



## *The Goldfields Express*

### Message from the President

Hi Everyone,

Now that winter is upon us I hope you are all keeping well and warm. With the school holidays over, we are currently running Friday to Monday, except for group bookings. Passenger numbers are down although we are still getting a few special bookings.



We are looking at promoting the train more for functions, such as weddings and dinner tours. If any of you have an occasion coming up and would like to use the train just ring Sherryl in the office (07-863-9020). Themed parties would be fun and our staff are there to help out where needed.

The camping pitches are not doing too badly, and we hear from those that have already visited that more people have heard of us and the reports are so far very good. Hopefully by next summer we will be full all the time.

We have two new committee members, Sara and Kerry Single, and we do welcome them. Sara is also our new Health & Safety officer.

I would like to take this opportunity to thank the following groups for their donations towards a several of our projects:

#### **Restoration of Goods Shed Wall**

- The Waihi Lions
- Waihi Rotary
- Waihi Ward

#### **Ceiling for Glenbrook Carriage**

- Pub Charity

#### **Repairs to No.6 Loco**

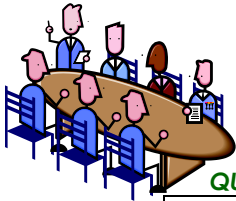
- Lion Foundation

***Bob Morton***

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**The 2011/2012 Subscriptions are now due** and reminder notices have been sent out – if you haven't received yours please contact Sherryl at the office and she will be more than happy to send you a copy.



## Meet Your New Committee Members: Sara & Kerry Single

### QUESTIONS

<i>Occupation and family</i>	Both Sara & Kerry work in their own business - Employment Advocacy Services, and have a grown up family
<i>What are your interests?</i>	Waihi Theatre, Classic Cars, Model Cars, Goldfield Railway and building their own home
<i>Why do you live in the Waihi area?</i>	Waihi has a great theatre, and great people, with lots of opportunities
<i>What is your Best Train Experience?</i>	Love the times when we have different groups on board and have fun
<i>What is your Vision for Goldfields Railway?</i>	That it becomes the best Tourist attraction in the Coromandel and gives pleasure to all its members and visitors

## New Members to the Society



☺ Wayne Drew, Katikati

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

## Thanks to our Sponsors:

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.

- ✿ John Sleep (painter)
- ✿ Wattyl Paints
- ✿ John Ellin (equipment for restoration work)
- ✿ Gary King (badges)
- ✿ Tom Allan, Taumarunui (6 man jigger)



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*

A comment recently made about the Waihi Station Complex:

*"It is the most original and valuable and significant railway heritage site in the country"*

Euan McQueen,  
Executive Chairman. Rail Heritage Trust of NZ.

## Update on Restoration Projects:

### ■ *1944 Prices' Shunter (Phill Boyd and Anton Douglas)*

Progress continues on the Shunter with Phill and Anton using their skills to build numerous pieces for the bonnet, including the side panels, create the latches, etc.



Flyer with headlight fitted.



New Side panels closed & open



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

Large amounts of diesel were leaking and major work was required. Phill & Anton have undertaken the work at Phill's workshop, and the Twin Disc Hydraulic Torque Converter has received major attention including being dismantled and fitted with new seals and bearings which were supplied by Valley Bearings of Paeroa.

It was necessary for Phill & Anton to use their many skills again and make several service tools required to carry out the work, and of course these tools will be an asset for any future work required on the engines.

Where possible parts have been refurbished although it has been necessary to source a number of new parts and this took a considerable amount of time sourcing and obtaining the 'best deal' for the parts. Walter Dean of AES Seals, Avondale, Auckland reconditioned and lapped in the carbon seals, and his work was appreciated.

It is hoped that next week reinstatement will commence.



Torque Converter parts ready for assembly



Some of the tools especially made for the job



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



3 stages of the 'rebuild' and John & Don 'discussing' their work










The main focus for the restoration team in recent times has been the end verandah on the carriage, which has included stripping the numerous layers of paint applied during the last 100 years (over 1mm thick) off the ceiling, replacing the rotten timbers - all of which has been very time consuming as it has been necessary to cut the new pieces of different types, shapes and sizes of timber to fit in with existing timber etc on roof. Repainting of the verandah roof is now being carried out. The metal framing has also been stripped and repainted.

