



JOURNAL

OCT 2020
ISSUE # 204

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 Update	1	Christine Johnson	3
Trans-Tasman Bubble	2	News From Our Members	4
Shannon Station	2	Future Mainline Excursions	13
Edmondson Ticket Printing	3	Picture of the Month	14

FRONZ UPDATE

This month's FRONZ activities in support of our industry include:

FRONZ Executive Officer Margaret Gordon attended a workshop sponsored by Waka Kotahi NZTA, and attended by a number of other industry groups to identify issues complicating proposed Land Transport Legislation. It was important to be there, but the takeaway was the amount of bureaucracy we are up against. There was nothing proposed to improve confidence in Heritage rail and nothing on actions and accountability.

Margaret has also done a lot of work on establishing FRONZ member's insurance needs with the goal of ascertaining a better and more appropriate cost structure based on member requirements. A short survey has been circulated with a November 15 return deadline. Please complete it for your organisation as we strive to get the best insurance deal.

We are considering a post-election approach to ministers about our role and value to the community. During the election campaign (see photos), FRONZ President Grant Craig meet with Julie Ann Genter the Greens Associate Minister of Transport at the Dunedin Railway Station. We discussed what FRONZ does and who we represent, network access, Wairoa to Gisborne, Dunedin Railways, regional and suburban services. A very positive meeting.

Work on publicity for the combined Australia-New Zealand "Travel Bubble" is continuing with posters about to be printed. See article on page 2.



The FRONZ Executive also discussed a request that minutes of the Executive meetings should be circulated to all members. We did look at several options such as holding part of the meetings in "confidential" mode or redacting inappropriate information for publication, but have decided not to circulate the FRONZ Executive Meeting minutes at this time.

There are several reasons for this including:

- Minutes are a record of discussions, correspondence or queries received, answers given, and decisions made. Board members need the freedom to express their views even if they are minority views on the Board.
- Privacy issues, including personal information about members and former members. Information about people other than members such as individuals to whom service organisations give assistance. Individuals can only access information about themselves under the Privacy Act, not information about other people.
- If any member has particular concerns about any matter under discussion by the board, they should be more specific in their requests.
- The Journal does the job of publicising, in general terms, the issues the Board has been confronting.



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

FRONZ TRANS-TASMAN INITIATIVE

In May 2020 FRONZ was approached by Vicki Parker, from the Pichi Richi Railway Preservation Society Inc, South Australia. Vicki was interested in establishing a Trans-Tasman collaboration post COVID-19, whereby FRONZ members would promote the Pichi Richi Railway. In addition, the Pichi Richi Railway sought advice and direction from FRONZ members who were performing maintenance tasks at level 3 and then operating under level 2.

This led to the FRONZ Executive taking this a step further, and undertaking a Trans-Tasman marketing campaign, jointly involving the Council of Tramway Museums on Australasia (COTMA) and Australian Tourist and Heritage Railway Association (ATHRA). The marketing material has been led by FRONZ in association with COTMA and ATHRA. A page on the FRONZ web site is in the process of being established which in addition to directing interested persons to our members activities, will feature a promotional video, produced by Majik Video Systems.

The initiative has been received warmly and with open arms from our Australian neighbours. FRONZ see this as an effective way to promote FRONZ member's activities to a broader audience and vice versa.

Frequent Zoom meetings with the chair of ATHRA, and executive members of COTMA, resulted in the selection of images being decided upon which suitably showcase their members activities and uniqueness. The same process was undertaken by the FRONZ executive. An innovation for this marketing campaign was the introduction of QR codes which direct interested parties to the organisations member's page.

THINKING OF TRAVEL IN AUSTRALASIA?

