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FRONZ CONFERENCE 2017

The Otago Excursion Train Trust

We are getting very close now to heading to Dunedin for the 2017 FRONZ Conference from Friday 2 to Monday 5 June.

Bookings are mostly in and the numbers registered will ensure another great weekend is in store.

NZTA have confirmed their presentations that will be of great interest and relevance for all heritage rail operators and this alone means attendance is not to be missed. The NZTA presentations will be on:

- “Actions and Expectations” Key focus areas of the NZ Transport Agency, how they relate to you, and expectations that generates.
- “Risky business” Information on how the Agency is proposing to make safety cases more useful for operators, and clarify safety case variations.
- “What do you think?” Workshop session to get feedback on how Safety Cases and Safety Case Variations could be improved for the industry, and what else you would like to see from NZTA.

We also have Greg Lang from “The Wheelwright Shop” talking on Restoring Heritage Railway Artifacts; a presentation on Rural Fire from a New Zealand Fire Service, Rural Fire Representative; and Preservation of Moving Objects from Museums Aotearoa.

Regular updates from Kiwirail, Tracksafe, Tramways, National Railway Museum and Rail Heritage Trust.

Our Annual General meeting will be held Sunday morning.

Social highlight will be our annual Awards Dinner Sunday night.

Wrapped around all the formal stuff will be trips on the Taieri Gorge train, Silver Fern to Oamaru and visits to local heritage sites in Dunedin.

Scenic Hotel Southern Cross is our venue for the conference and accommodation.

Conference plans

Friday 2 June. Taieri Gorge Limited train to Pukerangi and return. Registration and get-together in the evening.

Saturday 3 June is our main business day.

Sunday 4 June. FRONZ AGM in morning. In the afternoon visits to the Dunedin Gasworks Museum, Ocean Beach Railway, and Toitu Otago Settler’s Museum. The FRONZ Annual Awards Dinner will be held on Sunday evening at the Scenic Hotel Southern Cross.

Monday 5 June. Dunedin Railways Silver Fern railcar from Dunedin to Oamaru and return. We will visit and ride on the Oamaru Steam and Rail train during our two hour stopover there.



RAIL HERITAGE TRUST OF NEW ZEALAND



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

NEW 'RAILBIKE' TOURISM VENTURE FOR GISBORNE-WAIROA LINE

KiwiRail has struck a deal that will see its mothballed Gisborne to Wairoa line transformed into a tourist cycle trail.

The rail company announced on Thursday it had reached an agreement with Gisborne-based tourism company Railbike Adventures to run specially-designed tandem bikes on the line.

The deal is a blow for rail advocates who have been campaigning to have the line re-opened for rail services.

The Napier to Gisborne line has been mothballed since 2012 when severe weather caused washouts along the section north of Wairoa.

It has been estimated the track damage north of Wairoa would cost millions of dollars to repair, but Railbike Adventures says it will get around the problem by installing swing bridges to replace washed-out rail bridges.

Last year KiwiRail and Napier Port announced a commercial agreement that would see the port company run a dedicated log service from Wairoa to the port from late this year.

Rail advocates had been hoping that would be the first stage in getting the full length of the line re-opened to trains.

The Gisborne Rail Co-operative Steering Group was among those to respond to KiwiRail's call for expressions of interests from groups wanting to use the Wairoa-Gisborne section of the line last year.

The steering group said restoring rail freight out of Gisborne would provide a vital economic boost to the region.

But KiwiRail made it clear it was more interested in tourism services on the line.

The rail operator said on Thursday the deal it had with Railbike Adventures would retain the track infrastructure without requiring any capital expenditure or maintenance.

Railbike Adventures director Geoff Main said his company had spent years designing special tandem bicycles that will enable users to pedal side-by-side along the rail tracks.

"Most cycle routes use the traditional single bike system, which can be hard work and lonely if your cycle partner is faster than you," he said.

"This route is a more relaxing way to take in the coast's stunning scenery and it also gives users an opportunity to share the experience with a loved one."

Railbike Adventures will offer riders one, two or four-day treks along the Gisborne coastline. Main said the venture would be much more of an economic boost to the region than attempting to revive rail services.

