



## *The Goldfields Express*

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## **Message from the President**



*Hello, everybody.*

*My name is Bob Morton and for the time being I am acting President of Goldfields Railway.*

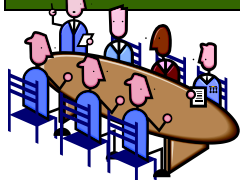
*We had our first Management Committee meeting on the 21st of September, so you will appreciate that the new committee members are settling in before we start piling on the work. I am sure we'll be finding plenty for everyone to keep busy.*

*I am looking for members to contribute some fairly simple ideas for fund raising, and of course any members that would like to help with this would be very much appreciated.*

*I would like to see the railway continue to prosper and for the good work to carry on as in the past year. I am hoping to have many more open days like the one we had last summer when so many visitors had a very enjoyable day.*

*My vision for the railway is to see our small but friendly group of volunteers expand so that we can make Goldfields Railway a first class venue for all visitors.*

**Bob Morton**



## Meet Your Committee:

<i>Irene Morton</i>	<i>QUESTIONS</i>	<i>Brian Rae</i>
Retired - Husband Bob and 2 boys, with 7 grandchildren and 5 great grandchildren	<i>Occupation and family</i>	Diesel Mechanic with John Lockley Transport Wife Janelle, and 6 children - Michaela, Cody, Shyam, Bailey, Thomas, Chloe
Reading, Computer Family, Music	<i>What are your interests?</i>	Railway and Trucks Fishing History of Waihi
We came to live here from the UK because our eldest lived in the town	<i>Why do you live in the Waihi area?</i>	Like the area - good for family life with lots to offer young children. Always lived in Waihi except for 1 year in Rotorua
Puffing Billy, Australia	<i>What is your Best Train Experience?</i>	Goldfields Railway (and when the 1944 Shunter is going!)
To keep it running successfully and hope to get many more volunteers	<i>What is your Vision for Goldfields Railway?</i>	Keep the heritage of the railway going together with the rolling stock up to date. Ensuring that our heritage which is one of a kind is maintained. Finding more volunteers.

## 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.

*Thank you everyone*



These include:

John Sleep	Waihi Area Security Patrol
PE Mathers, Finishing Touch Engineering,	Roger Madsen, Waihi
Soda Blast, Tauranga	Alu-Tech Ltd (Karl Dawson)
Mike Reid, Christchurch (1944 Shunter Plates)	Colin Barry, Christchurch (1944 Shunter plates)
James Say Trust	Waihi Arts Centre & Museum
Lotteries Heritage	Carters Contracting

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

## Report from Annual General Meeting : 18 September 2010

A worthwhile turnout of members (30 attending, with 16 apologies) for our AGM recently, and the following is a brief summary of the meeting proceedings:

### Reports:

#### **President:** (Graeme Martin)

- Business Plan - he had prepared and submitted to the Management Committee a Business Plan as required under the Constitution, which covered the operations of the railway, management structure, and it would be the incoming Management Committee's responsibility to progress this further.
- Restoration - expression of thanks to the restoration team including Bob Morton, Don Martin, Allan Carter, Graeme Porter, Rod Rattray, Ashton Baird, Sel Baker, Phill Boyd, Anton Douglas, Dennis Blake. An outline of the projects undertaken during the year includes the 1944 RNZAF Shunter, Glenbrook Carriage, Two dining cars, Para Car, Semaphore signals, Storage Shed, Overseer's Hut and Workman's Hut, motorised jiggers, Goods & Jigger Sheds, several wagons from the 'rotten row'.
- Technology - computer system and software upgrades had been carried out, CB radios base sets and mobile unit for loco No.6 installed and 7 handsets donated
- Property - a lease with DOC had been signed. The Railway houses were all tenanted and rental up to date
- Asset Register - this remains an ongoing project
- Funding - all projects requiring funding applications and sources of funds are becoming fewer.
- Staff - recognition was given to the volunteers (train drivers, guards, restoration, office staff) without whose assistance the Society would not be able to operate. A number of volunteers had been reduced over the past year due to ill health.
- Constitution and Charities Commission - documents have been filed with Companies Office and Charities Commission with qualification with IRD for tax deductions on donations
- Marketing - identifying our market, what is looked for, what we are selling (experience). Improved signage and cleaning up of premises and ground around buildings to help improve our image. Operating marketing days, i.e. Anzac Day, Open Day, etc. Development of the new website has been completed. Newsletter is assisting with marketing and has a wide circulation throughout the district.
- Bring Back Steam - a continuing project and the Sub-Committee has been given an extension to 1 March 2011 to submit the feasibility of such a project to the Management Committee
- Health & Safety - now critical to the operations and legislation requirements are stressed. Staff have adopted work safe practices - but it is an ongoing matter
- Membership - a number of new members have joined during the year, although we are experiencing losses
- Thank you to the Management Committee, Correction Department, Volunteers, Supporters.

