



JOURNAL

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ISSUE # 200**

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JOURNAL 200

Welcome to issue 200 of FRONZ Journal. The Journal was started in 2004 by then FRONZ President, the late Paul Dillicar, to disseminate information for FRONZ members and promote rail heritage activities in general. After Paul became ill in 2010 it was edited by Peter McCallum until I took over in 2013.

I hope readers have found the information interesting and relevant. It does take time each month as I pore through newsletters and also Social Media information from our member groups to obtain information to publish. If your group does not get much coverage it is only because I either do not have access to any information you promulgate, either on Social Media or Newsletters, so do please include me on your e-mail lists if I am missing your progress.

I include relevant information that FRONZ is working on and information from our Rail Regulator Waka Kotahi New Zealand Transport Agency, also TrackSAFE NZ, plus other interesting items on rail heritage issues around the world.

Thanks to all who have sent me information directly (and continue to do so), which is always appreciated. In particular I would like to acknowledge D.L.A. Turner who regularly sends me pictures from his archive of railway and tramway interest over many decades which I often use as my "picture of the month". Thanks Dave.

Remember all our Journals including most early editions are available on the FRONZ web site at <https://www.fronz.org.nz/journals>.

In this edition I have included information I have obtained from many of our members who are starting to operate once more after the Covid-19 lockdown. Congratulations to all of you that have made the effort to do so. You are showing the way forward to all of us. In most cases its not all about making money but preserving rail heritage in whatever you do. Well done.

I do have several stories I have held over as this edition is getting pretty full.

FRONZ UPDATE

Your FRONZ Executive is continuing to meet at least twice monthly electronically via Zoom to discuss our plans for the present and future. Top of the agenda is how we can assist members to recover and recommence operating following the Covid-19 restrictions. Assisting with publicity is one plan we have and are developing several ideas. We are hoping to develop some form of "one stop shop" to publicise all our members open days, mainline trips, and other public related activities. This will be in electronic format via the internet in some form yet to be confirmed. The thinking here is that potential visitors from New Zealand and eventually overseas can plan to visit our member sites and take part in their activities.

We have also met on Zoom with a representative of the *Association of Tourist and Heritage Rail Australia (ATHRA)* and an Australian Heritage Railway to work together and publicise both countries rail heritage activities in anticipation of travel between our two countries re-opening. The *Council of Tramway Museums of Australasia (COTMA)* is also interested in joining this development.

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

WAKA KOTAHI NZ TRANSPORT AGENCY 15 JUNE UPDATE (ABRIDGED)

Kia ora koutou and welcome to Waka Kotahi NZ Transport Agency's update from the Safer Rail team now that New Zealand's Covid-19 response is at Alert Level 1.

While everyone can return without restriction to work, school, sports and domestic travel, and you can get together with as many people as you want, the focus remains on staying healthy. We must also operate in a way that keeps track of where we've been to assist with rapid contact tracing if it is required.

For the latest information and advice on life at Alert Level 1, please access the NZ Government web-site uniteforrecovery.govt.nz. For any additional rail-related advice, please contact your Rail Licence Manager.

How we all operate at Alert Level 1

Waka Kotahi's Safer Rail team will be returning to normal regulatory operations as quickly as possible now that New Zealand is at Alert Level 1. This includes increasing our on-site safety assessments now that social distancing restrictions have been reduced.

We may continue remote regulatory oversight of the rail industry in some instances as appropriate, thanks to the technology improvements we've made during recent months.

As you return to normal operations, it's important that you are aware of the official Covid-19 transport information on the Ministry of Transport [website](#). Alert Level 1 requires all of your staff to be familiar with the 'Golden Rules' and you should continue public messaging that discourages people who are unwell from using your services.

Golden Rules for Alert Level 1:

1. If you're sick, stay home. Don't go to work or school. Don't socialise.
2. If you have cold or flu symptoms call your doctor or Healthline and make sure you get tested.
3. Wash your hands. Wash your hands. Wash your hands.
4. Sneeze and cough into your elbow, and regularly disinfect shared surfaces.
5. If you are told by health authorities to self-isolate you must do so immediately.
6. If you're concerned about your wellbeing, or have underlying health conditions, work with your GP to understand how best to stay healthy.
7. Keep track of where you've been and who you've seen to help contact tracing if needed. Use the NZ COVID Tracer app as a handy way of doing this.
8. Businesses should help people keep track of their movements by displaying the Ministry of Health QR Code for contact tracing.
9. Stay vigilant. There is still a global pandemic going on. People and businesses should be prepared to act fast to step up Alert Levels if we have to.