The company planned to start operating on the line later this year.

- **Stuff** 30 March 2017

COSTLY ASBESTOS CONTAMINATION AT MOTAT'S OFF-SITE COLLECTION

The off-site collections of Auckland's Motat museum are covered in asbestos, and ratepayers will pick up the bill for salvaging what's worth keeping.

Auckland councillors have agreed to increase the museum's annual funding by \$2.1 million next year, to \$15.222 million.

In the long-term, it's seeking another \$100 million from the council and \$50 to \$60 million from private sponsors to fund a much larger redevelopment.

Motat director Michael Frawley said its off-site collection has been covered with asbestos, and it will need to recover the items that are worth keeping. "Our off-site storage facility has been sprinkling asbestos over the top of our major collection items. We store approximately 80 per cent of our collection off-site ... and we have to move those items, clean up, and relocate them."

He told a council committee meeting the museum would have to employ extra staff who could review the affected items. He said they would need to decide "whether it is worth retaining those items because they're historically significant or have some other importance to the museum, or whether they should be disposed of".

The technology museum has been under new management, after a report was leaked to the *Weekend Herald* in 2014 criticising the way the museum operated. The report, written in 2012, said under the previous management the museum was "dysfunctional", riven with "childish" infighting, had exhibits of doubtful quality, and spent ratepayer funding poorly.

Frawley said since its relaunch, the museum had been trying to rebuild its reputation, to attract corporate partners and private sponsors who could support future development.

He said in addition to issues with its off-site collection, the museum also needed to make major improvements to its on-site buildings. "The roof leaks in most of the buildings, most of the building contains asbestos in some shape or form. We don't know where the pipe work actually goes."

The revelations come as Auckland councillors have agreed to launch an independent review's into the city's cultural institutions.

Mayor Phil Goff said funding agreements and legislation have prevented Auckland Council from having proper oversight of how institutions like Motat spend council funding.

"We're investing a huge sum of money. To have a 21st century governance and accountability framework, I think, is absolutely essential. We certainly don't have the ability to set priorities, and ... a system that ensures transparency, accountability and value for money."

A council report shows the review will address "tensions" between the council, and Auckland Museum and Motat, and the need for long-term storage facilities for Auckland Libraries and other institutions.

It will also address the future of the Maritime Museum, whose waterfront lease expires in 2025, and Auckland Stardome, whose lease may expire in 2027.

Mr Goff said minister for arts, culture and heritage Maggie Barry had indicated the Government would be open to law changes.

- NZ Herald

KIWIRAIL MAY SPEND UP TO \$50M ON NEW CARRIAGES FOR ITS SCENIC NETWORK

KiwiRail could spend up to \$50 million on new carriages for its tourist trains as it rides the tourism boom.

The company is also rebranding its Cook Strait ferry and scenic train services under one brand, The Great Journeys of New Zealand.

KiwiRail's group general manager sales and commercial, Alan Piper, said a request for proposal for up to eight carriages had been sent out as the company experiences double digit growth on its scenic services as a result of the influx of overseas tourists.

The company was expecting to spend between \$35m and \$50m.

More than a million passengers used the Northern Explorer, TranzAlpine, Coastal Pacific and Cook Strait ferries during the past year.

Piper said this number was expected to grow.

The Coastal Pacific which runs along the east coast of the South Island through Kaikoura was out of action due to last year's earthquake and was not expected to be back on line until next year.

It carried about 40,000 passengers between September and May but when it was brought back it would be a year-round service.

KiwiRail's scenic rail and Interislander ferry journeys had traditionally been popular with New Zealand's established visitor markets, such as Australia, Britain and the United States, but are increasingly being used by visitors from growing markets such as China.

There had been a lack of awareness among some potential visitors that they can be connected on one journey throughout the country, with KiwiRail offering both rail and ferry services, Piper said.

"Internationally it makes sense to bring our services under one brand. We've found that while people are aware of certain of our products, they weren't familiar with our entire offering," he said.

- NZ Herald

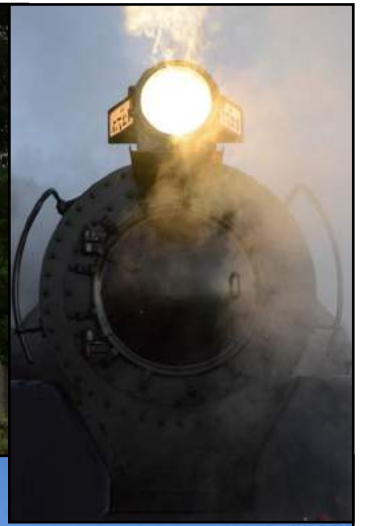
Comment: Recently watching a fascinating series on TV, "Great Railways of Britain" with Michael Portillo, and looking at the many two or three car "railcar" units transporting people all over the UK countryside to many "provincial" destinations, we wonder if this would be a better option for Kiwirail. People must surely be tired of driving everywhere on roads cluttered with trucks and there would be the advantage of not needing to use ancient diesel locomotives. Then we could put up a few million dollars to reinstate lines like the SOL, Gisborne-Napier, Rotorua Branch. We could call it "Rails of National Significance"! Editor.



TANGIWAI MEMORIAL TRAINS

On the weekend of 6, 7 May a unique collaboration of Kiwirail, RMTU and FRONZ members Glenbrook Vintage Railway/Railway Enthusiasts Society and Mainline Steam Trust combined to run trains from North and South to Tangiwai where a special commemorative event was held to honour the driver, Charles Parker, and Fireman, Lance Redmond, who perished in the Tangiwai rail disaster on 24 December 1953. Those attending the emotional service included 51 family members of the men. The following pages present a range of images from the event. Photos by Cameron Persson, Kenneth Carlyon, Roger Brent Smith, Jack Still.







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 scottosmond@xtra.co.nz

CANTERBURY RAILWAY SOCIETY

From "Branchlines"

FROM THE PRESIDENT

We now have a different Committee in that we have five new members. Four members stood down for various reasons, and of course there was the unfortunate death of John Peterson which created the fifth vacancy. It is gratifying to see there were people prepared to step up and join the Committee.

As previously reported Nigel Hogg has stepped down from his position as General Manager. Nigel was in the role for seven years and provided leadership to the Heads of Departments through some tumultuous times. He will be a hard act to follow. In breaking news Michael Hobbs has agreed to take on this position. His appointment is subject to approval by the incoming Committee, and this will be considered at the next Committee meeting on 23rd May.

On Sunday 30th April we underwent the NZTA's annual Audit. This exercise is carried out every year. It is intended to ensure that the NZTA is satisfied we are running the railway in a professional way, and advise us of any areas that the NZTA feels we can improve. This is not the same as the Remedial Action exercise that we recently concluded, but is a regular annual event. In the past the NZTA have done a general audit of our areas of business but this year the Auditor asked to focus on the areas of "Accidents & Incidents", "Interoperability", and "Infrastructure safety and maintenance". The whole exercise took some three hours. At the end the Auditor stated that while there are a couple of minor areas to look at she was generally happy that we run a safe and efficient organisation. We are awaiting the final NZTA report, however, I am confident there will be no major surprises. Thank you to those who took part: Nigel Hogg, Brian Lester, Rachel Tucker, Peter Jenkinson and Patrick Clancy.

Brian Wheatley.

Right: Cooperation by the Diesel Traction Group and Canterbury Railway Society provided a unique experience of trains hauled by Dg772 and Eo3 on 17 April. Both locomotives were manufactured by the English Electric Company - the Dg in 1956 and the Eo in 1923. This combination never operated together when in service with New Zealand Railways. Photo: Dave Hansen.



ORMONDVILLE RAIL PRESERVATION GROUP INC

Dedicated women keep railway heritage alive

Dedication to our heritage is what keeps two Hawke's Bay women on track as volunteers for the Ormondville Railway Preservation Group.

"Volunteers Zelma Reid and Shirley Flaus, both of Hastings, were busy hosting visitors to Ormondville last Saturday, doing an amazing job in the kitchen," historian Paul Mahoney said.

"At 92 Zelma serves lunch at the monthly Ormondville working bees and she must be one of New Zealand's oldest active community volunteers."



Zelma is a railway wife who moved around New Zealand as her husband Ron advanced in his career, ending up at the top of his speciality trade in charge of all the railway tracks in Hawke's Bay, from Gisborne to Woodville.

And although Zelma and Shirley's husbands have now passed away, the two women continue to volunteer at Ormondville.

"Zelma is an amazing lady and last weekend we had a full on day," Shirley said.

The Flauss became involved with the heritage railway when they read a newspaper story about a train travelling from Wellington to Ormondville.

"My husband decided we should join the preservation society," Shirley said.

"Ormondville is a heritage which must continue."

However, with an hour's travel before they arrive at Ormondville, the women are hoping last Saturday's five viaducts festival will spark interest in others who will join the society as volunteers.

- *Hawkes Bay Today 10 March 2017*

Above: Zelma Reid, left, and Shirley Flaus, both of Hastings were kept busy in the kitchen at the Ormondville Railway Station.

LUMSDEN HERITAGE TRUST

Future Project .

The Oreti V's .

North of Lumsden hidden amongst the willows are the two 1885 V Class locomotives dumped for erosion protection in 1927 .

Lumsden Heritage Trust currently has a resource consent to recover them from their current location .

Once removed it would be the intention of the trust to have them on display at the Lumsden Railway Precinct .

There are current recovery and restoration plans for this project but a time line is yet to be decided while other projects are being completed .



TRAMWAY HISTORICAL SOCIETY

NZ's largest switchboard manufacturer donates \$25K of equipment to Tramway Historical Society

The group keeping trams alive in Canterbury is delighted with a new piece of equipment which will power the city's trams.

This week the Tramway Historical Society at Ferrymead will celebrate their new \$25,000 main switchboard donated by local electrical switchboard manufacturer Bremca Industries Limited.

In 2015, the society reached out to local businesses for sponsorship or donations.

"Bremca, which makes switch gear, came to us and said 'if you ever need a new switchboard, we'd be delighted to make one and donate it to you', and they did," said Tramway Historical Society founder John Shanks.

"Every one is expensive and we're always looking for sponsors and support and the community have supported us really well.

The original switchboard was around 50 years old and "past its expiry date", said Murray Sanders, an electrician for the society for around 50 years.



Above: Tramway Historical Society founder John Shanks.

The switchboard took around five days to install into the tram barn at Ferrymead and will connect the tramway to the electricity supply.

Andrew McLean, the owner and managing director of Bremca, the largest switchboard manufacturer in New Zealand, said the switchboard was a side project for his engineers over the last year or so.

"Engineers went down to Ferrymead and agreed it was an antique in its own right... and potentially not that safe," he said. "This one is built to last for 50 years... and it's replacing something that's 50, 60 years old. It is a lot safer than what was there."



Society president Graeme Belworthy said the society relied on donations such as this, and was grateful for the switchboard. "It's the heart of the operation, without it, nothing works," he said.

Shanks said the trams were an important icon of Christchurch's history. "It's great for the city's image. It's just wonderful," he said. "I think since the earthquake when so much has been destroyed capturing a little piece of Christchurch's history is so much more important than before."

- Stuff



Above: Tramway Historical Society electrician of 50 years Murray Sanders and society president Graeme Belworthy with their new switchboard at Ferrymead.

Right: Tram driver Alan Williamson and Tramway Society members Graham Richardson, John Shanks, Max Taylor on Christchurch No1 built in 1905 at Ferrymead Historic Park, Christchurch.

BLENHEIM RIVERSIDE RAILWAY

Blenheim Riverside Railway had some problems with the weather over Easter weekend as they were running trains to the airshow at Omaka. On Friday trains were suspended but ran the rest of the weekend on part of the railway.

Blenheim Riverside Railway's nearly finished overhaul steam locomotive "Donald" doing a test run to Omaka during the 2017 airshow at Omaka, Easter Weekend 2017. 16/04/2017. See also a video at <https://www.youtube.com/watch?v=6-qS58EEy38>



AWAKERI RAIL ADVENTURES

More Easter weather problems. "Oh what a night" we've just done a line inspection first thing this morning and no surprise .. seven trees down across the line but all cleared within 2 hours. Here is one of the bigger ones. Line is now open and we are open for business with 10 people booked on the 1230 run...

Creating and running a business is NOT for the faint hearted. As we pause at the end of our second financial year we are able to review some stats from our first full year of operations.

We doubled ride numbers from Dec. 2015 to December 2016.(same for January months too)

In March 2017 we carried three times the numbers of passengers we carried in March 2016! Thank you to all our Customers who have supported us as we've grown!



WHANGANUI TRAMWAYS TRUST

Tram rides proving popular

Whanganui's historical No 12 tram is open to the public on Sunday afternoons for rides.

The 105-year-old tram takes a short trip along the Whanganui River, from the tram shed to the PS Waimarie wharf. Rides are \$2 per person.

Whanganui Tramways Trust trustee Robert Gaskin said the tram operated most Sundays, "We try to have it running every Sunday, but it does depend on the weather and on how many volunteers we have - it takes three people to operate the tram," Mr Gaskin said.

He said the rides had proven popular, and there had even been some group tours.

Mr Gaskin said the Tramways Trust was still re-building after the tram and the tram shed were damaged in the 2015 floods.

"Fortunately we had some warning that there were more floods coming (in April) so we had enough time to remove the tram."

- Wanganui Chronicle

GLENBROOK VINTAGE RAILWAY/RAILWAY ENTHUSIASTS SOCIETY

The GVR has had to make some difficult but sensible operational decisions which involved cutting short their operating season due to lack of backup for their one steam locomotive in operation, Ww644. Ja1250 is out of action for a 10 year survey and Ww 480 is receiving a new boiler. All regular Sunday services have been cancelled from Easter and through May. The railway will now run only over Queens Birthday weekend and the weekend of 10, 11 June for the Waiuku LEGO Show.

The changes will allow resources to be able to concentrate on completing Ww480 for the next operating season from Labour Weekend.

The GVR volunteers have had a busy season with many charters as well as their regular Sunday public services.

In late March a very successful weekend tour was held which took some 133 Railway Enthusiasts Society members and guests to Taranaki to ride the Forgotten World Railway. The trip was by coaches from Auckland with an overnight stay at various locations and also a visit to the Waitara Rail Preservation Society railway.



W644 on the special train for the FRONZ Convention in June 2016. Photo David Maciulaitis

NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

From "The Roundhouse"

The unexpected death of our President John Peterson on 13 March came as a major shock for all of us. It has jolted us into taking a cold hard look at the NRM project, what has been done and what needs to be done.

As per the Constitution Bruce Shalders has been appointed as President until the AGM (scheduled for 29 June, 2017) and at a very positive meeting on 6 April he ensured the following were discussed:

Where to Now?

We have all been guilty of leaving a lot of the organisation in John's hands, mainly because he was so keen to take on the work. Maybe some of us have not been prepared to accept what was in front of us but John's death has caused us to take stock and admit a few facts. The major concern is the continuing lack of funding from the Lottery Grants Board and we now need to accept that they may not support the proposed project both on cost and associated size of our dreams.

We have not been able to convince them that our dreams could be their dreams so we now need to come up with a less extravagant proposition. This can be done and without wasting the majority of the work done to date.

Conversations will need to be held with our engineers but in general a roundhouse without the turntable being covered could be built and built progressively as funds come to hand.

The last grant application to Pub Charity was declined and after talking with them we have been assured that we are well respected and that future grants will be considered as long as they meet the Pub Charity criteria-the wording of our last grant application did not meet their criteria.

Fundraising:

As mentioned above conversations will need to be held with our engineers, but once an affordable proposition is agreed upon we can start another round of fundraising. We have the expertise amongst our Board members to do this.

The Shop:

The shop has not been performing well and Cam Moore our treasurer has analysed the past financial returns. It is very clear that we are overstocked with some items that do not sell well.

Michael Leefe has agreed to join the committee and with Cam's research in hand is currently working through what could be done. He will be reporting to the next Board meeting with a proposition.



CLASSIFIEDS**J CLASS INJECTORS AND WHISTLE - OTAGO**

The Otago Railway and Locomotive Society (Dunedin) has for sale 2 x Davis & Metcalf 6 1/2 injectors as used on J & Ja class locomotives and one bottom entry chime whistle with cracks around the top nut. We are asking \$2000 each for the injectors and \$500 for the whistle.

For more information/details contact Mike Kilsby General Manager on 0272640530 or Grant Craig Secretary on 0274822895.

FEILDING STEAM RAIL. DSA OPERATING MANUAL

WANTED. Can anyone help with a DSA Shunting Locomotive "Operators Manual" or any literature pertaining to the maintenance of this class of locomotive please ?

Any information greatly appreciated.

If able to help please contact Rod Bertram Feilding Steam Rail rodbnz@gmail.com or phone 0274 430220 .

INTERNATIONAL NEWS**HELICOPTER, ADDITIONAL SECURITY DEPLOYED TO CONTROL FLYING SCOTSMAN FANS**

EDINBURGH, Scotland — British law enforcement officials are deploying additional security and even a helicopter to spot trespassers this week as the world famous *Flying Scotsman* tours Scotland.

Last year, when the iconic 4-6-2 Pacific-type locomotive made its first trip to Scotland following a lengthy restoration, the rights-of-way there were swamped with hundreds of trespassers hoping to get a closer look at the locomotive. Network Rail had to pay thousands of dollars due to delayed trains that had to slow down because of all the people. Law enforcement now say anyone caught trespassing with have to pay a \$1,300 fine.

"We understand that the return of Flying Scotsman is an exciting event. However, we want you to view the iconic steam train safely, and there are lots of safe places to see it and take photographs," British Transportation Police Chief Inspector Sue Maxwell tells the BBC.

Transport police were also keeping a close eye on the sky, telling drone operators that they are not allowed to fly within 150 feet of the locomotive. Last year, during one of its first excursions, the Flying Scotsman's train was struck by a low flying drone.

From Trains - Newswire.

LAKE SUPERIOR RAILROAD MUSEUM DEDICATES DULUTH & NORTHEASTERN NO. 28

DULUTH, Minn. — The Lake Superior Railroad Museum formally dedicated Duluth & Northeastern 2-8-0 No. 28 at a special ceremony for Train Day in Duluth May 13. Eileen Laakso had the honor of smashing a bottle of champagne on the No. 28's pilot marking the completion of a restoration effort that began in 2011. The project was led by Laakso's partner Robert Purcell, who as general manager of Duluth & Northeastern successor Cloquet Terminal Railroad pushed for the engine to be restored and carried the plan through to completion.

No. 28 was steamed up at the bumper post next to the museum entrance. A special stairway allowed visitors to walk into the cab of the locomotive.

Next up for No. 28 are additional test runs, and special donor appreciation trips on June 10 and 11. The first public trips for the locomotive will be held June 23 and 24 when No. 28 will pull round trips from Duluth to Two Harbors, Minn. Other public trips are scheduled on weekends in July, August, and September.

American Locomotive Co.'s Pittsburgh Works built the engine in 1906 for the Duluth, Missabe & Northern as No. 332. It was operated by DM&N successor Duluth, Missabe & Iron Range Railway until 1955, when it was sold to short line Duluth & Northeastern based in Cloquet, Minn. and renumbered to 28. The locomotive remained in service on D&NE until 1964. It last operated in September 1972, when the railroad used it inside the shop in Cloquet to dry sand, then ran it around the Cloquet Yard. No. 28 was donated to the museum in 1974.

Eileen Laakso smashes a bottle of champagne on No. 28's pilot at the dedication in Duluth on May 13. Dave Schauer

From Trains - Newswire.



FUTURE MAINLINE EXCURSIONS

This feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all are covered from newsletters and web sites but if any members have excursion plans please send them to Journal at scottosmond54@gmail.com.

Steam Incorporated

- 11 June 2017. Kapiti Steam Shuttles.
- 22 July 2017. Taranaki Winter Express.
- 10 Sept 2007. Daffodil Express to Carterton.

ALSO COMING IN 2017-2018

- Christmas Grand Circle (diesel) 3 December
- Christmas Twilight Express (diesel) 3 December
- Eketahuna Express (steam) Sat 6 January 2018
- Deco Delights Express (diesel) Sat 17 Feb 2018

Dunedin Railways

- Regular Taieri Gorge and North Line services
- 25 to 30 September 2017. Silver Fern Railcar Dunedin to West Coast and return
- 23 to 29 October 2017 Silver Fern Railcar Christchurch to Invercargill and return

Gisborne City Vintage Railway

- Gisborne to Muriwai -
Sunday 4 June 2017

Feilding & Districts Steam Rail Society Inc

- 18 June—Taumaranui return Diesel
- 23 July—Mid-Winter Christmas Masterton return Diesel

Pahiatua Railcar Society

- 15-16 July 2017—Mid-Winter Art Deco Weekend. Napier return.
- January 2018—Festival of Lights. New Plymouth.
- 16-20 Feb 2018—Art Deco Weekend

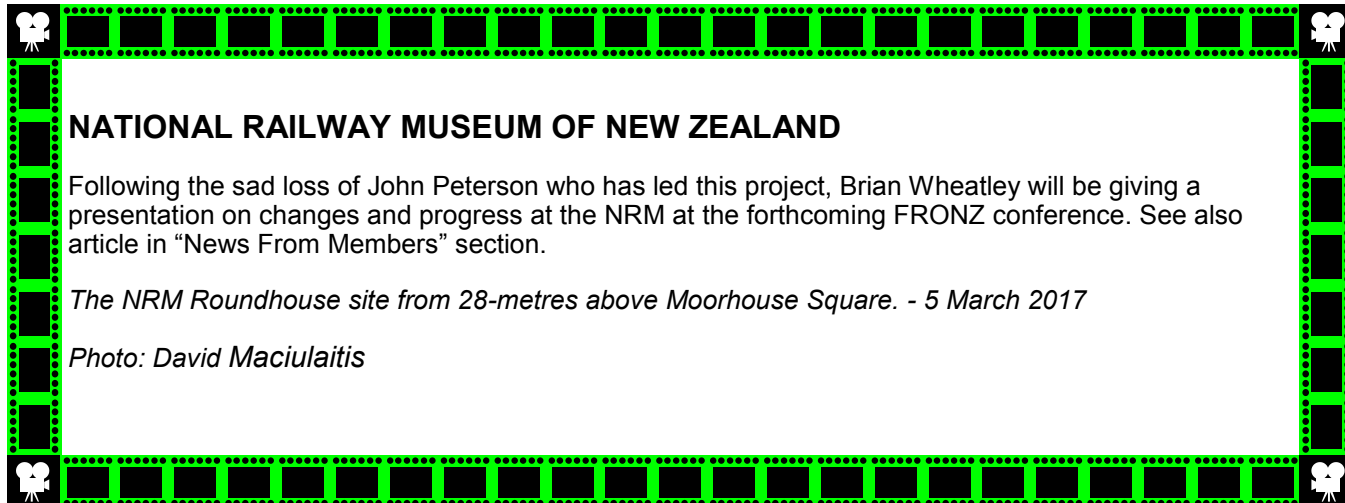
No excursions currently advertised for:

- Railway Enthusiasts Society,**
- Mainline Steam**

PICTURE OF THE MONTH

© 2017 - D. J. Maciulaitis





NATIONAL RAILWAY MUSEUM OF NEW ZEALAND

Following the sad loss of John Peterson who has led this project, Brian Wheatley will be giving a presentation on changes and progress at the NRM at the forthcoming FRONZ conference. See also article in "News From Members" section.

The NRM Roundhouse site from 28-metres above Moorhouse Square. - 5 March 2017

Photo: David Maciulaitis

**FRONZ CONFERENCE DUNEDIN
2—5 JUNE 2017**

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