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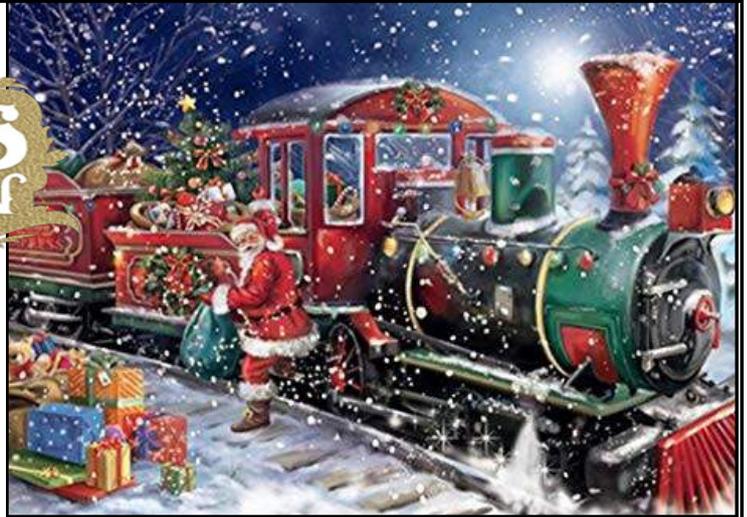
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SEASONS GREETING FROM THE FRONZ EXECUTIVE



To all readers of Journal, the FRONZ Executive wish you a Merry Christmas. Grant, David, Scott, Lindsay, Jeff, Bruce, Rob and Trevor wish all busy FRONZ member groups and their many hard workers, best wishes for a pleasant family Christmas, and a successful season in whatever heritage rail activities you are involved with.

FRONZ ARCHIVES

Most of our FRONZ Executive business is conducted in an online discussion group to save money as we only need to meet physically a few times each year. Since 2016 we have used a Google Group for our business. Between 2003 and 2016 it was done in a Yahoo group. Yahoo announced a few months ago they would be closing their site and in order not to lose all of our discussions we needed to go through the 13 years of FRONZ history and save all the discussions and files. With a day to spare before Yahoo closes down, I managed to complete work on transferring our archives that were on the Yahoo Group.

I have not counted how many hours it has taken but it has taken up a lot of computer time since early October mainly at the expense of house-painting. Sigh!

It is amazing how, despite some significant achievements, how little has changed over the years. We still have a huge amount of work trying to maintain mainline operations with little assistance from outside agencies and sometimes performance issues from the operators themselves. There were some real horror stories dealing with the numerous owners of our national rail system over the years, most notably the awful period when it was run by "Toll".

It was also interesting to see the efforts and recall the changes to the FRONZ Executive team. The sad loss of Paul Dillicar to illness from 2010, the tragic loss of Grant Hjorth in 2012 and Peter McCallum in 2014, and John Petersen in 2015. How we got through those times and carried on the activities is a credit to the executive team.

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

STRONG HERITAGE FEEDBACK LIMITS INCREASE IN REGULATORY CHARGES

Chris Ballantyne, Lead Advisor, Rail System Integrity, Safer Rail Team, Regulatory Services Group has asked us to circulate the following statement to assist in understanding and the steps NZTA have taken to minimise the effect of the new regulatory charges on rail heritage operators. Editor.

In late 2018, the NZ Transport Agency consulted with the rail sector on how to recover the costs of rail safety regulatory activity.

As the regulator, the Transport Agency provides independent assurance to government and the public that safety risks are managed effectively by those who provide rail services in New Zealand.

The Transport Agency is required to recover the costs of its regulatory activities and it sought feedback on how to do this fairly and effectively. A significant number of the heritage industry made submissions and, with the announcement of the new Rail Regulations 2019 in late November, the Transport Agency is pleased to let the rail industry know that you have been heard.

