



The Goldfields Express

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Message from the President

Hi Folks,

Another month is on us and I am writing this in between trips down to Waiouru/Wanganui to be with my son who is going through some serious operations. Believe me it was rather chilly down there, but I did get a day up the mountain, or should I say an hour or two. I would have liked to have travelled down by train, but it only runs Friday to Sunday, but I did get the return trip back to Hamilton.

Capturing the tourism market is essential for the ongoing success of our operation, and with this in mind a major redesign of our website is being carried out. It is anticipated that the new website will go live before the end of August. It was hoped to have included a substantial marketing initiative, i.e. an online booking system, database management facility into the website and it is unfortunate this has had to be delayed for the present time. In any tourism marketing programme it is essential that we market 18 months in advance due to the accepted principal that what we have to offer is not an essential but a luxury.

It is coming up for the AGM when we get to elect our new Executive and Management Committee. I reluctantly took on the role of President last year, and I am very disappointed and frustrated that it has not always been possible to achieve everything needed, due in part to time and energies having to be redirected into a number of issues/areas which took up far more time and energy that they really warranted.

I have always believed that for Society to operate effectively it has to operate within established sound commercial practices. With this in mind I adopted the TEAM approach to the creation of a working

Management Committee with each member either as a team leader or member of a sub-Committee.

This concept of this was to ensure that all matters were dealt with openly and studied fully with reports and background information being supplied before implementation. It is unfortunate that this approach has not always been understood or appreciated and therefore not successful as I had hoped for,

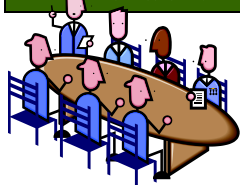
Having said that there has been some amazing and creative work done by both the Committee and members who have got on and done their tasks without fuss. Without these unsung heroes the railway would not be in the position it is now in to face the coming year.

To those faithful members who have worked hard, and often without recognition, provided support (both encouragement and financial) my sincere thanks to you for your efforts - it has been valued and appreciated.

As members go into the election period, I would urge you to consider that what we are operating really is a multi-million dollar restoration and tourism enterprise.

As well as the people who are passionate about Goldfields Railways and its continued operation, we also need people on our Committee who understand the requirements of various Government bodies and how to work with such organisations, and unless we have these people on the Committee, it is my belief that our Society will have difficulty in growing and meeting the demands placed on it.

Graeme Martin



Meet Your Committee:

Sherryl Sutherland	QUESTIONS	Ashton Baird
Office Administrator/Stationmaster Married to Graham Sutherland who has three boys - 2 grandchildren. I have 2 children to a prior marriage and 4 grandchildren.	<i>Occupation and family</i>	Morning Filler & checkout operator New World Single & available!
Bush Walking, Fishing, Boating Gardening, Netball, Walking Knitting, Crochet Tapestry	<i>What are your interests?</i>	Target shooting, motor sport, mountain biking & road cycling
Because of the lovely country atmosphere - no smog. It is handy enough to Auckland, Tauranga, and Hamilton. I spent most of my childhood in the Hauraki Plains, and Waihi was the closest to this lifestyle.	<i>Why do you live in the Waihi area?</i>	My parents farm and in 1999 moved from Opotiki to Waihi and I got carried along.
I haven't done a lot of train trips other than Goldfields Railway. I did enjoy my trip from Wellington to Auckland, especially the Raurimu Spiral	<i>What is your Best Train Experience?</i>	Going on ES locomotive freight from Te Rapa to National Park return
To be able to run 7 a days per week again and all runs to be profitable. Have enough Drivers/Guards to keep this going. Also to work in a happy environment.	<i>What is your Vision for Goldfields Railway?</i>	To still be able to go to Goldfields Railway when I am retired, ride the trains & jiggers and help with the engineering restoration. To see an expanded vintage railway operating

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

Carters Contracting

Newmont Waihi Gold

Department of Corrections

Peter Mathers, Tauranga

Waihi Area Security Patrol

Tom & Raewyn Porter

Sel Baker

Pub Charity

Hutchins Engineering Ltd, Waihi



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.

From the General Manager's Desk:

○ *No.8 Bridge - Waitekauri*

The steel girder was successfully removed from the No. Bridge in late July and transferred by rail to the Waihi yard where it has been sandblasted and painted. The steel girder has now been restored to the bridge.



Removal of steel girder from No.8 Bridge

○ *Track Refurbishment (Dennis Blake, Ashton Baird)*

Once the No.8 Bridge is operational again, track refurbishment work will be carried out with the dismantling and removal of track to the Waihi yard. Following the removal of this track, the track bed will be 'dressed' and then the relaying of 24 track sets (photograph in last newsletter) will be carried out at the reverse curves. This is a major project and has been able to be undertaken with the assistance of funding from the NZ Lottery Grants Board.

