to fully recharge.

This led to the loss of braking capability to slow its speed.

Compounding the situation, the driver's actions caused the locomotive's dynamic braking system to be rendered inoperative, further reducing control of the 664-metre long train.

The driver first noticed he had a problem about 26 minutes after passing Summit Tank when the train was travelling at 20km/h. Within seconds, the train's speed had risen to 30km/h.

He tried unsuccessfully on several occasions to slow the train's speed before shifting its automatic brake handle to an emergency position.

Despite applying the maximum braking, the train's speed rose to 46km/h.

Applying the automatic brake to the full emergency position deactivated the dynamic braking system, which meant there was nothing he could do to stop the train gaining speed.

The driver then radioed the Australian Rail Track Corporation's control centre, telling an operator: "Yeah mate, we are in emergency braking running away down the hill. Over."

The controller then quickly alerted Sydney Trains that the Qube train was running away, and heading towards lines it controlled. A minute later, a Sydney Trains controller confirmed that a route for the runaway train had been cleared and there was nothing in its path.

Rounding a curve approaching Unanderra station, the train reached a top speed of 107km/h, and it was not until it later reached an incline that it began to reduce speed.

Later, the driver told investigators that Illawarra Mountain deserved "a lot of respect".

The safety bureau said the incident showed freight operators needed to ensure drivers were trained regularly and assessed for competency on steep gradients to reduce the risk of runaway trains.

"Contingency plans and procedures to accommodate runaway trains in this area should be continually reviewed and tested by rail infrastructure managers," it said.



The Sydney Morning Herald.

The runaway freight train at Port Kembla after the incident in April last year. ATSB

FERRYMEAD POWER STATION QUESTION RESOLVED

Following an item in the previous Journal the question was asked why was there a different name on the plaque to that on the programme commemorating the opening of the Ferrymead Power Station in 1988.

A quick response from David Parsons from Wellington cleared up the confusion:

In response to the query in the latest FRONZ Journal here is a reply from one of the horse's mouths!

David Butcher is a member of the Wellington British Railway Modellers these days – as well as still having a consultancy business.

David Parsons (also a member of Wgtn BRM)

Hello David,

Thanks for your message. The fact that the plaque contains my name and the programme Peter Dunne's suggests that originally I intended to come, but for some reason I was unable to come. This message was early enough to allow a reprint of the programme, but not enough time to allow a re-engraving of the plaque. That is feasible as 1988 was a busy time for me travel wise. I hope this clarifies the position,

Kindest regards,

Hon. David Butcher

David Butcher was Postmaster General in 1988, a cabinet position when The Post Office ran post and telephone services in New Zealand. Peter Dunne has recently retired from parliament and spoke at the 2018 FRONZ Conference.

RESCUED HAMILTON RAILWAYS HOUSE FACTORY ON THE MARKET

One of Hamilton's historic buildings is up for sale as a major Hamilton property developer rationalises his holdings. The extensive saw-toothed roof of the former Railway house factory has been a feature of the Frankton skyline for almost 100 years.

Around 20 years ago Hamilton property owner and developer Tom Andrews bought the building as part of a 10ha purchase spanning the corner of Rifle Range Rd and Lincoln St/SH1.

The Historic Places-listed factory was, at the time, in such poor condition Andrews was urged to demolish it.

"But I don't like pulling down historic buildings, once they're gone they're gone," he said. "It was falling down and had a car wreckers in it, the weatherboards were rotten and the floor was a mess. We put a new roof on, replaced all the rotting timber and laid a new floor, in all more than \$2 million."

Andrews is now rationalising some property as he was busy developing property in Te Rapa, including a block bought from Wintec, two motor dealerships and a depot for a major freight forwarding company.

The history of the Railways building can be traced back to the early 20th century when the Railways Department became one of New Zealand's largest house-builders and landlords.

The department had bought or built houses for stationmasters and other staff since the late 1870s. By the 1900s it faced a serious accommodation shortage, especially in the North Island.

After the World War 1 the department decided to establish a modern sawmill and kitset house factory at Frankton Junction, using rimu and matai timber from its own central North Island forests.

The factory eventually employed more than 60 workers and even had its own plumbing department to produce baths, sinks, pipes and spouting.

From 1923 to 1929, when it closed, the factory produced almost 1400 prefabricated houses, as well as pre-cut timber for wagons, signals, office furniture, stockyards, sheds, huts and other buildings. Railway houses were identical apart from their dimensions, which differed according to employees' rank, and some variations in their front porches and roofs.

