



JOURNAL

MAR 2019
ISSUE # 185

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :

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

IN THIS ISSUE

FRONZ Conference 2019	1	News From Our Members	4
Bumper Journal	1	Future Mainline Excursions	15
Forgotten World	2	Picture of the Month	16

FRONZ CONFERENCE 2019

We have now opened bookings for the 2019 FRONZ Conference at Timaru. Friday 31 May to Monday 3 June. You can find links to both accommodation and conference registration at <https://www.fronz.org.nz/conferences>. As previously mentioned the accommodation and conference venue 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 have 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 1530 Monday 3 June. Air NZ does have flights from Wellington to Timaru for those who prefer to use this option. They are infrequent and can be more expensive than flights to Christchurch. 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.

Book early during April as the charges will be increasing for late bookings after 1 May.



Ab699 At Pleasant Point

BUMPER JOURNAL EDITION

A rather bumper edition this month. I have caught up with all the news I have from our members in this busy summer season of rail heritage activities and done my best to give all those interesting items some space. I hope you enjoy my report on our recent visit to the Forgotten World railway.

Do remember if your group misses out on coverage in Journal it is because I didn't get any information, most of which is gleaned from online newsletters and Facebook. Of course if you want to share any more information please e-mail it to me (preferably with pictures) at scottosmond54@gmail.com.

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

FORGOTTEN WORLD ADVENTURE—A PERSONAL REVIEW

On a recent very hot February Saturday, Patsy and I along with two other couples took a trip on the Forgotten World Rail Carts 20 Tunnel Experience. We made a weekend of it travelling from Auckland and staying two nights at the Forgotten World Motel in Taumaranui.

Many others have written about the experience so as not to bore the reader with the same old stuff this is our story recording the things we found notable about the journey.



Four seat Golf Cart

Forgotten World started in 2012, after Kiwirail had abandoned (sorry "mothballed") the Stratford-Okahukura Line in 2010, after a derailment damaged part of the line so that it was considered not worth reinstating rail services on the line.

Ian Balme saw the opportunity to develop a tourist experience using golf carts to take

people along the spectacular line as well as other tourist experiences in the area, including jet-boating on the Whanganui River and the "Bridge to Nowhere". Various options are now offered ranging from a 3 hour 5 tunnel tour to a two-day full package experience. Forgotten World has also expanded from a small office and moved to an upgraded motel accommodation and reception/office area.



Morning Smoko at Tahora

So the day went like this. We left the Forgotten World base after a safety and general briefing by our guide for the day, Ray. Our group of 21 was driven up to Whangamomona in a pleasant coach. It took a full two hours to cover the 85 kilometres. Thanks to excellent driving skills from our driver it was not a problem as, although the road is hilly and winding, it is mostly sealed (except for 12 kilometres through the Tangarakau Gorge).

On arrival at Whangamomona we had a free coffee at the world famous Whangamomona Pub, a

nice old classic hotel. After a short stroll through town we all mounted our rail carts for the beginning of the real adventure. A short driving tuition (It is not difficult; a "go" pedal and a "stop" pedal, although a lack of any steering wheel caused a few comments!), and strict safety instructions to keep 50 metres from the golf cart in front at all times (100metres if wet, which it certainly wasn't this day). We were told to ensure we slow down for bridges as signposted and not to stop in tunnels. Ray drove the first of 8 golf carts on the expedition and our "Tail-end Charlie" was Justin, following us in the rear. I was interested chatting to Justin at one of our numerous stops to hear he and his young family are recent refugees from Auckland where their ability to get a home, plus the awful traffic, were the main reasons for moving to Taumaranui. In just a few months Justin and his wife have good jobs and a nice home.

So we got on our way, almost immediately confronting the first of our 20 tunnels for the day, four of which are over a kilometre long. The golf carts all have good head and tail lights so we could get a good look at the tunnels, most of which are concrete lined. Only the two or three at the Taumaranui end are brick lined as there was good clay and a brick works nearby. The construction of the line was from both the Stratford and Taumaranui end, with an eventual meet at Haeo therefore bricks could not be used at the Stratford end.