The inside ceiling is being removed and this has required very careful work as there are four layers of materials, including the metal ceiling itself, a thin layer of wood, wooden framing and the final outside layer of canvas - all of which are very close together. A replacement metal ceiling is being obtained from Australia and the pattern

on the replacement ceiling being used will be similar to that originally used. The cost of the replacement ceiling is being met by a grant from Pub Charity.

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

-  **Loco 7** - While this loco is the one currently being used for our train trips, a number of maintenance items are required to be carried out, ranging from fitting of new fan belts and oil seal on the main drive, adjustment to the brakes, as well as work on the wiring and instruments.
-  **Loco 6** - Major work on the engine has been necessary and the costs are being met by a grant from the Lion Foundation. Our thanks and appreciation go to Phill Boyd and Anton Douglas (Goldfields' members) who are carrying maintenance and repair work.
-  **The Track** - Some good work has been done by Community Service Workers. The wet weather has seen the weeds responding and drainage needing attention.
-  **Bridge 11** (Waitete Bridge) This bridge requires major strengthening and we are currently obtaining quotes for this work to be undertaken. Before any work is carried out drawings and an engineer's report will be submitted to Land Transport Authority. The work, which is a requirement of our certifying engineer, has to be carried out before the end of 2012, and is expected to cost in excess of \$230,000. The committee is currently reviewing options for funding this work.
-  **Staff** - as previously mentioned we have had two Community Service Workers with us for a number of months, both of whom have carried out their duties very well indeed and we have appreciated having them with us; Chaance Hirawani as a Guard and Jed Ford-Weal as a maintenance worker and it is disappointing that their time with us has come to an end.
-  **6 Man Jigger** - was donated to us by Tom Allan of Taumarunui in February this year. While refurbishment is needed the jigger is basically sound. Our thanks to Tom Allan for his generosity.
-  **2<sup>nd</sup> Hand Rail Track**: Waihi Goldmine recently purchased a large quantity of our old rail track

## Train Hold-Up



Two 'Desperado' gun-carrying horse riding Cowboys recently attempted to hold up the Goldfields Train as it travelled to Waikino during the weekend of 20-22 May 2011. The cowboys attempted to rob our passengers (a number of whom were from the NZ Fire Brigade Annual Conference being held in Waihi that weekend). After trying their luck at robbing our passengers of their possessions, they then let the train continue on its way. As you can see from these photos the passing traffic was

entertained and our passengers were obviously very afraid (*I think not!!*). The hold-up was organised by Waihi Fire Brigade as part of their entertainment for people attending their Annual Conference.





## New Zealand Railway Tunnels & Bridges

For additional information and location maps check out these websites:

<http://trains.wellington.net.nz/tunnels.html>

<http://trains.wellington.net.nz/bridges.html>

### TUNNELS:

#### Longest

- The longest railway tunnel in New Zealand is the 8879 m long Kaimai tunnel at Apata on the East Coast Main Trunk Line. This tunnel was opened in November 1980 replacing the longer Karangahake Gorge route. Note, however, that some NZ hydro tunnels are longer than this.
- The second longest railway tunnel in New Zealand is the 8798 m long Rimutaka tunnel between Wellington and the Wairarapa. This tunnel replaced the Rimutaka incline in 1955.
- The third longest railway tunnel in New Zealand (and the longest railway tunnel in the South Island) is the 8566 m long Otira tunnel through the Southern Alps between Arthurs Pass and Otira. This tunnel is on a continuous 1 in 33 grade and was opened in 1923.
- The 4th longest railway tunnel in New Zealand (and the longest double-track tunnel in New Zealand) is the 4324 m long Tawa No.2 tunnel between Wellington and Tawa. It was opened in 1935 for goods trains on one line and in 1937 for all traffic.
- The 5th longest railway tunnel in New Zealand is the 2989 m long Tikiwhata tunnel between Wairoa and Gisborne opened in 1943.
- The 6th longest railway tunnel in New Zealand is the 2596 m long Lyttelton tunnel through the Port Hills between Christchurch and Lyttelton opened in 1867.
- The 7th longest railway tunnel in New Zealand is the 2091 m long Turakina tunnel between Marton and Wanganui opened in 1947.