Correction Workers are currently busy relaying sleepers at the 1.5k mark.

■ *Hiab (Anton Douglas)*

The Hiab has been successful fitted to UG Wagon 42, and it is hoped to have this in service in the near future. Peter Mathers, Consulting Engineer from Tauranga did the drawings and will certify the fitting of the Hiab to the Wagon. Anton Douglas (Society member) has worked on this refurbishment project, with the Hutchins Engineering undertaking the steel work required - under the guidance of Peter Mathers.



Dennis Blake, Allan Carter & Anton Douglas fitting the Hiab to the UG Wagon 42

■ *Jiggers Sheds*

Rebuilding of one of the existing sheds is being carried out exactly it was originally built through to help of Correction Workers, but the shed still requires the new roof and doors to be fitted.

An additional jigger shed has also been built based on the heritage one on site and will be used for a number of purposes, e.g. rail cutting.

■ *No.7 Engine*

We have just received advice of funding from Pub Charity, Wellington, which will enable us to carry out the painting and sandblasting of our No.7 Engine, and our thanks to Pub Charity for their support.

■ **Trains Timetable**

As you will be aware major restoration work is currently being carried out on the track and therefore we have suspended passenger operations until further notice (possibly September). There will of course be work trains using the line from the Waihi Station to the area of work.

■ **Various**

- Oil Dry Tray has been sandblasted and ready for installation.
- **Track Sleepers for Sale:** There will be a number of sleepers available for purchase (some in excellent condition, ideal for gardens etc) at the completion of the Track Refurbishment. If you are interested in purchasing any please contact Dennis Blake at the Office - phone: 07-863-9020.

■ **General Manager's Overseas Trip**

Dennis and Sandra Blake have now returned from their trip to UK including spending 17 days with the Railway Enthusiasts Society, travelling by train from London to Morton on Marsh, then up to Inverness, John o'Groats, Isle of Skye, Carlisle with side trips to York, Edinburgh, Isle of Man.



Dennis is very keen to see a Water Tower returned to Waihi Station; saw this one in the UK, and was fascinated by its structural design!

Update on Restoration Projects:

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

Good progress on the Glenbrook carriage continues to be made by the Don & Allan (Bob is currently in the UK visiting family and friends), with the outside bottom panelling installation completed as can be seen from this photo.



Para Car (*Don Martin, Allan Carter, Graeme Porter*)

- Para Car has had the long bench seat rebuilt and some of the outside decking has been renewed.

■ **1944 Prices' Shunter** (Phill Boyd)



Phill has been very busy the past month rebuilding and remodeling the dash board, gear box cover and gear lever mount. He tells us that it doesn't look much for a lot of work, but I have no doubt that the engineering/technical people amongst us will appreciate from looking at the photo opposite just how much time and effort it would take to complete this work.

The following is some historical information on the Shunter from Rob Bowater:

In early November 1980 the Society took delivery of its first mode of motorised rail power - a 6 tonne 1944 A& G Price, Thames, built rail-shunting tractor.

Costing \$1500 it was purchased from the Totara Springs Christian Camp near Matamata and transported to Waihi by local contractor and foundation member, Cedric Mathers. The petrol-driven tractor is one of four built for the Defence Force near the end of World War 2 and was stationed at the Te Rapa Air Force Base in Hamilton. Originally powered by a Chevrolet motor, which could pull 78 tonnes on the flat, this had been replaced with a Bedford motor, which towed around 30 tonnes, when we purchased it.

Following extensive modifications, additions, paint-up and many voluntary hours in two months mainly by the two Bernies - (Bernard Lambert and Bernard Purchase), the first official run up and down the station yard hauling a 1906 La wagon and a 1917 60 seater Aa carriage was achieved on January 18, 1981. Our tractor served the Society exceptionally well as the main mode of power for just over four years before the Peckett steam era started. And it certainly did operate right to Waikino before the wooden Queen's Head Bridge was demolished in 1982.



One of the four small shunters built in 1944 for the Royal NZ Air Force. This was photographed at the Te Rapa base.



Condition of Shunter when it first arrived in Waihi



Shunter after first rebuild



Shunter crossing Queens Head Bridge

Next Railway Social Event:

As advised in our last newsletter, it was intended to hold a Reunion in August. However, it has been decided to hold this later in the year when the track work is completed and weather warm. Therefore Brian Rae has organised another film evening to be held -

FILM EVENING

Saturday, 14th August 2010

7.00 pm

Waihi Arts Centre & Museum, 54 Kenny Street, Waihi



Two feature films will be shown on the large screen, i.e.