HERITAGE TRAMWAYS & RAILWAYS OF AUSTRALIA AND NEW ZEALAND

FOR A FULL LIST OF HERITAGE RAIL AND TRAM ATTRACTIONS GO TO OUR ORGANIZATION WEBSITES






Council of Tramway Museums of Australasia
COTMA represents some 25 Australasian Tramway Museums. Established in 1975, it promotes heritage and fosters excellence in Museum practice and presentations.
Our Members operate historic electric tramways in most Australian Capital, five regional and four New Zealand cities including some with a steam tram or replica cable car operation. They provide passenger services in most cases or enable a static display where you can board and relive the days where, if you lived in a metropolitan area, you most likely travelled by an often crowded smoke filled tram to work, shopping or the theatre.
Some of our members even have Conductors that will sell you a ticket for a ride on the vehicle and pick you up at a tram stop.



www.cotma.org.au



Association of Tourist & Heritage Rail Australia
The first steam train in Australia ran in 1854, and around our country there are more than 70 heritage railways and tram organisations, located in all the states.
Many of the old steam engines, trams and trains are running, providing enjoyment to thousands of visitors and volunteers.
Heritage railways preserve, educate and provide opportunities for trades and skills training for the benefit of future generations.
You can experience, first-hand, the history of our heritage and tourist railways around Australia.
Our railway history is alive today, so now's the time to visit, ride it and see it yourself.



www.greatrailscapexperiencesaustralia.com.au



Federation of Rail Organisations of New Zealand
FRONZ was established in 1975 to represent heritage rail organisations and today has over 70 member groups.
Our groups cover a wide range of interests, including:
• Rail organisations that operate trains on the national network.
• Railway and tramway organisations that restore and operate heritage steam, diesel and electric locomotives, railcars and trams.
• Tourist organisations operating trams and trains.
• Rail carts.
• Museums and historic station precincts.
• Service providers and governance organisations.



www.fronz.org.nz





SHANNON STATION

Continuing a look at lower North Island Stations here we have some recent images from the well-maintained Shannon Station. *Photos: Lance Wright.*



EDMONDSON TICKET PRINTING



Bill Prebble from NZ Railway & Locomotive Society has found a local printer of Edmondson tickets still used by Metlink in Wellington. This may be of interest to groups who want to continue to use the traditional card tickets.

Metlink in Wellington are the last New Zealand public transport provider still using the old fashioned Edmondson-style cardboard tickets. However, Covid-19 has advanced GWRC plans to introduce a contactless payment system, with GWRC planning set to introduce Snapper cards to the Wellington metro network early next year.

This will mean an end to the traditional Edmondson style ticket which has been in vogue on New Zealand's railway systems since the 1870s.

The printer of these tickets however has stated they will retain the printing equipment and is happy to quote groups that still use Edmondson tickets. They can offer tickets printed plain black, part colour, full colour, numbered, etc

We are aware that some groups have had their Edmondson tickets printed in Australia. Hopefully this local option may provide some fiscal savings and simpler logistics.

Contact detail for the printer –

Wayne Mallo

Valley Print

PO Box 38181, Wellington Mail Centre

wayne@valleyprint.co.nz

(04) 568 5451



CHRISTINE FIONA JOHNSON (NEÉ BROWN). 1961-2020. By Michael O'Leary

Born 05/12/1961 Taumarunui - Died 12/09/2020 - Wellington - aged 58.

From Taumarunui her family moved to Woburn, Lower Hutt, where she attended Hutt Valley Memorial Technical College. Christine came from a 'Railway Family', her Grandfather and her father as well as two of her brothers worked for the railway, so it was a natural choice of employment when Christine left school and joined the NZ Railways aged 16 in 1977, working in the Chief Civil Engineers Office, Wellington. And true to form two years later she married fellow railway worker, David Johnson, in July 1979.

After being made redundant from the Railways in March 1989, Christine started work at the Locomotives Engineers Union in May 1989. After that she worked for the Combined Union of Railway Employees until again she was made redundant in September 1994. However, this did not stop her interest in railways. From 1994 until her recent death Christine Johnson has been a celebrated name among rail people throughout Aotearoa New Zealand. Her continued promotion of rail heritage programmes and encouragement in rail travel through her articles and books are widely known and celebrated among the railway whānau.

Several examples come to mind. For example, she spent 30 plus years volunteering at Steam Incorporated at Paekakariki, working on locomotives, (unusual for a woman), running the Souvenir Shop, as well as being Secretary and Organising Excursion trips. She also spent 20 plus years on the original Station Museum Trust, which included saving and restoring Paekakariki Station and opening of the museum, which today plays such an important part in Paekakariki's identity, and in 2008 she was instrumental in raising money and eventual return of one of the original Signal Boxes to the South end of the Paekakariki Station platform.