A big concern for heritage groups was recovering the Transport Agency's deficit that had been built up through years of under-recovery from the industry. As a result of feedback, the Transport Agency has written off the full deficit, which reduces the annual charge by \$610,000. We can also confirm that, for the first time, the National Land Transport Fund will provide \$750,000 every year for regulatory activity where road and rail interface (for example, pedestrian and road interaction with the rail network).

There's more good news for the heritage sector following their feedback. All charities and voluntary organisations, not just those turning over less than \$30,000, will now be exempted from paying the part of the annual charge that is proportional to rail activity. There is also now a tier of caps that limit the increase in annual charge for the heritage sector.

Keep talking to us

With all these changes, we want to still encourage you to pick up the phone if you need advice. You won't be sent another bill – this is the type of activity your annual charge pays for. We are always happy to talk to you through the guidance we have up on the website or hear about your developments.

We also want to continue hearing from you whenever you have a safety incident as it's important that we take every opportunity to identify and learn from these to prevent them occurring again.

There are some things that will come with a cost:

- Ordinary and special safety assessments are charged for, as they have always been. However, we have reduced the hourly rate and will now charge for our expenses (such as travel) separately.
- There will now be fees for safety case variations. We are keeping these as low as possible, but you can help manage this yourselves by being well prepared and having a good quality safety case that reduces the need for variations. Again, our team can help you with this.
- There will now be fees when we issue compliance notices. If we must impose such things as remedial actions, conditions or safety improvement plans, we will recover the costs of doing this. Complying with your safety system and the Act, and managing your risks, will stop you incurring these fees.

The Safer Rail Team is now working on implementing the new framework, which includes introducing time recording, new processes (particularly around communicating and charging fees) and creating resources to help rail participants understand the new fees and charges and minimise their costs. Although the big push is to be ready for 1 January 2020, work will continue after this date to improve the process based on feedback.

Should a rail participant have any feedback or questions, we encourage them to email their query to railsafety@nzta.govt.nz. This means we can add to our FAQs on the website as, if one operator has a query, others are likely to as well.

Links:

Full information, including a summary of the submissions made during the late 2018 consultation, is available on the NZ Transport Agency website at www.nzta.govt.nz/rail-fees-and-charges

STEAM LOCOMOTIVE DRIVER TRAINING

Glenbrook Vintage Railway

From Facebook and YARN

As the culmination of collaborative teamwork between GVR and KiwiRail, last month GVR hosted KiwiRail Locomotive Engineers from Hamilton and Palmerston North for an intense week of long-awaited Steam Locomotive Driver Training.

GVR General Manager, Tim Kerwin, taught the fundamental theory and practical skills (developed by GVR) under the supervision of Robin Simmonds and Soren Low from KiwiRail. Trainees Blair Jordon (Palmerston North) and Richard Norton (Te Rapa) were assessed to the NZQA unit standard by respected Steam Locomotive Driver Phil Wagener.

Blair and Richard (who are both certified Steam Locomotive Firemen) on completion of on-job training will be fully qualified to drive Steam Locomotives on the National Rail Network.

GVR has taken the lead (on behalf of FRONZ) in working with KiwiRail to deliver this training.

The completion of this training, and the ongoing work on further Steam Locomotive training represents the first formal Steam Locomotive training undertaken by KiwiRail and only comes from KiwiRail and GVR working together collaboratively.

A big thanks to everyone who helped bring this essential part of preserving New Zealand's rail heritage to fruition, and we hope to see more Steam Trains operating on the national rail network soon!



Above left: Richard, Blair, Tim, and Robin pose at the Glenbrook Sign. Photo by Soren Low (KiwiRail). Right: Departing Waiuku against a 1-in-50 gradient.



Left: Phil, Blair, Tim, Richard, and Robin at the end of the busy week. Above: Blair reviews the train running paperwork used for Heritage Rail Excursions.