- **Goldfields in the early 1990's** - from videos taken and owned by the late Keith Bankart (President 1993 and Honorary Life Member)
- **Great Era of NZ Railway** - including freight train trip from Frankton into the Bay of Plenty, through the Karangahake Tunnel (hated by engineers)
- Still photos of the early days of Waihi Railway will also be shown

We are wanting to establish an Archive Library of our history shown in photos, brochures, etc, and if you have any material that would be of interest and are happy for us to have access to it, please bring it along. If you wish to retain the information/material we will arrange for a copy to be made and then return your documents to you.

Everyone is welcome, so do bring your partners, family, and friends etc to enjoy this friendly get together which provides an opportunity for people to talk trains for the evening. The evening will conclude with supper at approximately 9.00 pm

Entry is by gold coin donation.

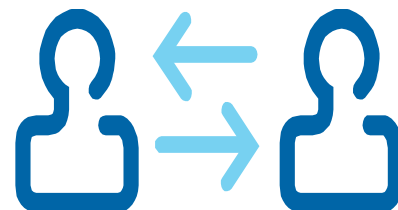
If you would like further information please contact Brian Rae, phone 07-863-9675



ANNUAL GENERAL MEETING:

The 2010 Annual General Meeting for Goldfields Railway Society will be held :

Date: Saturday, 18th September 2010
Time: 7.00 pm
Venue: Waihi Arts Centre & Museum, 54 Kenny Street, Waihi



At this meeting, the election of officers and management committee will be held and all, except Patron and Honorary Solicitor, must be financial members of the Society.

1. Patron
2. President
3. Vice President
4. Honorary Secretary
5. Honorary Treasurer
6. Honorary Solicitor

The Management Committee will comprise the officers of the Railway (other than Patron and Honorary Solicitor) and 6 members elected at the AGM. The Management Committee also has the power to co-opt 2 Hauraki District Council Members and 2 local business people to the Committee.

Nomination forms for election of the Committee are available from the Station and these can be emailed to you if you wish.

All officers and Management Committee shall be elected annual at the AGM and shall be eligible for re-election.

The AGM will include:

- A report on the proceedings of the Society for the previous year
- An audited set of accounts for the past year
- Election of Officers and Management Committee for the ensuing year
- Appointment of Auditor
- Annual Subscriptions will be set for the following financial year
- Any other business which concerns the Society.
- Any notices of motions received by the secretary and circulated to financial members in accordance with rules
- Any general business accepted by permission of a majority of those present.

Membership Fees:

The 2010/2011 Membership Fees are due 1st July 2010, and renewal of subscription notices have been sent out, with details of options for payment, either by cheque, credit card or direct payment into our Westpac account.

Membership fees were set at:

Members:	\$40.00 per annum Family associate (i.e. wife, child) an additional \$10.00 per person
Working Members:	Half the current appropriate membership fee per annum, providing 12 days of volunteer work is carried out on site during the financial year
Junior Members:	(under 18 years) \$10.00 per annum
Senior Citizens:	\$20.00 per annum
Life Membership:	Awarded to members for dedicated service - no annual fee.
Term Membership:	When members pay a set term of fees in advance

Only financial members are able to vote at the Annual General Meeting, so we would ask that members pay their membership fees by beginning of September 2010 - *thank you*.

Reports From Two Sub-Committees:

■ Investigation 'Back to Steam'

Investigations and information gathering is still taking place in an effort to get a steam locomotive operation back on our track.

The "Back to Steam" Investigation sub-committee is looking into ways and means of achieving this either by restoration of our Peckett or else purchasing or leasing a locomotive from elsewhere.

Making contact with all the other N.Z. railway organisations like ours has been the priority to see if they can help. Responses, so far, have been slow without any offerings except help from personnel and friendly good wishes for our effort.

With conflicting information regarding the Peckett and its condition to get back into steam we are getting expert advice from a couple of boiler inspectors from S.G.S. & M.I. Services as to the best way forward. At the end of the day they are the ones who will certify it, so we must work in with and carry out their instructions. Whatever the outcome the sub-committee is adamant the Peckett should stay in Goldfields ownership.

We have a separate steam bank account under control of our sub-committee treasurer and promotions officer Rod Rattray. All monies donated or raised for a steam loco in this account can only be used for this cause. Our minute secretary is Ron Brown. Bill Harris is our operations and personnel officer. We are compiling a list of experienced people who are willing to help should steam return.

At the end of investigations the sub-committee will make a report and recommendations to the management for their consideration towards the end of the year.

Rob Bowater, Chairperson.

Apologies from the Editor: In the May-June newsletter (page 5) the names of the Steam Sub Committee members were listed, and unfortunately the name of Bill Harris omitted. This was noted immediately after the newsletter was distributed, and no discourtesy was intended to Bill –
My apologies Bill for the omission.

