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FRONZ UPDATE

The FRONZ Executive are meeting regularly by ZOOM.

The FRONZ Executive is here to help where we can.

One FRONZ member (Pounamu Travel) has already taken the decision to ensure ALL crew and passengers are fully vaccinated. See story page 7.

In this edition we feature several members publicising their return to service following the latest Covid Lockdown.

Also there has been a number of railway items listed for sale in the last month and these are listed on pages 10-12.

COVID UPDATE

Most of the country, with the exception of Auckland at Level 3, is now at Level 2.

Many of our members are operating and open to the public while others have decided not to open until Level 1.

As always it is a moveable feast with Covid and things can change rapidly.

Vaccination.

Consider a vaccination policy. This is most important as it is the key to our future progress as a nation with the pandemic. Consider ensuring all your staff are vaccinated and use this as a positive advice to customers. Display some vaccination information with local vaccination locations. These can be ordered at <https://covid19.govt.nz/posters/>.

FRONZ CONFERENCE 2022

Members will be aware we are planning our 2022 conference in Invercargill from Friday 3 to Monday 6 June. This is the first time the FRONZ conference has been held in Invercargill and as it seems the further south you get in New Zealand the more rail heritage and other attractions are available.

Along with several rail heritage activities including visiting our host group, Waimea Plains Railway in Mandeville, also Kingston Flyer and Lumsden Railway Station. One cannot visit Invercargill without visiting the world renowned Bill Richardson's Transport World and Motorcycle Mecca, let alone the Bert Munro motorcycle display at Hayes Hardware department store. We are planning to see these attractions with a strictly numbered local tour on Friday 3 June and you will need to arrive on Thursday 2 June to join this as it will be a full day.



On Monday 6 June we plan to visit and ride the Kingston Flyer and Lumsden and will be back in Invercargill in time for Air NZ flights to Christchurch and other cities currently timetabled to depart at 1625 and 1815.

It will also be Bluff oyster season for devotees of this great delicacy! Not to mention that other great Southern Delicacy—"Cheese Rolls".....

Our accommodation and conference venues are already arranged, and all details will be released early in 2022 for the opening of bookings from 1 April.

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

THE FUTURE OF MATAURA HISTORIC RAILWAY STATION

The Mataura community is divided over the future of the town's historic railway station, and the Gore District Council's deal to buy it off KiwiRail for \$1 has lapsed.

The Mataura Community Board is pressing on with a \$30,000 feasibility study to determine whether a plan to move the station to a new site in the town is warranted.

The building's future was discussed at a Gore District Council meeting last month, when the minutes from a Mataura Community Board meeting from July 5 were tabled.

Mataura ward councillor Neville Phillips told councillors that a public meeting held in the town indicated there were some in the community who were not happy with the plan to move the building.

He said the community board had approved the purchase of a section to move the building to Nuffield St.

A timeline would also be developed, and it would determine if it was a viable project to proceed with, Phillips said. He would rather spend \$30,000 now than have the burden of larger expenditure, he said.

The decision to spend money on the study had not been made lightly. At the end of the day, the board had to be sure it was doing the right thing. To him, spending \$30,000 would give the board the right answer, Phillips said.

Cr Doug Grant said it was a shame it would cost \$30,000 to assess the feasibility of the project.

Mataura Community Board chairman Alan Taylor, who attended the council meeting, said there had been diverse opinion in Mataura about the project with some wanting it to continue and others not.

But the community board decided if it did not try its best for the community that it would not be doing the right thing. Significant funds had been committed to the project to date and for the next stage, he said.

Cr Stuart MacDonell told the council he had viewed the building and said it was in a dilapidated state. The west wall was virtually rotten weatherboards. He would be loath to spend \$30,000 on a study.

Gore district mayor Tracy Hicks confirmed KiwiRail still owned the building.



Chief executive Stephen Parry said agreement had been reached with KiwiRail to purchase the building but it was subject to conditions. The agreement had not been fulfilled and had since lapsed.

The council still needed to go through due diligence and the recommendation from the Board was to spend some money to ascertain the feasibility of the project including the condition of the building, an allowance for relocation and restoration and future use. It would then come back to the board and the council, he said.