Also in 2008 Christine Johnson assisted ONTRACK RAILWAYS CORPORATION in celebrating the 100 year anniversary of the North Island Main Trunk (NIMT), including co-authoring a book for the occasion, having in 2003 organised the running of a special train to commemorate the 50th Anniversary of the Tangiwai Rail Disaster. Including arrangements for the Governor General to travel on the train. This involved, among other things, meetings in Whanganui, Karioi Timber Mill, Ohakune Marae.

Among some of her more recent achievements, in 2009 she assisted ONTRACK and Main Trunk Rail with the train running and opening of the Hapuwahenua Viaduct walkway, now a major tourist attraction. In 2009 Christine assisted the Department of Conservation and Main Trunk Rail with information for the Ohakune Rail Trail walkway, and in 2010 she received the Rail Heritage Restoration Award for the Paekakariki Signal Box. In 2015 she was instrumental in the creation of Betty Perkins Railway Crossing for the safety of our young people going to school. Christine Johnson always had a great love of Paekakariki and she was one of the first people elected to the 1st Paekakariki Community Trust which was created for the community by the community.

Her works include photographs published in many magazines, journals, and calendars, and she assisted with information for a television documentary about the Tangiwai Disaster. Her main publications are: **Learning the hard way:** Railway accidents in New Zealand since the 1920s; **Main trunk: portrait of a railway:** A Celebration of 100 Years of North Island Railway History.

Thunder in the Mountains: about the railway between Paekakariki and Pukerua Bay. (Completed from her hospital bed 2 weeks before passing away). Available from Paekakariki Station Museum. E-Mail: pspt@stationmuseum.co.nz. \$45 (including postage).

Many readers will recall the days before Facebook when we all got our railfan news from Yahoo Groups. One of the main ones was owned by Chris, and had many posts of NZ railway activities daily. Always worth an hour or so of one's time. Editor.

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

PLEASANT POINT RAILWAY 50TH CELEBRATIONS

Bryan Blanchard has reported the celebrations for us.

We did not know till Monday afternoon, 21 September, that we could operate, as it had already been cancelled when we first planned to celebrate it during March 2020. The New Zealand Government dropped the Covid-19 Pandemic, from level 2 to Level 1. We can now operate safely. It was a mad scramble to get everything underway for the following Sunday. Special souvenir tickets printed, an Anniversary cake for the special dinner at 5pm, a headboard to be mounted on the smoke box door of Ab699, plus publicity on the event and lots of other jobs that needed doing.



The day started off with light drizzle and wind, but later in the day we had nice sunny weather.

In attendance in the afternoon and evening were the Mackenzie Highland Pipe Band who have been very loyal to the society over many years performing at our events, as well as Brian Smith and LEEANNE Pateman, with their vintage operating small stationary engine display.

We had many visitors come during the day and evening to ride and photograph what was going on.

Our two steam locomotives operating were from 1922, Ab699, D16 from 1878, as well as our 1925, Ford Model T replica railcar.

The Pleasant Point Lions Club were there with their sausage sizzle, the Coffee Lady, and up

from Oamaru, Lyn Gosling, with her face painting, and husband Les with his free bags of popcorn for the children. The bouncy Castle proved very popular for the young children and the revamped model railway and vintage cinema also was enjoyed by a lot of the visitors.

The evening operations starting at 7pm, again with a lot of visitors, young and old, and was good to see Ab699 and the Ford T rail car operating. They made a grand sight operating in the dark.

Well, it was a great celebration – a joint effort by an enthusiastic staff, working during the day and evening. We received a large number of comments on the event and how well it was operated and how well our operating fleet looked. It was the half-birdcage carriage's first use since its overhaul, the first since it started operating on our railway nearly 30 years ago. When we got it, it was a holiday batch at Mt. Somers.

We had an evening meal at 5pm put on by Shirley Burt with 32 there, a special commemorative cake, with an icing photo on it of the Pleasant Point station and Ab699 taken round 1975. It was cut by the last of the foundation members who have worked though since the society was formed in February 1970, Bryan Blanchard and his wife, Marian.