*Above: Our fleet ready to leave Whangamomona.
Below: Approaching a short tunnel.*





Lunch at Tokirima, even with linen tablecloths!

Our first stop was at a very interesting structure, the largest embankment on the line. It was news to me that this, and another embankment on the line, were originally built with a wooden viaduct. However, as part of the construction they were then completely filled in by earth moved mainly by hand from nearby cuttings and tunnel excavations. The timber used was totara, a native hardwood, and the totara would be well preserved after being buried. I was most surprised to hear of this technique and would be keen to hear from readers why it was done this way and if similar construction was used elsewhere in New Zealand.

We had a morning tea stop and the old Tahora Station site, lunch at Tokirima, and afternoon tea at Matiere. Plenty of food was available and of good quality. Our lunch was brought in by road by a staff member and consisted of fresh ham, salads, bread and fruit. There were several other stops where we were told of items of local interest.

Nothing has been missed in keeping the customer satisfied.

Forgotten World have done an excellent job of building small shelters at each of the stops which resemble old station buildings and at all of our stops there were very interesting interpretive signs telling of the local area and its past.

Our final stop for the day was at the mid-point of the last tunnel which is over 1.5 kilometres long. As it has a curve at each end we turned all lights and motors off and had a brief experience of total darkness.

In the few years the Forgotten World operation has been going the golf carts have been improved from a basic flanged wheel "outrigger" with the original runner wheels and now they have a fully engineered new chassis with four fully flanged steel wheels, polycarbonate "tyres", even with disc brakes.



Our personal two seater 2-2-0 locomotive.

There is no doubt Forgotten World has had a big impact on the whole area. We were told they now have a fleet of fifty golf carts, easily the largest of any of the rail golf cart operators in New Zealand and, more importantly, thirty employees, in this once thriving (mainly due to railway and farming employment) part of the King Country.

Finally, a personal comment. I have

experienced three of our Golf Cart rail attractions, Rotorua, Dargaville and now the Stratford Okahukura line. Sorry Awakeri and Gisborne-Wairoa, I will try and get there soon! While there are different track and general infrastructure standards at all three, I am appalled that successive national rail administrations and governments of all political hues have allowed such a major segment of our national transport infrastructure decline to the state that it has. Imagine the outcry if part of State Highway One was reduced to single lane, damaged seal, old wooden bridges, and permanent speed limits due to poor road conditions. At least with entrepreneurs brave enough to take the risk and start-up these golf-cart experiences we have some hope that the abandoned rail lines will be preserved.

Below Left: End of the line at Okahukura Workshops. Centre: Ohura: a Sad decline. Right. Km peg 91. Hopeless farmland and "slightly" used sleepers. Right. The Safety Rules



Above: Examples of the superb interpretive signage.

Below: Tunnel 24



FORGOTTEN WORLD ADVENTURES RAIL SAFETY RULES	
Your comfort and safety is of the utmost importance to us here at Forgotten World Adventures. In order for everyone to enjoy their day to the fullest, please read and abide by the following safety rules.	
1.	Seatbelts MUST be worn at all times
2.	Drivers MUST be over 16 years of age
3.	No smoking on or around any Rail Carts * Our Rail Carts are petrol powered vehicles
4.	No consumption of alcohol or illicit drugs
5.	No stopping on any bridges
6.	No stopping in any tunnels
7.	Stay at least 50 meters from cart in front * 100 meters during wet weather
8.	Walking pace on all bridges, roads, farm crossings and around animals
9.	Do not use cell phone or camera whilst driving
10.	Stop only when directed by your guide or for safety reasons
* If you are unclear about anything - please just ask a staff member	
4 - Step Following Distance Reminder	
1. Friendly reminder of the following distance 50/100 meters	
2. Driver will get a formal caution	
3. Driver will be asked to change seats with another person in their group	
4. Staff will remove keys and will put a staff member in your cart. If no staff member available we will redistribute your group	

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

OCEAN BEACH RAILWAY

On Thursday 14 February 2019 Ohai Railway Board No.1 (1967 Mitsubishi) and F11 (1886 Guards Van) arrived at Ocean Beach Railway from long time storage at Wairoa. The locomotive will be eventually returned to service and F11 is being stored on behalf of the National Railway Museum.

