



JOURNAL

**NOV 2020
ISSUE # 205**

PUBLISHED BY FEDERATION OF RAIL ORGANISATIONS NZ INC :

PLEASE SEND CONTRIBUTIONS TO EDITOR, SCOTT OSMOND, BY E-MAIL : scottosmond54@gmail.com

IN THIS ISSUE

FRONZ Update	1	Albert Bossward	5
Book Review	2	News From Our Members	6
Dunedin Railways Update	4	Future Mainline Excursions	15
USA Preservation	5	Picture of the Month	16

FRONZ UPDATE

- Executive Officer Margaret Gordon, with Rob Martin, and Guy Wellwood, have had further meetings with NZTA/ MOT initially to discuss future rail action plan. When working with NZTA or MOT, FRONZ priorities need to be steam crews and access to branchlines. NZTA had been made aware, but until we establish how the new model works, we're in the dark a bit. FRONZ will reiterate key issues during their monthly meeting with the Ministry to keep them front of mind.
- In addition, MOT have again asked us to come up with solid examples about how our members have been impacted by COVID-19. Reading between the lines there is funding available and it's not being publicised. The Government is being helpful to us by repeatedly suggesting this. Groups need to give a narrative about how Covid has affected them, the percentage of revenue drop - the more information we can get about the impact - previous, ongoing and future impact - the better. This includes the likes of having to pay rates, but not having people through the gates to pay for them. Executive will chase up member groups as soon as possible, once Margaret drafts a letter outlining the way forward.
- In another component of work from the ministry, FRONZ has requested an arbitration panel for when FRONZ can't get traction with KiwiRail. MOT has asked for an outline about what this would look like and this is being drafted.
- We have had 17 responses to the PLI insurance survey which is reassuring. A reminder will be sent. The museum groups are asking for \$2m, groups operating railways are suggesting \$10m cover, with several suggesting they need \$5m. AON has recommended a total review of all the insurance to make sure that we're covered for what we think we're covered for. This is being managed by some of the Executive team along with insurance convener, Henry Brittain.
- Bradken Engineering are closing their foundry at Hillside and they hold a number of patterns (brake blocks for steam locos and carriages) owned by KiwiRail and used by heritage groups when required. FRONZ is working to ensure these patterns are suitably secured at an appropriate location.
- KR have major loco shortage especially in South Island. They have approached some FRONZ members re using locos, but it appears all have found many issues and unsuitability for the work.
- Mike Anderson joined part of the Executive meeting to update activities regarding the Heritage Technical Committee. Mike highlighted difficulties with numbers of rail inspectors as training got cancelled. It is not just a day course but practical training as well sitting with existing inspectors to learn practical skills. Period of mentoring which will include significant travel costs.
- The FRONZ Executive are planning a 2-day meeting in Wellington in February at which future planning will be a major topic for consideration. FRONZ member groups and individuals are asked to make any submissions on how FRONZ could assist them in writing or by discussing with any Executive Member.

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

RAILWAY STUDIOS - BOOK REVIEW

I was recently offered the opportunity to review a book published by the Te Papa Press, publishing arm of the Museum of New Zealand Te Papa Tongarewa.

The book celebrates the 100th anniversary of the design studio of New Zealand Railways. The Railway Studios (under several titles) was an agency of New Zealand Railways that produced advertising for any-and-all clients and dominated outdoor advertising for over 65 years from 1920 until 1987. It is essentially the story of how a Government Design Studio helped build New Zealand.

Over the years the Railway Studios were responsible for designing the advertising that appeared on signs, posters, billboards on or adjacent to railways buildings, fences, land and other associated structures.

The most well-known manager, to rail heritage followers, of the Design Studio was Tom McGavin, in his role as Manager of the NZR Publicity and Advertising Branch from 1972 to 1976.

The book has several sections. The first part provides a history of railway advertising and the part played by the Railway Studios in this. It includes many colourful images of the artwork we are all familiar with and of various trains and locomotives as "extras" to the advertising message. Railway destinations are included in the cause of tempting people to take a train and see the tourist spots throughout the country. There are many historical pictures of stations and other structures as well as reproductions of several W.W. Stewart paintings. The department had a presence at many local national shows and exhibitions in a time when rail travel was the most popular form of holiday transport. In later years, the department produced publicity about and brochures for the "prestige" trains like Silver Star and Silver Fern as well as advertising for rail freight and road coach services.