Story and Photos: Kavinda Herath/stuff

HERITAGE RAIL FUTURE A UK VIEW

This video is worth a watch. An interesting viewpoint from the UK, which touches on issues, and discussions that are relevant to our members.

<https://www.youtube.com/watch?v=sdMBz9XMIUM>

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

GLENBROOK VINTAGE RAILWAY

GVR is pleased to announce that we have acquired diesel locomotive DC 4536 for eventual restoration. The purchase of this locomotive has been funded by a long-time supporter of the GVR with an interest in preserving this locomotive for future restoration and use on GVR trains.

The locomotive will be shortly be relocated to GVR's Pukeoware Workshops and be evaluated more thoroughly.

DC 4536 joins the existing mainline diesel stable at GVR of DBR 1254, DBR 1295, and DC 4818. DC 4818 is currently under restoration and will next year join DBR 1254 hauling trains on the National Rail Network. Already DBR 1254 has travelled as far away as Wellington, Napier, and New Plymouth.

Photos: Niall Robertson Collection and Dave Simpson



PAEKAKARIKI STATION MUSEUM

From Facebook.

The weather stayed well for a ceremony we held at the Signal Box on the Paekakariki Station on 12 September. The event was to unveil a plaque recognising the contribution Christine Johnson played in the restoration of the box. It was 12 months since Christine passed away. Thanks very much to all those who helped and attended the ceremony.



BAY OF ISLANDS VINTAGE RAILWAY

Without their steam locomotive "Gabriel" for some time as it needs a new boiler, here are the latest photos of the new boiler, due for completion mid-October. Part of the funding for the new boiler has been obtained from the government Provincial Growth Fund.



CANTERBURY RAILWAY SOCIETY

From "Branchlines"

The boiler inspections of F13 and D140 undertaken by Marcus of SGS on 17th August occurred the day before the country went into lockdown due to the outbreak of the Delta variant of COVID-19 in Auckland. Marcus's visit to the Ferrymead Railway was part of a series of inspections he was undertaking of heritage boilers located in the South Island. His task at Ferrymead was to examine the boilers of F13 and D140 so they both could both have a steam test at a second inspection which would be conducted a few weeks later.

The Ferrymead Railway Railcar Shed

We recently Launched our Fundraiser for the Ferrymead Railway Railcar Shed which has been discussed at a few AGM's now along with forming part of our Members Meeting/Planning Meeting held a few years ago.

Getting this project to the stage where we can announce it has been no easy feat and we appreciate those that have been called upon to attend site visits for Geotech and structure design, subsequently we now have completed the initial concepts, foundation and Stormwater design.

We are now in a position to proceed with getting the rest of the designs completed along with the Consents and Foundation details so that we can have a final Quantity Surveyors report produced and approach Grant Funders for funding.



Left: F13 with the Heritage consist departs Moorhouse Station on 4 July 2021 just before it was withdrawn from service for its annual boiler inspection. Photo: Wayne McClintock.



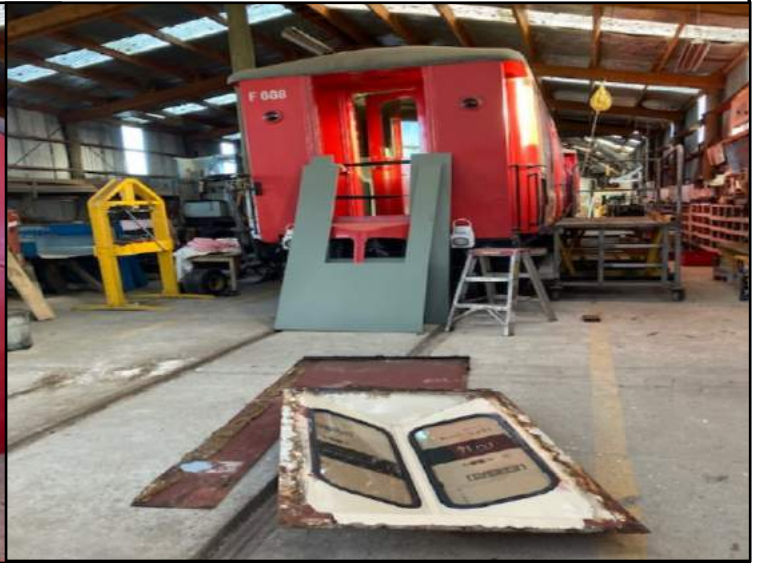
Right: Marcus of SGS (left), and Nigel Hogg of the CRS (right) check the accuracy of the boiler pressure gauge of F13 on 17 August 2021. Photo: Wayne McClintock.