BUILDING A PLATFORM FOR THE FUTURE OF RAIL

Press release of 13 December announcing the plan to change funding of rail in New Zealand to come from the Land Transport Funding process in the same manner as roads, thus ending the ad hoc annual grants to rail made by governments until now. FRONZ will monitor these changes and where necessary make submissions in the interests of our members. The very last sentence mentions the introduction of Track User Charges for Kiwirail but will no doubt affect our members as well. Editor.

The Government has released its long-term vision for a sustainable 21st Century rail network that gets our cities moving, connects our regions and gets more freight off the roads.

Deputy Prime Minister and State Owned Enterprises Minister Winston Peters said the Government is committed to rebuilding New Zealand's rail network.

"After years of rail being run into the ground by the previous government, our Government is getting rail back on track. Since coming to office we have already allocated more than \$2.8 billion in rail.

"We need our rail network to be able to cope with New Zealand's growing freight needs. Freight is expected to increase by 55 per cent by 2042. Freight carried by rail not only reduces wear and tear on our roads, it reduces carbon emissions by 66 per cent.

"We have already begun investing in a national freight rail network with over \$1 billion funding in this year's Budget, \$741 million of which is the first phase of restoring a reliable, resilient and safe freight and tourism network," Mr Peters said.

Transport Minister Phil Twyford said rail is critical to New Zealand's economy, and creates opportunities for regional development and employment. "Passenger rail is also the key to unlocking gridlock in our largest cities and boosting productivity. The more people take the train, the more our roads are freed up for those who have to drive.

"Passenger growth on the metropolitan rail networks in Auckland and Wellington has continued to outstrip expectations. Investment in rail is anticipated to more than double patronage in the Auckland metro network to more than 47 million trips a year by 2028.

"Building alternative transport options for people and freight is a vital part of achieving the Government's goal of net zero emissions by 2050. It also helps make our roads safer by reducing the numbers of cars and trucks on our roads," Phil Twyford said.

The Draft Rail Plan will enable a new long-term planning and funding system for rail. The Land Transport (Rail) Legislation Bill will have its first reading in Parliament next week and will enable the rail network to be funded through the National Land Transport Fund, with support of ongoing Crown funding. It also introduces track user charges.

The Draft Rail Plan can be found here: <https://transport.cwp.govt.nz/rail/the-draft-new-zealand-rail-plan/>
For further information:

<https://transport.cwp.govt.nz/rail/the-draft-new-zealand-rail-plan/>

<https://transport.cwp.govt.nz/legislation/bills/the-land-transport-rail-legislation-bill>

NAPIER GISBORNE LINE FEASIBILITY STUDY RECOMMENDS RAIL REINSTATEMENT FOR FREIGHT AND ASSOCIATED RAIL TOURISM

Gisborne Herald 18/12/2019

The mothballed Gisborne to Wairoa rail line could and should be reopened at a cost of at least \$20 million, a long-awaited feasibility study says.

Part of the Palmerston North to Gisborne line, the rail service between Napier and Gisborne was stopped in 2012 following storm damage. The section between Napier and Wairoa was reopened earlier this year following investment from the Provincial Growth Fund.

A new study from business and economic research agency BERL recommends the line be reinstated.

'Reinstatement of the Turanga ki Wairoa rail line is feasible from an engineering perspective and there is sufficient freight for five trains per week.' BERL research director Dr Ganesh Nana said.

The report found a one-off cost of between \$20 million and \$23 million would be required to make the line operational in the first instance.

Additional works to improve the resilience of the line to adverse weather events would cost an additional \$5m to \$6m.

Over the following 10 years, a further \$5 million to \$7 million would be required in additional bridge, tunnel and track works.

The report said to achieve opening for the 2021/22 summer horticulture and log harvest peaks, reinstatement work would have to begin by April.

The study did not focus on a direct cost-benefit analysis, favouring an approach that factored in 'wellbeing' impacts.

It found those wellbeing impacts would involve reducing isolation of communities and a reduction in fatal road crashes.

Economic wellbeing would be improved by transporting significant volumes of freight and developing tourism opportunities, which could also include cultural tourism.