A section of the book covers the chronology of advertising on NZ Railways property and the services offered which began in the 1870s. The Advertising Branch of NZR established the design unit in 1920. The studios were closed in 1987.

Then follows fifty pages of Travel Posters and Brochures produced by the Studio over the decades. These are a mostly in colour and provide a spectacular collection of illustrations advertising many places and products that we are all familiar with.

The Railways Magazine was also produced by the Studios from 1926 to 1940 and is featured separately along with a section of specific, and very colourful, railways self-advertising. In addition, sections on product posters and billboards features such familiar products as Reidrubber Tyres, Cadburys Cocoa, Wests Soft Drinks, Maltexo, clothing stores, and many other familiar products and retail outlets no longer with us. In the days long before Health and Safety was a major factor, there is a section of safety posters used by NZR.

All these images are interspersed with pictures of , stations and locations throughout the country.

This book consists of nearly 400 pages of railways and New Zealand society nostalgia in general. It is undeniably a work of art and would grace any collection of railway literature let alone a statement about New Zealand society and art in general.

The book costs \$70 and considering that a basic fiction paperback today costs \$30 or more, gets read once then given to a book fair, this is a good investment. More details can be found at <https://www.tepapa.govt.nz/about/te-papa-press/history-books/forthcoming-book-railways-studios-how-government-design-studio>

Review by Scott Osmond

Some examples of the work of the Railway Studios in photos taken by D.L.A. Turner.

Right: Ab 780 and C 846 wait at road crossing July 1967 at Addington. Note the red spirals on the crossing bell warning "barber's" pole! You can also tell it was a pre-1968 image, from the billboard of course, but also the locomotive headlights were not on in daytime.





Left: A shunting service behind De 508 was passing De 510 in charge of shunting duties at Petone. Note the NZR billboard on platform ONE behind De 508. De 508 is preserved at Silver Stream.



Below and right. D. L. A. Turner also found these examples that are obviously the work of The Railway Studios, of all places, on the Ferrymead Station building. He has photographed these, and in the colour pair restored the somewhat now faded colours.

Happy Holidays Begin



On Railcars and Trains

The Popular Travel Services

Start your holidays on the right track! Enjoy the spacious, restful, low-cost travel comfort that only rail travel can offer. Whatever the weather, you can sit back and relax. Every mile of the way can be a memorable part of a happy holiday.

SIMPLY PHONE OR CALL AT YOUR NEAREST RAILWAY BOOKING OFFICE FOR INFORMATION AND RESERVATIONS

NEW ZEALAND RAILWAYS

Your
OPPORTUNITY

JOIN THE
NEW ZEALAND
RAILWAYS TODAY!!!!



Left: A billboard near the Ngauranga rail overbridge ~ modified by Victoria University students as a 1964 capping celebration prank.

LIMITED DUNEDIN RAILWAYS SERVICE RESUMES

Otago Daily Times. 20 November

Dunedin locals and visitors will be able to once again enjoy tourist rail services in the city this summer.

Mayor Aaron Hawkins announced today that Dunedin City Council has agreed to under-write a limited season of rail services – for this summer only – using the assets of Dunedin Railways Ltd.

The company's locomotives and carriages will be brought out of hibernation temporarily to provide the service, and Mr Hawkins hopes the public will jump on the chance to ride the rails again.

"We've been left under no illusions about the level of public support for this iconic stretch of railway.

"This is now the opportunity to see how it resonates at the box office for locals and visitors alike."

Mr Hawkins stressed the limited service is not a relaunch of the company, "but we're pleased to help deliver at least one more summer of iconic journeys making use of the company's assets".

"Wider decisions about the future of the company are yet to be made, and for now this is a one-off opportunity while Council awaits a report setting out options for the longer-term future of Dunedin Railways.

"In the meantime, we hope residents and visitors to Dunedin alike will take the chance to climb aboard and see the city from a train."