#### **Treasurer:** (Chris Hale)

- A challenging year for Goldfields due to long overdue major upgrade track work
- Support received from Lotteries Heritage, James Say Trust, The Valder Ohinemuri Trust, Trust Waikato, Pub Charities and Sky City Trust who were happy to support a positive successful railway, and funding from these organisation had enabled trains to be repaired, work to be carried out on carriages, bridge and track, together with equipment to undertake the work
- Continuing to seek sponsorship for projects agreed by Management Committee
- Operational results have been good with ticket sales slightly ahead of last year
- The \$60k loan on the new Rolling Stock Storage building had been paid off, and a loan of \$30k from the Hauraki District Council for track upgrade work had been obtained and is currently being paid off



- Lease with DOC has been renewed for further 30 years at a slightly higher rental based on level of income of ticket sales and house rentals (excludes donations/subscriptions/grants)
- Recognition of the volunteers who provide the key to our successful future

Ticket sales are up on last year at \$144,000 (Last Year \$141,000)

Operational Profit \$108,000

Net Rental from houses after repairs & maintenance (\$29,000)

\$131,000 spent on Assets, including -

Track restoration	\$61,000
Trains	\$20,000
Rolling Stock (including Glenbrook Carriage)	\$18,000
Station Buildings	\$ 2,300
Equipment	\$ 8,800
Goods Shed	\$ 2,000
Bridges	\$15,000
Grounds	\$ 3,000

\$80,000 of the \$90,000 grant from the Lotteries Commission had been used and a final claim will be submitted this month. Following completion of this Grant it is intended to apply for a further grant from the Lotteries Commission for ongoing restoration work.

**General Manager:** (Dennis Blake)

- Remedial work (outstanding since 2004) on Bridges 8 & 11 took up the first part of the year
- Substantial funding will be required in the next few years to complete work on Bridges 8 & 11
- No. 9 bridge had been 'nudged' by a digger on a transporter - minor damage incurred
- 1000 sleepers have been laid in past 12 months and 20 lengths of the reverse curves successfully removed and re-laid
- Equipment has been purchased throughout year to enable lifting of the track, removing track screens etc (an upgrade on equipment previously available, i.e. pick, shovel and a couple of jacks)
- Thanks to the track crew of Terrance Davis, Dennis White, Peter Barton, John Sleep, Ashton Baird, Anton Douglas.
- Passenger numbers are up slightly over the past year
- Additional staff required, drivers and guards
- Thanks to those who have assisted during the past year, committee, guards, office, restoration crew and Corrections Dept teams.
- Thanks to suppliers, i.e. Porters Engineering, Carters, Hutchins, Mitre 10, Goldpine

**Proposed Purchase of Land:**

Dennis Blake's paper reporting on his investigations into the purchase of the land in Robin Street, i.e. fertilizer shed and stock yards that had previously been circulated to members was discussed. The resolutions from the minutes of the Management Committee meeting held in August 2010 recommending (unanimously) the proposed purchase to members were read.

Dennis confirmed that:

- He had carried out full investigations of the site and buildings including obtaining independent valuations, LIM report from Hauraki District Council, and that he had held discussions with the owners of the property who were prepared to sell the property to Goldfields Railway at a considerably reduced rate provided it benefits Goldfields Railway.