The former Railways House factory, known these days as 'Raiside Place' is up for sale and includes the 2204sqm factory building, which features a 206sqm first floor and 42sqm mezzanine. The freehold nearly 7200sqm site includes a large sealed car parking area.

Divided into six tenancies, the property returns about \$300,000 a year net plus GST. Anchor tenants include Dinsdale ABC childcare centre (part of the Best Start group), Simplicity Bereavement Services, funeral home and four other smaller tenancies.



DAVID HARRE

From a Facebook post by Wanganui Tramway on 25 November

Sad to hear of the passing of David Harre, a man we, as a community, will be forever grateful to for his generous gift to Whanganui of our tram 'Mable'.

David restored 'Mabel' prior to gifting it to the Tramways Trust and his continued support of the Trust thereafter has been appreciated.

Clr Rob Vinsen attended David's funeral, held at his property (where he had lived for 80 years) in Oratia in Auckland, and kindly spoke on behalf of Whanganui of David's incredible generosity.

Image credit - Lynne Vinsen



KINGSTON FLYER UPDATE

Otago Daily Times. 13 December, 2018.

Plans are on track to relaunch the historic Kingston Flyer steam train which has been off the rails since 2013.

Blenheim-based Pounamu Tourism Group is leasing the Kingston train from investors, who bought the train and associated land and buildings last year and finally settled last week. Last summer, the Tourism Group successfully launched The Marlborough Flyer steam train, between Picton and Blenheim. Owner Paul Jackson said the investors were excited about restoring the Flyer, which first ran in the late 1800s, to its former glory. The train, two 1920s locomotives and seven wooden carriages dating from 1898 to the early 1900s, was revived by the late David Bryce in 2011. He mothballed it after only two summers. Mr Jackson said, all going well, the Kingston Flyer would be operating again on the 14km Kingston to Fairlight line by November next year.

Plans include a fast-ferry service from Queenstown to Kingston to connect with the train. The ferry would also act as a commuter option for the bottom-of-the-lake township, which is about to accommodate a large residential subdivision. This service would hark back to the days when lake steamers used to connect with the Flyer.

Mr Jackson said resource consent applications to the Queenstown Lakes District Council and Southland District Council were being prepared. "In 12 months, there's a lot to happen, but we've got a lot of people with a lot of skills and passion to make it happen."

He is working closely with engineer Neville Simpson and his team, who in February got the Flyer "in steam" to honour long-time manager and driver Russell Glendinning, who died a year earlier.

He will also use the expertise of his Marlborough partner, Steam Incorporated.

"It is a privilege to be part of a project that so many New Zealanders are passionate about. Rail fans throughout New Zealand and further afield have been holding their collective breath to see The Kingston Flyer back on track."

Mr Jackson, whose choice of the Marlborough Flyer name was partly inspired by the Kingston version, noted that Mr Bryce also hailed from Marlborough. He said the initial focus would be on the charter and tour group markets. There will be at least one weekly scheduled service, probably at the weekend. "As it grows, we'll put on more scheduled services. We've got to make it sustainable but we'll also look to have special days for locals."

Queenstown Mayor Jim Boult was excited the new operator already had a record of running a successful heritage tourism train. "The Kingston Flyer is a heritage asset to our wonderful region, and it will be a welcome sight to see her operating again, this time on a long-term, sustainable basis."

Southland Mayor Gary Tong added: "There is no better way to share one's local heritage than by providing excursions on an actual living, breathing, working piece of our history like the Kingston Flyer."

Another operator is leasing the Kingston Flyer Cafe and Bar, expected to reopen soon.