The report said tourism and other associated activities could be developed around sites of significance only accessible through the rail corridor.

A full closure of the line would jeopardise access to those sites 'which would degrade the level of cultural wellbeing of whanau, hapu, iwi and other communities of the Turanga and Wairoa districts'.

In addition, a repaired line could enable Gisborne City Vintage Rail to extend the distance of its trips onboard the historic Wa165 steam train.

It was also pointed out that a survey of Gisborne Chamber of Commerce members revealed 78 percent of businesses responding supported reinstatement. However, just 53 percent of respondents said they would use a rail service.

Forty-seven percent of businesses also wanted to see a passenger service.

The study concluded while commercial feasibility of the suggested service would need to be done in greater detail there was a 'prima facie' case established of the commercial feasibility of a reinstated rail service.

'Consequently, our recommended option is for the community and associated stakeholders to pursue the reinstatement of the Turanga ki Wairoa rail line; to a resilient standard; to deliver regular containerised and log freight services; and to support tourism opportunities to be developed utilising the rail corridor.'

An appendix report prepared by Nikki Searancke focusing on the Tairāwhiti community perspective (inclusive of hapu and iwi) said whanau, hapu and iwi supported the reinstatement of the Turanga-Gisborne ki Wairoa rail line and how to gain future ownership if the government and KiwiRail failed.

Tairāwhiti Rail Ltd was also represented on the study steering group and representative Rick Thorpe said he was 'very pleased' with the recommendations.

'The renaissance of rail as an integral component of a modern integrated transport system has been supported recently by the significant investment in new transport hubs and container terminals like Ruakura, Rolleston, Palmerston North and even Kawerau. Surely the exporters of Tairāwhiti equally deserve a modern transport network that will reduce the cost of getting our products to market.'

'We still have some number crunching to do but the preliminary costs suggest that rail will be the most cost-effective option to get containers to Port Napier and coastal shipping the most competitive to Port Tauranga. A win-win for our region.'

Mr Thorpe said it was now up to stakeholders to come together to push a 'best for region' approach.

'Given the timing of the report's release we will start lobbying for ministerial funding approval in the new year.'

'The 'best-for-region' approach is to ensure all of our region's stakeholders are united in their support for this project and we are presenting a united front to ministers. Clearly, we would like to avoid the 'mixed message' issue now that the study has been completed and its recommendations are clear.

'This government has signalled a significant infrastructural spend next year and we believe this project deserves to be included in the regional rail funding allocation.'

Trust Tairāwhiti chief executive Gavin Murphy said the trust, which also incorporates the region's economic development agency, would work with interested parties where appropriate on the rail as part of best-for-region transport solutions.

'As a member of the Tairāwhiti Economic Action Plan steering group, we will discuss best solutions for our local businesses. We are, however, mindful that this is government infrastructure, so we will want to engage with them and understand their views on the business case and the potential of reinstatement.'

KiwiRail capital projects chief operating officer David Gordon said KiwiRail was aware the report had been released and would study it carefully.

'Until we have done that it would be premature for us to comment further.'

Regional Economic Development Minister Shane Jones said he would consider the report.

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

PAHIATUA RAILCAR SOCIETY INC

From Facebook

We are pleased to advise, that after many months of work by our dedicated team of volunteers, we have fulfilled the requirements of the rail heritage sector 'reset'. This has been a huge achievement for the Society, and we look forward to being able to offer trips with our vintage railcar RM31 'Tokomaru' over the coming months.

Thank you to all our supporters for your patience over the last 8 or so months while we have worked through the new requirements.

Please keep an eye on our Facebook page and our new website for upcoming trips.

We have approached KiwiRail to find the earliest slot we can obtain (crew permitting) for Gorge Shuttles please keep an eye out for progress on a date

Whanganui vintage weekend Saturday 18, Sunday 19 January 2020 is now advertised to run.