- The total purchase price was being provided to the Society by a benefactor, who wished to remain anonymous. The benefactor will receive interest payments made from the rental income and there was a tenant available to rent the property. It was confirmed that there would be no drain on the Society funds as all costs were being met by the rental received.
- The property is critical to the operations of the Railway for delivery of sleepers, rail ballast and heavy haulage as it provides site access and is part of our Rail Heritage.

The meeting agreed unanimously that the purchase should proceed.

### Election of Officers:

Patrons: Sel Baker and Basil Morrison

Vice President: Bob Morton

Treasurer: Chris Hale

Committee: Irene Morton, Dennis Blake, Brian Rae, Sherryl Sutherland, Lisa Worthington.

No nominations for the positions of President and Secretary were received.

### Notices of Motion

The two Notices of Motions for amendment to the Constitution Rules of the Society submitted by Rob Bowater and Brian Rae had been received by the Secretary on 17 August 2010 and circulated to members on 10<sup>th</sup> September 2010 were withdrawn at the request of Rob Bowater as they were circulated to members 11 days before the AGM by the Secretary and not the 14 days as required under the Constitution.

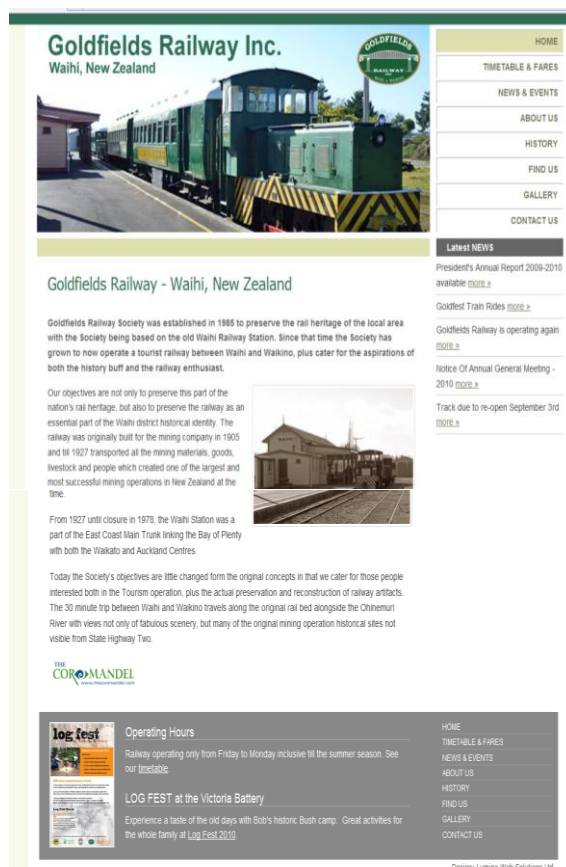
## OUR UPDATED WEBSITE: [www.waihirail.co.nz](http://www.waihirail.co.nz)

Major redevelopment work on our website has recently been carried by Viv Barakat of Lumina Web Solutions and now contains a 'wealth' of information etc on Goldfields Railways. When visiting the site you will find areas you can click on to get information for:

- **Timetables/Fares**
- **News & Events**
- **About Us**
- **History**
- **Find Us**
- **Gallery**
- **Contact**

Since the website has been upgraded we have had a number of enquiries about special trips people are wanting to organise for a variety of groups/schools, facilities offered for trips, timings etc. It certainly is encouraging to see that good use is being made of the website. There will be continual updates of information/photos/newsletters loaded on to the site with the Management Committee approving all information prior to it being loaded.

Further development is currently being considered and will include such things as a project to enable our local schools to develop a "schools package" for addition to our website.



Home Page of Website



## FROM THE GENERAL MANAGER'S DESK:

News from the past couple of months includes:

✎ **Visit from our Supervising Liaison Officer of NZTA, Adrian Douglas** on 18<sup>th</sup> September, who was pleased with the progress made over the past 12 months. He was very impressed with the work carried out on the Waitete Bridge, and the abutment work using concrete sleepers (*Check out our November/December 2009 and March/April 2010 for information and photos of the bridge*).

✎ **Track Work** carried out includes the first stage of the reverse curves when 20 links were totally removed and replaced using

- 380 new pine sleepers
- 2<sup>nd</sup> hand fittings & rail which should last 50-60 years
- 120 tonnes of ballast
- Valuable support from Carters Contractors who assisted in the track bed preparation and Roger Madsen for chisel ploughing the railway track bed,



New link in reverse curves

✎ **Bridge No.9** - following the 'nudging' by a transporter carrying a digger (yet again) an approach has been made to Transit NZ for height notification signs to be placed both sides of the bridge. Repairs to the bridge will be covered by insurance; there is an excess on the policy of \$1,500 and reimbursement of this is likely to be sought.

✎ **The 1931 UG 79 Wagon** on loan to Waitara Railway was returned to Goldfields Railway this month.

✎ **Train Timetable:** Excellent passenger numbers for the first week of the School Holidays, with the train operating every day throughout the holidays. Following the school holidays the timetable will return to Friday through to Monday inclusive (3 return trips per day) until Christmas. The train will operate for special groups on any day during the week and also if there are sufficient passengers to operate the train. Following Christmas Day the train will operate 7 days a week.

✎ **We are still very short of guards and drivers**, and would really be encouraged to have people offer to assist in these areas.

✎ **Removal of Trees** : From 19<sup>th</sup> October for 2-3 days the train will not be operating to facilitate the removal of trees near the railway track and power lines.



Train approaching reverse curves

## Update on Restoration Projects:

### ■ **Glenbrook Carriage** (Bob Morton, Don Martin, Allan Carter)

Good progress continues to be made on both the inside and outside of the carriage. Don has been busy completing outside cladding and just about completed the final painting. Allan has working on the inside of the carriage removing the old varnish and paint (a great sit down job!!!). The windows for the 2<sup>nd</sup> side have been ordered - thanks to a grant from the James Say Trust.



### ■ **UG79 Wagon** (Bob Morton)

With this wagon being returned from Waitara, Bob is currently looking at refurbishment options that will include seating arrangements etc.



### ■ **Lighting in the Train/Restoration Shed**

Work has been done on improving the electric lighting throughout the shed

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

The major part of the work for the past couple of months (despite Phill telling me that there hasn't been that much done!) is making and painting a number of parts, including Air Manifold, Dashboard, Clutch and Sandbox Levers, From there it will be finish fitting parts including fuel tanks, air pipes, battery box, windows and then on to painting the cab. Once that is completed **THE** big assembly will take place. It really is quite an impressive sight looking at all the parts that have been made and/or cleaned and painted. Phill has appreciated Anton and Ashton going out to his place once a week to work on the restoration of the Shunter.



Makers Plate & some of the parts ready for installation



## LOG FEST AT VICTORIA BATTERY:

**Date:** Saturday 9<sup>th</sup> October 2010

**Time:** 10am to 4pm

DOC have organised a special day at Victoria Battery to celebrate the 100 year anniversary of the Battery.

In 1910 people cut down the giant kauri trees sending them by tram to Auckland for timber. In 2010 people are protecting the forest and enjoying the tramlines as walking tracks.

Visit the Victoria Battery site on Saturday 9<sup>th</sup> October where you can experience Bob's historic bush camp:

- Great for kids and grown-ups alike
- Try your hand at traditional woodturning
- Explore mining ruins and go underground
- Ride the trains and miniature horses

We will be running an additional train trip that will be leaving Waihi at 3.15pm and returning from Waikino at 4pm.



## HE SUPPORTED OUR AIM

by Rob Bowater

**Trevor Hayward** needs to be remembered by our railway society for, if it were not for him, we would not be the owners of the Waihi-Waikino track. Mr Hayward was the General Manager of N.Z.R. from 1976 until his retirement in November 1983. Last month on September 3 he passed away, aged 84.



It was back on March 20, 1979 when Mr Hayward with his Chief Traffic Manager Mr B. McEwen, Assistant Chief Civil Engineer Mr W. Jones and Area Traffic Manager Mr A.C. Bellamy came to Waihi to meet the Thames Valley Steam Train Steering Committee in the Waihi Borough Chambers.

The Committee was looking at retaining the eastern Karangahake portal to Waikino section of the closed rail link and sought to obtain as much information as they could. Mr Hayward assured his Dept's co-operation and indicated they would assist in the retention of a small part of the Paeroa- Waihi line, which had a recoverable value of \$300,000. The Waihi-Waikino section was valued at \$15,000. At the meeting Mr Hayward made a firm statement that his Dept. planned to remove the whole line except for a section that could be left under an agreement with the steam train interests represented that day. To restore the whole link would cost \$5 million and in economic terms this would be a disaster. The stay on the line when removal would start was set at March 31, but Mr Hayward extended this a further month to allow the committee to make a submission.

The Committee at a subsequent meeting decided to apply with a submission for the Waihi-Waikino section. Fortunately the response was positive, the terms very reasonable and the cost \$10,000. The project then set off with the calling of a public meeting in Waihi to form a society and action committee.

Our society is indebted to Mr Hayward for his time, consideration and sympathetic ear for our cause. This was really appreciated by those of us who took up the idea of establishing a tourist railway on the historic line. Without his support and recommendation to the Minister of Railways, Colin McLachlan, we certainly would have missed out.





## From the Pages of Our History:

### History of Waihi Railway Houses

*Taken from:*

*NZ Historic Places Trust, Waihi Railway Station Historic Area Report*

*Researched and written by Jamie Mackay - July 1994*

#### Sidings

The sidings of any railway station are a fundamental aspect of its character. The Waihi station area contains a virtually complete set of sidings. It is a four road station with an offside loop (now largely dismantled) to now disused stock yards.

On opening the yards had accommodation for 97 wagons in a loop, middle and goods shed road. By the end of 1907 with the erection of stock yards on a back shunt off the locomotive depot road, a delivery siding behind the goods shed and back shunts off the loop and middle road, the yard capacity was increased to 185 wagons. Following the opening of the line to Taneatua in 1928 the first loop became a crossing loop. In 1935 when new stock yards were built in a different position, alterations were made to the sidings. The back shunts, the locomotive depot, old stock yards and road behind the goods shed were eliminated. While the yard capacity remained about the same the yard was made much easier to work. In 1952 additions were made to the stock yards and the sidings were extended at the 'north' end of the station to increase the capacity of the yard to 214 wagons.

#### Water Tanks/Vats

Originally there were 2 x 1000 gallon (4500L) square wooden tanks; one situated within the locomotive depot and the other 18 chains 54 links (370m) further 'south' on the station side of the main line. By 1920 the capacity of each tank had been increased to 1500 gallons (6750L). In 1929, to assist watering of 'north' bound trains, a stand pipe, drawing off the locomotive depot tank, were installed on the main line. By 1941 the tanks had reach the end of their economic life and there was a need for a greater storage capacity. A 6000 gallon (27,000L) circular vat was installed at the 'south' end. It was brought into use in January 1942 and the original tanks and stand pipe were removed. With the introduction of diesel locomotives there was no longer a need for a locomotive water supply and the vat was removed in 1969.

### SUMMARY OF WAIHI RAILWAY STATION AREA

The Waihi Railway Station Historic Area contains the most complete collection of early railway structures left in New Zealand. It is representative of the typical country station both in the placement and the design of the remaining structures. The collection includes the station building, goods shed, stockyards, semaphore signals, gent's toilets, various sheds, a derrick crane, railway houses and sidings. Even those structures which are not rare individually attain considerable significance as part of this collection.

The Waihi Station represents an important stage in the development of the New Zealand rail network. It served as the terminus for the East Coast Line for 21 years, beginning in 1905. After this line was eventually extended to Taneatua in 1928, Waihi continued for another 50 years as an important branch station serving passengers from Auckland, Thames and the Waikato travelling through to or back from Tauranga.