The Trains Not Planes promotion will start with a "Santa Express" train on December 20. There will then be two services each Sunday – the Inlander service to Hindon, and the Seaside service to Waitati where passengers would have a 2-hour stop. Further services may also be added later if demand requires.

The Trains Not Planes promotion will run from 20 December until 31 March 2021. Services will be targeted to domestic tourists as well as Dunedin locals, families and train enthusiasts.

Dunedin Venues Management Ltd will operate the project and have provided further details on the services.

The project is expected to cost approximately \$65,000 per month in addition to the company's existing hibernation costs, which are also being met by DCC. Project costs will be at least partly offset by revenue, but it is difficult to predict how much in the current tourism environment.

A small number of fixed term seasonal staff will be employed to supplement the existing Dunedin Railways hibernation team.

Trains could operate safely over summer without needing to address Dunedin Railways' track deferred maintenance needs, which were highlighted by DCHL earlier this year. Decisions on the deferred maintenance requirements will be addressed when Council receives a final report on long-term options in early 2021.

Dunedin City Holdings Ltd (DCHL) Chair Keith Cooper said work to evaluate long-term options was progressing well.

"We are now down to a short-list of options. These are being refined before we issue a final report to Council in early 2021. The Trains Not Planes project will generate a range of insights that will be valuable for that report."

Mr Cooper said short-listed options look different to Dunedin Railways' previous business model, as expected.



A ballast train has recently been up the gorge to do some maintenance. From Facebook post by Jonathon Holmes Welsh

RAILWAY PRESERVATION IN THE USA

From an article in "Trains" magazine by John Hankey. This reflects similarly to our industry worldwide.

The Covid-19 pandemic will profoundly reshape almost every aspect of American life in ways we now only dimly perceive. The effects will be lasting. There will be no return to an "old normal".

Railway preservation will endure casualties and consequences. But with some irony, many attributes of the field once regarded as limitations or unfortunate defects can be understood as strengths and opportunities going forward.

Its organisations are largely mature, resourceful, and supported by volunteer engagement. Major museums and institutions will almost certainly survive. Railway preservation is already a pretty lean and resilient field.

Its various branches tend to be agile, adaptable, relatively low-budget and not highly leveraged. There are opportunities going forward. For example, an astonishing array of railroad resources have already been digitized and available online. That trend should accelerate.

Such operations are well positioned to offer socially distanced and fresh-air recreation in fair weather and foul. By necessity, railroad museums tend to be spacious.

The keys are keeping an open mind, astute planning, and aggressive messaging. As so often in the past, railway preservation will need to go through what I call the Five Stages of Survival: Stabilisation, Assessment, Realistic Planning, Rebooting, and Delivery. The details vary, but the guiding principles are honesty, common sense, and the understanding that the field has a great deal to offer in a changing environment.

When we convince ourselves, it will be straightforward to convince the rest of the world. Railway preservation still has a promising future. It will just be different from what anyone expected.

ALBERT BOSSWARD

FRONZ regrettably records the sudden passing of Albert Bossward earlier in November. Albert was pivotal for many decades in enabling safe heritage National Network operations. His deep engineering knowledge around the sort of equipment we all operate was unrivalled in NZ (and cannot be replaced as there is no succession coming through the system).

An indicator of Albert's level of unique expertise is the amount of time he spent working as a consultant to KiwiRail after leaving the firm.

The 2019 'Bossward Report' saved heritage National Network operations by providing a new framework to guide Certifying Engineers when they engage with our vehicles.

Kua hinga te totara i te wao nui a Tane. Moe mai rā e te Rangatira.

Photo: NZ Herald.



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

CHRISTCHURCH CITY TRAMWAY

On 29 October 2020, Christchurch Tramway held a Silver-Jubilee gathering at Cathedral Junction in the Christchurch CBD.

The celebration had been delayed from its (1995) commemoration date on 4 February by nationwide COVID 19 lockdowns and restrictions.

D.L.A. Turner took his camera.



Above: A trio from the vintage jazz band *Finished Business* led by Allan Hawes entertained from the open drop-centre of Christchurch Boon tram 152.