#### Shortest

- The shortest railway tunnel in New Zealand, not constructed by the cut and cover technique, is a 39.83 m long tunnel between Staircase and Avoca on the South Island Midland Line opened in 1906
- The 2nd shortest railway tunnel in New Zealand, not constructed by the cut and cover technique, is a 42.05 m long tunnel at the Woodville end of the Manawatu Gorge opened in 1891. This tunnel was opened out in 2008.

### BRIDGES:

#### Highest

- The highest railway viaduct in New Zealand is the 97 m high Mohaka viaduct spanning the Mohaka River about half way between Napier and Wairoa. This bridge is of steel girder construction, is 270 m long and was opened in 1937. Excursionists will be disappointed that high windbreaks on both sides spoil the view for passengers
- The 2nd highest railway viaduct in New Zealand is the 81 m high North Rangitikei viaduct spanning the Rangitikei River. It is the northern-most of the 3 large viaducts on the Mangaweka Deviation, opened in 1981, between Mangaweka and Taihape on the North Island Main Trunk Line. It is of concrete construction built by the cantilever technique from both ends. The central span is a clear 110 m long, the longest equal span of any railway bridge in New Zealand. Together with the approach spans on both sides, the bridge is 160 m long. Being of concrete construction, relatively short and often crossed at high speed, it is easily missed by travellers.
- The 3rd highest railway viaduct in New Zealand is the 78.6 m high Makatote viaduct about 10 km south of National Park on the North Island Main Trunk Line. This viaduct is of steel girder construction, is 262 m long and was opened in 1908.



**Mohaka Viaduct –  
the highest railway bridge**

- The 4th highest railway viaduct in New Zealand (also the 2nd longest viaduct in New Zealand) is the 78 m high, 315 m long, South Rangitikei viaduct spanning the Rangitikei River. It is the southernmost of the 3 large viaducts on the Mangaweka Deviation, opened in 1981, between Mangaweka and Taihape on the North Island Main Trunk Line. It is an impressive all-concrete structure with twin-shafted vertical piers carrying a continuous prestressed hollow box superstructure of six spans. It incorporates an earthquake resistant feature that is unique in New Zealand and rare in the world. In an earthquake the pier bases could lift up to 13 cm to allow energy and pressure to shift from one pier leg to the other. The rocking action is controlled by large "energy dissipaters" installed in the pier bases
- The 5th highest railway viaduct in New Zealand is the rarely photographed, 78 m high, 187 m long, Waikare viaduct just north of Putorino between Napier and Wairoa. This viaduct is of steel girder construction, opened in the early or mid 1930s.
- The 6th highest railway viaduct in New Zealand is the 73 m high, 160 m long Kawhatau viaduct spanning the Kawhatau River. It is the middle viaduct on the Mangaweka Deviation opened in 1981, and is of almost identical construction and dimensions as the North Rangitikei Viaduct described above. The central span is a clear 110 m long, the longest equal span of any railway bridge in New Zealand.
- The 7th highest railway viaduct in New Zealand is the 72.5 m high, 229 m long, Makohine viaduct between Marton and Mangaweka on the North Island Main Trunk Line. This viaduct is of steel girder construction and is a well-known landmark for road users of State Highway 1
- The 8th equal highest railway viaduct in New Zealand is the 71.6 m high, 160 m long Waikoau viaduct between Napier and Wairoa. It is of steel girder construction with a 76 m long central span weighing 300 tonnes, the third equal longest span of any railway bridge in New Zealand. The nearby 65.5 m high Matahorua viaduct which has an identical central span.
- The 8th equal highest railway viaduct in New Zealand (and the highest viaduct in the South Island) is the 71.6 m high, 146 m long Staircase viaduct on the South Island Midland Line. It is of steel girder construction.
- The longest high railway viaduct in New Zealand is the 51 m high, 414 m long new Hapuawhenua viaduct just north of Ohakune on the North Island Main Trunk Line. This viaduct is of concrete construction and is situated on a graceful 420 m radius curve. Opened in 1987, it replaces an older steel structure that is now used for recreation and bungee jumping.