OAMARU STEAM AND RAIL

From September "Digest"

We carried 606 passengers in July and 133 in August, which was a short month for our operations because of the COVID lockdowns.

With the train out of action for a few weeks, the guards van's duckets (lookouts) are being mended, because over the years some rust has formed under the edges of the sheet metal.



WELLINGTON TRAMWAY MUSEUM

From "Tramlines"

Two photos fifty years apart. 1971 Photo left: Mike Flinn. 2021 Photo right: Keith McGavin



We are pleased to report that at their meeting on 19 August Greater Wellington Regional Councillors agreed to grant a concession in the form of a 30-year lease of land at Queen Elizabeth Park to the Wellington Tramway. This is great news and follows the public consultation phase where the public were invited to submit their thoughts to Council. Not one submitter was against the proposals and a number felt the Council should go further with their on-going support of the Museum.

The process from here is that representatives of the Museum will meet with Council officers to work through details of the lease. In comparison with the previous (1986) lease which itself was based on our first 1966 lease, the language will be modernised and conditions will need to be updated to suit current legislation.

On 14 July Tram 17 was towed out of the workshop and over to the tram barn, via the platform, to check clearances of the overhead wire at the barn entry. Photo: Mike Flinn



Further inspection of Tram 207 by our project manager Leyton Chan, and our contractor Clinton Pearce (of Tram Works Ltd.), has revealed extensive, previously hidden, deterioration of both the tram body and the chassis at the point of interface between them. Remedial work, which includes a new floor, has been costed at \$120,000. To meet Conservation Plan standards this work must be carried out and, for practical reasons, this must be done prior to tackling the frame and roof of the tram (which together comprise the original contract).

Right: Exposing deteriorating timber on Tram 207 at Tram Works Ltd., Otahuhu, Auckland. Photo Leyton Chan



GISBORNE CITY VINTAGE RAILWAY

Text and photos supplied by GCVR

As with everyone else, the lockdowns interrupted our scheduled Winter servicing programme. However, we are in the fortunate position in that most of the work on Wa165 had been completed before the August Level 4 lockdown. The main things left to be completed on Wa165 are fitting the new boiler blow-down components and replacing the packing on the smoke-box door.

Planning is continuing for our 2021/2022 operating season with 2 trips to Muriwai planned for Labour Weekend (Saturday 23rd October & Sunday 24th October, both departing Gisborne Railway Station at 1.00pm). Hopefully we will be back to "normal" at Level 1 by then! Check our website www.gcvr.org.nz for our updated operating details as they become available. When will we have the next "close encounter" with a Q300?



A small group of GCVR people spent a Sunday morning recently at Muriwai helping to remove some old obsolete fencing. A big "thank you" to the Stokes Family (long-time supporters of the GCVR) for organising this and providing people, tractors and other equipment to remove this fencing. (They even supplied the morning tea as well!) The (shade) sail-cloths that are rigged at Muriwai to provide shelter during the summer are being modified and will be reinstalled in time for Labour Weekend.

PLEASANT POINT RAILWAY

Restoring a 92-year-old guard's van has been a labour of love for Stewart Frew over the past 7-8 months. The Timaru man has been travelling from Timaru to the Pleasant Point Railway and Historical Society's workshop a few times a week over that time and the van is almost ready for service again.

Frew has been helped by other volunteers over that time as the former New Zealand Railway's van was in need of a refit and refurbishment.

The van was donated to the society in 1982 by museum archivist, Mark Denne, who purchased the van that year with the next three years spent refurbishing it then.

"It's been in service for 35 years (for the society) so it was time to do it again," Frew said.

"It was used by New Zealand Railways to carry mail bags and luggage. There were even compartments to keep dogs in and a letter box to post mail if you wanted to.

"We have stripped out and replaced the rotten timber. There was some fire damage at the back from when it went off the tracks back then in Otago."

