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FRONZ CONFERENCE 2018

Special thanks to our principal conference sponsors; NZ Transport Agency and Rail Heritage Trust of NZ.



Thanks to our Awards Sponsors: Aon, Dunedin Railways, KiwiRail, MOTAT Society, NZ Transport Agency, Z Mini-Tankers.



Special thanks to our Host Group.: Steam Incorporated.



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

FRONZ CONFERENCE PRESENTATIONS 2018

For those unable to get to Conference this year our Secretary, Jeff Tollan took a few notes from our Saturday Business Sessions which are edited and reproduced here.

Peter Dunne

How to lobby Politicians and Parliament.

Peter told the groups that in his years of sitting on select committees he could see many people didn't know how to go about lobbying politicians. He said many thought they needed to lobby ministers, who were extremely busy, when the best, most forgotten-about contact point was the local MP. "They crave publicity and crave information that makes them seem like they know what they are talking about, and they crave contact."

He said the worst mistake people make is to only contact a minister or MP when they need something. "In the minds of the people they lobby, it seems like they are only called on when there is a problem."

Peter said if groups gave their member of Parliament an update each month about what was happening in their group, "by the time something crops up the politician feels like they know you - and you listen to people like that ... it feels like you know them".

He told the conference that very few people who lobby MPs do that, and it's the easiest way to build a rapport and help them take notice of issues that arise. "Make contact with your local MPs, tell them who you are, what's coming up." He said by the time an issue does come up, the MP can go back to their colleagues and have a meaningful conversation with them about it. "Never overlook the value of that opportunity."

He said if a group was going to give a submission to select committee they should make an oral submission, as written reports would not get their attention in the same way.

Peter said groups might get 20 minutes, but warned they should sum up the key points they are worried about and speak for only about 5 minutes, and then offer to answer MPs' questions. Come prepared to offer a solution to issues they're raising and draft wording on it too.

NZTA - Rail Regulator

Brett Aldridge

Senior Manager, Regulatory Compliance

Brett told the conference NZTA is wanting feedback on how it's doing from groups. If something NZTA did came as a surprise to groups, they needed to tell the Agency "because it means we haven't communicated it very well".

There is a proposal to increase the number of rail regulators from 15 to 21 as a critical report identified a number of issues with the agency and highlighted its inability to react to accidents and incidents, or identify issues. The Agency was found to be of a "less-than-acceptable standard".

By June 2019, NZTA is hoping to have a new funding structure in place, but will include FRONZ in talks about the structure.

Brett told delegates the Agency wasn't across the industry in the way it should be. A report found it was a soft regulator. It was seen as being too casual, did not look at incident reports in a way to identify common safety issues. While the Railways Act is fine, NZTA has a lot of room for improvement, he said.

However, the Agency now wants to improve its relationship with groups, while still holding them accountable. Brett told the conference the Agency wants to change the perception that it's only focus was safety. "We want to make damned sure that you guys can keep working, but also that you're safe."

NZTA has a list of goals:

- To build meaningful relationships with groups.
- Create a shared vision with the industry and supporting groups towards self-regulation.
- Finding new and innovative ways to deliver outcomes (away from the process-based accounting mentality).
- Communicating openly and honestly and being straightforward in their approach. ("We talk in bureau-speak, we forget who we're talking to and we need to make sure you understand what we're saying and that you understand what we're talking about.").
- Aspiring to be a centre of regulatory excellence.

Brett told delegates the Agency wants to have constructive dialogue with groups "even though some of those discussions may be tough".

He told delegates that groups needed to treat deadlines set by NZTA seriously - it will expect groups to meet them, but is open to renegotiating a deadline only if groups get on the phone to them before the deadline is set to expire.

NZTA said groups should have a goal to "keep NZTA out of their business". He said if groups were proactive around safety, were proactive with responding to NZTA, then the Agency could sit back and relax.

NZTA - Rail Regulator
Ray McMillan
Manager, Rail Compliance

Says railways in NZ carry more people each year - 30 million - which is more than Air NZ.