**Kawhatau Viaduct – the 6<sup>th</sup> the highest railway bridge**

## Longest

- The longest railway bridge in New Zealand is the 1743 m bridge spanning the Rakaia River south of Christchurch. It comprises 143 steel plate-girder spans on concrete piers. Completed in 1939, it replaces an even longer timber structure built in the 1870s.
- The 2nd longest railway bridge in New Zealand is the 1138 m bridge spanning the Waitaki River between Timaru and Oamaru.
- The 3rd longest railway bridge in New Zealand is the 700 m bridge spanning the Waiau River in North Canterbury.
- Rebuilt following Cyclone Bola in 1988, the Waipaoa River bridge near Gisborne was extended by 146 m to 475 m, making it the longest railway bridge in the North Island, eclipsing the 448 m Tauranga Harbour bridge completed in 1924,



## From the Pages of Our History:

### *The Taneatua Express*

Taken from a publication:

**'Kings of the Iron Road – steam passenger trains of New Zealand'**

By J.D. Mahoney

Edited by: Philip Whyte

Published by: The Dunmore Press – first published in 1982

The Taneatua Express provided the main passenger service from Auckland to the Bay of Plenty from 1928, when the Taneatua line was opened, until 1959 when the express was replaced by railcars. It never enjoyed the popularity of the Rotorua Express, partly because of the very circuitous route via Hamilton and Paeroa. **However, it was varied and interesting train ride, especially through the Karangahake and Athenree gorges**, and along the shorts of Tauranga Harbour. It was a long ride, too, nine miles further than Christchurch to Dunedin. For the last sixty miles from Tauranga to Taneatua the express became an all-stations local, taking nearly three hours for this stretch. It was a good way to see the country at close quarters and absorb the local colour.

A novel feature of the operation of the Taneatua Express was the reversal it underwent at Paeroa Junction. The lines from Auckland and the Bay of Plenty converged on Paeroa Junction in the form of an inverted V, with the result that the down Taneatua Express became reversed at Paeroa and completed its journey to Taneatua with the guard's van next to the engine. Likewise, the up express left Taneatua in the orthodox fashion, but arrived in Auckland with the van next to the engine. In July 1959 the reversal was avoided by a direct line by-passing the town to the south, but the express had already given way to the railcars.

It is interesting to reflect that the Taneatua Express had a life of just over thirty years, then more than its predecessor, the Thames Express. However, in the post-war years it suffered the same vicissitudes as the Rotorua Express, finishing up with a token service of two trains per week each way from 1951 onwards. It was a hopeless situation and in the final years it often operated in the off periods with as few as three carriages in its make-up. The Paeroa-Pokeno deviation upon which work had already started before World War II would have made a great difference to the success of the Taneatua Express had the line been completed in the 1920s. With the preoccupation with highways that developed after the war, this scheme was quietly dropped from the programme of railway works although a fair amount of formation had already been built.

The 1959 Auckland-Tauranga-Te Puke railcar substitutes for the Taneatua Express had a short life, being withdrawn in September 1967. The years of the locust had taken their toll. Notwithstanding the fact that the population of the Tauranga urban area (which includes Mt Maunganui) had risen to 30,000 the railcars were not carrying much more than a busload of passengers during the non-holiday times. Railway passenger services to the Bay died with scarcely a murmur from the below.

Below is a summary of the 1939 timetable of the Taneatua Express, which is more or less typical:

TIMETABLE – AUCKLAND-TANEATUA EXPRESS 1939

HSL	M	Stations	No.121 Daily	No.322 Daily
11	-	Auckland	dep 9.08 am	arr 6.20 pm
124	85	Frankton Jc (R)	arr 12.04 pm	dep 3.16 pm
			dep 12.26 pm	arr 3.08 pm
17	129	Paeroa Jc (R)	dep 2.21 pm	dep 1.20 pm
<i>(Change for Thames Branch)</i>				
13	179	Tauranga (R)	arr 4.41 pm	dep 10.58 pm
52	239	Taneatua*	arr 7.50 pm	dep 7.45 pm

{ \* Road connections to Opatiki and Gisborne}  
(R – refreshment station)