



The Goldfields Express

Message from the President

Hi everybody,

Here we are half way through winter so I hope you are all managing to keep warm and healthy, avoiding those winter colds and flu.

We have carried out a great deal of restoration work on track, rolling stock and the houses, and I would like to take this opportunity to thank all the volunteers, staff and sponsors for making this possible. We are still short of volunteers who would like to learn either to drive or be a guard or help with restoration and maintenance. We can train you to carry out most tasks and would love to have you join us.

Schools holidays are over and we hope to see many more groups of children enjoying themselves with us.

Hopefully we will see an increase in business during the period of the RWC and also when the cycle trail opens. We need to be ready to take advantage of this opportunity.

This is the last newsletter before the AGM when we will be electing the new officers and committee for 2011/2012. As chairman I have had a good insight into the politics behind the scenes. Although it hasn't always been easy and involved many differences of opinion it has been a big learning curve for me and I thank all those people who have helped and advised me through this period.

Bob Morton

New Members to the Society



Barry Scott, Waihi (currently undergoing training to be a train driver)

Thank you for your interest and support in Goldfields Railway, and for the contribution you are making (and will be making as a volunteer)

In this Edition:

- *Thanks to Sponsors*
- *Questionnaire Response/Update*
- *Notice of 2011 Annual General Meeting*
- *Update on Restoration Projects*
- *From the General Manager's Desk*
- *The Forgotten Few – the Train Crews*
- *Trees on the Track / Filming at the Station*
- *From the Pages of our History*

Thanks to our Sponsors:

- Bunnings, Paeroa
- Pub Charity, Wellington



We would like to recognise and record our grateful thanks to our sponsors, without whom we would not have been able to have achieved as much as we have on our various projects.

And of course our thanks must always go to drivers and guards who ensure the train is able to operate on a regular basis. Also our volunteers and supporters that are involved in operations of Goldfield Railways, including restoration work on the carriages, engines, track work, etc.

Thank you everyone

Questionnaire Response/Update

Many thanks to those that have submitted response to the questionnaire that was sent out. These thoughts and ideas are all being considered and many of them may be included in the Strategic Business Plan that is being put together that will be implemented.

These responses are being collated but in the main they all tell the same story, we are not using the Railway, the Station or its environs to the best.

The consensus appears to be that we need to get more professional and commercial in what we do and get out there and work the traps. In other words instead of being satisfied with what we get and blaming the weather, the economy, the rugby, the other people, or whatever. We need to attract at least 25, to 50,000 people to the Railway each year and part of the planning that we are doing is how to achieve that over the next 5 years. I believe that we can do it quicker than that as we need to generate at least \$400 to \$750,000 per year to maintain the Railway Complex up to a standard that will naturally attract the Tourists as a Destination Holiday not just a stop as we pass through if we have time and it's not raining. But before we even get to that, we have had a meeting with Gary Trower about the Heritage Trail. It appears that until the Trail finally gets constructed to Waihi, we will be the end of it and as such we need to plan to provide a service to Waikino that will cater for the biker, walker, day tripper, half day tripper 2 hour tripper, so that they begin and end their experience at Waihi.



This service needs to be planned and ready for promotion by the end of August, so it is ready for the opening of the Heritage Trail from Waikino to Karangahake at the beginning of September.

How we do it will depend on the feedback from those that use it. Our present departures from Waihi may have to be enhanced so that people can get the full benefit of the time they have on the Trail.

Let it be known though that we are working on getting something together that will take them to Waikino and bring them back again.

Any thoughts that you might have let me know.

Kerry Single

Email: krsingle@xtra.co.nz

Notice of 2011 Annual General Meeting

Dear Members,

8 August 2011

Thank you for your support during the past year, and this is to confirm details of our upcoming Annual General Meeting. We are accepting nominations for Committee and also the committee officers, i.e. President, Vice President, Secretary, Treasurer, and I would certainly encourage you to think about standing or asking some member to stand. Of course under our Constitution the nominees have to be financial members of the Society. Any items received from members will be added to the Agenda under General Business.

Please do contact me if you have any queries.

Kind regards
Sherryl Sutherland
Secretary

Date: Saturday, 24th September 2011
Time: 7.00 pm
Venue: Waihi Arts Centre & Museum, 54 Kenny Street, Waihi.

Agenda:

Special General Meeting:

- Acceptance of 2009-2010 Audited Accounts

Annual General Meeting:

1. Minutes of Minutes of meeting held 18 September 2010
2. Matters Arising from Minutes of last AGM
3. Reports:
 - President
 - Treasurer and Audited Accounts for 2010/2011 Year
 - General Manager
 - Reports from Sub-Committees
4. Election of Officers and Management Committee for 2011/2012 year
5. General Business



Please note as in previous years:

Election of Officers and Management Committee - copy of Nomination Form attached:

- Nomination forms have to be completed and received by the Secretary no later than Wednesday 21st September 2011
- All nominees must be financial members of the Society
- No nominations will be accepted from the floor on the night of the meeting

General Business

If you have any matter you wish to raise at the AGM details must be in writing and received by the Secretary before Friday 9th September 2011. These can either be:

- Emailed to me to the Station Office, goldfieldsrailway@xtra.co.nz
- Posted or left at the Station Office, 30 Wrigley St, Waihi

Payment of Membership Fees:

- Thank you to those of you who have paid your membership fees, and if you have not received your membership card for the 2011/2012 year please do let me know and I will post another one out to you.
- If you are unable to 'locate' your invoice please advise and I will forward another one to you
- Just a reminder that in order to vote at the AGM or stand for any office you need to be a financial member of the Society.

If you wish to view a copy of the Constitution you can do so by going to our website www.waihirail.co.nz click on 'About Us' then Legal Structure and Constitution.

Update on Restoration Projects:

■ **1944 A&G Prices' Thames Shunter - (Phill Boyd and Anton Douglas)**

Because of other commitments little work has been done on the Shunter. Phill reports that he has sourced a company who have been able to undertake the initial shaping of the top panels of the bonnet, and he and Anton will shortly carry out the finishing of the shaping work on the bonnet.

■ **No 6 Loco Engine Transmission (Phill Boyd and Anton Douglas)**

This has been a major task, and the skills and efforts of Phill & Anton have certainly been appreciated.

Work carried out over the last couple of months includes:

- Reinstalling of the transmission
- Manufactured and installed the new battery box to enable work on the drive shaft accessed from above, rather than below
- New throttle return spring bracket installed bringing it up to the required standard.
- Shifted the fuel filters for more accessibility
- Fitted a new inline primary filter

Once the two new batteries are fitted then engine will then have the test runs and then final adjustments to the brake shoes will be made.

■ **Glenbrook Carriage : Bob Morton, Don Martin, Allan Carter, John Ellin,**

The new ceiling panels have arrived from Australia, and again our thanks to **Pub Charity, Wellington**, for their grant to enable the purchase of the panels.








Each of the panels is 1800 x 900 approx. and with the ceiling itself 2.2m wide and 13.5m in length it requires 3 panels across with the outer edges of the panels being trimmed. 8 panels are required for the length of the carriage, and again the panels at front and back require trimming. Bob is carrying out the task of priming both sides of each panel before it is installed. Don and John have created a special device to hold the panels up to the ceiling while the panels are nailed into place.



- **Open Carriage** - Allan is currently undergoing general maintenance and refurbishment work on the carriage.

From the General Manager's Desk: *Dennis Blake*

-  **Track Work** - Community workers continue to be available for the laying of sleepers (last Saturday they laid 29 sleepers) and maintenance work, i.e. spraying of track for weeds. It is anticipated that the gorse will be done within the next couple of months.
-  **Scrap Steel** - 4 tonnes of scrap steel has been taken away and another 7 tonnes is due to be taken for use at the mine.
-  **Bridge 11 (Waitete Bridge)** - In the last issue we indicated that we are obtaining quotes for the strengthening of the bridge and required engineers' reports etc. Progress in obtaining the engineering reports has been delayed due to the difficulty in locating suitable engineers because so many are fully committed to other work, including work in Christchurch following the earthquakes.
-  **No.6 Loco Engine:** Anton Douglas has carried the majority of the work on this engine over the last month, with Ashton Baird assisting, and of course Phill Boyd. Tests runs have been carried out on the refurbished engine, and we are just waiting for replacement batteries.
-  **Waihi District Model Railway Club** has put a proposal to Goldfields Committee (and subject to DOC approval and any other rules and regulations that may apply) that a 7¼ inch gauge railway be constructed around House 6 and on to the cattle paddock at Wrigley Street. If the proposal goes ahead the model railway will run on Sundays. Anyone interested in joining with the group or giving assistance should contact Dennis Blake at Goldfields' Office (phone: 09-863-9020)