Photo above: Ab 699. Tony Cameron. Right: D16 (Top) and the Ford Model T Railcar. Bryan Blanchard.



PLEASANT POINT RAILWAY 50TH CELEBRATIONS . Continued

On Sunday 27 September 2020, with COVID 19 restrictions eased back to Level One just in time, the Pleasant Point Railway & Historical Society were able to celebrate their 50 years in the South Canterbury town.

The celebrations included day-running between 10:30 and 4:00 pm, a Jubilee Dinner at 5:00, and then evening and night running from 7:00 until 9:00 pm. Many locals took the opportunity to enjoy a ride back in time

and they were joined by folk passing through the town on school holiday ventures, all adding to the atmosphere and to the success of the commemoration.

Before the Jubilee Dinner in their clubrooms at Keane's Crossing, some of the railway and train operating crew paused for photographs in front of the other stars of the day ~ the Model T railcar, Ab 699 and D16.



From the left: Bryan Blanchard, Les Coombes, Dowell McLeod, Josh Granger, Daniel Smith, Thomas Kissell, Eric Bindewald, Bill Noble, Stewart Frew, Kyro Brook, Leon James and Nicholas Harris.
Photo: D.L.A. Turner.



Above: Some members from the Society's early years and foundation 50 years ago were able to reminisce at the Jubilee Dinner in the Society's clubrooms at Keane's Crossing. Photo: D.L.A. Turner.

Right: Bryan and Marian Blanchard cut the Jubilee Cake. The icing on the cake illustrated the museum site in the early years after a veranda had been added to the former Pleasant Point railway station and Ab 699, saved from the scrapper's torch, put on static display under the veranda. Photo: D.L.A. Turner.



BUSH TRAMWAY CLUB

Bush Tramway Club has started work on restoring Heisler 1082. This geared loco, built in 1903, had a long service life in Ongarue. The BTC bought it in the mid-sixties and operated it at Pukemiro Junction until the mid-eighties, when it was withdrawn due to boiler issues (tubes & stays). Recent surveys have shown that relatively little work (and about \$40,000) will fix the boiler. The boiler shell is in good condition. We have had new tubes for it in stock for several years, but the stays need making from scratch.

So, to summarize, if we fix the boiler then the loco WILL "go"....it will need some subsequent mechanical work etc. but it is a relatively "cheap" restoration.

As always, funding is an issue - see www.bushtramwayclub.com for details about donating, and also the new Facebook page "Heisler 1082 Appeal" which is still being developed.

As of 5th October 2020, our fundraising has reached \$2494.59, and we thank everyone who has contributed to this project. We have also received a \$5000 grant, and so making new boiler stays can now commence!

The photo shows the Heisler after being stripped down in September 2020 for boiler repairs.



CANTERBURY RAILWAY SOCIETY

From "Branchlines"

Pat on the back time from Branchlines Editorial. Thankyou Wayne.

Some of you will be aware our Society is a member of the Federation of Rail Organisations of New Zealand (FRONZ). Membership of FRONZ is open to a variety of organisations including those operating trains on the national network; railways and tramways restoring and operating heritage locomotives, railcars and trams; tourism enterprises operating trams and rail carts; museums; and station precincts. FRONZ publishes a journal which regularly appears on its website towards the end of the month <https://www.fronz.org.nz/journals>. Compiled from the newsletters and Facebook sites of its constituent members, Scott Osmond who is its editor, does an excellent job of keeping readers informed about current events. So, if you are planning a holiday trip over the summer why not download a current issue of the journal and find some interesting places to visit. In this way you will help revive the tourism sector and assist the recovery of other rail heritage organisations from the financial setbacks they have experienced from the COVID-19 pandemic. Wayne McClintock

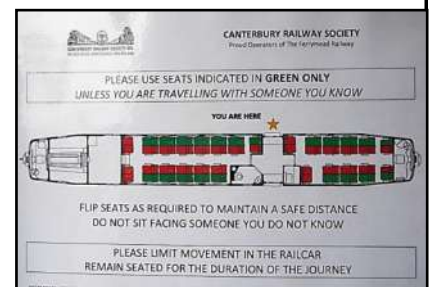
The HOD Committee have added a Safety and Compliance Manager to the Management List, and I am pleased to report Michael Hobbs has accepted this position. Michael's new role is to assist the General Manager by ensuring our railway operates in accordance with our Safety Case and Safety System. His responsibilities include providing the necessary advice and assistance to all departments relating to safety, making sure all audits and safety assessments are undertaken, investigating and reporting all accidents and incidents, and acting as our railway's liaison person with the New Zealand Transport Agency. Our intention in establishing this position is to relieve the General Manager of many of the safety and compliance tasks, thus allowing him to concentrate more on operational, maintenance and preservation activities.

This is a position which all operating railways could consider in some form appropriate to the operation. Editor.



Left: Rm51 heads up the straight towards Truscotts Bridge on the twin Vulcan Railcar service. 13th September 2020. Photo: Wayne McClintock.

Below: Seating Plan for both the Vulcan Railcars under the Alert Level 2 of COVID-19 which was designed by David Maciulaitus.



PAHIATUA RAILCAR SOCIETY

Pahiatua Railcar Society recently ran the popular 'Gorge Shuttles' again and for the first time a successful 'Round the Hills' trip on the Sunday. Photos taken by both onboard staff and passengers and some great shots from those lineside. *From Facebook.*



Doug Johnston



Above: Ballance end of the Gorge on one of the shuttles. Right: Woodville Station once again 'alive and kicking' with the major restoration work away showing great results. Photos: Doug Johnston



Above: A great shot by Graeme McClare passing through Trentham and the double line works.

Left: Returning from Manakau taken south of Waikanae on a local shuttle during Paraparau-mu lunch stop at the Blue Train. AJ Palmer.

LUMSDEN HERITAGE TRUST

From Facebook.

On 9 October, Nick of Old School Restoration's (Winton) to apply the last of the preservation coating to Locomotives V126 & V127. Should slow down any deterioration over time. Would be good to get a roof structure of some type built over these fantastic examples of NZ Rail Heritage in the future.



More progress on A 199, Gordon managed to get the T&G roof on the high top in 2nd Class end to day. Pre primed thanks to Barry

and his team @ Riversdale Joinery who are supplying & dressing the timber for this project. Also revealed more graffiti under the old paint on the varnish panels in 1st Class.



NEW ZEALAND RAILWAY & LOCOMOTIVE SOCIETY

Progress Update on WMR Carriage No. 48

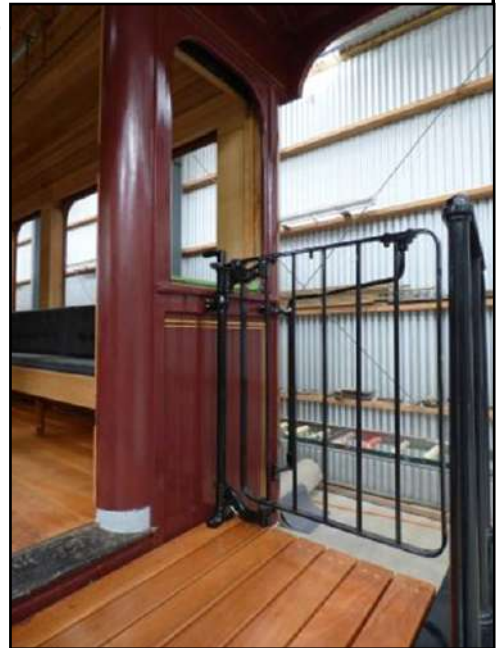
From NZRLS web site <https://railsoc.org.nz/>

The Woods safety gate as used by the Wellington and Manawatu Railway, set up on WMR Carriage No. 48. (below left) shows clearly the way the gate is double-hung, on swing arms, so it can close off access to or from the steps towards the ground. When open, the gate lies parallel with the end wall of the carriage, where it may be used as a hand-rail. This provides support to passengers on both sides of the entry to the balcony.

Woods patented safety gates originated in the USA, coming fitted to carriages built by the Jackson & Sharp factory of American Car and Foundry Company, long a builder of railway rolling stock. Similar gates were fitted to those carriages built by the WMR subsequently, including the three we hold in our workshop for restoration. They differ in detail from the design of safety gates used by New Zealand Railways, which were only single-hung. That made the latter simpler to fit and to use. Woods safety gates have not been used in New Zealand for well over 100 years, since NZR fitted its standard gates to WMR carriages after the WMR was bought by the government in 1908.



Photo (right) shows the gate half open to show clearly the way the gate pivots at two points as it opens or closes. The gate is carried on two pivots on swing arms that also pivot. To open or close the gates it is unlocked using a control handle and swung. The swing arms turn as well as the gate frame, allowing the gate to align parallel with the end wall of the carriage when open, and to block access between the steps and the balcony when closed. A horizontal arm support the end of the gate farthest from the carriage wall.



NELSON RAILWAY SOCIETY

From: Nelson Weekly

Restored locomotive needs consent to operate

After spending the last decade painstakingly restoring a century-old steam train the Nelson Railway Society has been told they will need to obtain a resource consent before they can fire it up. Volunteers have spent 10 years restoring the WF 403 steam locomotive – however, Nelson City Council says consent is necessary for the train to operate.

“Under the Nelson Air Quality Plan, a steam train fits into the definition of a large-scale fuel-burning device,” says group manager environmental management, Clare Barton.

The cost of the consent can vary according to its complexity.

Clare says council “acknowledges the hard work from the volunteers of the Nelson Railway Society over many years” on the restoration of the locomotive.

“Council officers have talked them through the process of such an application and offered any assistance we can within the legislative requirements of the Resource Management Act.”

As well as the restoration of the locomotive, volunteers spent a further year widening part of the track at Founders Park for it to run on and dug out a 13m pit.

The WF 403 is one of three left of its kind in New Zealand. It was built in 1907 in Dunedin and operated there and on the West Coast before moving to Nelson in 1973.

The locomotive is not eligible for funding under council’s heritage project fund as neither the railway nor the steam train is listed as a heritage item in the Nelson Resource Management Plan.

The Nelson Railway Society did not want to comment at this stage.

Note: FRONZ is supporting NRS in discussion with Nelson City Council on this issue.



DIESEL TRACTION GROUP

From Facebook

Df parts extraction work, second TM blower, both turbochargers and engine governor removed for overhaul.

Right: Glynn removing broken bolts in the fuel tank compartment.



GOLDFIELDS RAILWAY



Celebrate our 40 years as a heritage railway next month.

In appreciation for the more than four decades of commitment and ongoing contribution to Goldfields Railway, Dave and Di Rowe were both awarded honorary lifetime memberships at the 2020 AGM. *Photo: Joseph Peck.*

Rail Days
1905-1978
21-22 November 2020
Celebrating 115 years since the opening of Waihi Station, Goldfields' Rail Days offers a wide range of exciting & fun activities for the whole family!

Historic diesel train rides
Miniature railway rides
Rolling stock display
& much more!

Free site entry & parking
Tickets for all attractions are available at the Waihi Station ticket counter
All proceeds go to the ongoing operation of Goldfields Railway

For more information, please contact us:
07 863 9020
goldfieldsrailway@vtr.co.nz

NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

From Facebook



People when they think of Railway Museums probably have a mental image of collections of Locomotives and Carriages. An important part of rail history off course. However, what is often forgotten that the story of

Rail in New Zealand is also a social history about the tens of thousands of employees and their family's that worked for NZ Railways since the 19th Century. We do aim to tell these stories in our proposed museum. An example of this is a marvellous packet of photographs received a few years ago from a former NZR employee Mr Stuart Pugh. During 1956 Mr Pugh served for a few months at the North Canterbury Station of Mina (close to Cheviot). While there he took a series of photographs of Train crew and other railway staff of the time. This scan is a fine example. Signal Maintainers N Ferris and Shorty Strong pause at Mina Station in July 56 with their jigger or trolley. A wonderful shot of the old NZR. *National Railway Museum of New Zealand collection.*



OCEAN BEACH RAILWAY

From Otago Daily Times

Volunteers chuffed at railway reopening

The historic Ocean Beach Railway in Dunedin is back on track and will reopen to the public this weekend after a four-year closure.

Heritage trains will run from this Friday until Monday and will then be in operation every Sunday until Queen's Birthday.

"Revitalised" and "determined" members of the Ocean Beach Railway worked to reopen after a setback in 2017 when more than \$50,000 worth of equipment was stolen from the St Kilda sheds.

Restoration work was put on hold during the saga and train excursions were limited because of delays in maintaining the track.

Ocean Beach Railway spokesman Philip Riley said members had been working hard to make the reopening a reality.

"The current membership who volunteer in operational roles, such as drivers, firemen, guards and stationmasters, are all very excited in the reopening of the railway and cannot wait for the public to enjoy heritage train rides again."

This weekend, trains would be available from 11am to 4pm and the fare would be a gold coin donation.

"If demand is there, the heritage trains may also operate on the Saturdays, too", Mr Riley said.



Driver Ted Leach (foreground) with volunteer members of the Otago Railway and Locomotive Society (clockwise from left) guard Paul Bedwell, Courtney Kilner, James Eunson, Karl Leach, Doug Boulton, Philip Riley and Angeline Leach on shunting locomotive Tr81, which was built in 1939. Photo: Linda Robertson

"The current membership will be making some further decisions over the next 12 months on what priorities are required to get the railway ticking along to ensure it hits targets and operational goals."

Governed by the Otago Railway and Locomotive Society, the Ocean Beach Railway was established in 1961.

Photos left and right from opening day 24 October. Facebook.



WAITARA RAIL

The official opening of our track extension into the yards at Lepperton was marked with a 'last spike' ceremony.

After a speech by society chairman and project leader Mike Zeier, last spikes were driven home by Jim Hadlow of Acers Unlimited NZ Ltd, who donated the tracksets from the former siding that went into his nursery; and Mike Davey of the Taranaki Electricity Trust, major funder of the project. Also recognised were TSB Community Trust, Lotteries Grant Board and sponsors and supporters of the society. While there is still some work to be done, our excursions can now enter and run down to the southern end, of the yard, before the return journey.



GISBORNE CITY VINTAGE RAILWAY

At the beginning of October, Donald Ross from Dunedin Railways was in Gisborne running Shunter and TXO courses for GCVR. The depth of his knowledge and experience of all things railway was very appreciated by the trainees. The result is that now GCVR has a larger pool of Shunters and Train Examiners to assist in their upcoming summer operations.

Attention turned from work on the locomotives to the carriages – checking & cleaning them in preparation for the summer excursions, which by the time that you read this, will have started at Labour Weekend.

MACKWELL LOCOMOTIVE COMPANY LTD

We have just launched the project online with a new website (mackwelloco.com) and bi-weekly YouTube videos.

Here is the link to the first video: <https://youtu.be/dWDCvcGCfag>

Lots of time involved but forces weekly progress on actually building the locomotive which is good. It is hoped that via the linked Patreon page (patreon.com/mackwelloco) we may be able to gain sufficient financial support to complete the locomotive.

Sam Mackwell

Mackwell Locomotive Company Ltd.

mackwelltechnology@gmail.com

Ph: 03 347 8051

Mobile: 027 789 2051

mackwelloco.com

A very well produced video Sam. Look forward to seeing further episodes. Worth 16 minutes to have a look. A pretty expensive way to make a cup of tea!! Editor.

GLENBROOK VINTAGE RAILWAY



SteamRail Wanganui was hired to do the night security of the Glenbrook Vintage Railway Train when it visited town on 19 and 20 October on an extensive North Island Tour.

Photos show the train parked up outside the SRW shed in Taupo Quay yard. Including some with SRW's Public Relations Officer/ Security Dog Skyla (the clubs president's dog) watching out for things (including rabbits and pi-

geon's). *From SteamRail Wanganui Facebook.*



STEAM INCORPORATED



Steam Incorporated used Ab 608 on the Heartland Tour train on 25 October. Here it is on the new double-tracked NIMT just out of Otaki. *Photo Roger Brent Smith from Facebook.*

Steam Incorporated have a full season of trips planned which are featured in the Future Mainline Excursions on page 13. Thanks to Steam Inc. for sharing this information. Such long term forward planning of mainline trips is sure to help with patronage figures.

PLAINS RAILWAY



Like so many other FRONZ members, Plains Railway began their 2020-2021 season at Labour Weekend. These photos came from Tony Cameron.



TRAMWAY HISTORICAL SOCIETY

Christchurch Tramway's Restaurant Tram 411 (formerly a Melbourne W2 class tram) has undergone a major overhaul in the Tramway Historical Society's workshops in the Ferrymead Heritage Park.

On Thursday 22 October 2020, 411 travelled around the Ferrymead tramway circuit before being positioned in the Heritage Village ready to be lifted on to a truck and trailer unit next morning at 5:30 am.

Right: Resplendent in its fresh coat of paint, Tram 411 is seen here in the Heritage Village beside the colonial Curragh Cottage. Photo: D.L.A. Turner.



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 scottos-mond54@gmail.com.

Steam Incorporated

6 December	Christmas Grand Circle. Paekakariki—Woodville—Masterton—Paekakariki—Palmerston North. Diesel.
10 January 2021	River City Express. Paekakariki to Wanganui return. Steam.
20 February 2021	Deco Delights. Paekakariki to Napier return. Diesel.
14 March 2021	Ekatahuna Express. Paekakariki to Ekatahuna return. Details TBC.
24 April 2021	Anzac Express. Paekakariki to Woodville return. Steam.
14 March 2021	Ekatahuna Express. Paekakariki to Ekatahuna return. Details TBC.
9 May 2021	Heartland Flyer. Paekakariki to Woodville return. Steam.
12 June 2021	Crafty Feilding. Paekakariki to Feilding return. Details TBC.
30 June 2021	Kapiti Family Express. Paraparaumu to Paekakariki shuttles. Steam.

Gisborne City Vintage Railway

Gisborne to Muriwai
 21 November
 22 November
 27, 28 December
 3 January 2021
 23, 24 January 2021
 8 February 2021
 20, 21 February 2021
 13 March 2021
 3,4 April 2021
 26 April 2021
 1,2 May 2021
 9 May 2021
 5 June 2021

Feilding & Districts Steam Rail Society Inc

15 November 2020	Feilding to Woodville "Mad Hatters Market"	KR Diesel
------------------	--	-----------

PICTURE OF THE MONTH



Now rare flashing-barrier-arms protect Pleasant Point's Model T Railcar as it crosses Rayner Street while returning from the Pleasant Point Museum & Railway's station to Keane's Crossing.

The after-dark running was during the celebrations by the Pleasant Point Railway & Historical Society of their 50 years in the South Canterbury town. (27 September 2020).
Photo: D.L.A. Turner.

NZR installed their first level-crossing flashing lights back in

1928. Barrier arms were introduced in October 1951 at the crossing of Mangere Road near Auckland. On the approach of a train, track circuit relays initiated the crossing protection cycle. Bells rang and lights started to flash as the barrier arms were lowered. While the bulb on the end of the arm stayed on all of the time, the two inner bulbs alternately flashed.

In response to problems with vandalism and to reduce maintenance, in the 1990s New Zealand Railways made a policy change, and started to replace the bulbs on the barrier arms with reflectorised high-conspicuity tape.

The barrier arm set with flashing lights installed at Rayner Street, Pleasant Point, was brand new, (never used on the NZR, though intended for the Walnut Avenue Crossing in Ashburton) but were diverted to Twizel to protect a hydro-construction truck-road crossing of the State Highway.

When no longer needed there, they were acquired by Pleasant Point and installed to protect their Rayner Street level crossing.

The spare and older used set in storage at Pleasant Point came directly from Ashburton. These are the only two known New Zealand surviving sets with lights on the barrier arms that flash, a design that was phased out from the mid 1990s after a policy change by the NZR to instead use reflectorised high-conspicuity tape to lower maintenance costs and to combat vandalism.

The Barbers' poles have been freshly painted exactly as they were. High conspicuity tape was not used because of the cost of compliance maintenance and annual inspection.

The standard painted red pattern was originally 12-inch-wide spirals, later reduced to 6 inch width.

But the North Island misinterpreted the new standard, and so theirs are narrower at 4 inches wide.

The North and South Island spirals spiral in opposite directions! Enough to make one giddy?



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

FRONZ JOURNAL # 204
WAS PUBLISHED ON 28 OCTOBER 2020
CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT

