



## *The Goldfields Express*

### **In This Issue: January-February 2011**

Page 2:	New Members, 'Meet Your New Committee Member', Thanks to Sponsors
Page 3:	From the General Manager's Desk
Page 5:	Update on Restoration Projects
Page 6:	From the Pages Of Our History

### **Message from the President**

Hi All!

Here we are at the start of another year, and I didn't even see the last one going. I wish you all a very happy and prosperous new year.

Christmas and New Year was a happy time at the station and our passenger numbers much increased on last year, with lots of positive feedback. Our December sales were up 20 percent on the same month last year.

We welcome Graham Sutherland as a new member of the committee.

Our website [www.waihirail.co.nz](http://www.waihirail.co.nz) is generating more business and the new Family Gift Vouchers have made a reasonable start. These vouchers make a very good present for someone who has everything.

We now have a new range of hats (\$15.00 each) and badges (\$8.00 each) which are selling well, with the first consignment of hats sold and a new order has arrived.

Our new driver and guards are now fully trained and are doing very well. We would love to welcome any new volunteers that would like to try their hand at these jobs.

Restoration project progress has been slow over the Christmas period but will hopefully be back to normal now.

I would like to take this opportunity to thank Waihi Farm and Industrial for their kind donations over the past year. Also thanks to Carolyn Burns for her work in putting our Bi-Monthly Newsletter together. Thanks a lot, it is much appreciated.

**Bob Morton**

Looking for a Gift for someone who has everything?

Have you thought about . . .

- ➔ **Gift Certificate** – Family pass or whatever number of passengers you wish – we will make up the Certificate to your requirements.
- ➔ **Goldfields cap** (\$15.00)
- ➔ **Badges** (\$8.00)

Contact the Office (phone: 07-863-9020) or email us for information, pricing, etc.

## New Members to the Society



☺ Jim & Margaret Barnes & Courtney Rothville (grandson)

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

## Meet Your New Committee Member:



QUESTIONS	Graham Sutherland
<i>Occupation and family</i>	Tour driver & school bus driver I have three boys and two grandchildren. Two live north of Auckland and one in Wellington.
<i>What are your interests?</i>	Rugby, league, fishing, computer
<i>Why do you live in the Waihi area?</i>	Because of the fresh air and the beauty of Waihi. I was born in Auckland but spent a lot of time on my cousin's farm. When I met Sherryl who was also a country girl we decided to move back to the country. After looking at several other small towns Waihi was the only one that had any great beauty to it.
<i>What is your Best Train Experience?</i>	Return trip to Wellington when in the scouting movement (1960's). The Raurimu Spiral was unreal
<i>What is your Vision for Goldfields Railway?</i>	To have the track upgraded and to be preserved for our future generations.

## 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 and events held.

- ✿ Waihi Farm and Industrial
- ✿ Mary Carmine, Waihi
- ✿ Pub Charity, Wellington
- ✿ Coastal Sandblasting, Katikati
- ✿ James Say Trust
- ✿ NZ Motor Caravan Assn. Inc.



And of course our thanks must always go to the many volunteers and supporters that are involved in operations of Goldfield Railways, including operation of the trains, restoration work etc.

*Thank you everyone*



### Train Timetable:

Trains will operate Friday to Monday, usual times, i.e.

#### From Waihi

10.00 am 11.45 am 1.45 pm



#### From Waikino

11.00 am 1.00 pm 2.30 pm

However, trains will also run Tuesday, Wednesday and Thursday if required for bookings received.

## From the General Manager's Desk:

### Loco 7:



*Before* (2010) and *After* (2011) Coastal Sandblasting Ltd had completed cleaning and repainting ..

Our Loco 7 has had a 'face lift' having been cleaned and repainted (with the original colour) with the assistance of a grant from *Pub Charity*. This work was carried out by Coastal Sandblasting Ltd.



### Loco 6:

Our Loco 6 currently is out of service as the 'gland nut' on the input shaft has come unscrewed. We are currently removing the gear box for repairs, and carrying out a review of what else needs attention. Costings on the repairs are unknown at this stage.

### Bridges:

As advised in our November/December 2010 newsletters, our 3 bridges were inspected by Opus in December 2010. The Waitekauri and Queens Head Bridges have been certified for another year to December 2011, although our wooden bridges will now receive 6 monthly inspections instead of yearly as in previous years.

However, Opus (Scott Robinson - our engineer consultant) has advised that the Waitete Bridge is to be replaced by December 2012 and upon completion or earlier, Bridge 8 (Waitekauri) may need replacing. Hopefully Bridge 9 (Queens Head) is not knocked over in the meantime!!

#### \* Options for Bridge 11 (Waitete Bridge)

1. Remove and rebuild at existing location approximate time to repair (2 to 6 months). Headwall piers & piers 13 and E will need re-piling to old ground level.
2. Build new bridge structure downstream 5 to 10 meters - time out two weeks - would require some track bed formation.
3. Rebuild 1 or 2 with box culvert if permissible.
4. Build new bridge downstream and realign track so that weir can be viewed. This would require the permission of the farm owner.

#### \* Observations

1. A subsidence occurred in early December 2010 on the Waikino side of the head abutment of Bridge 11 under the upstream of the first sleeper. A hole in the ballast measured 50cm x 50cm deep and when struck with a shovel it fell into a depth of 1 metre. It is suspected an old pier was under this location.

2. The Waikino abutment to the original bank has subsided over 20cm in the past two years.
3. The semaphore hardwood signal removed from Lawrence Rd 2 years ago - the portion of timbers in the ground were as soft a balsa wood and looked like a rotten old tooth. When reinstalled at Maddock Street heavy angle irons were bolted to the base and installed in a 1.2mtr deep 40cm hole to protect it.
4. Ongoing slump at the 4K mark has slumped in by half a meter over the past 5 years. It may be that a washout occurred at this point some years ago and was repaired by cross stacking second hand sleepers which have now rotted and slumped.

Repair Options for Waitete Bridge have indicated that the original piers be capped in concrete. However, for the above reasons the General Manager (Dennis Blake) does not consider this is possible and believes that the Waitete abutments will have to be repiled to the original ground level.

### **Cattle Farming in the paddocks beside the large restoration shed**

The two quiet steers and heifer that were brought from home have proved troublesome - taking a liking to Mary Carmine's back yard and racing around Bradford Street. On closer inspection the fencing has proved inadequate.

Mary Carmine kindly donated posts and strainers from her old blueberry orchard which we have cleaned up for her as well as cleaning up the boundary line between her and the railway. We are installing longer posts in the high ground which exists along Victoria Street and our driveway.

### **Caravan Sites at Station**

The sites with power points are now available for use, Contact the Station for details, pricings and bookings

### **Staff & Volunteers on Site:**

Our thanks must go to the guards and train drivers who have been on duty, working on some of the very hot days over the past couple of months (and it gets incredibly hot in the cab of the trains) and also the guards have been feeling the heat as they carry out their duties walking up and down the trains talking with passengers and ensuring the safety of all those involved.

Recognition must go to Anton Douglas (a member and volunteer) who has been on site almost daily working on a variety of projects on site, such as painting, general maintenance, engineering maintenance etc.



**No. 6 locomotive getting a clean**

WINZ have also provided 3 people during the summer months, one of whom has been trained to carry out guard duties and the other 2 have been carrying out general site maintenance and assisting with work on the engines - of course all this work is carried out under supervision by Goldfields staff.

### **Dennis Palmer:**

Members will be saddened to learn of the passing of Dennis Palmer recently, and our condolences go to his wife and family.

Dennis had been a member and volunteer. He was a strong supporter of Goldfields Railways as well as being a driver and guard, and will certainly be missed.



## Update on Restoration Projects:

*Bob Morton, Don Martin, Allan Carter, John Ellin, Graeme Porter*

### ■ **Glenbrook Carriage**

The 2<sup>nd</sup> side of the carriage is now having the windows installed. A grant from the **James Say Trust** enabled us to purchase these windows which were made by Alitech Windows System Ltd of Waihi. Also work continues on the restoration of the wood panelling on the inside of the carriage.

### ■ **UG79 Wagon**

Repairs and maintenance to this open carriage have now been completed, and is currently awaiting certification before being put into full time use.



UG79 awaiting its test run



New seating designed by the Restoration Team and installed (referred to in the Nov/Dec 2010 newsletter)

### ■ **1944 Prices' Shunter** (*Phill Boyd, Anton Douglas, Ashton Baird, Brian Rae*)

Work has not progressed as fast as Phill and his team would have liked due to a number of things, e.g. holidays, haymaking, and one of the team not being that well over the past couple of months.

Having said that, it was certainly something special to go out and see the 1944 Shunter, listen to it being started up and see the real progress that has been made. The quality and amount of work that the team have put into this project, along with the attention to detail is incredible and certainly something to be proud of. The dashboard has been installed and wiring is completed, A new fuel tank has been made, painted, installed and filled with diesel.

