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FRONZ CONFERENCE 2014

This edition of Journal is out a little early this month. I will be in Wanganui from Tuesday putting the final touches to the conference organisation and along with Trevor Burling ensuing we do our best to make Wanganui 2014 another memorable experience for all delegates, observers, and partners.

Next Journal will have a full wrap of conference and of course details of our annual award winners. All we need is some reasonable weather. One certain highlight will be the Sunday cruise on the Waimarie with entertainment on board plus the opportunity for passengers to stoke the boiler for a genuine certificate - if you do it well!

As this is written our registrations total 98 souls for all or part of the conference. Will we break the 100? The Kingsgate Hotel, our conference venue, has sold all of its accommodation, but there are plenty of alternate accommodation options nearby in Wanganui for any late comers.

SPOT THE TV STAR

Prime TV is currently screening a series called "Making New Zealand" on Sunday nights at 8.30pm. The first episode last week was about road building. Who should we spot but our old friend Paul Mahoney from the Department of Conservation talking about the Old Coach Road at Ohakune. Next Sunday he also makes an appearance discussing the Raurimu Spiral on an episode that features rail construction.

Paul and other DOC representatives such as Jim Staton have been sadly missing from our last two conferences due to departmental changes but it was certainly great to hear Paul's voice extolling our transport heritage once again.

Watch Prime TV 8.30 Sunday night.



HERITAGE RAILWAY TECHNICAL FORUM

James Whyte from Weka Pass Railway has created a Heritage Railway Technical Forum to fill a gap for those "hands on" types who may want to discuss issues related to problem solving in our industry.

The forum can be found at <http://www.wekapassrailway.co.nz/forum/>

Membership will be vetted to meet the needs of problem solving that groups tend to do in isolation.

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

2014 COTMA CONFERENCE – SYDNEY OCTOBER 2014

THE NEXT CONFERENCE of the Council of Tramway Museums of Australasia (COTMA) will be held in Sydney between Thursday, 9 October - Tuesday, 14 October. The Conference is being jointly hosted by the Sydney Tramway Museum and the Valley Heights Steam Tramway.

An exciting program of activities has been developed and will be launched over the coming autumn.

Programme outline:

- Thu. 9 October— Evening Registration and Welcome Function at the Rendezvous Hotel.
- Fri. 10 October— Conference activities and papers
- Sat. 11 October— Full day at the Sydney Tramway Museum, Loftus.
- Sun. 12 October— Valley Heights Steam Tramway and the glorious Blue Mountains.
- Monday 13 October— Sydney Light Railway, Conference papers and Sydney Harbour Cruise using a heritage ferry.
- Tuesday 14 October— COTMA AGM. We will have more details in future issues but further information in the meantime is available at <http://www.cotma.net.au/conference.html>.

Information from Ferrymead Tram Tracts

BUDGET 2014

A quick scan of the announcement in the Government budget relating to Transport and items that may affect our industry.

Further \$198m for KiwiRail's Turnaround Plan

KiwiRail's 10-year Turnaround Plan to make its freight business commercially viable continues, with \$198 million being invested from the Future Investment Fund.

This brings total Crown capital investment in the Plan to \$1.04 billion.

Transport Minister Gerry Brownlee says KiwiRail will use the new money to invest primarily in:

Infrastructure renewals and upgrades.

New wagons and refurbishment of existing wagons and locomotives.

IT systems.

Earthquake remediation projects and other safety works.

"KiwiRail has had a challenging few months, but looking more broadly at the rollout of its Turnaround Plan we can see fundamental improvements in the company's operations," Mr Brownlee says.

"KiwiRail is increasing revenues in its core operations and growing its share of the domestic freight market, and we expect that to continue. It was always clear that taking the business to financial self-sustainability was going to be a huge challenge."

Today's announcement comes on top of \$844 million of capital investment appropriated over 2010/11 to 2013/14.

Since the company was bought by the previous government in 2008, Crown investment in KiwiRail now totals \$2.4 billion – excluding investment in metropolitan rail projects. In addition, there have been writedowns totalling \$9.8 billion.