"We have repainted the entire van and put in new upholstery on the seats inside. There are new curtains as well."

"All holes on the outside have been filled and sanded down. The roof has been repainted, and we have put in three top coats of paint on the outside. The only job left now is to paint the steel undercarriage."

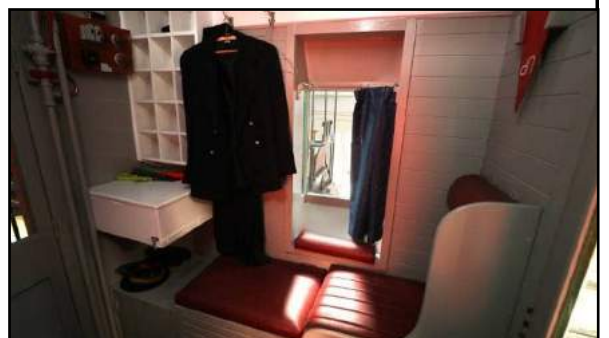
Frew said the carriage can be used in two weeks time as it is safer to have a guard van on trains that are running and they hope to complete the restoration in the next 6-8 weeks.

The society's president, Bryan Blanchard, said Frew is a "hard worker" and a "real asset" to the organisation.

The guard's van was built at the Addington workshop in Christchurch and was in NZR service for 53 years before retiring in 1982. *Text: Yashas Srinivasa/Stuff. Photos: John Bisset/Stuff*



Left: Pleasant Point Railway and Historical Society members Stewart Frew (bottom) and Alf Dowall at work on restoring a 1929 guard's van. Below: Interior upholstery on the seats have been redone and new curtains added to the windows.



POUNAMU TOURISM GROUP

From Stuff

Covid-19: Vaccination policy announced for South Island train journey

Passengers looking to ride the Sir Edmund Hillary Explorer next year will need to prove they have been vaccinated. And the same goes for any crew hoping to work the 13-day heritage rail and coach tour of the South Island, set down for March 2022.

Pounamu Tourism Group managing director Paul Jackson said the company decided on a Covid-19 vaccination policy for "peace of mind", especially as a lot of their customers were over 55, and in the interest of passenger and crew health and wellbeing.

"The vaccination policy will provide our passengers and crew with a body armour which will install confidence, allowing them to focus on the tour itself, for most a journey-of-a-lifetime.

"And the evidence is there; one vaccine will keep you alive, two vaccine shots will keep you out of hospital.

"So we wanted to be pro-active on it and reassure our passengers that they are travelling with other vaccinated passengers," he said.

Jackson said they respected people's right not to get vaccinated, but would not allow them to join the tour.

To meet health and safety requirements, the trip would be capped to 120 people, down from 180.

An extra carriage would be added to allow people to spread out.

"We capped it because we want to be able to manage it as best we can, and make sure the quality is not compromised," Jackson said.

"We reduced the passenger-to-carriage ratio to 25 passengers per carriage, for greater comfort.

"The low passenger-to-carriage ratio also provides us with more separation or bubble options, should we be required to use them."

Jackson said they were anticipating that New Zealand would be fully vaccinated against Covid-19 "well before" their departure date in March 2022.

"We are vaccinating about 80,000 a day, it has really been ramped up, it is 2 per cent of the population a day now.

"So based on these numbers, we would be done this year, we are very confident."

The new Sir Edmund Hillary Explorer tour came off the back of the Great Southern Steam Train Tour organised in April this year.

Jackson said it was a great success, despite taking place during the Covid-19 era.

"Last tour earlier this year sold out and this coming tour is tracking very well as well.

"We naturally want to put in place all measures at our disposal, to ensure the same success for future tours.

"The Covid-19 policy will also apply to tourists visiting from Australia, when that bubble reopens," Jackson said.

Between train tours, which included stints on the Kingston Flyer and the Passchendaele, Jackson said they were busy planning hotels, dinners, breakfast, and other excursions.

Passengers on the Sir Edmund Hillary Explorer would spend the first week travelling the entire length of the South Island by heritage rail, staying in Marlborough, Kaikōura, Christchurch, Aoraki/Mount Cook (detour inland by coach) and Dunedin.

Bookings are limited. The tour has departure options from Wellington, Blenheim, and Christchurch.

DIESEL TRACTION GROUP

From Facebook

Been a while since posting any Df action but plenty has been happening. Engine room and radiator fan roof have been removed, fuel tanks removed, sandblasted and pressure tested, radiators removed and stripped (they're a bit of a mess), fan gearbox removed and stripped for overhaul, plus a massive amount of cleaning and dirt removal.



WHANGANUI TRAMWAYS

From Facebook

Morning everyone. It's Mable here and I am so excited. I am finally allowed to come out for a while tomorrow afternoon.

I have been stuck inside for so long. Just talking to myself and giving passers by a look through the window.

My lovely friends are going to take me along the riverbank and you can come for a ride.

But please remember how old I am!

At 109 years old, I would really appreciate it if you would wear a mask, but not just for me, but also for my team of helpers and your fellow passengers.

1- 3 pm tomorrow, I so look forward to seeing you. Especially the children.



ROTORUA RAIL CRUISING



From Facebook

Our whole team has been working hard over the past week to sanitise, clean, trim and repair in preparation for being able to open under Level 2 guidelines.

We look forward to welcoming you all back tomorrow (Saturday 11th September)! Please remember to wear a mask, practice social distancing and scan/sign in when you arrive.

We look forward to seeing you!



DRIVING CREEK RAILWAY

From Facebook

Kia Ora! While the public have been unable to visit Driving Creek during Level 3, our staff have been busy completing projects, upgrades and maintenance work to enhance the Driving Creek experience.

From Saturday 26 September we will remain open as usual, under Delta Level 2 rules.

We are excited to start sharing our experiences with you all again! See you soon, Driving Creek.



FEILDING STEAM RAIL

During the COVID-19 lockdown our volunteers were eagerly anticipating a return to work at the depot, once Level 2 came around we rolled up our sleeves and got back into it.

The new boiler tubes for WAB794 are ready for installation, however before that happens some corrosion issues with the dry pipe have been identified and will need to be tended to. The dry pipe has been removed for cleaning, repairs, inspection and then reassembly.

DSA227 is in its final stages of overhaul, with some final painting being done on the undercarriage.

The annual inspection and mechanical overhaul of TR701 has progressed significantly in the last month with the disassembly of the engine completed. All 6 pistons and liners have been removed and are currently being cleaned and inspected. The primary reason for this was to replace the cylinder liner rings, these haven't been replaced in decades.

The overhaul of DA1401 is progressing well, in the last month the main focus for the project has been wiring in the nose and cab. With some of it being stripped out and replaced due to damage caused decades ago.

Unfortunately, due to the COVID-19 lockdown, we had to cancel the Taihape "Spring Fling" trip scheduled for September 18th. However, we have 2 trips scheduled in October: the first being our renowned "Around The Block" trip to Wellington on the 3rd, and the second being a trip to New Plymouth on the 17th. For more details about upcoming trips and events visit our website steamrail.org.nz. Text and images supplied by FDSR.

Top: TR701. Project Manager Ross Unwin sharing some locomotive insight with one of our new volunteers; Kian.

Middle: The engine components from TR701 after removal and cleaning.

Bottom: WAB794 resting in the engine shed.



LUMSDEN HERITAGE TRUST

From Facebook

Huge thank you to Willie Menlove and the Menlove Family for gifting to the Lumsden Heritage Trust this awesome railway single man's quarters that has sat by the rail trail in Lumsden after being saved and stored by Ted Menlove some years ago, Ted would be happy to know it will be restored by Gordon Lawrence to eventually be on display at the Lumsden Railway Precinct.

Fantastic effort today by

Southland Machine Hire Services and Jason's skills on the Hiab to make this happen.



We don't have much history on this hut but no doubt over time some will come to light.



CLASSIFIEDS**LC WAGONS**

Dean McQuoid is disposing of these two wagons LC 15696 and 8313, as is where is, brakes worked on one, the other has the brake pipe rusted.

They are located in the Glenbrook area and viewing will have to be arranged.

E-mail dean.dbm@gmail.com



EXPRESSIONS OF INTEREST FOR THE STEWARDSHIP OF TR 17 (TMS TR56)

This information has come directly from the NZ Rail Heritage Trust.