People will have had different experiences over the last couple of months. Whatever you're feeling — it's okay. Be kind to others. Be kind to yourself.

Contact tracing

At Alert Level 1, businesses are no longer required to record or keep details about the movement of people on their premises, but businesses should help customers to keep track of where they've been by displaying the NZ COVID Tracer QR code poster.

Information on how you can create the NZ COVID Tracer poster for your business is available on the Ministry of Health [website](#).

From an individual perspective, you should be keeping track of your movements and the Government's [keeping track of where you've been](#) page provides some good examples of how to do this. Your business may require you to use a tracing app (Waka Kotahi uses WolMobile), but you can use any method that suits you and helps you to provide information about your whereabouts if a contact tracer needs to contact you.

The NZ COVID Tracer App is available from the Government's website tracing.covid19.govt.nz.

Public transport guidance

There are no restrictions on travel across New Zealand under Alert Level 1. This means the public transport restrictions we detailed in our Alert Level 2 newsletter around physical distancing, signage, designated seating and the cleaning of passenger operations no longer apply. However, operators are advised to continuing cleaning their premises or vehicles in accordance with [Ministry of Health guidance](#).

As previously mentioned, Alert Level 1 requires all of your staff to be familiar with the 'Golden Rules' and you should continue public messaging that discourages people who are unwell from using your services.

Public transport fare collection has been reintroduced during Alert Level 2. The Ministry of Health has confirmed that it is safe to handle cash and that drivers and other public transport staff are not required to wear face masks or gloves to handle it. Good hand hygiene remains important, including regular hand washing and use of hand sanitiser.

Transport operators are not expected, or required, to enforce customer compliance with the 'Golden Rules' or Ministry of Health guidelines. However, you may choose to stop passengers boarding where it is lawful to do so on health and safety grounds as per your standard operating procedures.

Key messages from Worksafe

At Alert Level 1, most public health requirements for businesses and services to prevent Covid-19 spreading are no

longer required. WorkSafe's [Covid-19 website](#) has general guidance on how you can operate safely at Alert Level 1.

- You need to enable good hygiene practices for your workers. You can also choose to support good hygiene for your customers and clients by providing hand sanitiser for their use.
- It's a good idea to discuss your approach to operating safely at Alert Level 1 with your workers and their representatives. This gives them the opportunity to help identify how to manage work safely and their role in that.
- If returning to work for the first time at Level 1, then extra care should be taken – accidents often occur after a long break.
- Businesses are responsible for making sure that at all times vehicles are safe to operate.
- Driver safety must not be compromised; drivers should not be expected to drive whilst tired.

As well as thinking about how to manage the risk of Covid-19, businesses should still continue focus on relevant critical risks within their operations.

Assurance and internal audit guidance

While your organisation may seem to be running smoothly and has been operating in the same way for years, there will always be the risk that something will go wrong or there is a significant change you now need to consider – the current Covid-19 pandemic being a topical example.

In our last newsletter we mentioned that we were updating the [assurance and internal audit guidance](#) on our website. The new content has since been published, and it now contains detailed information about how to perform an internal audit, including guidance for preparation, completing the audit and reporting the findings.

For more information about Safer Rail at Waka Kotahi, contact us at railregulation@nzta.govt.nz or visit our website at www.nzta.govt.nz/roads-and-rail/rail.

We hope these newsletters have assisted you in maintaining safety and keeping in touch over this unique time. We will continue to provide you information in the future when there are opportunities to help get you connected to best practices or wider government decisions.

IMPORTANT

Safety Performance Report Coming This week

On 1 July, Waka Kotahi will email your organisation's nominated Safety Liaison Officers the 2019/20 Safety Performance Report to complete. As with previous years, you will be able to make a submission via an online form (our preferred method) or a Microsoft Word document. We require all submissions to be returned by Sunday, 16 August. If this deadline cannot be met, please get in touch as soon as possible.



RAIL FAN CENTRAL IS IN SOUTHLAND—PAGES 2-6

Two days after New Zealand went from Level 3 Covid Status to Level 2, Patsy and I flew from Auckland to Queenstown on the first Air NZ Jet flight. Unfortunately, the reason for our flight was to visit family in Invercargill following a family bereavement. Undaunted however, I managed to do some railfanning in the week we were there.

On Saturday 23 May we drove back to Queenstown to fly home and made three stops on the way.

First stop was Lumsden where the station precinct has been made into an excellent preservation area due to the good work of the Lumsden Heritage Trust. The highlight was the two V class locomotives (V126 and V127) built in England in 1885. They were dumped in the Oreti River in 1928 for flood protection. The Trust salvaged them from there and brought to Lumsden earlier this year.

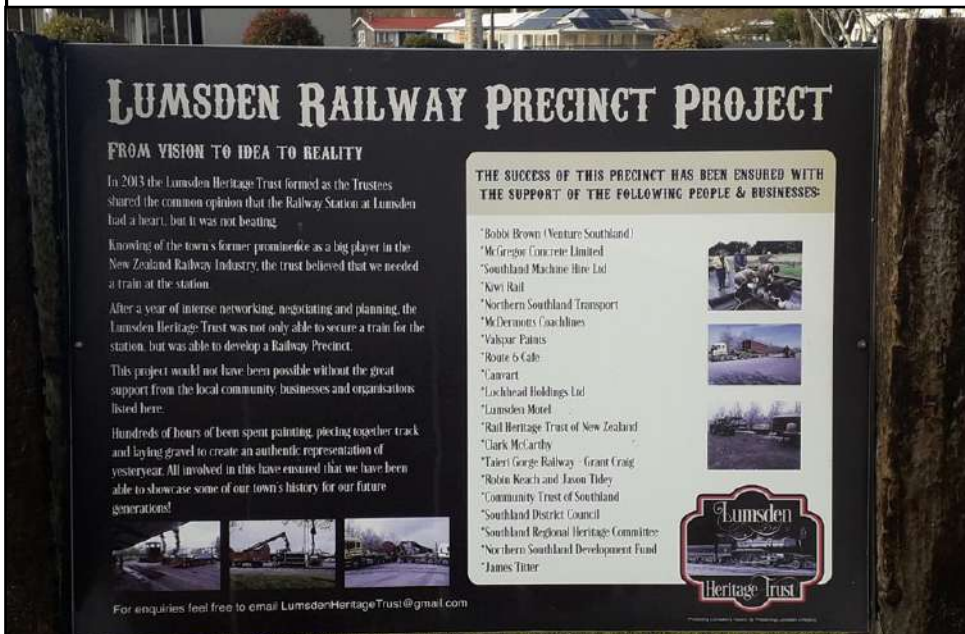
Next stop was Garston where a memorial seat and display including a life size image of Russell Glendinning, Mr Kingston Flyer, has recently been erected at the site of the old station.

Finally, the biggest surprise as we detoured down to the Kingston Railway Station to find Ab795 in steam about to make a run down to Fairlight. Unfortunately, due to the need to get to Queenstown for our flight back to Auckland we could not stay to catch up with the team working on the train.

So along with the Waimea Plains Railway group at Mandeville, and Southern Steam Trust in Invercargill working on locomotive F150, we are assured of a great FRONZ conference which is planned for 2022 in Invercargill.



Above: The sad state of domestic jet flights from Auckland on Saturday 16 May under Covid Level 2 restrictions. One flight to Wellington and Queenstown and three to Christchurch ALL DAY. The terminal felt eerie with only one food outlet open.



Thirty plus years of my "Trainspotter Training" has taught Patsy that a bit of cold won't cause any harm if you dress for it!



LUMSDEN

LOCOMOTIVES

These diesel shunters, although relocated from the Waikato Goldfields Railway are similar to what was used here at the Lumsden Railway Yards from the 1950s till the closure of the Lumsden-Kingston line in 1979

TR #2247

Year Built: 1948
 Owners: Lumsden Heritage Trust
 Weight: 12 tonnes
 Engine: Gardner 6LW
 1700
 Transmission: Vulcan-Sinclair fluid coupling 4 speed Wilson pre select Box
 Output Power: 76kW
 Max Speed: 24km/h
 Wheel Base: 1524mm
 Fuel Tank: 236L



TR #2246

Year Built: 1948
 Owners: Lumsden Heritage Trust
 Weight: 12 tonnes
 Engine: Gardner 6LW
 1700
 Transmission: Vulcan-Sinclair fluid coupling 4 speed Wilson pre select Box
 Output Power: 76kW
 Max Speed: 18km/h
 Wheel Base: 1524mm
 Fuel Tank: 236L



ON DISPLAY



Preserving Lumsden's Past, by Preserving Lumsden's History
 Lumsden Heritage Trust@gmail.com

WAGONS

These wagons have been extensively used over the years carting freight and goods for New Zealand Rail around the country. Upon retirement, they were left in the care of the Rail Heritage Trust of NZ who have kindly allowed us to put them on display here in Lumsden on permanent loan. They have undergone a restoration process keeping the original red oxide colour and all of the appropriate markings intact.

ZP 15069 Box Wagon

Year Built: 1968 by Mitsubishi Heavy Industries
 Owners: Rail Heritage Trust of NZ
 Weight: 19.5 tonnes
 Length: 13.6m



UB 1140 Flat Goods Wagon

Year Built: 1944
 Owners: Rail Heritage Trust of NZ
 Weight: 10.5 tonnes
 Length: 11m



LPS 351 Freight Wagon

Year Built: 1950
 Owners: Rail Heritage Trust of NZ
 Weight: 8.31 tonnes
 Length: 6.4m



V126 AND V127 AT LUMSDEN



Left: V127. Above. Preserved paintwork on cab side of V127. Below: 127 cab.



Left: Your editor enjoying the sights of Lumsden.

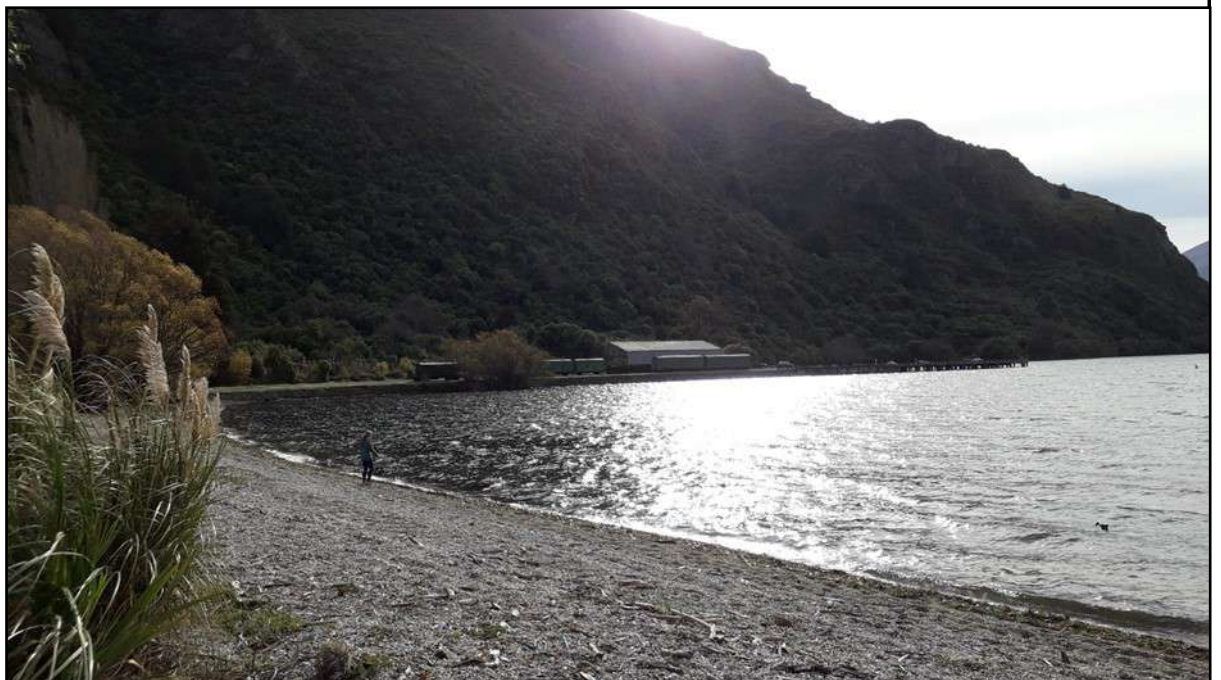


Left: V126.

GARSTON



KINGSTON



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

FEILDING & DISTRICT STEAM RAIL SOCIETY

DSA 227 RESTORATION REPORT

Story and photos supplied by Athol Gibson

The advent of COVID-19 has certainly created a major impact on the way the world population functions. I believe that we here in New Zealand are coming out of this better than some other nations. May it never return to our shores.

It is great to have our Feilding Steam Rail volunteers returning to continue working on the various projects on hand. We now have some extra track laid in our yard which will enhance our facility. Special recognition to our long-time member Kevin De Rose who led this project assisted by one of our younger members, Liam Puklowski. Special thanks to all others who helped with this track laying exercise.

The DSA 227 Restoration project has seen a lot of man hours spent on it to date with all the work that has been done and a lot more hours to follow.

The transmission required a complete rebuild and will have ALL gear ratios functioning, they were not prior to the rebuild project starting. Ross Unwin and Bert Phillips plus numerous helpers have done a great job on rebuilding the transmission, it was a very involved operation indeed. The engine to trans flexible couplings were in a sorry state and these were outsourced to a local firm who have done an amazing job.

Most of the mechanical work required is complete, the suspension servicing required the manufacturing of a new adjusting bolt, this was done by Ivan Mc Cutcheon..

The radiator was in a sorry state and Andrew Thompson has performed a miracle fabricating new top and lower tanks, no more water leaks with his quality of workmanship.

Some usual engine maintenance has been carried out as has the wiring with most of it being renewed. The cab has undergone some structural rebuilding and minor tidying up, Sheet metal tradesman Peter Passe and Chris Mathews carried out this part. Ron Bary has spent countless hours sanding and Merv Hodgson is carrying out final finishing work in readiness for painting the cab. Once that has been done the refurbished gauges, components and controls can be refitted. We are all looking forward to having this shunting locomotive up and running again with a fresh appearance and shiny new coat of Red paint. Many other volunteers are assisting here at FSR with this and other projects. We are very grateful for all of their great efforts.

Join us on Saturday 8 August 2020 on a diesel-hauled excursion 'around the block', from Feilding via the Wairarapa to Wellington, returning to Feilding via the Main Trunk.

Photos show Dsa 227 on Arnold Curtis Award Winning turntable with TR678. (Da1401) in background. Section of work in progress on newly laid track.



WELLINGTON TRAMWAY MUSEUM

From "Tramlines"

TRAM No.17

Double bogie combination – one-third open, two-thirds closed.

Tram body & chassis – restoration is almost complete save for destination and route No. boxes. Destination and number scrolls also to be sorted. Some additional gold leaf lining out may be added at completion.

Electrical – main wiring planned and to be progressed shortly. Buzzers and lighting well advanced. Circuit breakers installed. Resistance grids assembled and installed. Controllers restored and installed.

Mechanical - Roof fittings are largely complete. The in-cab hand brake stands and associated mechanisms are currently being manufactured. Underfloor brake mechanisms are at the design stage. The reconstructed Brill 22E trucks manufactured by A&G Price Ltd. have been fitted. Some adjustments are to be made and further testing will be carried out.

This is the Museum's priority preservation project and we anticipate major progress over the balance of 2020. However, with the Covid-19 setback entry into service may not be until 2021.

TRAM NO. 207

Tram 207 is complete, but much dismantling of body and mechanical components carried out in the 1970's and 1980's. One truck was overhauled in the 1970's.

We are currently sorting and documenting tram 207's parts.

A recently completed 36-page conservation plan proposes restoration of tram 207 to its appearance at the time of the first replacement of tram routes by buses (1949). Selection of this period means that the maximum existing fabric of the tram can be retained.

Specifications for the body restoration have been prepared.

It is planned to have at least the body framing restored commercially. We are currently in the planning and fund-raising stage and \$22,000 has been raised so far.



Above: Trams 207 (left) and 17 in the workshop earlier this year. Photo: Mike Flinn

DUNEDIN HERITAGE LIGHT RAIL TRUST

From May Newsletter

What is on the Trustees' plate this year

- 1) Obtain funding for the feasibility study for Stage Two Cable Car Building. This is a critically important document that will give strength to our project.
- 2) Prepare documentation towards the consent application to the Dunedin City Council
This also needs funding.
- 3) Progress the architectural drawing of Cable Car House to the next stage of design in readiness for the construction stage

All of these have been delayed due to the Covid-19 lockdown but are in hand to recommence once the all clear has been announced.

Now that we are in Level 2, we hope to introduce limited opening. We have had some requests from small groups to visit the museum. We are currently working through protocols as to how we can facilitate this in the current situation.

CANTERBURY RAILWAY SOCIETY

From "Branchlines"

It has been a huge task for our General Manager and other members of HOD who assisted him to prepare a comprehensive plan for our Society to move from Alert Level 3 to Alert Level 2. The paperwork was onerous, and several members undertaking this task have full-time jobs. A copy of version 3 of our plan for managing the CRS and the Ferrymead Railway under Alert Level has been distributed by email, or by post to those of you who receive a printed copy of this newsletter.

Other heritage railway groups are experiencing similar challenges. Like us they can expect to have their activities restricted until the threat of the resurgence of COVID19 virus is considered unlikely. At the end of May I visited the websites of four other heritage railway organisations located in Canterbury: Weka Pass Railway, Steam Scene (McLeans Island), Plains Railway (Ashburton) and the Pleasant Point Railway. All of them have cancelled their train services for the public until the end of July. Steam Scene cancelled its Steam Extravaganza scheduled for Easter Weekend, but has indicated this event may be rescheduled for spring. Granted the winter months are not a favourable time for visitors to our railways, but the lost income will have a severe impact on our financial resilience.



Readers may not be aware of the Heritage Rose Garden situated at Ferrymead, which is a memorial to railwaymen, particularly those from the Addington Workshops that lost their lives during the two World Wars (sixteen from World War I and twenty-one from World War II). It has recently been upgraded by members of the group, "Heritage Roses of New Zealand". Here are before and after pictures.

MAINLINE STEAM HERITAGE TRUST

On 6 June, several Auckland members held a working bee at Mercer to give the 3 South African locos a bit of a tidy up.



Above: Garrett. Left: Locomotive 25NC

Photos by "by Steamfan1211"

WESTERN SPRINGS RAILWAY

Update from Facebook

Steam Tram 100: It's alive! The big news of the week is that the boiler was successfully steamed to full pressure today, having previously been subjected to a hydraulic test. The safety valves have been set and over the next few days we'll do another couple of test steams, after which the boiler will be ready to return to MOTAT 1 for fitting back to the frames. Bertha: Following a final skim off the circumference the front tubeplate was permanently fitted tonight. The next step will be to finish tidying up stay-threads on the shell and to replace another couple of rivets, after which the firebox will be fitted.

Barclay 1270: A big thanks goes out to our friends at the Bush Tramway Club who have this week supplied a number of boiler drawings of this locomotive which were procured from A&G Price any years ago.

Marshall Portable Engine: Removal of stays continues.

Oberursel: The gearbox has now been largely completed with all shafts and bearings now in place.

A1819: After a long period where work has focused on the removal of rusted steel plate from the anti-collision ends we're excited to finally be at the stage where the new steelwork is being installed. The large structural plate under the vestibule floor has now been cut to shape and will be installed over the next few weeks.



Left: The steam tram's boiler was successfully steamed for the first time since being repaired. Centre: Barclay 1270's boiler awaits its turn alongside the steam tram's completed boiler. The Barclay's boiler will take the place of the steam tram's one in the workshop once it returns to MOTAT 1. Right: Good progress is being made on the Oberursel, with the gearbox now largely complete.

WAITAKERE TRAMLINE

From Facebook

Waitakere Tramline and NZ Regional Trains and the RFE Strategy Group which I formed have been in talks with Watercare, ATEED, and the Auckland Council to re-establish the much travelled and loved Rainforest Express and the Waitakere Tramline . (77,000 people between 2008 and 2011!) We have had prominent political figures side with us (to which we are forever grateful) and been in discussion with the Waitakere Ranges Local Waitakere Ranges Local Board. Of note from the local board is our encouraging friend and proactive independent board member , Ken Turner . My heartfelt thanks for your involvement.

We have even written and spoken to the WRLB with our submission to reopen the bush tramlines several years ago when invited to. So far, its been a long 6 years.

And yet the Council, Watercare , the Local Board are intent on stalling for answers . Heck, we don't even know what (if any) remedial work has been carried out on either tramline to mitigate any safety concerns!! That is how "transparent" Watercare has been. All we have asked for is answers

and progress on making the lines safe to use again for the public to enjoy. In return we get silence or another excuse to make us go away. We and the people of this region and wider afield, deserve better than this. Now, more than ever, post COVID 19 lockdowns, is the ideal time to re-establish these two "shovel ready" projects: for three reasons. 1) to create a local tourism boost 2) and a West Auckland Tourism Hub. 3) And with Kauri Die back restrictions in place, these narrow-gauge tramlines have the potential to allow local tourists to view the unspoilt Waitakere Ranges within the confines of a train without setting feet on sensitive Kauri roots. Jim Eyre. President of WTS and Chair of RFE Strategy Group.....(Posted onto Rob Gore's page.) Rob is a former chairman of Young NZ First and continues to advocate for the re-establishment of the tramlines. With the looming NZ Elections, he wants to bring our project into the spotlight again.



GLENBROOK VINTAGE RAILWAY

Thanks to over 600 generous donors, we have raised \$83,346 to support us through the immediate effects of COVID-19. With your support we will reopen again in September, and we are planning exciting new tours, experiences, and events. We are proud to be your railway, and we will support the community by committing to restart our trains. It's time for everyone to Unite For The Recovery and #SupportLocal, so we at GVR are working with local businesses and organisations to help you see and support New Zealand aboard our train. Stay tuned to hear about our new and experiences on the national rail network. Our steam trains on the Glenbrook Vintage Railway will also return, including the Counties Power Christmas Lights - Trains at Night. Stay tuned for details of our re-opening and a special celebration coming soon. With our re-opening planned for September, we are deep into our essential maintenance programme. This includes inspecting and repairing our carriages, our annual maintenance and certification of steam locomotive Ww 480, and some heavy track replacement and repairs. Your generous donations have bought us time, and with us gearing up to re-open again in September, we still need your support. You can still donate at www.gvr.org.nz, and please stay tuned for information about our upcoming trips, events, and open days.



\$83,346
Donated to date

From over 600
generous donors

Donate now and help support
our recovery and our future!

Go to www.gvr.org.nz

Glenbrook Vintage Railway
Crisis Appeal



Another money earning opportunity for GVR is the lease of a car/van to Kiwirail for the duration of the Northland Rail Line works which have closed the line north of Swanson for several months while work is done. Here is the car taken at work south of Whangarei by Linda Malcolm.

PLAINS RAILWAY

2020 - 2021 Open Day Dates.

With the entry into Covid Level 1, we can now confirm our Open Day Dates from September - May 2021.

Fun for all the Family: The Popup Playground (Inflatable Fun for the kids) will be attending, along with Loren's Coffee and Hot Food Trailer.

The Ashburton Fire Museum, Ashburton Steam & Model Engineers, The Ashburton Woodworkers and the Lynn Woodwork Museum will be Open.

September: 6 (Fathers Day), 20.
October: 11, 24 & 25 (Labour Weekend)
November: 15
December: 6 (Christmas Festival - Stallholders Welcome)
January: 3, 10
February: 14, 28
March: 14
April: 3 & 4 (Easter), 18
May: 1

Our Voluntary Staff look forward to seeing you! If you are travelling through Ashburton during the week, call in - there are usually working Members onsite who will happily show you around. Find us on Maronan Road, Tinwald.



STEAM INCORPORATED



STEAM Incorporated

OPEN WEEKEND

11TH & 12TH JULY 2020

10AM – 3PM

State Highway 1, Paekakariki

DEPOT OPEN WEEKEND 11 & 12 JULY

Join the team at Steam Incorporated for a fun-filled weekend with the family, on the 11th and the 12th of July (School Holidays) from 10am to 3pm both days at our depot just off SH1 at Paekakariki. There will be plenty to see and do – both of our steam locomotives Ab 608 and Ja 1271 will be in steam giving rides to visitors, our Da diesel-electric locomotives on display. Motor Trolley rides for only \$2! All sheds will be open for visitors to look around, and volunteers present to answer any questions you may have. Inspect progress on our heavy restoration projects, Ka 945 and Da 1471.

-
Jigger Rides - \$2
Turn a Locomotive - \$2
Workshop Tours - \$5
Steam Loco Cab Rides - \$10
Steam Loco Driver Experience - \$20

Ab 608 and our wooden cars returned home to Paekakariki on the Q4 shunt on 26 May, after an extended stay in Picton due to the lockdown.

Right: The train heading up the grade towards Pukerua Bay viewed at the Airlie Rd Overbridge - a popular position for railfans. Photo: Jacob Borich



SILVER STREAM RAILWAY

With life in New Zealand starting to return to normal for some, we are planning on having our first operating day for a while on the 5th of July. More details will be posted up in the next few days.

We are really grateful to everyone who contributed to our fundraiser while we have been closed, on Wednesday we reached our target, the funds raised have allowed the railway to continue to make some progress while our normal funding derived from train operations dried up. One of the surprising aspects of our SSR Alphabet postings on Facebook during Lockdown has been to see the popularity of each item in numbers of likes/reactions. The most popular item (just) was Ed101, so here is a painting of a brand new 101 which featured in publicity material from that time.



ONE OF THE NEW ELECTRIC LOCOMOTIVES FOR USE ON THE WELLINGTON-PAEKAKARIKI ELECTRIFIED SECTION.
(Right: 101) (Photo courtesy of: J. Borich)
(Bottom: 101) (Photo courtesy of: J. Borich)

BUSH TRAMWAY CLUB

With the easing of COVID 19 restrictions our next open day will be Sunday July 5th. We hope to



see you then.

PLEASANT POINT MUSEUM & RAILWAY

From Facebook

Ab 699 had her tender bodies removed on 6 June to smooth out the bearing journals. This heavy work was carried out by a small team.



GISBORNE CITY VINTAGE RAILWAY



Our Host Group for the cancelled 2020 FRONZ Conference and now the planned 2021 conference are looking to return to running trains over Labour weekend with trains scheduled to run on Saturday 24 and Sunday 25 October.

RIMUTAKA INCLINE RAILWAY HERITAGE TRUST

Operating days

Under Covid-19 alert level-1 the railway is open to casual visitors and Operating Days returned from Sunday 14 June.

Our next operating days are:

Sunday 12 July 2020

Sunday 9 August 2020

Under normal circumstances we operate trains at Maymorn on the **second Sunday of each month, 10am-4pm.**



WAIMEA PLAINS RAILWAY

To help anyone planning a future summer season holiday in the lower South Island. Here are our scheduled Running Dates.

Remember we are still a Developing Heritage Railway but your support will help the Railway Trust achieve its goals.

There is lots to experience at Mandeville and kids of all ages love it.

26/27 September Opening weekend

17/18 October

14/15 November

12/13 December

16/17 January 2021

20/21 February. Mandeville Fly In & Steam Festival

20/21 March

17/18 April.

For our locals - we are looking at the possibility of a seasonal pass so 'watch this space'.

each month, 10am-4pm.



Adult Day Pass \$5
Child Day Pass \$2.50
Ride as many times as you like
during the day

PICTURE OF THE MONTH



From a Facebook post by Roy Sinclair.

Recall going to the Auckland station pre Britomart. It was still in use for metro trains and the Overlander. It had a wonderful old-style concourse with tiled floor and intriguing details.

***** FRONZ CONFERENCE GISBORNE *****

***** 4—7 JUNE 2021 *****

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