Ocean Beach Railway has several vehicles associated with the Ohai Railway Board and these 2 vehicles will add to our collection of this once significant private railway.

Here we have ORB No.1 and F11 attached to our other operating Ohai Railway Board locomotive a 1939 Drewry locomotive. (NZR number TR81.)

The arrival of these historic rolling stock would not have been possible without the assistance of:

The Southern Trust
Colin Barry, National Railway Museum
Southland District Council
KiwiRail
Billingtons Transport



WELLINGTON TRAMWAY MUSEUM

From Tramlines

A big "THANK YOU" goes to those members who offered their services during January that enabled the tramway to be open and operational between Boxing Day and Wellington Anniversary Day. While the weather was a bit of a mixed bag with good and not so good days, we had reasonable patronage most days and initial calculations show that revenue was up on the previous year.

We are very fortunate that both our power supply and overhead infrastructure have been upgraded during 2017 and 2018 as this allows us to focus on track work. There is a lot of track needing attention. To achieve this, we will need to identify what needs doing, and then seek tenders for the required work.

When 239 returns to the roster we expect that 17 will be relocated from the Barn to the Workshop for the fitting of wiring (under the floor), resistor banks, controllers and, when received, the trucks. The Destination blinds, pole base, roof bridge and pole will also need to be fitted as will the life guards. After so long and with so much work already done the completion of 17 is within reach.



During the holiday running during January, we introduced the new "Tram Crew" vests. The purpose of the new vests is to make members of the "Tram Crew" more visible to the public.



Left: Robert Hatten (left) and Alan Smith being "visible" to visitors. Above: 13 February 2019 – Trams 260 (foreground) and 159 (middle) shunting during a special charter, and 239 in the background undergoing repainting. Photos: Keith McGavin.

BUSH TRAMWAY CLUB

From March Newsletter

January Open Day. We can only say – where did all the passengers come from? We were very much overwhelmed by the numbers. Because only our Meremere diesel locos can be used during the summer, we are restricted to using 2 carriages on a train. This day we carried 524 passengers - this must be a record for our railway. A posting on Facebook after the event by a passenger stated there were 118 people on the train she caught, which was about double the seating capacity. Food for thought for the Committee as to how to cope with these busy days.

We recently received a grant from WEL Energy Trust to purchase 2 water filter units. These were installed by Richard S & the power connected to them by Trevor T4. One unit is at the shanty & the other supplies the Rec Room café.

We received a grant from the Lion Foundation to overhaul a fuel pump / injector set to replace the set on diesel loco 401.

Peckett 1630 & Cb117 -: Both had their boiler inspections on 30/1/19 & have been largely put back together again.

Climax 1650 - Alistair from Wellington was up between Xmas & New Year for a week & has seal welded all the new stays that have been fitted.



PLEASANT POINT RAILWAY

On 23 February AB 699 was in steam for the 85 Vietnam Veterans visiting our museum, for a ride on the train, look over our site, get a light lunch & see 2 vintage movies in our movie theatre. Also, the Body shell of, RM5 & Hillary the Hough in our newly erected storage shed. *Photos: Bryan Blanchard.*



HELENSVILLE RAILWAY STATION

Recently we had a short visit from RM31 (see page 16) exchanging passenger loads at Helensville. The Helensville Railway Station Trust of course welcome visiting excursions as owner of the station and surrounding property but as a courtesy, we do ask if any groups organising a stop here, get in touch with us first, so we can ensure that facilities are available including vehicle access for buses. We can always open the railway museum for guests to view if time permits, as well as ensure the café is prepared if refreshments are needed. Sadly, as Kiwirail has not repaired the damaged turning triangle we cannot host steam trains but we hold out hope that the North Auckland line will get a boost from the Provincial Development Fund.

DUNEDIN HERITAGE LIGHT RAIL TRUST

February Newsletter

Since our last newsletter the signing off of the Interim Cable Car Building on Mornington Park has been completed. The Society and their Volunteers have been working at the site showing the many visitors around the area, talking to them, answering many questions on the project, receiving donations and gaining support.

Over the past few months the Trustees have prepared an application for feasibility study funding from the Government's Provincial Growth Fund, and last December, with the help of a professional company we applied for a \$100,000 grant to employ this company to facilitate an in-depth feasibility study on the project.

Roslyn Cable Car 95 and Mornington Trailer 111 at the Cable Car Building on Mornington Park. Over 1,000 visitors have seen the display in the past few months and are fully supportive of our project.



LITTLE RIVER RAILWAY STATION

In 2012 the Little River Railway Station Trust created a Vision 2021 plan. Part of that plan was the acquisition of a Carriage and a locomotive to achieve the aim of creating the image of a train at the station where the Christchurch to Little River Rail Trail ends. Since that time through the efforts of many the Rail Trail now finishes opposite the Station where we have extended the track along and we have acquired a Carriage. Our latest acquisition is Dsa 261 from Dunedin. Much work still needs to be done to this old workhorse, but the main items are all there and with help, advice and support of others within the Frons and Railfan community we will complete the restoration of the locomotive. The Locomotive and carriage now at Platform one will help create a sense of arrival and be a place for memories to be made for future generations, as well as a great location for those selfies everyone seems to enjoy. A special thanks to those who have made this loco available to us, Clark and Selwyn, especially for making it available and assisting us in moving it to its new home. Please note the transporter who delivered the Loco to Little River then transported back the P class steam Engine to Middlemarch or is that Middle Earth. Also, a big thanks to all those in the Trust for supporting this purchase and assisting in getting it here. *Andrew Wilson*



Photos taken on Thursday 14 February 2019 by Lauchlan Brady.

MAINLINE STEAM HERITAGE TRUST

From March Newsletter

Plimmerton Update.

The first months of 2019 have been busy ones for the Plimmerton Depot with two excursions, two new acquisitions to our locomotive fleet and the extension to the road five between the main shed and the workshop which will ease the restrictions to allow one more carriage to be added to the existing five that make up our present train.

Excursion to Vintage Weekend Whanganui Saturday and Sunday 19/20 January 2019. We were invited back to the Vintage Weekend Festival after a successful visit in 2018.

Excursion to Pahiatua Saturday 9 January 2019

The purpose of the excursion was to take rugby supporters to the Mangatainoka for the Blues v Hurricanes pre-season match.

Dc's 4248 and 4369. The latest addition to the locomotive fleet these locomotives arrived in our depot on 9 January. Although the intention to run steam hauled trains has not changed, reality has forced acceptance that diesel locomotives will be part of the excursions from time to time and as we have already found out there is a market for excursions where motive power is not the highlight. As a result, when KiwiRail decided to downsize the DC fleet following the electrification of the Auckland suburban system the opportunity arose to tender for 2 DC's with the development at Mercer in mind. As far as Plimmerton is concerned the priority is to get DJ1228 operational with minimum work on the DC's to maintain their present condition.

Note that the two Dc locomotives have been purchased by the Ian Welch Locomotive Trust and are leased to Mainline Steam Trust.

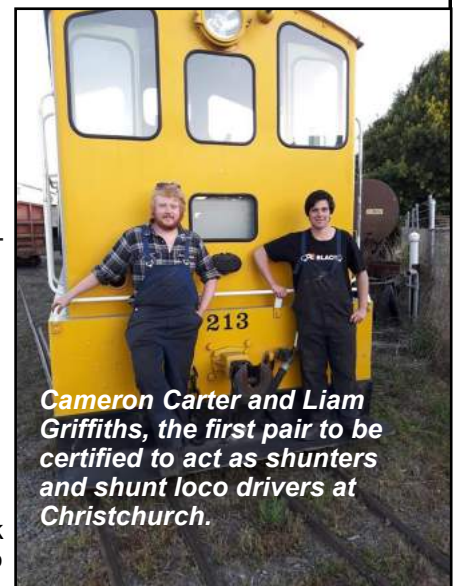
Christchurch News.

We are continuing steadily with our progress with our carriage fleet and site road extensions.

Our team have relocated one turnout for our track extension, and this awaits several sleepers to complete. Both Ao 25 and Fm 1375 are progressing toward the painting phase. Ao 25 has had the underframe painted and new steps are in the process of being fitted.

We have started putting our younger members through a training program to enable them to operate our equipment onsite, with Cameron Carter and Liam Griffiths being the first two to be certified to act as shunters and shunt loco drivers.

Auckland News: Big news in Auckland is that J1211 is now up and running. We wish to acknowledge the hard work put in by Lindsay Baker, who almost single-handedly worked hammer and tongs in difficult circumstances to get this loco back on the tracks. He deserves a medal for his fine effort. J1211 was recently used to pull the GVR carriage set for Auckland's "North Pole Express" around the Parnell/Glen Innes/Wiri train track. It is so gratifying to see this favourite loco back on track.



Cameron Carter and Liam Griffiths, the first pair to be certified to act as shunters and shunt loco drivers at Christchurch.

OAMARU STEAM & RAIL

From March Newsletter

Another busy operating month, with the Husky and B10 running trains.

The February passenger count was 740, which includes a free passenger shuttle on February 16th for the Cheers to Beer and Wine Festival. Last February, we carried just under 500 passengers.

On its last day of steaming for the season, B10's injector decided to give up the ghost. The injector squeezes cold water from the tanks into the hot pressurised boiler, and without it, the loco can't operate. Fortunately, a company in Australia has been found who can refurbish our unit for about a tenth of the cost of buying a new one.



TRAMWAY HISTORICAL SOCIETY

From Ferrymead Tram Tracts March 2019

New Facebook Page: We now have a new Facebook page to replace the original one set up by the late Allen Harbrow. You can find it online at: <https://www.facebook.com/christchurchtramwaysociety>.

AN OFFICIAL THS HISTORY—COMING SOON. Following John Shanks' untimely passing, it was not long before several members began discussing the need for an 'official' history of the Tramway Historical Society, and more so given that fewer original or early members of the Society were still present to give their account of 'what actually happened'. The decision has now been made to proceed with this, and Alastair Cross has offered to lead this project. To this end, we are looking for stories of the Society and its work, from before it was founded right up until the present day—and potentially beyond. We welcome all contributions to this project, which is currently being slowly started up. They can be sent either to Alastair by email, or to the Society by post at which point they will be passed on to Alastair at tracts@ferrymeadtramway.org.nz.

Since the BBQ picnic and "opening" of 194 on January 26, the advantage of having it fitted with both wheels and a tow bar fitted has been clearly demonstrated. The track work team needed to get the Beast (works tram 5W) and later the ballast wagon along behind the Cranmer building to their work site and with 194 at the picnic spot it was blocking the track. So, early the following Saturday morning 5W was coupled up and 194 was towed on to the triangle curve behind Tram Barn 3. This not only allowed access past Cranmer but also proved to be a good location for visitors to view our new tram/bach when exiting their tram at the Square Shelter.



194 beside the Square Shelter. Photo Dave Hinman

WELLINGTON HERITAGE MULTIPLE UNIT PRESERVATION TRUST

As Deputy Chair of Wellington Heritage Multiple Unit Preservation Trust and as primary funder I am writing as I would like to ask for help for the Trust.

We are in the same place that all the Heritage Groups were in the 1960's, 70' and 80's and that is a small group of keen people slowly working to establish ourselves and our collection. Look at where they all are now and just how successful they have become. As you probably know there are people out there who do not know the battles that all groups have gone through to get where they are today and these people are often not involved with any group but constantly bring negativity out towards groups.

We have a small number of members and big dreams (same as the rail preservation pioneers) and we are finding ourselves stretched, currently I am working with a building wrapper to arrange wrapping our units as well as having talks with training institutes regarding making the units available for practical experience for the students. This is along with cleaning graffiti off Cyclops, doing museum concepts as well as basic admin to keep the trust going.

Our biggest concern is finding somewhere to host our Ganz unit so we can get it away from Kiwirail land and be able to get in and clean it along with remove the graffiti. Currently Maymorn is not able to host Ganz due to works in the pipeline (and because of our slow starts - which we are now working to overcome) however long term there is nope from both groups to bring Ganz on site when infrastructure and projects allow.

We would appreciate any instruction, support, information, wisdom or guidance that may be available through you and FRONZ and we would also love help finding a place to host Ganz till we can get to the point of bringing to Maymorn to join Cyclops where we hope to build a Museum dedicated to the History of Commuter Rail in the Wellington Region.

Bryce can be contacted by E-mail at brycepende@hotmai.com

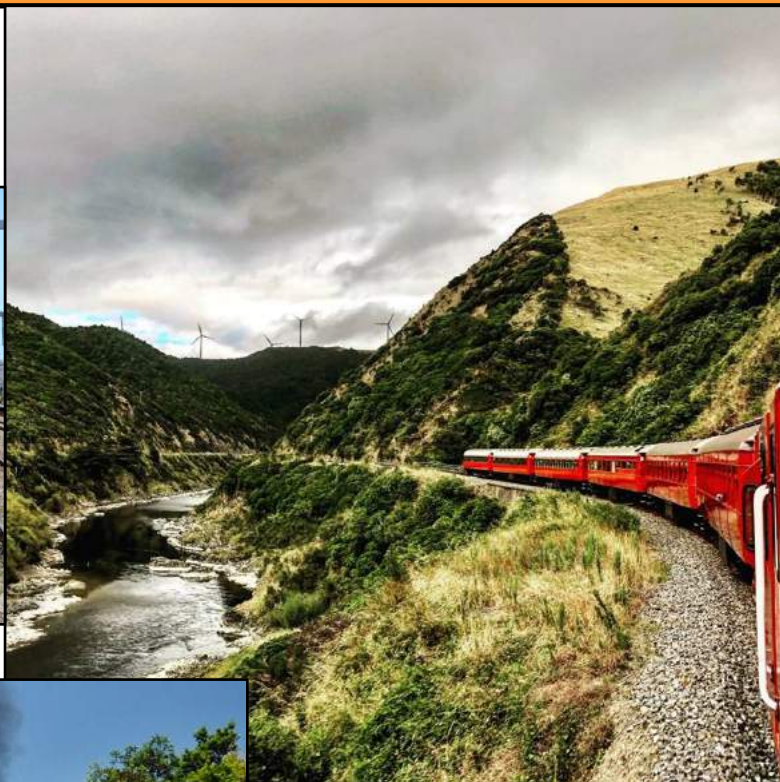


STEAM INCORPORATED

From Facebook

A busy excursion summer continues.

Day excursion from Kapiti to annual Napier Art Deco Festival. Sat 16th Feb 2019



Above left: Da's 1431 and 1410. A couple of classy looking yard shunters. Above: Manawatu Gorge on the Napier Art Deco Excursion, 17 February. Photo: Tommy Secker. Left: Eketahuna Express, 5th January 2019. Ja 1271 and train departing Opaki bound for Masterton, 5 January 2019. Photo: Daniel Garland

LUMSDEN HERITAGE TRUST

From Facebook

Great news. On 8 March we have successfully renewed our Environmental consent to remove the V Class locomotives and Tenders from Mararoa Junction in January 2020. The Business Plan and Conservation Plan are complete. Today the funding application process started. Thanks to all those involved to date to help make this happen.