Introduction

TR 17 entered service with New Zealand Railways on 7 November 1936. Since renumbered TR56, the locomotive is by far the longest serving rolling stock asset on the national rail network and KiwiRail are planning to celebrate its 85th birthday sometime in the week of 8-12 November 2021. Soon thereafter TR56 will be withdrawn and replaced by an electric shunt vehicle. KiwiRail are proposing to gift TR56 to the Rail Heritage Trust of New Zealand (RHTNZ) and subject to finding a suitable candidate, it will then be leased to that entity via a standard RHTNZ Rolling Stock Lease.

Please find attached an Expression of Interest document that any group wishing to take stewardship of TR56 needs to complete.

Applications close **5 pm. Friday 15 October 2021** and must be submitted to nathan.strawbridge@kiwirail.co.nz. The assessment process will be completed within **10 working days of the closing date**.

Background

One of the first batch of petrol engine shunting locomotives procured by New Zealand Railways (NZR) from the Drewry Car Company, England, TR17 arrived at Wellington in November 1936. TR17/TR56 has remained in service with NZR and its predecessors ever since making it the longest serving locomotive on the national rail network. The locomotive is expected to be withdrawn from service prior to 1 December 2021.

Proposal

On withdrawal TR17 be 'gifted' by KiwiRail into the ownership of the Rail Heritage Trust of New Zealand (RHTNZ). This is on the understanding that KiwiRail (as the donor) and RHTNZ have found a suitable entity to take stewardship of TR17 via a standard RHTNZ Rolling Stock Lease.

Among other criteria the chosen entity will need to demonstrate it has the resources to promote the rich history of New Zealand's longest serving rolling stock asset, and to ensure TR17 and its stories are preserved and shared for future generations.

Criteria

Assessment of the most appropriate entity to take Stewardship of TR17 will be based on the following:

1. Financial status:
2. Membership and skills: Numbers and an outline of the skill sets they offer.
3. Proposed location of TR17:
4. Ability to look after TR17:
Confirmation of the ability to continue to maintain/overhaul/house TR17.
5. Statement of Intended Use:
Planned use of TR17; static display/operational/operational and in service.
6. Public exposure and sharing the story of TR17:
Insight into the number, background, and frequency of the visiting public likely to see TR17, and proposals as to how the organisation will tell the story of the locomotive.
7. Transport timeline and method.
Details as to when and how TR17 will be transported to site.

Applications close 5 pm. Friday 15 October 2021 and must be submitted to nathan.strawbridge@kiwirail.co.nz

Submissions must have completed Section 1 of Expressions of Interest (attached herewith) together with a minimum of two of the three of the following:

- Video/Multimedia Presentation (no longer than 5 minutes).
- Criteria document (limit 3 A4 single-sided pages).
- Appendices (limit 2 A4 single-sided pages).

In addition, please attach the following:

- i. Proof of organisational status:
- ii. Incorporated society, registered charity, registered company, other. [Please provide content here]
- iii. Rules and Constitution [Please provide content here]
- iv. Audited accounts for the latest financial year. [Please provide content here]

Assessment Team

The assessment process will be completed within 10 working days of the closing date. The assessment team will comprise of the following:

One Representative from Rail Heritage Trust of New Zealand (RHTNZ).

One Representative from KiwiRail - Shunt Asset Leader.

Section 1:**Expressions of Interest: Stewardship of TR17 on behalf of Rail Heritage Trust of New Zealand.**

Applicant:

Organization that you represent:

Applicant Contact Email:

Applicant Contact Number:

Section 2:

Assessment Criteria

- | | | |
|----|--|-------------------------------|
| 1: | Financial status | [Please provide content here] |
| 2: | Membership and skills | [Please provide content here] |
| 3: | Proposed location of TR17 | |
| 4: | Demonstrate Ability to Maintain/Overhaul | [Please provide content here] |
| 5: | Statement of Intended Use | [Please provide content here] |
| 6: | Public exposure and sharing the story of TR17: | [Please provide content here] |
| 7: | Transport timeline and method. | [Please provide content here] |

Section 3:

Appendices: [Any supporting information to be provided in this section]

SA SEATS @ HUTT

This information has come directly from the NZ Railway & Locomotive Society.