\$375m to accelerate Auckland transport projects

Budget 2014 provides \$375 million of new capital funding for the New Zealand Transport Agency (NZTA) to accelerate \$815 million worth of Auckland transport projects, Transport Minister Gerry Brownlee says.

The projects will address congestion in our largest city, capitalise on the benefits of major roading projects already under way, such as the Western Ring Route, and improve access to Auckland International Airport.

"No Government has invested so heavily in transport infrastructure across all transport modes," Mr Brownlee says.

"But with freight demand forecast to grow by around 50 per cent across the country in the next 30 years, and by almost 80 per cent in Auckland, and with a growing population, we've decided to bring a number of important projects forward."

The programme to deliver the Auckland transport package is:

Delivery of projects on the Northern Corridor, Southern Corridor and State Highway 20A (as outlined in the following table) by 2019/20 (\$800 million).

Further investigations to determine the preferred scope of the East-West Link over 2014/15 (\$10 million).

Progression of the Panmure to Pakuranga phase of the Auckland Manukau Eastern Transport Initiative (AMETI) over 2014/15 (\$5 million).

"Some of these projects were up to a decade from starting, but we've decided they simply must begin sooner to give Auckland the best opportunity of moving people and goods around the region," Mr Brownlee says.

The \$375 million will be transferred to NZTA as an interest-free loan, to be repaid to the Crown by funding currently allocated to these projects in the National Land Transport Fund up to 2026/27.

Editor's Note: The \$375million is all dedicated to two motorway projects in the area of Takanini on the Southern Motorway and the Albany area on the Northern Motorway.

Budget indicates room for further ACC levy cuts

Budget 2014 indicates the Accident Compensation Corporation is on track to provide further levy cuts for New Zealanders of around \$480 million in 2015/16, following more pleasing results over the past year, ACC Minister Judith Collins says.

"The Government will make its final decision after ACC's public consultation, but we anticipate the bulk of these cuts will be for motor vehicle levies, along with the possibility of a levy reduction for employers and the self-employed."

Depending on the outcome of consultation, this could reduce the average levy for a private motor vehicle by about \$130 a year from 1 July 2015.

"ACC's consistent performance has meant that annual levies for households and businesses have fallen by close to \$1 billion since 2011/12," Ms Collins says.

"The Government remains confident that a decrease in ACC levies next year is sustainable and, as a result, we are indicating a possible reduction in the cost of levies to New Zealanders of around \$480 million in 2015/16.

"ACC continues to improve its financial situation, transforming the way it supports injured New Zealanders back to independence and building on its investment returns."

The Government will also make decisions later this year about the levy-setting process and its underlying principles, so that levies remain sustainable and provide some constancy for households and businesses in the longer term, Ms Collins says.

"It's important we ensure levies are set in a manner that is not only fair but also sustainable and maintains ACC's ability to fund entitlements in the future."

The Minister cautioned that final decisions on the levy rates will not be made until the results of the public consultation by ACC have been considered.

PIN UP COUPLE! or WHERE IS YOUR HI-VIZ?



A special feature this month, our "Page 3 Pin Up" features this great people photo of our intrepid "RailScene" reporters Janet Weir and Lindsay Benbrook caught posing by Bruce McLuckie on a recent visit to the Bush Tramway Club. This image borrowed from the BYC Newsletter deserves national coverage....

Guess I'll have to buy the first round at Wanganui next week for this guys!!

NEWS FROM OUR MEMBERS

BARRY BRICKELL, OBE

Rob Merrifield from NZRLS reports: "A small group of people from Auckland and Wellington worked hard to get the IPENZ Board to make this acknowledgement of Barry's work. We think it is a well merited gesture on the part of IPENZ".

Barry Brickell, OBE, who has built his Coromandel pottery and the associated Driving Creek Railway, was presented with a Certificate of Merit by the Institution of Engineers, NZ, on 30 March. At a simple ceremony held in Barry's art gallery, IPENZ Board members Professor Carol Boyle and Geoffrey Farquhar presented Barry with the framed Certificate to mark his work in conceiving, building and equipping the Driving Creek Railway. A large party of IPENZ members had come for the occasion.

Professor Boyle congratulated Barry on his achievements. Barry was characteristically modest but pleased at the recognition of his work and thanked IPENZ and those present for their trouble in preparing for this event and for coming.