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

CHRISTMAS SPECIAL EVENTS

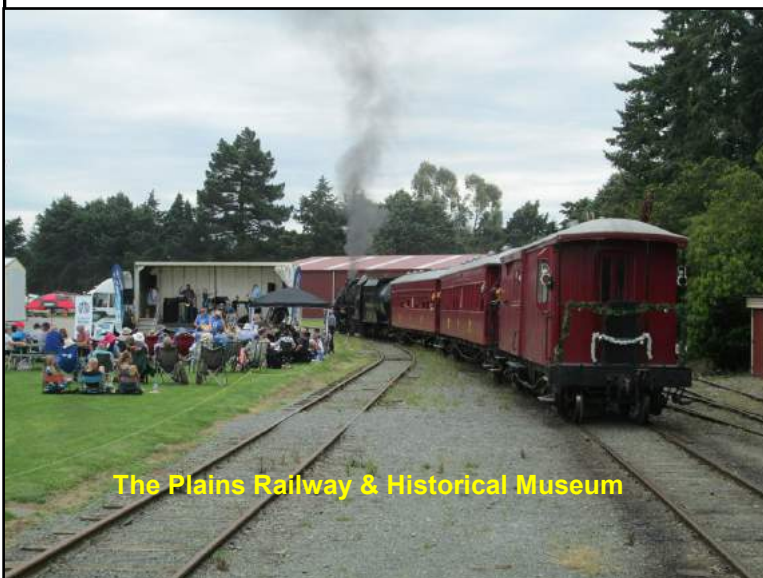


Glenbrook Vintage Railway Counties Power Christmas Lights



Feilding and Districts Steam Rail Society ran a train to the Feilding Christmas Parade and this is the Kiwirail float. Cameron Persson.

Canterbury Railway Society. Happy volunteers and an oddly-decorated Di. Polar Express at Ferrymead - with



The Plains Railway & Historical Museum



Weka Pass Railway



Mainline Steam Heritage Trust. Auckland's North Pole Express

Many FRONZ groups take advantage of the Christmas Season to provide special trains and experiences to attract patronage and generally celebrate Christmas. Here are some of those special events.



Silver Stream Railway



Steam Incorporated and Wellington's North Pole Express

BUSH TRAMWAY CLUB



Peckett 1630 arrives at Glen Afton on 2 December with the first passenger train for 46 years. The line is now complete as we can go no further. Colin Jenner had the privilege of driving the first train. Bruce McLuckie

ORMONDVILLE RAIL PRESERVATION GROUP

Over spring and summer 2018-2019 ORPG members have included in their hard work a project to relocate the old well shed from behind the Settlers' Arms Tavern to the over-grown area adjoining the station platform at the Napier end of the building.

The little building is believed to rival the station in terms of its age, given the appearance of a shed that looks just like it in 1880s photos of the town. However, at the very least though it still covers a well that was sunk in 1909.

Richard, who still owns the recently-closed pub, is particularly keen to 'deal to' the well, as he almost fell down it in 2015, having until that moment, not had a clue that there was a well there. The cover of the well had rotted, and it gave way as he stepped onto it. The well proved to currently be about 18 metres (60ft) deep, and when originally dug, it had reached 97 feet deep when a workman, Louis Brown (32), was killed by gas in it. He now resides at Ormondville Cemetery.

The intention for the shed is to set it up to be a 'walk-in' information post for the many people who call at the station and who don't find someone around to tell the story of the station. Our intention is to allow the other local Ormondville organisations to also install display information in the building as well. And of course, the history of the little shed will also be covered.



Above Left: The well shed in its historic spot - with a little bit of its original cream paint still apparent. The well is just inside this wall - 17 November 2018.

Above Right: The interior - the well is in the far corner - 17 November 2018

Right: A peek down the well in August 2015, just after Richard's mishap - from the Hawkes Bay Today, 28 August 2015



BLenheim RIVERSIDE RAILWAY

From Omaka Aviation Heritage Centre Facebook.

There have been some great rail stories with the welcome return of KiwiRail's Coastal Pacific service last week. We'd also like to congratulate the amazing team from the Blenheim Riverside Railway on the completion of their restoration of a steam locomotive, affectionately known as 'Donald'. As you can see from the images below the transformation was magnificent! We are looking forward to having Donald and his dedicated caretakers visit us at Omaka this summer.



We've had a few questions in regards to what is original and what was not. Here's some information from the team at Blenheim Riverside Railway: The chassis, wheels and axles and the cylinders are pretty much the only original part left.

The original boiler was in bad condition and so was replaced with a similar sized boiler that had come off a small tank loco that was used during the construction of railway lines in NZ.

A trailing axle under the cab was added to reduce the wiggle that some 2

axle locos get as well as the cab floor lengthened and lowered. A diesel burner was added to allow year round operation in dry conditions due to the risk of sparks causing fires when using coal.

A small tender that houses extra water and diesel tanks was added as well. It also contains a small generator to power the diesel burner blower fans.