Photo compliments of "E and ES Brittenden Collection."



ORMONDVILLE RAIL PRESERVATION GROUP INC.



From Facebook

February 9. Great news from Ormondville! Yesterday our ex-NZ Army shunter was started for the first time in many years, taken for a short run in the yard, and finally stored under cover for a proper restoration. Many thanks to Don and Tristan from Pahiataua Railcar Society for your assistance with this crucial task.

SILVER STREAM RAILWAY

From Facebook

A busy Children's Day on Sunday 3 March.



*Above Left: Wagon rides popular as always.
Above: Barclay and wagon. Left: The 2 locos together. L509 and PWD 531 (Barclay 1749)*

FEILDING AND DISTRICTS STEAM RAIL SOCIETY

From Facebook

This year our wee steam locomotive F 163 turns 139 years of age. It's been 6 years since our last mainline run with her and we will be using her on the mainline in April of this year. So, if you are interested in being a part of that remember to check out the events page for ticketing of these excursions. Here's the link:

events.steamrail.org.nz

Photograph: Chris Carran



RIMUTAKA INCLINE RAILWAY HERITAGE TRUST



From Facebook

Left: Wb boiler primed and under-coated to improve looks and more importantly provide some protection. These are both Wb boilers, with a spare Ab in the rear-ground.

Below Left: Concrete walkway completed alongside road 2. Track will be ballasted to raise the level to that of the concrete.

Below: Taking a break from working on the FRONZ Accounts, Hugh McCracken is seen here floating the final stormwater sump for the shed.



PROJECT STEAM DUNEDIN -THE PROSPECTOR

From Facebook

After 10 years sitting at Springfield P107's last day there, tomorrow it moves to its new home in Middlemarch where work will again begin on her.

P107 back on Central Otago rails for the first time in 93 years. Big thanks to, Clark's machine hire, Wazza's Lift it and Shift it, Dunedin Railways, Middlemarch Excavation, Emersons Brewery, Midland Rail Heritage trust for the help with this move.



THE PLAINS RAILWAY & HISTORICAL MUSEUM



From Facebook

Leeft: A64 is over the pit in the Workshop, for an inspection of the front Axle Bearings, with the lower halves removed.

Below: Work Train TR119 — with Jesse Oakley, Gary Kirton and Bronie McMurtrie.



WAIMEA PLAINS RAILWAY, MANDEVILLE AND K92 LOCOMOTIVE

K92 might be the profile image for Waimea Plains Railway but there are many crew members helping her on running days. On 23 February were from L-R George Gardner Jonathan Storm, Robert Storm, Bronwyn Cowles Natalie Storm, Julie Blackler, Michael Cowles & Colin Smith. Up in K92 herself are Donald Ross Matthew Scurr & Grant Craig Absent for photo but also on site was Graham Miller & Maeva Smith. There are many others involved in the Waimea Plains Railway and we will endeavour to add their photos in the future.



DIESEL TRACTION GROUP

From Facebook

The BIG project is underway. Work is really starting to move apace on New Zealand's first ever mainline diesel restoration, Df 1501. De 511 is also being prepared for a return to service.



Above Right: Stripping of cab panels and gauges, tagging the various electric gauges and switches for long term reference during the rebuild. Right: The painting of De 511's engine occurred on site, another step in getting the loco back into service and presentable condition inside and out.

GLENBROOK VINTAGE RAILWAY

From Facebook

Our workshop volunteers and staff are hard at work on the numerous restoration projects on the go at the moment! A start has been made on refreshing AG49 which is under medium term lease. This fire-suppressed generator van will supply power for the modern onboard conveniences soon to be introduced to some of our fleet.

To that end, A1897 is being put back together with the addition of a totally redesigned power system that incorporates modern air conditioning and 240V power at your seat!

At the head of the train could be DBR 1254 where renewal and replacement of bodywork continues.