The Forgotten Few - Train Crews

Graeme Martin

Each day the train trundles between Waihi and Waikino, three trips a day, four or seven days a week whether it be freezing cold, blistering heat, pouring with rain or a beautiful day. Have you ever thought what it takes to get the train out and ensure it travels safely as well as on time? Have you ever thought where our funds would come from without the train?

Most of the train staff volunteers wander into to the meal room at 8.30 to 9am mainly to make sure the jug is on, but also to check “defects” and “incidents” since last duty so we know what we have to work around. The train advice is viewed for track instructions and to see who is working on the track and where, so we don’t run them over. Then off to the dark and gloomy shed full of mysterious shapes to check the loco from the top down. Fuel, water, oils, grease and all the other mechanical bits get checked while the Guard wanders down the train to see what condition the train has been left in from the previous trips. The Guard (Train Manager) checks with the Station Master for any special activities for the day, maybe an extra carriage needs to be attached etc.



Ron Wilton (Driver) and Graeme Martin (Guard) discussing operations before first departure of day



Ron Wilton carrying out 'cleaning duties'

I won't go on about my favourite hobby horse, but presentation is everything and the customers just love clean stock. If they board a clean and comfortable carriage, they are not looking for some of the other issues inherent with our aging stock. Once the Guard and Driver are satisfied all is in order, by 9.30am the train trundles down to the platform waiting patiently for the first passengers of the day.

10am the Station Master makes the safety announcement and rings the station bell to pass control of the train off to the guard. The Guard holds out the flag and at the same time blows their whistle to wake to Driver up, which the Driver acknowledges with a toot while not spilling their cuppa. The Guard clambers onto the end carriage holding out his flag again which is acknowledged by the Driver; so the Driver now has permission for the train to depart. Occasionally some late comer tries to board the train now, which does create some issues for staff. We try to be accommodating, but there are limits.

The Guard checks all the doors are secure and that the passengers are looking forward to the trip. I welcome the passengers aboard, and then give my spiel about the unique history and the value of this part of New Zealand's cultural and industrial heritage. After all this is what we all are here for, to get some idea what rail travel in past was all about.

Dave Rowe undertaking the 'shunting' ready for another trip to Waikino



Once all the tickets have been clipped, I wander up and down the carriage talking to passengers about what they can see and how that view fits in with their perceptions. DOC also requires that at some stage I introduce some pre-European local cultural comment so I usually recite the legend of "Ohinemuri". It is amazing what responses I get when I ask the passengers if they know what a Taniwha is.

It is a busy time for the Guard as the type of stock we run does cause issues which if not watched carefully, can result in an "incident". Arriving at our destination, I remind the passengers what facilities are available plus the time of the next departure etc. On stopping, the steps are dropped and passengers disembarked from the train.

While the Guard is doing his/her thing during the trip, the Driver controls the 80 plus tonne train carrying anywhere from 2 to 150 people with the train- brakes and throttle. This is a major responsibility which weighs heavily on not only the Driver but the Guard too. Speed limits on certain sections of the track, people and animals doing strange things either on foot or in cars, plus careful brake applications so as not to ruin the passengers' day keep the driver very busy during the trip. The Driver reads the track as each day both the track and train can perform differently. For instance, wet track reduces braking while hot track gets "sticky" so it is not quite so free running. The geometry of curves can act as a brake while the fixed loco straight chassis forced against the curvature. Slow speeds in scenic sections give the passengers the chance to see something not seen from the speeding car. Passengers must feel safe which in turn makes for the positive experience the train staff is at pains to achieve. Train control is nothing like driving any sort of motor vehicle I've driven.

What the passengers really enjoy though is watching the Driver remove intimidating bulls from the line. One day if I am driving, I am just going to have a bar-b-que at the end of the day so I won't find that animal on the line again. All these, plus timing/speed and dumb baby birds on the warm rails during the spring, make for full and interesting days.

On arrival, the Driver backs the loco up to relieve the pressure of the coupling, uncouples then runs around the carriage consist to connect up at the other end. At Waikino the points automatically change as we go through them, which means the Driver only has to struggle down from the engine once each point. However at Waihi yard the points don't. This means down and up for each direction or reset. Sometimes an extra time when you have left the Woods points lock key up in the cab! Then a couple up to the train hopefully with all fingers undamaged; check the bogies followed by a train air brake test.

The locomotives and stock we use today are a lot simpler to operate that say 10 years ago; however I can assure everyone that the rules and regulations are not.

This is just the first trip, with 5 more to go. Somewhere we fit in meal breaks at Waikino if we are not delayed by events such as passengers or charters who arrive at departure time or later, fiddle around buying tickets and then getting their cameras from the car or running off to the toilet! Other issues such as people across the yellow platform line at the wrong time will delay our arrivals or departures.

At the end of the day after 7 or 8 hours the train is propelled into the shed after cleaning inside and out. It is amazing how often the tired train crew returns to a deserted station making me think of "is there anybody out there, or does anybody care?"

Trees on Train Tracks

Last month (25th July), our General Manager



(*Dennis Blake*) together with one of our volunteers (*Anton Douglas* - who was working on the No.6 train engine) and the train crew for the day (*Ron Wilton & Graeme Martin*),

found themselves being 'assigned' a completely different and unexpected task for the day. Unfortunately it was a very wet and cold day so the 'task' didn't provide any enjoyment for them.

All the heavy rain in recent times had caused one of the trees to come down and fall across the train tracks and half way across the road near the Waikino Station.



Dennis has said that it was one of the wattle trees which was over 60 years old, had been dead for some time, but remained solid. Unfortunately water had got under the roots and with all the extra rain the tree gave up and 'down she came'. Thankfully there was no damage to our train tracks, or motorists.

The Karangahake Gorge was closed for about 30 minutes from 9.00 am while the road was cleared by Works Civil for Land Transport, and the Goldfields 'team' (wearing safety gear) took over. Carters Contractors had to be called for the clearing away the large rocks and remaining stump. The Goldfields' team finally finished around 3.00 pm - a very long 6 hours for them in what were miserable conditions.

Filming at Goldfields Railway "Murder on the Train"

Lisa Brown, a student from WINTEC, Hamilton who is in her final year of her Honors Degree in Moving Image has been using the train at Goldfields Railway as the location for her film.

Last year her film 'Zach's Plan' won a place in the National Film Festival for Talented Youth. We hope this one will do as well.

In conjunction with the Waihi Drama Society, for three days the cast of actors and extras' dressed in 1940's costumes, rode the train several times between Waihi and Waikino with one of the refurbished dining cars as the main backdrop for filming.

Although the weather was cold, there was a great busyness about the train and the stations with calls of 'action' and 'cut' ringing through the carriages.



We all learned a lot about how films are made, and it was a great use for one of our local icons.

The completed film is expected out in February next year, and the staff of Goldfields and the cast can't wait to see the finished result.

Sara Single



From the Pages of Our History:

Written by J.A.T. Terry

Sourced from 'Trains Talk' the Waikato Railway Society June 2011 Newsletter, and published with their permission

Waikino Quarry Siding

An amendment to the Working Timetable of 1 September 1907, Train Advice 385 of 25 August 1908 stated "A Quarry Siding has been put down at 8mm 44ch (Waihi Branch) and goods trains will stop and shunt there as required. No.189 RR train (goods depart Paeroa 11.50 am arrive Waihi 12.35 pm) may if required and time will permit, run from Waikino to Quarry Siding, shunt there and return to Waikino under Tablet working."

It was 3m 49ch from Waihi and 18 ch from Waikino. It was on the left hand side of the line from Paeroa, 50ft in length and had accommodation for 8 wagons. The local file held nothing on the workings of the quarry but the Working Timetables for the Paeroa-Waihi section had instructions for it below the train timetable.

WTT 1-12-1911: When time will permit and traffic will not be delayed Nos. 239 and 240 RR Goods and also No.238 Goods, may stop between Paeroa and Waihi to allow Maintenance Branch to work stone and ballast for protection works. No.238 may, after wagons of stone are discharged, return to Quarry Siding with empties, then taking up its ordinary running. When necessary, service of No.239 will run from Waikino to Quarry Siding, pick up loaded wagons and then take same to place of discharge [between Waihi and Karangahake]. As soon as discharging is completed this service will run back to Quarry Siding with empties, returning thence to Waikino and taking up the running of No.240.

WTT 1-11-1912: In addition to above: Trucks between Waikino Quarry Siding and Waikino Station Yard may be hand shunted under direction of Maintenance Department, who will take full responsibility for safety of wagons. This work will be done under Tablet. When Ganger wishes to move trucks between Waikino Station and Waikino Quarry Siding he will apply to the Stationmaster Waikino for Tablet. If no delay will be caused to any train Stationmaster Waikino, will obtain a Tablet and hand same to Ganger who will be personally responsible for safe custody and prompt return of same when operations are completed. Ganger with Tablet MUST accompany trucks to or from Quarry Siding, and as soon as line is clear return Tablet to Stationmaster Waikino. The number of the Tablet carried by the Ganger MUST be entered in Train Register Book. No.270 goods will shunt Quarry Siding when required.

WTT 11-6-1916: Basically the same except some train numbers changed and Tablet Porter instead of Stationmaster who had been withdrawn from Waikino on 19-9-1915. On Monday 31-8-1925 the points from the main line were tablet locked.

WTT4-6-1933: The only entry for the Quarry Siding read: "Trucks may be hand shunted between Waikino Quarry Siding and Waikino Station Yard under direction of Maintenance Staff. When Ganger wishes to move trucks

he will obtain a Tablet from SM Waihi. Ganger with Tablet MUST accompany trucks to or from Quarry Siding and as soon as the line is clear return Tablet to SM Waihi (Waikino ceased to be tablet station on 3-2-1931).

On 31 January 1936 the siding was closed so that it could be shifted 43 feet towards Waikino. The work was completed on 3-3-1936 and a new tablet locks installed. The main line points were now at 9m 40 ch 72links. In October 1949 the matter of shunting the siding at night was raised by a deputation from the Tauranga Branch of the ASRS who wanted shunting to be carried out by daylight trains only. The Quarry was usually shunted by No.310 Monday to Friday to Auckland goods departing Tauranga 8.40 pm and arriving Waihi 10.55 pm. The situation of the Quarry was recognised as difficult owing to stones being stacked on both sides of the line. However wagons to be lifted were always placed in a handy position and difficulty should not be experienced in placing or lifting wagons. The shunting of the siding by the Paeroa-Waihi shunting service was not considered practical. That service was irregular and since 1st September there had been only six shunts. No alteration was made to the service.

In September an order was placed for a 30ft long portable belt elevator mounted on pneumatic tyres, at a cost of 780 pounds. It was powered by a Briggs & Stratton petrol engine. Capital Authority of 960 pounds was provided. This included installation costs. It was delivered at the Quarry in March 1954. However, the machine was found to be of no use at the Quarry and in May 1954 it was sent to FOW Frankton Depot.

On 3 July 1958 the Resident Engineer at Hamilton advised the Inspector of Permanent way at Paeroa that it had been decided to close the Quarry. He was required to give details of the rock stockpile in order that it may be used as required.

As from 15-8-1958 the Quarry was closed. It was estimated that the stone and rubble was, 250 yards of 1 man stone, 150 yards big stone and 100 yards of rubble.

All tools and equipment were sent to the FOW at Frankton. The mechanical equipment included a Priestman Shovel and compressor. Two cases of gelnignite were sold to a local firm. The benzene shed was placed at dwelling 115 for use as a shed.

The connection with the main line was still in place. In April 1967 it was recommended that the siding be closed and uplifted. This was agreed to and by March 1968 the siding and turnout had been removed.