MAINLINE STEAM

Another successful excursion from Plimmerton to the Tui Brewery at Mangatainoka ran on 25 November. Ja 1234 coasts past the camera with the train. *From Facebook.*



STEAM INCORPORATED

Grand Circle Rail Cruise 2018. On Sunday 2nd December we operated our annual run circumnavigating the Tararuas. The train originated in Paekakariki heading north to Palmerston North then thru the Manawatu Gorge to Woodville before heading south down the Wairarapa to Wellington and eventually back to Paekakariki and Palmerston North. A great day out. *From Facebook.*



*Left: Manawatu Gorge.
Photo: Ray Mathewson*



Right: Wellington. Going for a spin on the turntable. Certainly the best looking locomotive there.

Our second operating season for the Marlborough flyer between Picton and Blenheim following last year's successful season. Pounamu Tourism Group requested the season to be extended to Seven months between October 2018 and April 2019 along with an extra carriage to cope with higher passenger demand.

Below Left: Ab 608 taking water at Vernon. Below Right: Crew shot at Blenheim



NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

December Newsletter

The past year has been very frustrating in that it has taken many more months than ever anticipated to get nearly every project to a completion point. Man power and funding are the biggest problems.

Museum building:

The consent to change the original plans has now been granted by Christchurch City Council which means that we can move ahead with project planning and fundraising for the redesigned entranceway/display area.

Ex-Ohai Railway Board Plough Van

Southland District Council is pushing very hard to get this piece of rolling stock out of the Wairio shed.

The contract to move it and the Dsb locomotive to Dunedin was let to a Dunedin transport firm who then disappeared off the face of the earth for many months. The day we obtained a new quote from a different contractor the original firm was back in touch and the plan is to now undertake the work in January 2019. The biggest stumbling block with this project has been the cost of cranes and the need for them to travel to an outlying area.

WELLINGTON TRAMWAY MUSEUM

From Tramlines

Summary of the year's activities from President Steve Porter.

Recovered a building from Les Stewart's Peka Peka property for later installation as a new "Palace" and archives building;

With a generous loan from a member, purchased the stock of trolley bus overhead components, sorted them and are making them available to heritage groups worldwide;

Carried out countless inspections and made repairs and adjustments,

Replaced one exterior panel of 151 (five to go!) and returned her to service,

Made and installed in the track many gauge holding devices,

Replaced a door post in Fiducia 239 and nearly returned her to service (watch this space!),

Let a contract with A & G Price Ltd for the reconstruction of two 22e trucks for Tram No .17,

Supplied, after refurbishment, to A & G Price for inclusion into the 22e's, motors and associated parts, patterns, wheels and other parts.

Much deferred electrical work has been completed.

Completion of the trolley wire replacement.

Major projects next year are completion of Tram 17 and commencement of restoration of tram 207.



Above: "Welcome home to Tram No.17" event. Following afternoon tea our guests, members and friends enjoyed a tram ride to the Beach and back on trams 159 and 260. Here is the group at the Beach, 13 October 2018. Photo: Allan Neilson

WESTERN SPRINGS TRAMWAY

From The Controller

Reports on activities of two other FRONZ tramway members, Auckland Dockline Tramway and Auckland Electric Tramways Trust

Auckland Council Endorses Reinstating the Full Wynyard Quarter Tram loop and have Tramway Running for Americas Cup 36 in 2021

By David Cawood

Thursday 22 of November was a pivotal day for the Auckland Dockline Tramway in Wynyard Quarter. Panuku Development Auckland were presenting their recommendations on the future of the Dockline Tramway to the Auckland Council; their preferred option out of 4 being permanent closure of the tramway loop in preference of funding other Panuku projects.

Community organisations "Keep the Dockline Tramway Running" and the "Auckland Electric Tramway Trust" gave Public input presentations of five minutes each prior to Panuku Development Auckland talking to their report and recommendation.

Panuku Chief Operating Officer stated the tramway had served its purpose as a Space Shaping exercise and the Board wanted to redeploy the capital funds set aside for recommencing the tramway and future operating costs on other Wynyard Quarter projects.

The AET Trust pointed out the cost of removal of the tramway infrastructure far exceeded the cost of reinstalling it.

Mayor Goff said with five years of closures, 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."

The Council voted with only one Councillor against to accept an option that Panuku was not recommending, but the opposing Public Groups were pursuing, namely Option 3 to *"Reinstate full original loop and have tram running for Americas Cup 36 in 2021, then review its future"*.

Auckland Electric Tramways Trust

In November 2018 the AET Trust reached its first milestone of 12 months' operation as a registered Charitable Trust. This is an important milestone as third-party funding organisations typically require that trusts be in operation for 12 months or more to qualify for funding.