Right: Colourful property developer and keen supporter of the tramway, Antony Gough, and his partner Vicki Holland, pose with Mayor Lianne Dalziel in front of Restaurant Tram 411. The Restaurant Tram had just been returned to the city following restoration at the Tramway Historical Society's Ferrymead workshops. Appropriately, finger food was finished and distributed from the galley aboard 411. Antony Gough created *The Strip*, a popular collection of bars and restaurants along Oxford Terrace beside the Avon River until its destruction by the 2011/2012 Christchurch earthquakes. In August 2013, Antony began a \$140 million re-development, ~ "The Terrace" ~ centred on his former Oxford Terrace precinct, transforming the iconic site bounded by Oxford Terrace through which the tramway's extension, opened in February 2013, runs.



Left: Another who spoke was Dave Hinman, one of the "movers and shakers" in the 1990's establishment of the tourist tramway through the CBD, and then later advocate for its retention and extension after the devastation of the central city by the 2011/2012 Christchurch earthquakes.

Right: Sharing cake-cutting duties alongside the spectacular Silver Jubilee cake were (from the left): ~ Sue Sullivan (CEO Christchurch & Hanmer Springs Attractions), John Esposito (Director), John Smith (retired Operations' Manager and shareholder) and Michael Esposito (Director and former Managing Director) wielding the knife to cut the cake.



CANTERBURY RAILWAY SOCIETY

From "Branchlines"

October has been a very busy month on the railway. The operating crews have yet again been busy at the coal face, especially the station staff and guards. The Saturday Night market at the start of the month saw 700 people ride the railcar in four hours. After the first hour, it was decided to couple up the second railcar to clear the back log of passengers. On to Labour weekend, with a night charter on the Saturday that carried 109 people. There is a lot of preparation work by the crews for these runs: having the locomotive in steam by 8:30pm, carriages shunted to make up the four car train, and all the carriage lighting tested. As the train runs at night, we need extra staff on the platform and the train. The loco crew put on a bit of a show, as they steamed up to the platform, which normally receives a bit of a cheer from the crowd.

On the Sunday of Labour weekend, the visitors poured into the Park. Nearly 1900 people rode the train that day. We started off with three cars, but by



Photo: Peter Jenkinson



NZR 1940's style date stamper used to issue tickets at Moorhouse Station. Photo: Wayne McClintock.

midday, a fourth car was added to keep up with the numbers. Labour Day Monday, was the polar opposite, with less than a hundred people traveling on the railcar.

Halloween Saturday (31 October) was another busy night for the station staff and the EMU crew. Around 1700 scary people, and one dinosaur, took a trip on the English Electric Unit.

Around 4500 people rode our heritage equipment during October, so thanks to all the staff on the roster who made this possible.

STEAMRAIL WANGANUI



"Skyla" just has to appear again this month. Blair Jordon's Labrador was resting on a jigger at the recent open day. Next open day will be Wanganui Vintage Weekend, Sunday 24, Monday 25 January 2021. Photos Blair Jordon.



FEILDING AND DISTRICTS STEAM RAIL SOCIETY

From Facebook

A massive thank you to everyone who attended our 'Spooky Train' event. Three days of excitement, definitely something new for our team. Happy Halloween.



LUMSDEN HERITAGE TRUST

From Facebook

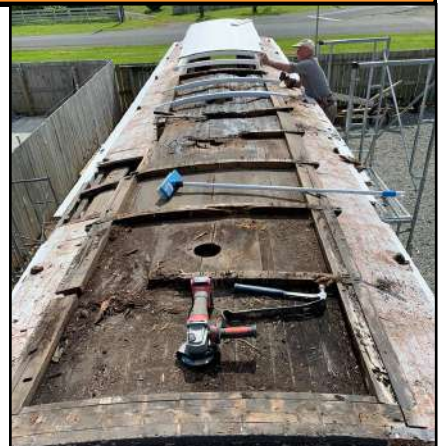
A199 Progress.

Gordon making good progress with the 1st Class inner Tongue & Groove lining today and external T & G outer ceiling battens. Hopefully we get most of the outer high top T & G on tomorrow.

He still has the big hole on the side of the carriage where a tree branch had crashed through to sort out.

And he has also been busy repairing the outside with the new Cornice and Barge Boards made by Barry O'Conner @ Riversdale Joinery's and his own high-top ends.

Will not be long and A 199 will be watertight on the roof for the first time in a long time.



WEKA PASS RAILWAY

From Facebook

This morning, we took delivery of the Rail Heritage Trust of New Zealand Trust's T wagon from the Ocean Beach Railway in Dunedin.

The T wagon is a now rare example of a large stock wagon, once common throughout the New Zealand Railways network.

We hope that the warm climate and inland location of Waipara will be a suitable long term home for the wagon, and we like to think that the Weka Pass Railway will be an appropriate place to show off and operate this unique vehicle.

Thanks very much to the Ocean Beach Railway for your flexibility, to BTR transport, and to the Rail Heritage Trust for your generous transport grant.



WELLINGTON HERITAGE MULTIPLE UNIT PRESERVATION TRUST

From Facebook

This weekend is Model Railex and we will be attending as usual.

Plans for our summer activities are developing. We now have a welding team set to go once the weather has improved a bit and some sponsorship for materials and access to a workshop for fabrication has been offered. We will be following this up once the weekend is out of the way.

Cyclops will be our main focus for the summer until discussions around a permanent home for Ganz are finalised. We will report on this once we have a few more things confirmed.

Our membership list remains short and we really need some others to help manage the Trust or roll up their sleeves and do the practical work required. If you think this might be something you could do please come and have a chat with us this weekend.

BAY OF ISLANDS VINTAGE RAILWAY

From October Newsletter

2020 has certainly been a very challenging year, in so many different ways. At our last AGM we were still awaiting the outcome of the Provincial Growth Fund (PGF) application ... submitted in June 2019. Our patience was very severely tested, but was finally rewarded when in July it was announced that we would be receiving PGF funding of \$5.56m.

That announcement was a big step towards achieving what every Trustee has been striving for. Let's not forget that whilst celebrating the milestone of winning the funding, it is only the end of the beginning. There is a lot of real work to do and we cannot pretend that it will be easy. What I do know is that the trustees are dedicated, talented and a force to be reckoned with, and when backed-up by our fantastic band of volunteers, we really do have the strength to make it happen. It's been only a couple of weeks since the PGF money hit the bank, but there can be no doubt as to how "shovel ready" we at the railway are. Already progress is thick and fast on our projects at Kawakawa station and at long last we have been able to press the green button of getting Gabriel's new boiler. My sincere thanks to the trustees who are leading these elements of the projects; Mike, Henry, Frits and Frank T and of course to all the volunteers supporting them.

I think that one of the key words for 2020 at the railway will be partnership. We have developed closer links with Ngati Hine and are very pleased to have their representative, Rachel Henare, as a trustee. The operating company, which will have the responsibility for the future commercial operation of the railway and steam boat Minerva, has BOIVRT and Ngati Hine as shareholders. The trust is also a shareholder of NAX Ltd, the company co-ordinating the PGF funds, and we will be working closely with NAX to deliver the projects for which we are being funded.

COVID lockdown shut the railway and NZ. Our 2 bears, Paddington & Gabriel, told tales on social media to entertain us all – pictured here looking after the station and carriages. *Photo: Ward Jamieson.*



GOLDFIELDS RAILWAY

From Facebook

We recently put on a train for the Waihi Beach Menz Shed to use as a fundraiser for both the group and prostate cancer research. Around 30 people enjoyed the return trip to our Waikino terminus, where they enjoyed a hot drink and something to eat from the Waikino Station Café.

This is part of our ongoing programme to build close partnerships with other local groups as well as give them some support in their own endeavours.

We look forward to working on projects at the railway with the Waihi Beach Menz Shed in the future.



NEW ZEALAND RAILWAY AND LOCOMOTIVE SOCIETY

Last week at North End Workshop we took delivery of two buffers kindly donated by our member Ian Jenner.

These have been sent to go on WMR carriage 52 when its restoration has progressed enough to be able to fit them. The original drawgear was scrapped many years ago by a former owner when 52 was grounded, in the expectation that it would never run again. These buffers are our latest acquisition to replace the parts taken off 52 many years ago. We now have bogies and wheels, air brake cylinder and triple valve, and these buffers, all donated by members and friends.

We are grateful to everyone who has contributed so far to the future restoration of this very sad old carriage. We plan to move on to working on 52 as our volunteers come towards the end of what we are able to do ourselves on WMR 48.



WELLINGTON TRAMWAY MUSEUM

From "Tramlines"

The Museum held its Annual General Meeting in the Fiducia Centre on Saturday 7 November with 23 members attending.

It was rewarding to see the confidence members had in the outgoing Board and in support re-elected each member to the position they had previously held.



On Thursday 12 November, Russell Jenkins and Henry Brittain visited the Wanganui Tramway Trust so that they could assess four of their trainee tram drivers for the granting of their Tram Drivers certificate. The Wellington Tramway Museum are the external examiners for Wanganui and prior to their final assessment, the trainees had visited Queen Elizabeth Park and experienced tram driving on a bigger system.

Right: Wanganui 12 returning from one of the assessment trips. Photo Russell Jenkins.

Museum Hardship Fund

This fund is part of the "Regenerating Arts, Culture and Heritage" supported by Manatū Taonga, the Ministry for Culture and Heritage. The Government intends that grants from the Museum Hardship Fund will support the protection of collections, enable ongoing access to those collections, contribute to the protection of jobs, and contribute to the continued viability of museums, galleries, and iwi, hapū, and whānau groups caring for taonga. The fund is particularly directed at small and medium size community run and volunteer museums and galleries.

Wellington Tramway Museum applied for a grant on the basis of loss of income (net of expense savings) over the Covid-19 lockdown period and it is pleasing to advise that a grant of the amount applied for, \$11,000, has been approved.

Tram 207 has received a massive boost with the recent news that our application to Lottery Environment & Heritage for a \$100,000 grant has been successful.

A small tour group from a Rotorua based tour company visited the Museum on 21 October and enjoyed a tram ride to the beach and a look around the Museum. With the borders closed to international visitors, groups like this are likely to visit more often and this will help to spread the word about what we have to offer and bring in valuable revenue.

On the Kapiti Coast a group of local visitor related organisations and businesses are working towards having more visitors to the district and any developments could be beneficial to the Tramway.

Below: First tram over the re-laid permanent way at aero-modellers vehicle crossing. Tram No.260 with motorman Robert Vale. 4th October 2020, 11.39am. *Photo: Allan Neilson.*

Right: The crossing on Saturday 17th October. *Photo: Mike Flinn*

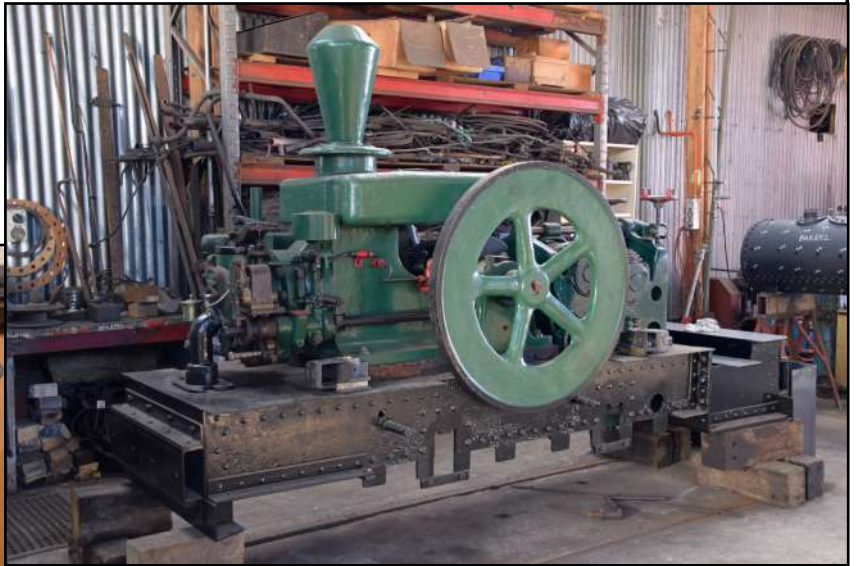


WESTERN SPRINGS RAILWAY

MOTAT Rail held a major open day in November. David Maciulaitis was in attendance and took these photos.

The green stationery engine (right) was built by Motorenfabrik Oberursel, Germany of 1912. It is the oldest internal combustion locomotive in NZ.

The carriage (below) is a 10.5" gauge 1904 Model railway carriage built at Newmarket Railway workshops. Painted in Pullman Brown.



MAINLINE STEAM

From Facebook

Very busy day at the Glenbrook Steel Mill on 21 November. A team with the help of the volunteers were able to oil up and cover 2 of the three engines down there. *Photos clockwise from left. Ja 1267. Ba before during and after.*



OAMARU STEAM AND RAIL

Another good fundraising idea - from Facebook.

Short rail sections make a great anvil or doorstep for only \$30ea, available at Harbourside Station in Oamaru on any Sunday running day. Pick one up for yourself or a friend, available in a variety of sizes, shop early for best selection!



WOODVILLE STATION

From Facebook

The newly painted and much-loved Woodville Station prepared to receive the Mad Hatter excursion train from the Manawatu on 15 November. So where previously the camera-toting rail fans went to great lengths to use the trains to hide the bedraggled station, now probably its going to be a case of "Move that dirty train, I want to take a photo of the lovely station".



ORMONDVILLE RAIL PRESERVATION GROUP

From Facebook

By all accounts, Ormondville's community event on 14 November was very successful. It revolved around the community hall, the fire station and some garage sales, along with the station being open for inspection. Roly and Val were there for most of the day, assisted by Karen (who knew where most stuff was), and also with Bob, Zelma, Jean and Doug popping in for a while for support. Perhaps around 30 people of various ages called in to the station - including general passers-by who had no idea all this was happening - and including people from all over.

Next time though we will have to find the 'too carefully stored' sandwich board to advertise on the roadside that the station is open (we improvised), and also to ensure that the working bee coincides with all the activity up the road.



FUTURE MAINLINE EXCURSIONS

This feature in Journal is a list of forthcoming mainline excursions by our members. Hopefully all are covered from newsletters and web sites but if any members have excursion plans please send them to Journal at scottos-mond54@gmail.com.

Glenbrook Vintage Railway

9-21 April 2021

North Island Rail Tour. Napier, New Plymouth and Central North Island.



Steam Incorporated

6 December

Christmas Grand Circle. Paekakariki—Woodville—Masterton—Paekakariki—Palmerston North. Diesel.

10 January 2021

River City Express. Paekakariki to Wanganui return. Steam.

20 February 2021

Deco Delights. Paekakariki to Napier return. Diesel.

14 March 2021

Ekatahuna Express. Paekakariki to Ekatahuna return. Details TBC.

24 April 2021

Anzac Express. Paekakariki to Woodville return. Steam.

14 March 2021

Ekatahuna Express. Paekakariki to Ekatahuna return. Details TBC.

9 May 2021

Heartland Flyer. Paekakariki to Woodville return. Steam.

12 June 2021

Crafty Feilding. Paekakariki to Feilding return. Details TBC.

30 June 2021

Kapiti Family Express. Paraparaumu to Paekakariki shuttles. Steam.

Gisborne City Vintage Railway

Gisborne to Muriwai

12 December "Steam, Spies and Sabotage"

27, 28 December

3, 4 January 2021

23, 24 January 2021

8 February 2021

20, 21 February 2021

13 March 2021

3,4 April 2021

26 April 2021

1,2 May 2021

9 May 2021

5 June 2021

Feilding & Districts Steam Rail Society Inc

16 January 2021

Feilding to Wellington via Wairarapa return via Manawatu.

PICTURE OF THE MONTH



It is good to see many of our members utilising specific event dates to attract patrons to their railway attractions. This year several members used Halloween as a reason for some different fun.

Reaching out to other organisations in the community with some similar interests is also featured. See articles from Goldfields Railway and Bay of Islands Vintage Railway.

Speaking of fun recently the FRONZ President was a "special attraction" at Pleasant Point Railway. Grants Reports: *"Thanks to the Pleasant Point Railway I had a good day firing Ab699. A good team of Leon and Dell made the day so much more enjoyable".*

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

FRONZ JOURNAL # 205
WAS PUBLISHED ON 22 NOVEMBER 2020
 CONTENTS MAY BE REPUBLISHED WITH ACKNOWLEDGEMENT