Barry told the story of the railway. He had been inspired by the logging tramway of Ellis & Burnand Ltd at Ongarue, which ran up into the Pureora Ranges to the west of Lake Taupo. The route of this now is a walkway/cycleway. Later, when he had become a professional potter Barry built a tramway to carry clay and firewood for his kilns. This eventually developed into the Driving Creek Railway, which has become a noted tourist attraction.



Above: Barry displays the Certificate immediately after being presented with it by Professor Boyle and Geoffrey Farquhar in his gallery on 30 March.



Right: Barry tells the story of the Driving Creek Railway in Eyefull Tower, at the summit of the Driving Creek Railway. Photos. Rob Merrifield

WEKA PASS RAILWAY

It was with regret and much sadness that WPR members learned of the death of Owen Sanders on Saturday 26th April. Owen suffered a severe stroke just prior to Easter, and had been in Christchurch hospital up to the time of his passing.

Work continues on the rebuild of carriage A1730. Work continues with fitting the cross bracing structures to the carriage, and all the long diagonal braces are in place and secured. Work is now focussed on fitting the two half diagonal braces, another fiddly job involving much cutting and shaping.

Meanwhile Richard has been busy inside the carriage, and after completing repairs to the floorboards has started to prepare the upper skirting boards for installing. This involves cutting some recesses in the rear to accommodate the bolts used to repair the top plate.

Right: Owen Sanders QSM



Silver Stream Railway "Pantograph" reports on a "Royal Train" re-enactment sixty years after the original ran from Wellington to Masterton.

Also reported in "Pantograph" are very real threats to the very existence of the Silver Stream Railway as urban development grows close to their location.



Photos. The Royal train and well dressed crew of De 505 and De508 from left Caleb Scott, Fraser Robertson, Darryl Longstaffe, Peter Dent. Photos Jason Durry.

BLENHEIM RIVERSIDE RAILWAY

Our 2015 FRONZ Conference Host Group are extending their line for our visit. Well actually as reported in the Marlborough Express below.

The installation of bridge beams across the Taylor River brings the Blenheim Riverside Railway extension closer to completion.

Blenheim Riverside Railway Society maintenance engineer Doug Dean said the pre-stress concrete beams were placed in just two hours yesterday using a special hydraulic truck.

The railway line will be bolted directly onto the beams rather than laying sleepers, which will add to the strength of the railway over the bridge.

According to Dean the height of the bridge will keep it above all but one-in-25-year floods or bigger.

The work to drop the six beams, each weighing around five tonnes, into place had been delayed due to flooding.

"Our target date was May 1, but we are still in the same month so that's not bad. Our target is to have the extension completed in time to take people to the 2015 Omaka [Classic Fighters] Airshow," he said.

The bridge was one of the biggest engineering elements of the 950 metre extension, and cost about \$70,000 to build.

The Marlborough District Council granted \$60,000 in January towards the costs.

The railway extension has been an ongoing project of the society's since early last year. Members have taken part in regular Saturday working bees and have laid 100m of track over the past eight weeks, Dean said.

"It's all being done by the club members in their own time. We have been very lucky to have the backing of Robinson Construction, Richard Wallace Hydraulics, Simcox Construction and Deans Lifting - without them this whole project would be impossible."



INTERNATIONAL RAIL NEWS

SOUTH AFRICAN FREIGHT OPERATOR ORDERS 1,000 NEW LOCOMOTIVES

South African freight operator Transnet has opted to renew its locomotive fleet with 1,064 "Cape Gauge" 3-foot, 6-inch gauge units ordered in multiple contracts worth around \$4.75 billion.

The order is made up of 599 62 mph, dual-voltage electric locos. The electrics include 240 of a new six-axle version of Bombardier's Traxx design, a model widely used in Europe, along with 359 to be supplied by Chinese builder China South Locomotive & Rolling Stock Corp. The electrics will be able to operate on both 3kV DC and 25kV AC.

An order for 465 diesel locomotives has been split between General Electric, 233 ES40ACi locomotives, and China's CNR Corp., with 232 locomotives to be manufactured in kit form at its Dalian, China, factory.

Almost all the locomotives ordered will be assembled in South Africa at Transnet facilities in Pretoria and Durban, with the various manufacturers providing kits of parts for final assembly. Only 70 locomotives will be delivered complete.

All the new locomotives are due to be in service by 2018.

European locomotive builder Vossloh has previously won orders worth \$335 million from South African leasing company SWIFAMBO Rail Leasing on behalf of national passenger operator Passenger Rail Agency of South Africa for 70 locomotives. The new passenger units will replace mostly electric locos built in the 1970s plus the few remaining diesel locos used for passenger trains. The passenger operator is also buying 3,600 new commuter E.M.U. cars.

From Trains Newswire

UNION PACIFIC DONATES \$1 MILLION TO TEXAS MUSEUM

HOUSTON – The Union Pacific Foundation donated \$1 million to the Nau Center for Texas Cultural Heritage, the railroad announced in a news release Tuesday. The grant is the largest the railroad has ever made in Texas and will support the "Engines of Progress" railroad interactive experience exhibit that is currently being built at the museum.

"Thanks to Union Pacific's generous gift, guests will leave the Nau Center with a firm understanding of both the historical and modern importance of the railroad industry in Southeast Texas," says John Nau, Chairman of the Nau Center Board of Directors.

The centerpiece of the new exhibit will be Southern Pacific 2-10-2 No. 982 which will be outfitted with special effects to simulate a train coming into a station. The Nau Center for Texas Cultural Heritage preserves the history of southeast Texas through interactive exhibits and is located in downtown Houston.

"Union Pacific is thrilled to support the efforts of the Nau Center in its mission to tell the remarkable history of Houston and southeast Texas," says Brenda Mainwaring, vice president of public affairs for UP. "With its focus on education, the Nau Center will bring history to life for Houston residents and visitors. We're pleased that the region's deep railroading roots will be featured as an important part of that story."

From Trains Newswire

CHASING THE BIG BOY, DAY 1

Union Pacific Big Boy No. 4014 began the long road to restoration this week. It departed UP's yard in West Colton, Calif., around 9 a.m. April 28 to begin the trip to the UP Steam Shops in Cheyenne, Wyo., running about an hour behind the scheduled time.

Large crowds came out to see the move and greet the train. Hundreds, if not thousands, stood on the Pepper Avenue overpass to see it. Media from the Los Angeles area were on hand to report on the move of the 73-year-old locomotive, which UP plans to restore to operating condition.

Further up the line, hundreds of cars lined up on old U.S. Route 66 to see the special move, and many continued to chase it over California's famed Cajon Pass. A Union Pacific hi-rail truck followed the train in the morning with a company photographer documenting the move as it headed up the Pass.

Public displays in Victorville and Barstow, Calif., attracted hundreds more of the curious. A BNSF police officer at Barstow told *Trains News Wire* that about 15 officers from BNSF Railway and UP were following the train to provide security.

The train arrived at Yermo, Calif., on UP rails a few minutes ahead of the advertised time in spite of its tardy departure earlier in the day.

From Trains Newswire

RUSSIAN RAILWAY TOLSTOY TRAIN

Passengers are promised the 'atmosphere of Russia's cultural environment at the end of the nineteenth and the beginning of the twentieth centuries' when Russian Railways' Federal Passenger Co makes changes to the *Leo Tolstoy* overnight service between Moscow and Helsinki from June 1.

This is linked to the inclusion of new coaches built to RIC standards within the formations used on the service.

The dining cars will have a new menu inspired by the life and times of the writer after whom the service is named, featuring meals prepared following recipes from his wife's cookbook. Passengers will also be able to access an electronic library, with each carriage containing e-books of Tolstoy's works.

From Railway Gazette

MELBOURNE AIRPORT LINK

A programme for construction of the long-planned rail link to Melbourne Airport will be included in Victoria's state budget to be published on May 6, the state Premier Denis Napthine announced on April 13.

Identified as one of several major expansion projects in Public Transport Victoria's Metropolitan Rail Network Development Plan published in December 2012, the airport line was not initially seen as a high priority, in terms of cost-benefit analysis. However, patronage at the airport is expected to double in future as the city's population is growing rapidly.

The airport service would harness spare capacity between North Melbourne, Footscray and Sunshine being created as part of the Regional Rail Link project. The trains would diverge from the Melbourne – Sunbury suburban line via a grade-separated junction at Albion, to join the existing broad-gauge Jacana freight line which parallels the interstate standard-gauge route towards Albury. This would be upgraded and electrified, so that the trains could reach a new branch serving an elevated terminus at Melbourne Airport.

According to Napthine, the airport service would initially run into Southern Cross station, offering a 25 min journey time with trains running every 10 min in the peaks. PTV's long-term strategy envisages that the airport trains should operate through the planned cross-city metro tunnel to join the Dandenong lines in the southeast. This would provide access to the airport from all of Melbourne's suburban routes with only one change.

'This project has been on the books for over 40 years', said Napthine, adding that the government 'will outline our plans to build this rail link in the upcoming state budget'. A final decision on the timescale and funding for the project is expected to follow the state government elections on November 29.

From Railway Gazette

INTERNATIONAL UNION OF RAILWAYS SAFETY UNIT

The International Union of Railways (UIC) Safety Unit held a workshop entitled Human Factors in the Investigation of Accidents & Incidents during February, bringing together 56 participants from 25 UIC members. Also present were representatives from the Belgian Railway Accident & Incident Investigation Body and the University of Southern Denmark.

Among the keynote speakers, Professor Erik Hollnagel of USD's Institute of Regional Health Research explained that safety has often been described in terms of keeping the number of accidents and incidents as low as possible. Safety management therefore starts from manifestations of the absence of safety and paradoxically measures the level of safety by counting the number of failures rather than the number of successes, he argued. This leads to a reactive approach of responding to what goes wrong or what has been identified as a risk.

Hollnagel recommended **changing the definition of safety management from 'avoiding things going wrong' to 'ensuring that everything goes right'**. This would lead to a proactive approach that sustains everyday acceptable performance, rather than one that prevents hazards from being realised, he believed.

Dr Anne Mills from the UK's RSSB presented the incident classification system it has developed to collect and analyse human errors in railway incidents, while Leslie Mathues, lead investigator at the Belgian railway accident investigation agency, outlined its analysis of the organisational factors relating to the Buizingen collision in February 2010.

Meanwhile, providing a perspective from beyond Europe, Kentaro Kimura of JR West gave a presentation about multi-faceted risk assessment using the example of a derailment on the railway's Fukuchiyama line. He recommended that **accidents be regarded as organisational failures**, with all aspects analysed organisationally and systematically from multiple points of view based on a scientific and theoretical basis.

From Railway Gazette

BRITISH A4 EISENHOWER BEGINS RETURN JOURNEY TO U.S.

In September 2012, 60008 left its base in Green Bay, Wisconsin, and travelled all the way up to Halifax, Nova Scotia, where she would meet up with 60010 arriving by rail in late September. On 3 October 2012 60008 and 60010 arrived back in the UK at Liverpool Docks to begin its journey to the NRM's outpost Locomotion in Shildon. The locomotive moved to York soon after for its cosmetic restoration.

The loco's cosmetic restoration was completed in February 2013 and the loco was then put on display in the Great Hall at the National Railway Museum in York next to sister engine 4468 Mallard. 60008 and 4468 met up with the other 4 members of the class in a 2 week event at York (75 years after Mallard set the World Speed Steam record).

The pair were later shown in their restored conditions at the NRM in York. Both 60008 and 60010 appeared at Barrow Hill roundhouse along with Bittern (60019) as part of the "East Coast Giants" event in February 2014.

The final event in which 60008 was reunited with her 5 remaining A4 sisters was the "The Great Goodbye" held 15-23 February 2014 at The National Railway Museum's Locomotion annex at Shildon. During this time, the National Railroad Museum was offered US \$1 million by an undisclosed buyer to have the engine remain in the UK. The museum declined the offer, and the engine is planned to begin its return to the US in April 2014.



British Railways' *Dwight D. Eisenhower* has begun its return journey to the U.S., as crews moved it from England's National Railway Museum location in Shildon, England.

Jacqueline Frank, executive director of the U.S. National Railroad Museum in Green Bay, confirms for *Trains News Wire* today that the *Eisenhower* No. 60008, a Class A4 4-6-2 steam locomotive, is moving steadily to a United Kingdom port where Frank expects it will be loaded on a ship in the next two weeks. *Eisenhower* was donated to the U.S. museum from the U.K. in 1964.

The National Railway Museum in York, England, borrowed *Eisenhower* from Green Bay and sister locomotive *Dominion of Canada* from Montreal, Quebec's, ExpoRail museum, for two years as part of a celebration in 2013 of the record A4 speed run by sister engine *Mallard* in 1938.

As part of the loan agreement, *Eisenhower* received a cosmetic overhaul and is set to look as it did after World War II in the 1940s. Frank says she expects Green Bay's locomotive to return to the museum by early June, with reinstallation in its exhibit by late June.

From Trains Newswire

SOUTHLAND EXPERIENCE—PART THREE. TOKANUI BRANCH

The next Southland Branch we got a look at on our recent holiday was the Tokanui Branch. Also referred to at the Seaward Bush Branch, this 54 km line running south east from Invercargill opened to Tokanui in 1911 and closed in 1966. Our host had lived in Tokanui for some of his childhood, and reminisced about catching the train daily to and from High School in Invercargill, a trip of three hours each way!

As you travel out from the junction with the Bluff line at Appleby through south Invercargill some of the formation is followed by Scott Road and evidence of the location of level crossings is evident. Then it becomes more difficult to follow the route as farmland has taken over. At Tisbury a road named Moulson Street appears to be on the old rail formation. The rail route diverts well north of the main road to Tokanui. At Tokanui itself the old station yard has become a road transport depot and there are several railway houses evident.



Moulson St, Tisbury looking back towards Invercargill along the railway formation



Site of station yard at Tisbury looking east



Railway Houses. Tokanui



Left. Tokanui station yards with "re-modelled" goods shed now a transport operator's yard.

BUY AND SELL

WHANGAREI STEAM AND MODEL CLUB

The Whangarei Steam and Model club has finally got money to extend their rail line a further 800mtrs. We are therefore looking for the following, and members may have some of these items for sale.

- Sleepers 1600
- 6500 rail screws (145mm x 20dia) and the oblong flat washer (140mm x 70mm x 5mm and a hole of 25mm) that goes with them.
- 640 fishplate bolts, (length 100mm x dia 17mm but they have an oval head and oval dia 17mm x 25mm 20mm below the head to fit into the oval holes on the fishplates.
- Nuts and washers to fit.

I have attached a photo of the products we want.

Unfortunately the scan is not to the correct size when printed out, however I have included a ruler in the scan which shows the size.

Thanks

Ray Palmer
Whangarei Steam and Model Club



OTHER DISPOSALS

Kiwirail have advertised final clearance of YD ballast wagons and EP-1 plough vans for tender at various locations. Full details at www.gets.govt.nz.

This tender has closed prior to Journal publication but was circulated by a FRONZ "Broadcast".

Auckland Transport: Disposal of selected diesel and carriage rolling stock assets the majority of Auckland Transport's current fleet of carriages and Diesel Multiple Units will also become available.

Information may be obtained at AT.rollingstock@nz.ey.com as soon as possible but by no later than 12pm on 30 May 2014.

PICTURE OF THE MONTH



Sorry not a heritage picture this month but this official Auckland Transport portrait of two of the new Auckland Electric Multiple Units.

As we know the debate about public transport in Auckland has gone on for many decades from early in the twentieth century. Having lived in the Auckland area all my life I remained a doubter that we would ever have modern trains, but now it is reality.

With more negative news recently about railways in New Zealand we should all celebrate this major achievement.

I finally got to take a trip on one to Onehunga and back to Britomart last week. They are really impressive. Can't wait till they start running round the waterfront to Manukau in a few months.

Unfortunately the excitement of the day must have got to me because when I got back to Swanson I forgot to "Tag Off" with my shiny new Hop card and incurred a \$5 instant fine. Bugger!

FRONZ CONFERENCE WANGANUI
30 MAY—2 JUNE 2014

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