Photo: Doug Johnston

WAITARA RAILWAY PRESERVATION SOCIETY

From Facebook

The restoration of our Dsa loco 'Portland 11' got a huge boost when the engine, prop shaft, and air tanks were craned in by Hiab hoist, along with the side frames and part hood.

A massive effort by all, and a special shout out to Wills Contracting of Waitara and their driver/operator Norgy for their generous support.

Still a long way to go to get Portland 11 to full running, but after this effort that day seems a lot closer now.



STEAMRAIL WANGANUI

From Facebook

SteamRail Wanganui members turned up at our site on 8 December to find a mess. There had been a break-in to a couple of Huts on our wagons, emptying out the rope stands that were stored in them all over the KiwiRail yard and then use them to basically demolish the huts to almost beyond repair. There was also new tagging. What gives them the right to do this to someone else's property. This is Wanganui Railway history that we can never replace.



PROJECT STEAM DUNEDIN -THE PROSPECTOR

From Facebook



Left: A big thanks to Steve McLeod contracting for picking up our three tender bogies and pony truck frame from Springfield, They arrived back in Dunedin on 29 November! Above: Working bee at Middlemarch on 7 December to clear a space for our container to arrive next week which will become our storage shed.

PLEASANT POINT RAILWAY

Another group cashing in on regular visitors from Grand Pacific Tours. Story and photo: Bryan Blanchard.

Another successful " Grand Pacific Tour " party from Australia, people from Wollongong, Melbourne, Brisbane area, plus more.

Thanks to all those who helped today - a very friendly group. Another group from them, due next Sunday again for lunch, ride on our railway, a couple of short vintage movies and a look round our site, what we have to offer.

They could not go on to Christchurch due to the main highway closed at Rangitata river due to the very heavy rain we have had and the driver said, "looks like we are heading back to Dunedin", where they came from this morning.



MACKWELL LOCOMOTIVE COMPANY

Otago Daily Times 12 December 2019

More than 60 years after the last locally made steam locomotive rolled out of Hillside workshop, a Christchurch firm wants to wind the clock back and return steam power to Dunedin's railways. Mackwell Locomotive Co has approached Dunedin Railways with a proposal to trial its design for a modern, environmentally sustainable, wood-powered steam engine on the company's tracks. "Getting away from fossil fuels one option is electrification, which would have a massive cost in infrastructure," company director Sam Mackwell said.

"This doesn't have the carbon footprint of building the infrastructure or building a power station ... it can use any wood fuel, including from waste streams."

Steam technology was replaced by diesel and electric locomotives decades ago, but reviving it was not a fanciful dream, Mr Mackwell said.

Modern steam locomotives operated in South America, Switzerland and England, and Mr Mackwell's company had built a prototype boiler which Mr Mackwell said had operated above expectations.

"We have eliminated smoke and spark emissions; it can be ready to go in about 20 minutes and uses 90% less energy than a traditional steam engine to get up to speed.

"We have calculated it could go from Dunedin railway station to Middlemarch and back, twice, without taking on water or wood."

Mr Mackwell had approached Dunedin Railways about it hosting a trial of his engine design as it had the longest stretch of privately owned tracks in New Zealand.

"We are hoping it could increase patronage on Dunedin Railways, reduce costs, and aid their carbon footprint."

Dunedin Railways operations manager Grant Craig said the Mackwell design had merit in its environmental credentials.

"We have been in talks with them and we're interested in seeing what they can offer us."

Mr Mackwell has already drawn up ambitious plans for his locomotives to replace the KiwiRail fleet, which he said would cost less to build and run and could aid a substantial drop in carbon emissions.

Wood was a low-cost, efficient, carbon neutral energy source — Mr Mackwell said less than 2% of New Zealand's current pinus radiata crop could supply fuel indefinitely at current KiwiRail traffic levels on a 22-year crop rotation.



Sam Mackwell (left) and Nico Haima, of Christchurch firm Mackwell Locomotive Ltd, with plans for a wood-powered steam locomotive they hope will see steam locomotives return to the rails.

Photo: Stephen Jaquier

KINGSTON FLYER



Left: AB795 at Fairlight, 30th November 2019. This was a test run following track work and mechanical work to 795. Right: Kingston loco yard the following day.

The focus is now on restoration of the carriages.
Neville Simpson.



SILVER STREAM RAILWAY

From Facebook

An update on our outdoor activities over the last month.



Left above: A busy day with RM 30 and film crew.
 Above: A switchlock setup obtained from KiwiRail from the Otaki upgrades.
 Left below: Ballast Regulator in use.



Right: Gantry Curve completed. Tamped and broomed off. A couple of tufts missing off the broom hence the line of ballast in the centre.

THE PLAINS RAILWAY & HISTORICAL MUSEUM

Has any other rail heritage grown and sold produce as a fundraiser?

The Plains Railway are selling Agria New Potatoes - \$6 for 3kg or \$10 for 5kg from their Museum site on Maronan Road in Tinwald. Also Peas - pick your own 10ll bucket \$5 or picked is \$10. *Lorayne Oakley.*



Santa was impressed with our work-horses, along with his little helper!

WELLINGTON TRAMWAY MUSEUM

From Tramlines

The Museum of Transport and Technology has confirmed that they will donate Fiducia tram 244 to our Museum and that the only cost to us was the crane to unload it. We agreed to accept this offer. We have been advised that 244 could be expected to arrive at the park by mid-January. The tram will be substantially complete, but the "A" end motorman's cabin has been disassembled.

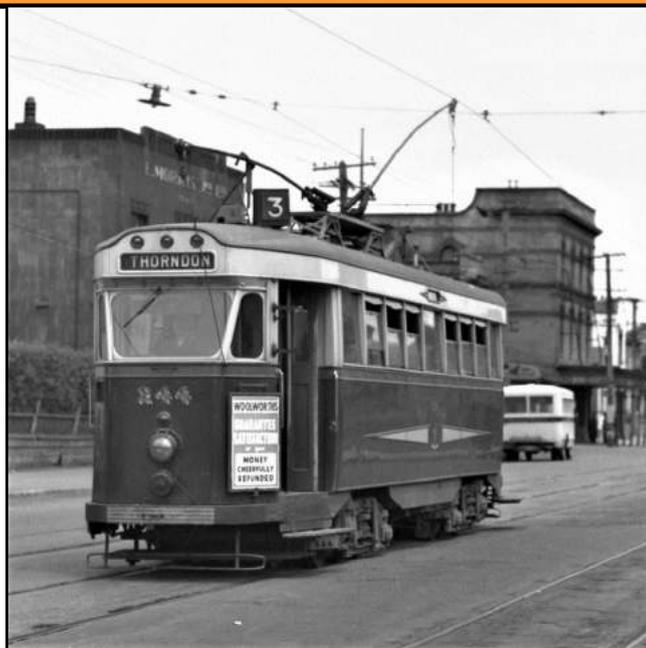
We have also had a price quoted for the provision of a foundation design for the Palace's (our amenities/archives building) replacement. The Board has decided to proceed with the foundation design.

At the Museum's Annual General Meeting on 16 November two long-serving members were honoured with the granting to them of Honorary Life Membership: Michael Boyton and Trevor Burling. Both have long and distinguished records of service to the Museum.

Both Michael and Trevor are well known to FRONZ! Congratulations to these gentlemen. Editor.

Shown above is a photograph by Graham Stewart of No.244 in 1949 (10 years old but still in 'as new' condition) passing the siding in Kent Terrace, inward bound for Courtenay Place, Railway Station and Thorndon.

No.244 was one of the three trams painted up in early 1964 as a publicity coup by the Shell Oil Company the others being 257 (in service at MOTAT) and 260 (in service here). No.244 is one of seven Fiducia class trams surviving – all at WTM or MOTAT.



TRAMWAY HISTORICAL SOCIETY

From "Ferrymead Tram Tracts"

So, what can we expect in 2020? Hopefully Christchurch 24 will be back, or somewhat closer to being back, in service. Our trolleybuses should again be up and running, and I'm sure Don and his cable-car team will have Mornington 103 looking even better (though I admit it's looking good even now as it is!)

Changes at the Christchurch tramway.

At the end of November and after 15 years as Managing Director of what is now the Christchurch Attractions group, Michael Esposito has retired from active day to day management. The new Chief Executive is Sue Sullivan, a former General Manager with Tourism Holdings Ltd and for the past 5 years Chief Executive of CINZ (Conventions and Incentives NZ)

Christchurch Hills car 24.

Whilst there has not been much said about progress on #24 recently, which is currently hidden away in the paint booth to allow for recanvassing the roof, work on this has been progressing steadily.



HTT staff had added the first final colour coats of paint and Project Leader Stephen was starting to add the mounting brackets for the advertising panels. Photo: Dave Hinman.

CLASSIFIEDS

SPEIGHTS HORSE DRAWN CABLE CAR

Recently I was asked about a horse drawn cable car that I understood Fielding and district steam rail owned but Rod Bertram stated that they don't.

It was called the "Pride of the South Tram" it is painted in Blue and Gold with Speights brewery advertising on it. Apparently it was built in Dunedin and last seen here during the city's 150th celebrations in 1998.

We understand it still exists and in storage somewhere in the North Island. If this is true and not required by the owner, we would like to purchase it and return it to Dunedin.

If this was possible it would become a huge promotional asset to our Trust in promoting our project.

We are a member of FRONZ and ask if there is any way that you could send our query through your network in the hope that it can be found.

I look forward to your response.

Regards,
Neville Jemmett,
Chairman,
Dunedin Heritage
Light Rail Trust.

nkjemmett@xtra.co.nz



THE RECLAIM

The place where FRONZ members can place buy, sell, swap, wanted requests.

The Reclaim has been developed so that any Fronz member can send us information about items they want to sell or buy (preferably with pictures, and deadlines if applicable), and that will be circulated to all members. This benefits the rail heritage movement as a whole by promoting a greater sharing of resources, as well as the opportunity to save useful items from scrapping.

This is distributed to the FRONZ Journal mailing list for free.

To place your request, please send details to djmaciulaitis@gmail.com.



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

During Auckland Anniversary weekend, 25-27 January 2020, GVR are running mainline excursions based in Hamilton using their restored diesel locomotive DBR1254 and the GVR excursion fleet. These trips are from Hamilton to Waharoa, Te Kuiti, and Ohakune.

16 February 2020, Waiuku (GVR) to Kinleith with side tours.

Overseas rail tours planned during 2020 include Japan, Switzerland, and Australia.

Steam Incorporated

No planned trips due to rolling stock re-certification programme.

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. 2019-2020 season commenced 6 October 2019.

Mainline Steam

No planned trips due to rolling stock re-certification programme.

Pahiatua Railcar Society

Whanganui vintage weekend Saturday 18, Sunday 19 January 2020.

Gisborne City Vintage Railway

Gisborne to Muriwai
 27 December 2019
 28 December 2019
 4 January 2020
 5 January 2020
 26 January 2020
 15 February 2020
 15 March 2020
 11 April 2020
 12 April 2020
 10 May 2020
 30 May 2020

Feilding & Districts Steam Rail Society Inc

1 February 2020	Around The Block to Wellington	KR Diesel
16 February 2020	The Chateau Tongariro and Sky Waka Rail Excursion	KR Diesel

Dunedin Railways

Regular Taieri Gorge and North Line services plus rail tours.
 Rail Touring details at <https://www.dunedinrailways.co.nz/our-journeys>

PICTURE OF THE MONTH



**FRONZ CONFERENCE GISBORNE
29 MAY– 1 JUNE 2020**

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