Projects yet to be completed include:

- Make up and install the bonnet
- Fit new air cleaner etc
- Finish painting



Fuel tank before painting



Dashboard, wiring etc



Phill's assistant, grandson - Lukas Boyd - on the Flyer



## From the Pages of Our History:

### THE 1947 PROPOSAL FOR OUR WAITEKAURI (No 8) BRIDGE

by J.A.T. Terry, Hamilton

[In addition to being a well-known railway photographer, Trevor Terry is also a collector of railway history, and a member of the Waikato Railway Society]

On page 3 of your excellent Goldfields Express issue of July/August 2010 the small item on No 8 bridge reminded me that had a 1947 proposal gone ahead for a short time the bridge would have been a combined road and rail bridge.

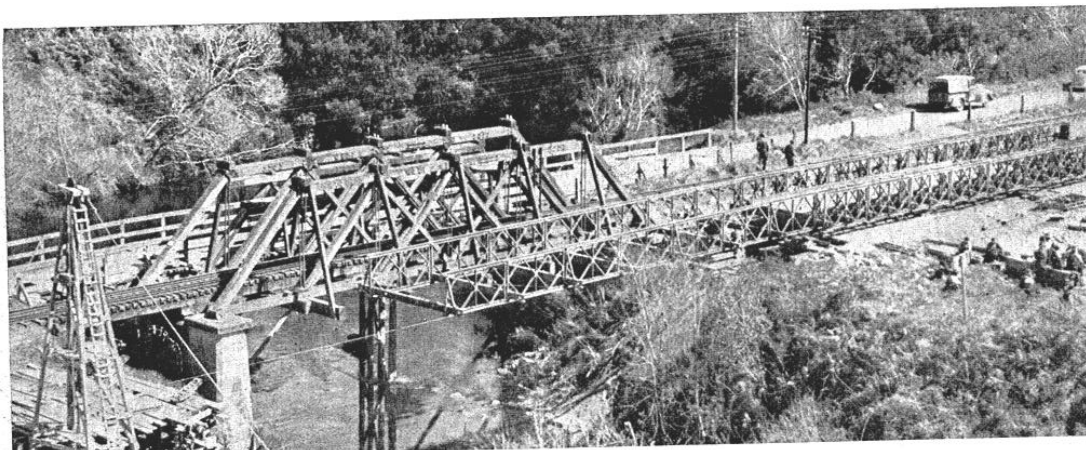
In 1947 the Public Works Dept. proposed to rebuild the road bridge adjacent to bridge No 8 and while work was underway the rail bridge would be converted to also take road traffic. It was expected the work would take approx. 12 months. A crossing keeper would be required to operate the road gates and the up and down home and distant signals from a lever frame. All charges would be borne by the P.W.D.

Unfortunately the only correspondence I could locate on the proposal was from a signals Branch file at Frankton, Second-hand material was to be used with the estimated cost of it being 196 pounds 14 shillings and 10 pence. With 5 pounds for freight. In the material estimate there were 88 individual items, the dearest being 21 pounds 9 shillings for 4 Linley signal lamps. The installation cost was not requested. It is interesting to note that up and down distant signals were to be provided. These signals had never been installed at Karangahake, Waikino or Waihi.

The Foreman of Works at Frankton would also have been asked to provide an estimate for the cost of the gates, crossing keeper's hut, road approaches and converting the bridge for road traffic. The down distant signal would have been erected on the railway station platform at the south end giving the driver a view of 400 yards and the up distant 500 yards outside the up home signal giving the driver a 425 yard view.

The railway-working timetable for July 20, 1947 listed trains departing Waihi for Paeroa at 0130, 0305. (Monday only) 1230, 1611, 2025 and 2220. The crossing keeper(s) may have come on duty for the first train departing Paeroa at 0625 remaining on duty till the one departing Waihi at 2025 had passed over the bridge. The proposal did not proceed and a Bailey bridge was used during the construction. Maybe the cost to the P.W.D. was too great as that Dept. would possibly have to pay the wages of the crossing keeper(s) as well all the other costs pertaining to the scheme.

If any reader has additional information on the proposal I would be interested in the details. Please forward them to me C/- Goldfields Railways, 30 Wrigley Street, Waihi or email: [goldfieldsrailway@xtra.co.nz](mailto:goldfieldsrailway@xtra.co.nz)





**BAILEY BRIDGE ERECTED OVER STREAM**

Scene at the Waitekauri Stream on the Paeroa-Waihi Highway, as a 110 -foot long Bailey bridge was assembled and pushed across from one bank to the other. The work took a gang of 20 men, who had no previous experience in that type of work, only about ten hours. The Bailey bridge was erected alongside the present rail and road bridges and vehicular traffic will use it until a new concrete traffic bridge is built.

[Photo : The Weekly News September 24, 1947.]

#### Thanks to:

-  **Trevor Terry** for this article and we certainly look forward to further articles from him on the history of our Railway
-  **Rob Bowater** for supplying the above drawing and photo with description from his personal records