Would any of your members be interested in seats from the kiwirail SA carriages from the old Auckland commuter fleet?

We are currently stripping them in our Hutt workshops in preparation to repurpose the shells for another carriage refurbishment.

We will have hundreds available if anyone is interested.

We are wanting them taken ASAP.

Thanks.

Kind regards,

Jenney Volp | RSAS Production Planner (Locomotive Centre)

DDI: [+64 4 587 1800](tel:+6445871800) (internal extn 40800) | MOB: [+64 27 243 4083](tel:+64272434083)

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.

With the present Covid situation this information can change very quickly. Check with operators before you travel.

Glenbrook Vintage Railway

GVR are running several three-day package tours from Pukekohe to the Ruapehu area with various options for two-night stays and tours.

Departures are scheduled for 8 October, 19 November. More details including 2022 dates at <https://www.gvr.org.nz/trips-events/ruapehu>.

Steam Incorporated

17 October 2021	Heartland Flyer. Paekakariki-Woodville return.
5 December 2021	Grand Circle Rail Cruise. Paekakariki-Wellington via Wairarapa and Manawatu return.
18,19 December 2021	Kapiti North Pole Express.
30 January 2022	Summer Spiral to Raurimu.

Gisborne City Vintage Railway

Gisborne to Muriwai

Nineteen running days now advertised from 24 October, 2021 to 5 June, 2022.

Refer <https://www.gcvr.org.nz/bookings/> for details.

Feilding & Districts Steam Rail Society Inc

17 October 2021	New Plymouth Express.—Feilding New Plymouth return.
4 December 2021	Round The Block to Wellington. Feilding return Via Wairarapa and Horowhenua

All trips Kiwirail "Capital Connection" carriages and locomotives.

Pahiatua Railcar Society

24 December 2021	Tangiwai Memorial Excursion. Palmerston North to Tangiwai return.
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All trips on RM31.

Dunedin Railways

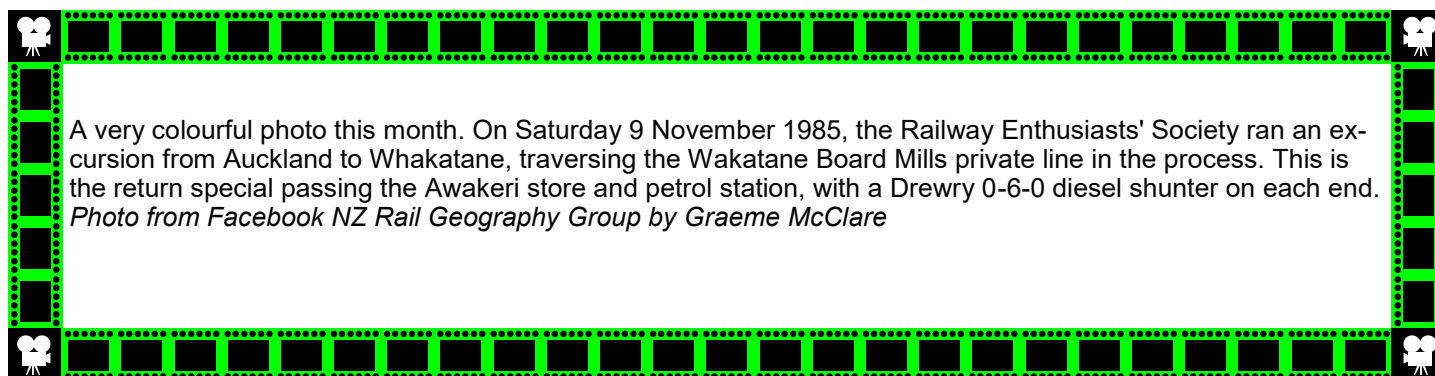
Regular trips to Waitati, Hindon, Seacliff, Oamaru, Wingatui, between 5 December, 2021, and 27 March, 2022.

Refer <https://www.dunedinrailways.co.nz/journeys> for details.

PICTURE OF THE MONTH



Graeme McClare
Photo



***** FRONZ CONFERENCE INVERCARGILL *****
***** 3—6 JUNE 2022 *****

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