Our mechanical team have been down to Wellington to prepare latest purchase DCP 4818 for transfer to its new home at GVR. Our team took a ute down carrying all the required tools and test equipment to work on this locomotive where it has been stored for the past few years. This locomotive is in surprisingly good condition and will be a welcome addition to our fleet.



This 78-year-old carriage gets another rebuild, once again being worked on by Papatoetoe West Electrical who have worked with our staff to design a power system to meets GVR's expected future requirements. Convenient at-seat power sockets will keep your devices and cameras charged for those hundreds of kilometres of photo opportunities!

Warwick, George, Graham, and Tim in bright yellow GVR vests. They have been down in Wellington conducting thorough checks on this locomotive and preparing it for transfer north.

PAHIATUA RAILCAR SOCIETY

From Facebook

The great relationship between Silver Stream Railway and the Pahiatua Railcar Society has now been cemented stronger after both organisations reached a unique deal to exchange rolling stock that will benefit both groups in the long term. In exchange for the PRS receiving RM 34 the SSR have taken ownership of 3 goods wagons from the PRS. It needs to be recognised that the Silver Stream Railway saved RM 34 along with RM 30 back in 1973 - 74 when the group was still based at Seaview and has looked after the car ever since until now. Hopefully it won't be too long before the PRS plan its restoration for future mainline operation and pairing up with RM 31.



Above Left: Early morning arrival on a Brittons trombone trailer. Photo: Ray Deerness

Top Right: A long time between drinks for this pair of Standard Railcars...around 46 years. Photo: Doug Johnston

Bottom Right: After a long day of various logistics around the yard the working team on the day gather for shot in front of RM 31 and RM 34. Photo: Mark Seconi

In February RM31 made its longest journey since restoration with a charter trip from Australia. It travelled as far north as Helensville (the present northern limit for passenger trains) where the tour group met it after a road journey from Northland. Glenbrook Railway Scenic Tours also loaded RM31 with passengers for a short run from Auckland.

Below Left. RM 31 heading north with its GVR excursion passengers under the wires at Mt Albert.

Right. Powering up leaving Helensville to return south with a load of Australian tourists, Photos: Kenneth Carlyon.



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

30 March	Te Kuiti Muster	Waiuku—Te Kuiti	(KR Diesel)
----------	-----------------	-----------------	-------------

Steam Incorporated

5 May	Heartland Flyer	Paekakariki-Woodville	(Steam)
9 June	Kapiti Family Express		(Steam)
23 June	Waipukurau		(Diesel)
8 September	Daffodil Express		(Steam)
1 December	Christmas Grand Circle		(Diesel)
4 January 2020	River City Express		(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.

28 July 2019. Vintage Car Day

10 November 2019. The popular Tui Express with lunch at the Tui Brewery.

15 December 2019. Christmas at the Brewery.

Pahiatua Railcar Society

Saturday 6 April	Woodville-Ashurst (Gorge Shuttles)	RM31
------------------	------------------------------------	------

Gisborne City Vintage Railway

Gisborne to Muriwai—

Saturday 20 April 2019

Sunday 12 May 2019

Sunday 2 June 2019

Feilding & Districts Steam Rail Society Inc

7 April 2019 F163	Feilding—National Park	(KR Diesel)
-------------------	------------------------	-------------

13 April 2019	F163 Manawatu Gorge Enthusiast Photo Excursion	
---------------	--	--

14 April 2019	Ashurst-Woodville (Gorge Shuttles)	(F163)
---------------	------------------------------------	--------

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



Our photo from D.L.A. Turner this month, features most types of rail transport even a tram (sort of - as this name was given to the Ec class informally).

David Maciulaitis at the controls of Ec 7 returning to its shed. The ultimate in tram driving?

Through the locomotive's windows the Diesel Traction Group's headquarters with Di 1102's nose in clear view, Peveril, F13 in steam after hauling the Ffestiniog's Tour Group's train, while on the right can be seen a glimpse of Super Ganz.

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

**FRONZ JOURNAL # 185
WAS PUBLISHED ON 31 MARCH 2019
CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT**