



JOURNAL

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FRONZ UPDATE

Once again, the FRONZ Executive met via Zoom this month.

Issues discussed included:

Potential FRONZ training. See separate item below.

Further advice has been given to members about operation under Covid Level 2.

Executive Officer, Margaret Gordon is doing work on Insurance costs and hoping to get better pricing. A survey will be sent to members to ascertain how much Personal Liability is actually required. This will be a short survey and good response is expected so we can gauge actual needs.

Mainline operators have questioned the need for the medical requirements of our crews. This is being discussed with NZTA and Kiwirail but any relaxation of requirements is unlikely.

Work continues on mutual publicity with Australia when the "travel bubble" occurs. Planned publicity can also be focused on travel within New Zealand.

Several member groups have not yet paid their annual subscription which is due by 1 October. We understand Covid 19 has created a funding issue. Contact Treasurer Bruce Shalders at email treasurer@fronz.org.nz if your group is unable to complete payment of your subscription.

FRONZ TRAINING

Following a successful training session at Pleasant Point, another South Island operator has asked for a similar training day. It appears there is interest in FRONZ-led training around several subjects, such as shunting and hand signals, internal audits and managing Safety Systems, Communications, Air Brakes, dealing with threats to people and property.

We will be asking for further interest in these sessions which are a mix of practical as well as theoretical in nature. If there is interest shown from other parts of the country, we will certainly look at holding sessions in other areas. There will be reasonable costs only for travel and accommodation.

FACE MASK ADVICE

Things are changing regularly with Covid 19 and members will be kept updated by FRONZ as changes occur. Realistically we should expect this to continue well in to 2021 at least! At the time of writing Auckland is in Level 2 and the rest of New Zealand Level 1. In all cases it does no harm to encourage staff as well as customers to wear masks and to maintain other precautions where possible.

- Masks or face coverings (which could also be a cloth or scarf) do help prevent the spread of Covid.
- Your organisation may or may not require visitors to wear masks or face coverings. In either case, you should ensure whatever policy you have is clearly communicated to passengers. This could be done at the ticket office, or through advertising on your social media channels or websites.
- Masks or face coverings may be just one of the steps you take to manage risks. Examples of other steps could be limiting the number of people in a carriage, regular disinfecting of surfaces like handrails/door knobs and other high-contact points like Eftpos machines, or asking people not to move about the train once they board.
- It may not be compulsory so do take into account how you treat people who do not wish to (or cannot) use one, or who can't wear them (such as children).
- Social Distancing and maximum gathering size is 100 at Level 2. No distancing or number limit at Level 1.

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

TARANAKI RAILWAY STATIONS

A friend of the Editor recently undertook a road trip in the North Island – overseas cruise travel not available! – and found a nicely restored and maintained station at Inglewood and a Kiwirail “managed decline” station at Stratford. Nice work Inglewood! *Photos: Lance Wright.*



TAIHAPE STATION FIRE

A recent fire destroyed another piece of rail history in Taihape. The whole area has been cordoned off due to asbestos risk. *Photos: Lance Wright.*



FRONZ MAILING ADDRESS

The FRONZ Executive have elected to close our PO Box at Whitby, Wellington, due to the minimal amount of mail received there and to save the associated costs.

Our address for any general mail is now that of our Executive Officer, Margaret Gordon: 62 Ngapaki Street, Waikanae Beach, Wellington 5036.

We have received a few cheques from members for payments but as banks are beginning to discontinue the use of cheques it is recommended that members should look at doing their banking electronically via internet facilities. The FRONZ bank account number for any transactions is 02-0500-0478246-00.

If you are sending cheques or mail to the treasurer please direct it to: Bruce Shalders, 9 Freebairn St, Redwood, Christchurch, 8051.

WAIKATO STEAM ENGINE RESTORED BUT TIME IS RUNNING OUT TO FIND NEW HOME

From Stuff

A project to save a 105-year-old steam train engine is complete, taking 15 years and \$250,000 to restore.

But finding it a new home appears to be a bigger challenge, with costs for a new display venue coming in at \$300,000 and another option, nearly \$1 million.

The B Class Climax 1317 steam engine was gifted to Te Awamutu by former mayor, the late Jonas Smyth in the late 1950s.

The engine was used for logging in Ngaroma and Arohena in the Ōtorohanga district and is thought to have been manufactured circa 1915, one of only six imported from Corry, Pennsylvania in the United States.



It sat in Te Awamutu War Memorial Park for people to play on for 48 years until its condition deteriorated and the Waipā District Council decided to repair it in 2003.

The engine was moved in 2005 and the Te Awamutu Lions Club formed a trust to fundraise and restore it.

The trust struck up an agreement with the council to restore the Climax engine to a condition suitable for display. The Lions Club trust over the years raised \$280,000 for the project and put in about 10,000 hours of free labour so the engine's restoration could be completed.

It was stored at the council's Daphne Street depot, a building housing the parks and water reticulation teams.

The lease on the building expires in 2021, when the engine will have to be moved.

In 2019 the council commissioned consultants BECA to look at the options and seven locations were identified around Te Awamutu.

The Lions Club favoured a location next to the i-Site but it would close off views of Selwyn Park and occupy space normally used by weekend markets.

Council staff recommended it be put on Albert Park Drive where it was in a high profile location, in a "natural stopping, pause point" for those on the nearby cycle trail and walking path.

The council had \$100,000 to move the engine into a new home, set aside in its long term plan.

The council's strategic partnerships manager Gary Knighton's report to the Te Awamutu Community Board, said it would cost about \$20,000 just to move the engine from the depot to a new location.

"This would leave \$80,000 for site investigations and a seeding fund for a suitable building."

More money would have to be raised as estimates for a new building to display the engine raised the eyebrows of community board members who met by audio-visual to hear Knighton's report.

He said Lions Club obtained estimates of up to \$300,000 for a semi-industrial style building while BECA estimated a cost of \$1 million for a suitable structure on Albert Park.

The community board heard Mystery Creek didn't want to host the engine.

And it was unlikely the Lions Club would let it out of the district, to go to a museum like Motat in Auckland, after spending so many years and money restoring it.

In the end, the community board agreed to support moving the engine to a site next to the Band Rooms at Albert Park. It would need permission from New Zealand Transport Agency because it was near Albert Park Drive, a state highway. The board also recommend Waipā District Council staff investigate the corner of Arawata Street and Scout Lane, the car park of the Bunnings store which closed in August, as an alternate location for the Climax steam engine.

This site was once owned by Jonas Smyth and so it had a connection with the engine.

Editor's Note: The Climax 1317 restoration group was a member of FRONZ until recently while the restoration work on the locomotive was taking place. This has only been a "cosmetic" restoration. There were no plans to restore it to running condition.

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

STEAM INCORPORATED

Steam Incorporated ran an excursion to Masterton on 13 September by running as the Sunday Steam Express, replacing the Daffodil Express due to the Daffodil Festival at Carterton being cancelled due to Covid-19.

Locomotives are Ab 608, and banker Diesels Da 1410 and KiwiRail DFB 7322 through the Remutaka tunnel.

Congratulations to Steam Incorporated for accepting the challenge of running this trip under Covid Level 2 restrictions.

In spite of the impressive length of this superbly presented heritage train, this year's occasion presented a financial challenge thanks to COVID 19 and the necessary restrictions.

Normally, after dropping the passengers to pick daffodils at Carterton (picking cancelled because of COVID) the train would pick up another 400 folk for the short ride to Masterton and back. Not possible this year because no empty seats were available as so few were vacated at Carterton.

Only 300 in total could be accommodated on the train from Wellington because of personal-distancing requirements rather than the usual 500 customers.



Above: DFB 7322 and Da 1410 lead Ab 608 into the Rimutaka Tunnel seen passing through Maymorn. Photos: Ben Smith.



Left: Over the Hutt River at Silverstream. Above: Ab 608 speeding through Ngauranga on the return to Wellington

PAHIATUA RAILCAR SOCIETY

****Announcement** 2 September.**

The team at the Pahiatua Railcar Society are pleased to announce that we have secured from KiwiRail, Silver Fern Railcars RM 18, 24, 30 for preservation. We are currently making the necessary arrangements for their relocation to Pahiatua.

This is an exciting development for the society and the heritage sector, further details will be made available at a later date.

You can support the Pahiatua Railcar Society by making a tax-deductible donation below.

<https://givealittle.co.nz/org/pahiatua-railcar-society-inc>

Photo: Robin Simmons



GISBORNE CITY VINTAGE RAILWAY

Work has continued on getting Wa165 ready for the summer season. (With the number of caravans and motorcaravans that have been sold in the last few months, we are guessing that there are going to be a lot of NZ'ers spending their summer holidays touring NZ.) The boiler plugs (fitted with new sacrificial anodes) have been refitted, the "final" cleaning of the smoke-box carried out and the modifications to the water flow valve from the service wagon to the steam loco finished. The cab floor rust remedial work has also been completed. As a result of the rust that we found underneath the wooden flooring (caused by a mixture of coal dust and moisture), we plan to lift the wooden flooring regularly to inspect the metal cab floor. The repairs to the wooden flooring (which was lifted for the first time since being manufactured 20 years ago) have been completed and it has been refitted. The "final" winter job of rust removal and treatment of the coal bunker floor on the rear of the engine has started.

Minor repair jobs have been started on DSC2759. Some of the work is purely cosmetic, but some cracking found around the No.1 cow-catcher has been repaired and the buffer rubbing pads have been replaced. Rust removal and rust preventative treatment in various areas has started.

A busy Labour Weekend for us will include "Steam, Spies and Sabotage" - a WW2-era murder mystery which takes place on a

steam train travelling from Gisborne to Muriwai. Our crystal ball tells us that the mystery will continue on and off the train at Muriwai and even the return trip to Gisborne may not be peaceful! We are also told that the mystery will commence with the departure of the train at 5pm on Saturday 24th October from Gisborne Railway Station - assuming that a certain pandemic will permit us to operate. No crystal ball available about that one! *Photos from GCVR.*



WEST COAST HISTORICAL AND MECHANICAL SOCIETY - SHANTYTOWN

Shantytown reopened to the public at queen's birthday weekend in level 2 and due to Covid-19 we have been running a reduced train service of 3 trains a day with the diesel (Tr107) this has worked well for us to date, moving forward we will continue to run the Diesel outside of school holidays with steam running in the holidays until we understand what the new normal will be as we move forward.

We have taken advantage of the reduced numbers of trains to do extra track maintenance, one of the extra track projects has been rebuilding a point in the railway yard, also we continue to do spot resleepering of our mainline. One project before reopening under level 2 was a major cut back of the trees & bush along the length of the mainline at Shantytown, this took over 2 weeks to achieve.

The last few years have seen some large projects undertaken with two locos having 10-year boiler tickets & overhauls done, we have also overhauled the bogies on both of our carriages as well. Projects moving forward are fitting new tires to the Kaitangata locomotive after we source them, a major upgrade of the mainline track is also being planned with funding & materials starting to be sourced.

Planning is underway for Shantytowns 50th birthday on the 23rd January 2021, it should be a great day with lots of interesting things taking place. We will let people know about the birthday events as the plans for the day firms up.



AUCKLAND DOCKLINE TRAM

The Auckland Dockline Tram is embarking on a campaign for the future.

Their web site is www.theaucklanddocklinetram.nz and worth a look.



WAITARA RAILWAY PRESERVATION SOCIETY



From Facebook

Our Dsa loco Portland 11 is pretty much restored on the outside and was taken for a short trip for a photo shoot recently. In its original Portland Cement livery, it gleams in the Taranaki sunshine.

Now the restoration process goes inside to complete the electrical installations and other systems to be ready for running by the end of the year.

WAIMEA PLAINS RAILWAY

From Facebook

What's new - our 5 DAY PASS for this Summer Season.

At present we have 16 Running Days scheduled until the end of April 2021.

So why not take advantage of this offer and plan some family outings.

Adult Pass \$20 or Child \$10 (Normal Day price is Adult \$5 & Child \$2.50)

These are available for purchase online or instore at Mandeville. Remember your ticket helps the Trust to continue to grow the Mandeville Project.

Buy now online and choose collect at Mandeville, for your postage option and simply pick up when you next visit K92 & the Crew.

Locomotive Cab Rides are also still available for \$25 - simply purchase on the day (Conditions Apply).

Running dates will be listed as Facebook events.



NATIONAL RAILWAY MUSEUM OF NEW ZEALAND



From Facebook

One of the two larger items the NRMNZ plans to exhibit in our initial setup display at Ferrymead, is this rather historic locomotive. This is Tr 190 (TMS Tr 943) one of 9 of the final batch of NZ Railways built locomotive's completed at Hillside Workshops Dunedin between 1973 and 1977. This loco has the 2nd to last Hillside builder's number no 457. These locomotives were powered by a Gardner 6LX engine producing 150hp or 112kw.

For the last few years our Tr has been getting a thorough cosmetic overhaul courtesy of the team at Mainline Steam Sockburn and has been recently painted back into its original NZR Red. We hope to have this locomotive transported back to Ferrymead in the not too distant future. *Photo's: Colin Barry.*



CANTERBURY RAILWAY SOCIETY

From "Branchlines"

In the last couple of months, close to 1300 visitors to the Park have ridden and enjoyed their time on our collection of passenger carrying rolling stock. During this period, we changed how visitors pay to ride our trains. Previously, it was part of the Park admission and people just boarded a train, rode it, and then got off. There were no tickets issued, so there was not much interaction between the guards and passengers. This has changed dramatically in the past two months. We are now handling all train tickets "in house", the majority from Moorhouse Station. This has had the added benefit of opening up the Moorhouse Station building to the public, which has been well received. Especially during the Night Market running, when a number of visitors had never seen a fire burning in an open fireplace! Again, the behind the scenes work involved for this to happen almost seamlessly is a huge credit to Rachel Tucker, Michael Leefe and Lisa Scott. They built ticket booths, organised tickets, and set up the facilities and the all-important Eftpos machine. There is also now a requirement for the guards to do the traditional ticket nipping throughout the train. This is another experience that a growing number of visitors would not have experienced in their daily lives, and it also gives our visitors a souvenir ticket to hold onto.

The above is a good example of how a visit to a rail heritage site can offer a complete experience. Not just a quaint train ride. Well done CRS! Editor.

Photo: F13 (Peveril) returns to service after boiler examination.

This 148 year old veteran was back into action on the last Friday and Saturday of August with Murder Mystery services. Photo: Peter Jenkinson.



WELLINGTON TRAMWAY MUSEUM

From "Tramlines"

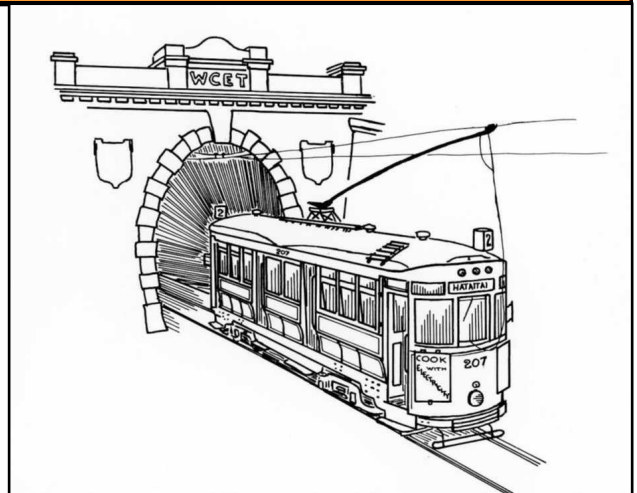
TRAM No.207 – The Restoration Project

Plans for the restoration of Mark II Double-saloon Tram No.207 are gaining momentum.

The Conservation Plan, detailed on page 7 of our May-June 2020 Tramlines, has supported an application to Lotteries Environment & Heritage for funding which if granted will, along with WTM's own contribution, cover the first stage of body restoration.

The first stage comprises all the structural components of the body – essentially the timber frame and the roof. If our funding application is successful, the tram body will be taken to commercial premises off-site where mainly skilled structural work will be carried out.

On completion of this work the tram body will be returned to the Museum and members will continue with interior and exterior body work. *Drawing by Graham Stewart*



Left: No, not running in multiple, - but a fine shot of our four operating trams waiting to officially open the upgraded Rangers' Crossing on 19th July. From front 159, 239, 151, 260. Photo: Allan Neilson

OAMARU STEAM AND RAIL



Following a six-week trial period, our special "Ride for a Donation" results have been tallied. Passenger counts for the six weeks nearly doubled (510->990) and income was up 50% over last Winter. In addition, our volunteer crew is more engaged while they are kept active with the increased passenger loads, meaning the day goes by quickly and the team has more fun.

What started as a way to achieve contactless ticket sales during Covid-19 Alert Level 2 has resulted in an improved operating model for the slower Winter months. Thank you to everyone who helped make this happen. We appreciate it!

I know we featured Oamaru last Journal but if there was a prize for most successful post-Covid running they would get it. Well done Oamaru! Editor.

WEKA PASS RAILWAY

Funds needed to complete railway workshop project.

The Weka Pass Railway is undertaking an ambitious construction project in the midst of the Covid-19 pandemic.

The project, one of the most significant undertakings of the Weka Pass Railway in recent decades, is currently under way - the construction of a new 52-metre, 2 road carriage maintenance depot and undercover storage shed.

The new facility will provide the railways volunteer carriage restoration teams a designated and specialised area to work on their projects. A proper woodshop is long overdue! The railway's fleet of 50-foot carriages, guards vans, and service wagons will be able to be worked on separately, freeing up space in the main workshop which is better suited for the mechanical engineering team.

The current, very small woodshop in the main workshop will be able to be replaced by a machine shop and workbench, increasing the productivity of both volunteer groups, who work 'together but separately' to achieve the society's common goals.

Matthew Morison, the railway's marketing manager and keen Weka Pass enthusiast, comments that the importance of this project may be undermined by the general public.

"When people think of the Weka Pass Railway, they may just think of our 1909 steam engine, or maybe our heritage diesels. However, they may spend most of their visit riding in our equally important 1930s carriages."

"The more carriages we can restore, the more people can experience the joys of a heritage train ride, and the more the local economy will benefit."

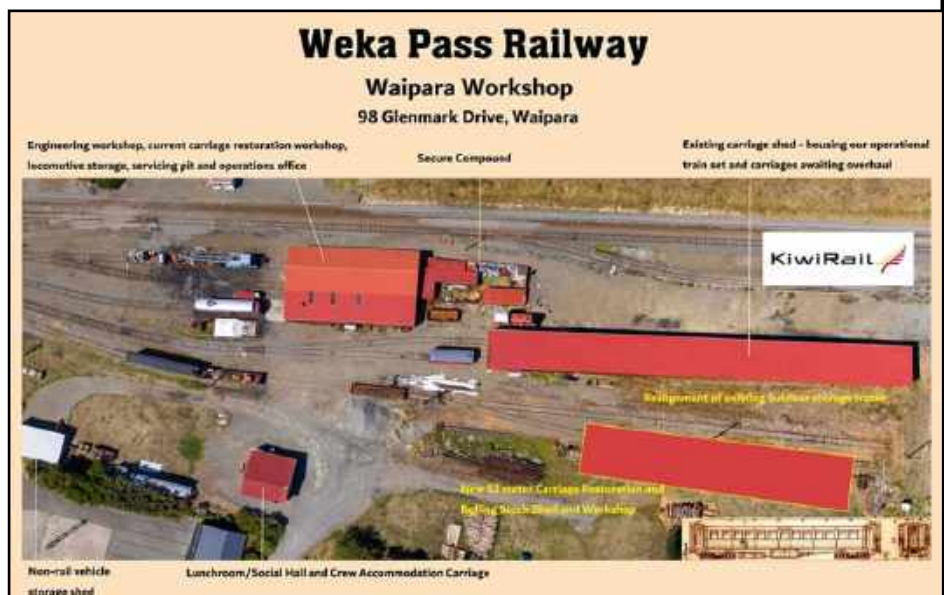
At present, the capacity of the heritage train is capped at 113 passengers with 3 carriages in action.

In addition, the shed will provide the Weka Pass Railway with more undercover storage, to preserve the integrity of the lovingly restored wagons.

"We have set up a Givealittle campaign to help fit-out this shed with water supply, drainage, electrical supply, internal wiring, lighting and fire detection. The sooner we can raise funds for these vital projects, the sooner we can complete our project".

The project is hoped to be completed in the next 6 to 8 months.

To support the railway, to view an overview of the project and to find out more, head to wekypassrailway.co.nz



LUMSDEN HERITAGE TRUST

From Stuff

Hidden passenger carriage recovered and will become railway information kiosk in Lumsden

An 1883 wooden passenger carriage, hidden behind an old shed and under a macrocarpa tree, has been recovered from a western Southland farm.

The carriage had been on the Wairio farm since 1954.

Farm owners Wilson and Phillippa Montgomery said the carriage was already on the property when they bought it in 1963, and their children used to play in it.