■ Uniform Policy:

Some months ago, the General Manager asked for a policy of traditional uniforms to be implemented for train staff. The Management Committee then agreed on the concept of using the traditional colours of black & white with navy blue/black for loco drivers and track staff. The existing sky/royal blue uniforms were to be used until staff required new items, at which stage the black/white uniforms would be introduced gradually. The Society is not in a position to buy uniforms for staff who are not able to commit long term, so the existing unnamed rostered staff allowance was converted to a "clothing allowance" of \$10 per rostered working day. This allowance is only payable to those volunteers rostered on train duties as guard, driver or relieving office staff.

Consideration was given to what staff would have in their wardrobes which could be worn. Most people have black/white items which could be augmented by the clothing. The Society would pay for hats and traditional black railway jackets to be communally worn. We are still waiting for the design and quotes for the hats. Funding for the communal jackets is also being sought.

As an employer, we are also obligated to pay for required safety gear for employees but only once a year unless individual circumstances exist.

Guards & Office Staff: (Male & Female) : Black long trousers or skirt, white shirt or blouse, maroon tie, black jacket with suitable enclosed styled black footwear. For guards, no loose or flowing clothing allowed for safety reasons. Summer and winter the same.

Drivers: (Male & Female) Navy blue overalls with black or navy blue shirt with black safety boots. However in summer, navy blue shorts if required. No loose or flowing clothing allowed for safety reasons.

Maintenance/Restoration: (6 months before allocations)
Navy blue overalls with fluorescent orange panels and black safety boots. Individual applications to be made by Chairman of the restoration sub-committee or shed foreman.

All Staff including any visitors involved in operational activities for heavy machinery and railway operations, yellow fluorescent jackets must be worn if anyone steps off the platform area when any machinery or trains are in operation. For any lifting mechanical activities, headgear must be worn in the vicinity. Anyone not complying can be ordered off site.

The General Manager has stated that drivers and guards of tourist operations must not wear fluorescent jackets as part of their normal uniforms unless involved in shunting operations.



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*

With the expansion of NZ's railways in the latter nineteenth and early twentieth centuries there came the problem of housing the itinerant railway workers. While some housing was provided by the Railways Department before 1919, it was from this date that the need to provide readily available, low cost housing close to both rural and urban railway stations throughout New Zealand became apparent. Under William Ferguson Massey (1856 – 1925), Minister of Railways, the Department decided to enter into a large scale housing scheme which would provide housing for all permanent members of its staff.

Headed by George Troup, (who designed the Waihi Station) the Architectural Branch of the Railways Department was established in late 1919 to design and supervise the construction of what became known as "railway houses". The scheme involved the mass production of architecturally designed houses, pre-cut at a factory (also designed by Troup) in Frankton. Frankton Junction was chosen as the site for the house factory because of its central location and the large number of employees in the area. The factory was erected in 1921-22 and cutting began in mid-1923. Standardized parts were cut, numbered and marked for specific house types and complete house 'bundles' were then sent by rail to the various sites near railway stations around the North Island. The accompanying 'drawings' covered every facet of construction to aid the unskilled labourer. The pre-cut houses took 2-3 weeks to assemble. By the time the factory was closed in 1929 more than 1300 staff houses plus other railway buildings had been cut. The vast majority of these houses were built between 1924-27 and the first houses at Waihi were made in 1925 (Kellaway 1990)

There are seven railway houses in the Historic Area, of which four were pre-fabricated at the Frankton factory and moved to Waihi between 1925-1929. Although they have the same basic floor plan the factory made houses can be distinguished by their roof and porch design. The Waihi rail houses feature each of the four different basic roof and porch variations made at the factory. The other three houses include two platelayer's cottages and the station master's house. These are made to Public Works (NZR) designs and were all built by 1906. There were originally two other platelayer's cottages, one of which was on site when the line opened and the other was built in 1906. The first of these was moved to a site in Consol Street in Waihi in the 1970's; it is not known what happened to the other.

Station Master's House

The station master's house was built by Mr W.H. Hay, who also built the station building. It was begun in April and finished in September 1904 at a cost of Pds496-10s-0d.

Single working Men's Accommodation Huts

Men were employed in gangs to perform specific jobs on the railways, such as laying new tracks, constructing bridges or the maintenance of railway structures. Their accommodation was portable so that they could move from job to job and live on site. Prior to 1947 they were usually provided with '2 man' portable sleeping huts. From 1948 they generally lived in one man huts which were either converted from the old two man huts, which had a semi-elliptical roof, or made to a new table roofed plan. Huts were equipped with a stove, bed and cupboards. Sometimes a cook and a separate hut were provided for meals. When only two or three men were required on jobs (such as plumbing, fitting, bricklaying etc) obsolete coaches were fitted with living accommodation in one half and a mobile workshop in the other.