Says the small things that go wrong are symptomatic of other issues. Other groups can have a one-off incident.

Says prosecution isn't a priority, the focus is more on preventing an incident or accident from reoccurring.

3-5 per cent of all regularity activity results in a prosecution. There's an obligation to our fellow operators that we're doing the best for everyone that we can do. If someone falls behind in the standards, then they will be pulled up on it.

The legislation doesn't set NZTA up with many regulatory tools - safety assessments will be used more by NZTA.

When something happens, participants need to tell rail operators or access providers about incidents before they notify NZTA so something can be done immediately. The provider then informs NZTA rather than the person involved in the incident.

Investigating incidents, NZTA won't tell groups everything it knows at the time, to prevent "tainting" the investigation or the witnesses. He said at the investigation it would all be explained in full

Discussions:

Concerns were raised about the time for groups to respond to safety reports - six months for NZTA to produce the report and then giving groups four weeks to respond.

Brett said six months was too long on NZTA's part and urged groups to pick up the phone and get in touch.

David Gordon (KiwiRail) asked what is NZTA doing to ensure rail is being treated equally to roading?

NZTA says there's a balance, given different rules and different ways the vehicles are operating.

We're not looking to make it harder for rail, we're looking to make sure we properly engaged with you to make sure you're managing risks where you can.

David Gordon gave the example of the bus on it's side in southland and pointed out that if KR had a carriage on its side it would be closed for a week and some groups would be closed forever. Rather than demanding an answer about what NZTA was going to be doing about it, he said it was more expressing sentiment from the industry about the different standards expected between road and rail.

Brett said NZTA was bound within the framework of the law, and referred to Dunne's speech about lobbying as the method for change to come about.

KiwiRail

David Gordon:

NetLogics is the country's biggest trucking firm but it doesn't own a single truck. It's an uber-style firm, with small trucking firms logging into an app. This is forcing KiwiRail to look at how it's going to do business in the future and shows the importance of digital connectivity.

KiwiRail doesn't want people to see rail as nostalgic. KR says while heritage groups can't get drivers, KR can't get drivers for itself.

Some assets are not fit for purpose. We're on the cusp of breaking down. At the time of the Kaikoura quake the DCs were out of service.

KiwiRail is looking at how it can prepare itself to face a low-carbon future. "We cancel trains because of a lack of drivers, TXOs, signalling. Team is ageing. They have a series of critical issues

KiwiRail is focusing on growth - it doesn't have the assets for growth, but is lobbying and making the investment cases for the assets. They need new ships and rolling stock - need to replace DX, DCs and shunting stock - comes to \$1.2bn.

Rolling stock availability is going to be a key issue - might not have enough for work trains, so how does that affect charters. How will the lack of drivers affect groups?

There's a revised track access arrangement in circulation.

Subsidy via public good is still coming, \$160k to offset track access fees.

Opportunities under the Provincial Growth Fund(PGF):

- It is only three years.
- Can the fund buy locomotives to pull the trains - but "if we can't fix the core then what's the point in servicing the regions"?
- Thinks the government might not be able to spend the money for the PGF in that time, so says groups should advocate for access to that money and argue how they could benefit that. Look at how we can bundle services and work in with KR.

Megan Drayton
TrackSAFE NZ

Near misses involving pedestrians are on the rise. Doing more social media work now - latest campaign got one million hits

Working with schools about near misses - most wellington schools have run a newsletter on rail safety. NZTA ran a course for teachers.

More than 250 crossings identified with a short stacking distance.

Rail safety week is coming up - August 13-19.

Trevor Burling
FRONZ Executive Officer
Introduction to Safety Cases

A look at how the concept came about as a result of some serious systems failures resulting in loss of life or catastrophic injury and asset damage.

Mark Barrett
Ministry of Transport

Spoke about the role of MOT and the role of different modes of transport.

Laid out the future plan for the MOT - less focus on the mode of transport and more focus on integration.

For the first time, MOT has a rail policy team - it may look at how rail is organised and funded.

Most of Wellington supermarkets have only two days of food. Says the role of rail of moving food around, and things that need to be shifted quickly is pretty limited.

Crayfish are worth \$200,000 a tonne. Coal is worth \$200 a tonne.

Nic Doncaster
Fatigue Modelling. Current research on human rest and sleep requirements.

Says that while groups say they've never had an accident they should be careful, citing the BP oil rig disaster that killed 11 people. BP bosses were on the rig before the disaster presenting a cake because it hadn't had an accident in recent times.

Most accidents happen at 2 and 3 in the morning and 2 and 3 in the afternoon - due to the lack of sleep.

Heirarchy of controls for sleep:

- Eliminate the problem
- Substitute
- Engineering
- Administrative

Showed several rail reports where trains nearly collided due

Rules will only work in a perfect situation and not the high-risk picture

When you're doing a fatigue risk assessment think about what you're doing. Lighting up at 5am presents its own risks as that is at the very end of the circadian cycle, when people are meant to be asleep. Lighting up the day before to warm the boiler would mean you wouldn't need to start as early.

Humans don't usually create problems, they solve them.

Nic says groups should take fatigue into consideration with their members and treat it like any other hazard. It needs to be managed - have a look at the operation and identify issues. What are the factors that may lead to someone being tired? And what can go wrong. And what can go right? And what are the reasonable controls.

Thanks to our resident journalist—Jell Tollan—for supplying the notes for this information.

FRONZ ANNUAL GENERAL MEETING 2018

Below is the full list of appointees to the FRONZ Executive and Convenors from the 2018 AGM held in Wellington.

Changes of position from the last AGM. Nigel Hogg retirement. Lindsay Challis appointed to Executive, Rob Martin Co-opted to Executive.

President	Grant Craig
Secretary	Jeff Tollan
Treasurer	Hugh McCracken
Executive Members	Scott Osmond, David Maciulaitis, Lindsay Challis.
Executive Officer	Trevor Burling
Auditor	Keith McGavin

Convenors

Position	Appointee
Boilers	J Durry
Mechanical engineering	L Challis
Insurances	H Brittain
Rail Retention Advocate	D Selby
Operational Communications	G Clover
Rail PlaNZ Database	C Mann
Rolling Stock Register	D Maciulaitis
Steam Loco Drivers' Quals	C Jenner
Tramways	D Hinman
Mainline Groups	R Martin

FRONZ CONFERENCE TEAM PHOTO. By Jeff Tollan



FRONZ AWARDS 2018

FRONZ Annual Awards presented at our 2018 Conference in Wellington.



MOTAT Society Steam Locomotive Restoration Award.

This inaugural award went to Mainline Steam Heritage Trust for their restoration of ex-NZR locomotive Jb 1236.



Rob Martin, Ian Welch and Grant Bradley with the MOTAT Steam Locomotive Restoration Award.



KiwiRail Infrastructure Award

The winner was the Canterbury Rail Society for their installation on turnouts and trap points into their new diesel depot sidings.



Z-MiniTankers Motive Power Award (non-steam).

This year's recipient is the Diesel Traction Group Inc, based at Ferrymead for their extensive and comprehensive restoration of Di 1102.



Tramway Restoration Award

Won by Auckland Dockline Tram for tram 466



Alan Curtis and Charles Richards from Western Springs Tramway with the Tramway Restoration Award



Goods Wagon Award Dunedin Railways for their restoration of Ur 1801 (UR12).



Donald Ross from Dunedin Railways with the Goods Wagon Award.



DUNEDIN RAILWAYS
WORLD CLASS TRAIN TRIPS

Dunedin Railways Passenger Carriage Award - Bush Tramway Club - A 1319 'Mary'.



Paul Dillicar Memorial Award for Innovation - Pounamu Tourism Group & Steam Incorporated for the 'Marlborough Flyer'.

Paul Heighton Memorial Award for Excellence -
Denyse Bettridge for his work with the Waitara Railway Preservation Society.



AON

AON Young Achievers Award -
Finn O'Regan for his services to the Glenbrook Vintage Railway.

Rail Heritage Trust Award -
KiwiRail for relocation and restoration of the former Newmarket station at Parnell.



NZTA Tourist & Heritage Rail Safety Award was not presented this year

TRACKSAFE NZ SAFETY LEADERSHIP AWARD

Nominations are now open for the annual TrackSAFE NZ Safety Leadership Award. <http://www.tracksafe.co.nz/about/rail-safety-award> This award is designed to recognise significant leadership in railway safety in the New Zealand rail industry.

Applicants will be selected based on their contribution to safety through any of the following criteria:

- sustained contribution to railway safety over a significant period such that it positively influences rail safety in New Zealand
- exceptional measurable improvement in safety within an organisation
- leadership in promoting and encouraging safety values across New Zealand's rail industry
- significant leadership of safety for a railway project, activity or major event
- contribution of a safety innovation which has resulted in a sustainable rail safety improvement

Nominations **close on 11 May**, and the winner will be selected by the TrackSAFE NZ Board of Directors at their next **meeting on 31 May**. The award will be presented at the NZ Rail Conference Dinner on **Monday 14 June**.

Entry Process

Send a descriptive summary of your entry (up to 600 words) in pdf format to tracksafe@tracksafe.co.nz. The summary should include the key factors that have contributed towards demonstrating how the nominee meets the selection criteria. Nominations can occur at any time.

Nominations should be submitted by 11 May each year.

Terms and conditions

Nomination for this award is subject to the following terms and conditions:

- The judges' decision is final and no correspondence will be entered into.
- The judges undertake to observe the confidentiality of entries and to declare or avoid any possible conflict of interest.
- The judges reserve the right not to make an award where, in the judges' opinion, no entry of adequate standard has been received.
- Judges may, in exceptional circumstances, award more than one award per year.
- The judges may choose to make an award at a time which does not coincide with the NZ Rail Conference where they deem appropriate.

Megan Drayton

Foundation Manager

RAIL SAFETY WEEK 2018

Rail Safety Week this year will be held from 13 – 19 August, with a launch event in Auckland on the morning of Monday 13 August.

TrackSAFE NZ Foundation Manager Megan Drayton says the week is an opportunity for all organisations with involvement in rail to share safety messages about the risks around the rail network and the safe behaviours required to prevent harm.

"We're looking forward to another year of working with all rail operators, NZTA, territorial and regional councils and Police to spread the word about safety out there in our communities.

With an emphasis on rail in current transport policy and level crossings being included for the first time in the draft Government Policy Statement, we are encouraging any efforts to raise the profile of safety around railway tracks and trains.

Megan says there are a number of ways FRONZ members could be involved in Rail Safety Week:

- sharing posters and fliers in your communities;
- initiating your own media stories coverage based on any known issues in your region (Glenbrook do a great job at this!);
- teaming up with Police at high risk or busy pedestrian level crossings and engaging directly with the public (TrackSAFE can provide some merchandise)
- sharing messages and videos on social media - Facebook/Twitter etc;
- running your own Rail Safety Week themed events.
- If anyone has any other great ideas, we would welcome them as well.

Every year some FRONZ members go the extra mile to promote Rail Safety Week. "We're still in awe of Feilding Steam and their efforts to brand their water tanker with the 'Expect Trains' messaging".

The overall theme and design work for the 2018 campaign is still being developed – so keep an eye on the TrackSAFE NZ website for more information in the coming weeks.

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

DUNEDIN HERITAGE LIGHT RAIL TRUST

The latest newsletter advises the foundation and concrete is completed and the erection of the Interim Cable Car building on Mornington Park has begun.



SILVER STREAM RAILWAY/NELSON RAILWAY SOCIETY

Mid last year Silver Stream Railway signed a lease agreement with Nelson Railway Society after an approach was made with the offer of the locomotive by the SSR management committee. Since the lease was signed the SSR team put in an enormous amount of effort to locate all of the parts, pack them in to specially constructed shipping crates, catalogue the parts, seek quotes and arrange the freighting, pull the locomotive from its hibernation spot, then separate and secure all the main components, before arranging for collection and loading. On 26 April 2018 D143 departed its home for the past 38 years heading back to its original home in Nelson.

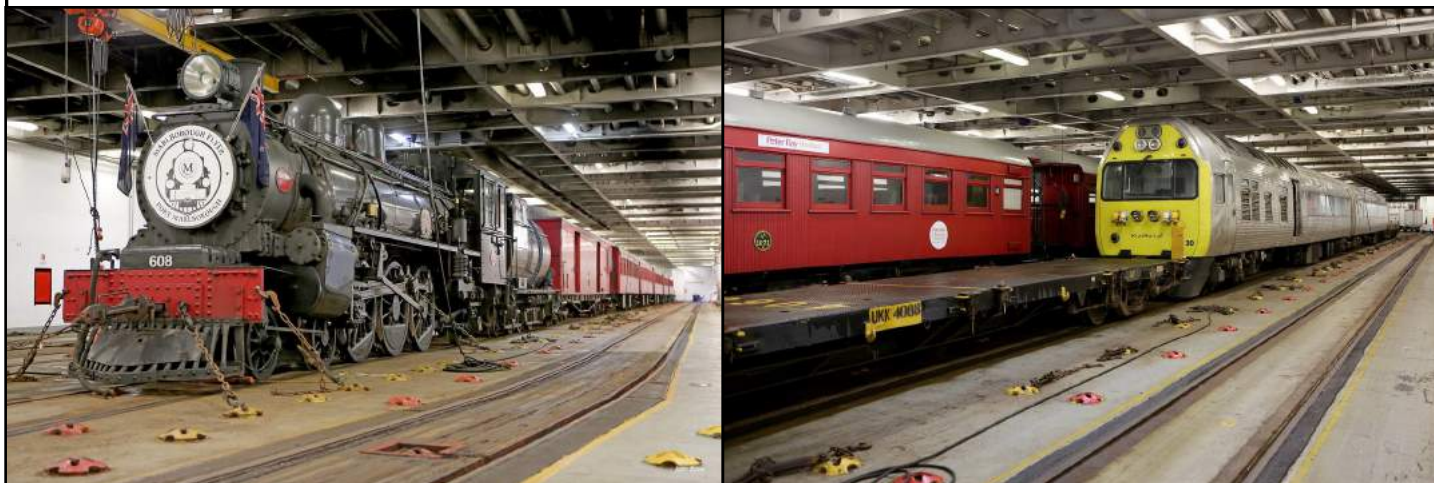
On 27 April the Nelson Railway Society in Founders Park welcomed D143 (Trout) back to Nelson.



MARLBOROUGH FLYER/STEAM INCORPORATED

After a very successful first season operating the Marlborough Flyer tourist train, Ab 608 and carriage consist have returned home to Paekakariki, on the evening sailing of the Interislander ferry Aratere on 29 April with Ab 608 and the train on-board accompanied by Silver Fern railcar RM30.

From Facebook



RAILWAY ENTHUSIASTS SOCIETY/GLENBROOK VINTAGE RAILWAY

This July marks the sixtieth anniversary of the formation of the Railway Enthusiasts Society. Plans to mark the occasion include a Silver Fern trip from Auckland to Mission Bush, Glenbrook, Huntly return on Saturday 14 July, and on Sunday 15 July an Anniversary Luncheon, Film Show featuring a new video produced by Lindsay Benbrook compiled to cover 60 years of the RES, Mix & Mingle, at the Onehunga RSA.

With Ww480 nearing completion of its major overhaul and new boiler installation work needs to progress on ensuring GVR has more than one operational steam locomotive. Ww 644 is about to have her boiler ticket expire as has Ja 1250. Both of these locomotives will have work focused on restoring them to operation as soon as possible. Meanwhile work goes on to restore the two DBR locomotives and ready further carriages for mainline excursions.



The twin sisters together again, this is the first time that both Ww's have been photographed together in a (nearly) completed state since 2013. Facebook photo.

BUSH TRAMWAY CLUB

A three-year project, celebrated with an event to celebrate the restoration of carriage A1319, was held on 10 June.

Photo R. Ellis.



LUMSDEN HERITAGE TRUST

Robin & Andrew Keach have done an awesome job of giving our Industrial loco a face lift .

The new paint and attention to detail around the brass work looks fantastic.

Whilst it never served for NZR the sticker looks great !!

So lucky to have these guys with such high skills on the team .

Waiting now on news regarding funding for the roof structure to keep this display safe and sound .

Thanks for all the support from those who have contributed to date, without you all it just wouldn't be possible. *Facebook post.*



TRAMWAY HISTORICAL SOCIETY



From: Ferrymead Tram Tracts

A recent popular attraction at Ferrymead has been the introduction of night markets every first Saturday. For the May Night Market, the decision was taken to try something different and so Double-Decker26 was swapped for Christchurch 1 and 'Cage' trailer 74. As mentioned in our report, double-deckers are a firm crowd favourite and 74 is being mobbed by punters while poor No. 1 isn't getting much of a look in. Takings that night came to a cool \$999.50—not bad for four hours' work! Both trams and trains are running every night market. *Photo: Dave Hinman.*

PLEASANT POINT RAILWAY & MUSEUM

From May Gazette

Special event coming up on 23 September: The launch of Ab699 after its boiler overhaul and celebrations marking, 50 years since the Fairlie Branch line closed in March, 1968. Night running will be held as well.

Ab699 will be dressed up as Ab718, the lead locomotive on the final run on 2 March 1968.

This will be followed by night running operations, with our 2 steam locomotives, D16, Ab718=699 and the Ford Model T Railcar – the first time all 3 have operated at night time.

2020 marks fifty Years since the Pleasant Point Museum & Railway, started in 1970.

A publication on the history the of the society is planned.



Ab 699 on 7 April 2018 slowly being reassembled with new boiler lagging and cover shields. Photo: Bryan Blanchard

GOLDFIELDS RAILWAY

Ex Ravensdown DSA Hunslett loco 551. Since coming to Waihi in 2014 the loco has been extensively overhauled, water-blasted and re-painted and will come into service on the Goldfields line this year. With the new colours the loco could now be re-numbered back to DSA 253 which it was until 1980 when the traffic monitoring system was introduced. The loco is on permanent loan to the Goldfields society from the Napier owner. *Photo by Fay Harding, Posted by Rob Bowater, Facebook.*



CLASSIFIEDS**BUSH TRAMWAY CLUB**

The Bush Tramway Club Inc., operators of the Glen Afton Line in the Waikato, are looking for approximately 200 feet (60 metres) of steel rail of around 30lb/yd (15kg/metre) weight. This is to build an extremely sharp curve from our sidings into a new shed for our battery electric locomotive at Pukemiro Junction.

The profile or exact weight of the rail is not important, as long as the rail is in sound condition. Could anyone who has available rail please contact: secretary@bushtramwayclub.com by email.

Richard Ellis
Secretary

DBM CONTRACTING – DBR LOCOMOTIVES

DBM is looking for a group, organisation or person that would be interested in leasing, caretaking, or operating, DBMs fleet of recently purchased 6 DBR locomotives.

DBM will consider all proposals put forward even the option of disposing of some locomotives.

DBM is looking to dispose of a sleeper replacement machine, it has some front damage nothing serious and can easily be repaired.

The machine could be converted into a ways and works vehicle by removing the sleeper inserter arm and under carriage put a deck on it to carry sleepers, tools etc. It has a vice and small compressor. This would be easier than running a work train.

See photos.

Please contact Dean either at dean.dbm@gmail.com or 0274-734-654



Sleeper replacement machine images next page.



INTERNATIONAL NEWS

AMTRAK TO STOP OPERATING SPECIAL TRAINS, CHARTER MOVES

From Trains Newswire. 28 March.

Does this sound familiar? Editor.

Special trains and certain private varnish moves will no longer be allowed on Amtrak routes according to a brief notice of a policy change sent to Amtrak employees and obtained by *Trains News Wire*.

"Generally, Amtrak will no longer operate charter services or special trains. These operations caused significant operational distraction, failed to capture fully allocated profitable margins and sometimes delayed our paying customers on our scheduled trains," the notice reads.

"There may be a few narrow exceptions to this policy in order to support specific strategic initiatives, for example trial service in support of growing new scheduled service. Otherwise, one-time trips and charters are immediately discontinued," the notice adds.

It is not yet clear to what extent the passenger railroad will discontinue its move of privately owned passenger cars; however, some private car operators already report they are having move requests denied.

The Collis P. Huntington Railroad Historical Society in Huntington, W.Va., has been informed that their private car moves will no longer be allowed out of Huntington on Amtrak's tri-weekly *Cardinal*, effective at the end of April.

"We are trying to better understand if Amtrak will allow the cars to be moved at beginning or end points," Assistant General Manager Joe Rosenthal says.

For the *Cardinal*, that would mean the West Virginia non-profit railroad group would have to relocate its cars to Chicago or Washington. It is unclear if even those changes would allow their cars to operate on Amtrak trains.

And for the non-profit group's flagship excursion, the *New River Train*, Rosenthal says that Amtrak's policy would mean the discontinuation of the 51-year tradition.

"West Virginia will be losing a huge economic impact and it'll be particularly devastating to the cities of Huntington and Hinton," he says.

The annual excursion has operated the third and fourth weekends of October from Huntington to Hinton, W.Va., and return. It has used Amtrak locomotives and crews on CSX Transportation's main line through West Virginia. In 2017, the excursion train operated with three locomotives and 30 privately owned passenger cars.

The excursions are a multi-million dollar tourism boost to rural West Virginia with nearly 5,000 riders annually. It is the largest mainline excursion train in the United States.

Similarly, there are dozens of other organizations and private operators whose railcars travel on the rear of Amtrak trains. As news circulated among the private railcar community Wednesday afternoon, there were more questions than answers.

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.

Glenbrook Vintage Railway Scenic Rail

14 July RES 60th Anniversay Silver Fern to Huntly

13-27 October—South Island tour

Steam Incorporated Whanganui (steam)

28 July	Spiral Snow Express	Kapiti to Taumaranui (diesel)
9 September	Daffodil Express	Wellington to Carterton (steam)
14 October	Heartland Flyer	Paekakariki to Woodville (steam)
17-23 October	South Island Rail Tour	
2 December	Christmas Grand Circle	(Diesel)
5 January 2019	Ekatahuna Express	(Steam)

More details of Steam Incorporated trips at <https://mailchi.mp/d045072a13af/rail-excursion-update>

Marlborough Flyer

Readers looking to ride the new Marlborough Flyer, a joint arrangement between FRONZ members **Steam Incorporated** and **Pounamu Tourism**, should see their booking site at www.marlboroughflyer.co.nz for their regular summer excursions between Picton and Blenheim. 2017-2018 season now ended but look for the next season from October 2018.

Mainline Steam

1 July	Tui Express, Plimmerton to the Tui Brewery for lunch.
25 August	Plimmerton to National Park for lunch at the Chateau Tongariro
25 November	Tui Express, Plimmerton to the Tui Brewery for lunch.

Feilding & Districts Steam Rail Society Inc

19 August Feilding - New Plymouth return (KR Diesel)

Gisborne City Vintage Railway

Gisborne to Muriwai—
New season dates available soon.

Dunedin Railways

Regular Taieri Gorge and North Line services .

Southern Rail Tour Ex Christchurch to Invercargill return. (Silver Fern)

15-21 September and 22-28 September.

No excursions currently advertised for:

Pahiatua Railcar Society

PICTURE OF THE MONTH



This colourful sight was seen on Sunday 29 April as DBR 1295 and DE 507 (GVR 8) handled a small train offering Cab and Carriage Rides with Glenbrook Vintage Railway's two biggest diesel locomotives as part of Waiuku Steel 'N' Wheels event.

From Facebook

**FRONZ CONFERENCE LOCATION TO BE CONFIRMED
31 MAY– 3 JUNE 2019**

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