Lumsden Heritage Trust chief executive John Titter had been looking at another carriage to use as an information kiosk at the Lumsden railway precinct, when he was told about this A Class 199 elevated roof passenger car.

The Montgomerys gifted the carriage to the trust.

On Monday, contractors spent the day preparing the site, demolishing the old shed and clearing overgrown tree branches so the crane could get access.

The removal of the carriage began on Tuesday at 8am and by midday, it was on blocks in Lumsden, awaiting restoration by Lumsden carpenter Gordon Lawrence.

"I wouldn't have taken it on without him," Titter said.

He hoped the carriage would be ready for use in about six months.

The plan was to use it as an information kiosk, telling the story of the V class locomotives, salvaged earlier this year, and other information about the town's railway history.

The cost of the recovery and refurbishment was already covered in the trust's business plan for the recovery of the locomotives earlier in the year.

The passenger car salvaged on Tuesday was built in Christchurch by New Zealand Railways in 1883.

The 12-metre wooden car was a composite – half first class, half second class, and was sold to the Ohai Railway Board in 1941.

It remained in use there until 1952, when it was transported to the Wairio farm.

Titter said no-one was sure how it got to be there, as it would have required some heavy lifting.

Earlier this year, the trust salvaged two nineteenth century V Class locomotives from the mud at Mararoa junction.



DUNEDIN HERITAGE LIGHT RAIL TRUST

The Tramway Historical Society monthly newsletter "Tracts" has printed some very positive news from the Dunedin Heritage Light Rail Trust, much of which is reported here.

Mornington Grip Tram 103 – Don McAra

The cable car group reports the good news that the funding for the manufacture of the wheelsets for Dunedin Grip Car #103, applied for by Don last February, has now been deposited into the THS bank account. Two Dunedin Trusts, the Alexander McMillan and A.A.W. Jones Trusts, have kindly granted a total of \$27,000 to have patterns made for the wheels and runback brake ratchets. These grants were made on the understanding that #103 when complete will join the cable cars we have already leased to the Dunedin Heritage Light Rail Trust.

The grants were based on the cheapest quote received. This was from long standing railway engineering workshop A&G Price Ltd. When cast in steel of appropriate hardness, the wheels are to be pressed onto axles onto which the runback ratchets will be already keyed. Lawry Cooper has provided Price with the drawings and data needed. He is now in full consultation with the Price staff discussing the standards required for the best possible outcome. Price assures us that these will be the standards required by NZ Rail for whom they have continued to supply wheels over the years. They still work to maintain the standards they have used since the days when they turned out whole railway locomotives in days of steam.

The first deposit of \$8,000 has been sent to A&G Price which has enabled them to start work.

CHRISTCHURCH TRAMWAY

From Facebook

Come and join us on Labour Day to celebrate the Christchurch Tram's 25th anniversary!

We'll be offering a 25% discount off adult Tram tickets for the day (don't forget kids go free!) along with free entry for the first 25 people through our booking office doors, as well as giveaways throughout the day. Plus we've got some great local businesses joining in with special offers!

Join us on the trams between 9am and 5pm on Monday 26 October to celebrate 25 years of trams on the tracks!



BLenheim RIVERSIDE RAILWAY

Some amazing photos of Donald added taken on Fathers Day 2020. *Photos by Helen Nickisson*



PROJECT STEAM MIDDLEMARCH - THE PROSPECTOR

From Facebook

Working bee today and the team feels great achieving something good during the vacuum of the Dunedin City Council decision making about Dunedin Railways.

Why we had to replace this section of track is really interesting. This section was where the sheep wagons sat and all the urine dribbled onto the track over the years contributed to the Rail web failure.

This was a great exercise to maintain the back road track fit for the purpose of moving the Hillside carriage A 714 under cover for restoration assessment.



STEAMRAIL WANGANUI



From Facebook

The restoration of A.G. Price loco 212 (ex Imlay Works) at SteamRail is coming along nicely. Now looking really good in the new red paint with windows now back in and number plate on the side.

WESTERN SPRINGS RAILWAY

From Facebook

Boiler Surveys: Annual boiler inspections for Y542, F180, the Fowler traction engine and the Wallis & Steevens steam roller were completed on Thursday 3 September and all 4 boilers are now fully certified for another year's operations. Whilst the boiler inspector was on site, he also took the opportunity to inspect work currently underway on a number of the other boilers in the workshops.

Marshall Portable: Re-staying of the Marshall portable is now complete. Unfortunately, a leaky fusible plug prevented a hydraulic test whilst the boiler inspector was on site and this component is currently in the process of being replaced. The good news, however, is that the boiler was pressurised to 100lbs/sq.in. and all of the stays themselves look to be completely watertight. Work this week has focused on the replacement of the engine's exhaust pipe which was in very poor condition and had been pieced from many sections of pipe over the years.

Threading tool: In order to repair the Marshall portable engine's exhaust a large threading tool had to be overhauled to enable threading of the ends of the pipe. This large old piece of equipment has sat on the shelf for many years and is capable of threading pipe between 2.5" and 4". A full strip-down and service saw this tool returned to a usable state and it will now be available whenever we need to thread large sections of pipe.

Bertha: Almost all the rivets have now been installed in Bertha's firebox- the firehole ones are all done and there's just one to go on the foundation ring. Work at the firebox end will now focus on the installation of the patch-bolts on the corners, caulking of the foundation ring and the installation of stays. Meanwhile, the next batch of riveting will see the rivets installed in the front tubeplate which is already all set up and ready to go.



Oberursel: The exhaust system for the Oberursel has been completed.

Top: F180 and Y542 in steam on 3 September for boiler inspections. Left: The Marshall portable engine showing the completed stays. Right: Bertha's firebox showing the newly riveted sections



GLENBROOK VINTAGE RAILWAY

From "YARN"

Over the years it has been discussed a number of times at Board level, about removing the pine trees from just south of Pukeoware Depot through to north of Cornwall Road. These last few weeks has for the first time in GVR history seen the railway running log trains! The change of landscape and the amount of daylight now shining onto the track from Goddard grade up and under the Shakespeare Rd bridge and down towards Cornwall Rd is amazing. The removal of the trees has had a twofold impact – the railway will receive a substantial pay-out for the trees and with the trees gone, there will be no more pine cone needles to litter the track and thus the state of the track will be improved. Importantly from a passenger perspective the view will also be more pleasing to the eye and again changes the landscape for photographic purposes.

The photos show the area cleared of trees and the GVR log train in action. Sadly the logs are transferred to trucks for onward transport!



FUTURE MAINLINE EXCURSIONS

With several of FRONZ mainline groups recommencing mainline operations we are reinstating our future excursions page. Good to see groups getting back on the mainline.

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 scottos-mond54@gmail.com.

Glenbrook Vintage Railway Scenic Rail

12 October – 22 October North Island Train Tour.
14 October Hamilton—Taumaranui return.

Steam Incorporated

25 October Heartland Flyer. Paekakariki to Woodville return. Steam.
6 December Christmas Grand Circle. Paekakariki—Woodville—Masterton—Paekakariki—Palmerston North. Diesel.

Pahiatua Railcar Society

3 October Manawatu Gorge Shuttles. Woodville to Ashurst return.
4 October Round The Hills. Palmerston North to Wellington return via Wairarapa returning via Manawatu.
4 October Paraparaumu Manakau return.

Gisborne City Vintage Railway

Gisborne to Muriwai
24 October (two trips)
25 October
21 November
22 November
27 December
28 December
3 January

Feilding & Districts Steam Rail Society Inc

18 October 2020 Feilding to New Plymouth return KR Diesel

CLASSIFIEDS

PLASTIC SLEEPERS - BUSH TRAMWAY CLUB

BTC are enquiring if anyone knows of a supplier in NZ that sells new plastic/recycled sleepers. Any answers please direct to secretary@bushtramwayclub.com.

PICTURE OF THE MONTH



DCS IN TIMARU

DCP 4559 & DC 4853 arrived in Timaru on the front of train 925 Wednesday 26 August, doing vibration tests etc.

Here is a photo of them going back to Middleton, details are Train 934 on No 1 road in Timaru awaiting departure, Locos are DCP 4559, DC 4853, DFT 7092, DFB 7241.

This class of locos are now getting exceedingly rare, and several are being preserved by FRONZ members.

Photo: Tony Cameron

***** **FRONZ CONFERENCE GISBORNE** *****
 ***** **4—7 JUNE 2021** *****

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