The AET Trust has been very active over the past 12 months. Our first activity was the preservation of M Class Car 91.

This was followed up with the commencement of the digitisation project for the Ian Stewart collection, which has unlocked film footage of the Western Springs Tramway and seen the digitisation of Auckland tramway documents and plans. This project is anticipated to take years.

New MOTAT Appointments

Tram Support. James Duncan has been appointed to assist MOTAT with a range of tramway related projects.

Collection Workshops Manager. Graham Anderson has been appointed as our new Collection Workshops Manager responsible for all the Collection Workshops including the Tramway.

Meanwhile much work has gone into maintaining the WST fleet including Truck Change SW6 No.893, Wanganui trailer No.21's Brill 21e truck and underfloor equipment, and Wellington Double Saloon No.135 was discovered to have contracted borer.

CLASSIFIEDS

RIMUTAKA INCLINE RAILWAY HERITAGE TRUST

RIRHT are looking for a pair of rail accommodation bogies suitable for a 56" carriage at low speed. Offers etc... to Hugh hugh.mccracken@rimutaka-incline-railway.org.nz or myself.

Iain Palmer

palmeriain@gmail.com

027 896 6734

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

Sunday 17 February. South Waikato Explorer. Waiuku-Te Kuiti return (KR Diesel)

Steam Incorporated

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.

19-20 January. Whangarui Vintage Weekend

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

9 February Manawatu Gorge Shuttles. Woodville-Ashurst

23 Feb One way trip Palmerston North to Auckland

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

10 Feb 2019 Palmerston North to Napier. (KR Diesel)

13 April 2019 F163 Manawatu Gorge Enthusiast Photo Excursion

Dunedin Railways

Regular Taieri Gorge and North Line services plus rail tours.

13 April 2019. 6 day Silver Fern tour Dunedin-West Coast

26 April 2019. 7 day Silver Fern tour Dunedin-Invergargill

3 May 2019. 7 day Silver Fern tour Dunedin-Invergargill

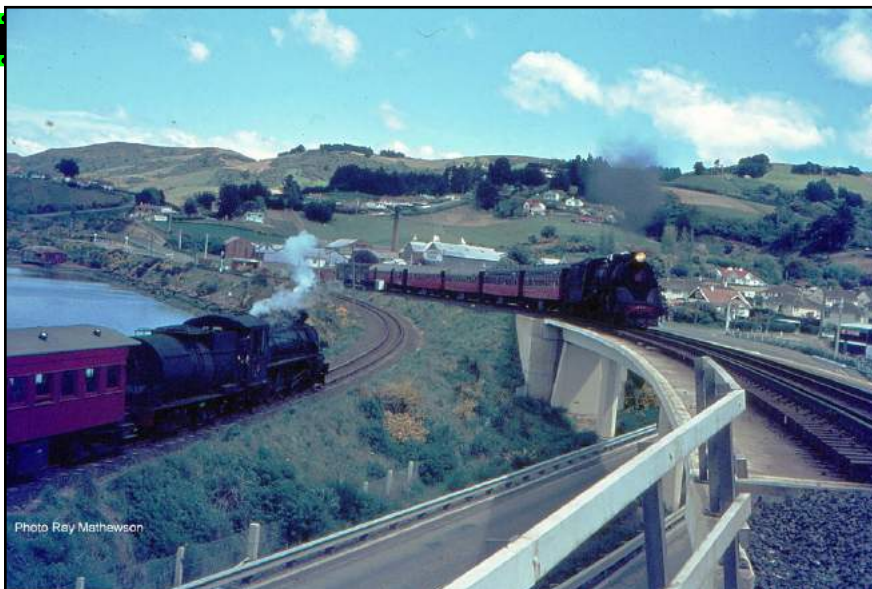
28 May 2019. 7 day Silver Fern tour Dunedin-Picton

PICTURE OF THE MONTH



This outstanding photo opportunity was obtained recently by Benjamin Paul Jeffery and posted on the NZ Rail Geography Facebook page. We see DJ 1209 and 1221 heading towards Dunedin from Port Chalmers on a cruise ship service and Silver Fern Railcar RM24 heading north on the main line at Sawyers Bay.

Within days Ray Mathewson posted the picture below on the NZ Rail Geography Facebook page. Looking in the other direction in the late 1960s.



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

**FRONZ JOURNAL # 183
WAS PUBLISHED ON 21 DECEMBER 2018**
CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT