



## *The Goldfields Express*

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## **Message from the President**

Hi Folks,

With the end of the financial year coming up for Goldfields, it is time for those that feel like throwing their hat in the ring for executive or management position on the committee to start think about their plans.

There has been some criticism concerning my use of sub-committees on a long term basis. Our Constitution allows the formal use of sub-committees which encourages the use of more effective use of volunteers' time and abilities. In some cases, sub-committees are formed for a specific task such as reporting on the options for a return of steam, in which case the sub-committee has a defined life. In other situations the sub-committee is formed to carry out a number of similar tasks where a continuing standard of team expertise and abilities is essential, like carriage restoration.

I have encouraged the use of sub-committees right from the start as this Society is very complex in both operation and development. No one person has the ability to competently carry out all the work required on their own. Due to circumstances beyond our control, the make-up of the Management Committee has fluctuated over the past year as the team and I come to grips with re-building this organisation. The organisation also has legal obligations to appoint qualified people to specific positions under the Rail Safety Plan No 2 (2007) and work place safety legislation. These legal positions have been filled as follows from the Management Committee: General Manager - Dennis Blake, Rolling Stock Manager - Colin Dray, Assistant Rolling Stock Manager - Ashton Baird. Dennis in his appointment has authority over all rail operation activities.

The sub-committees developed are under the chairmanship as follows: Finance & Concession Negotiations -Chris Hale; Restoration - Bob Morton; Membership & Newsletter -Carolyn Burns; Buildings & Grounds plus Asset Register - Sherryl Sutherland; Steam Options - Rob Bowater; Promotional & H&S; Me. The makeup of these subcommittees varies as the work being undertaken changes with differing expertise and abilities being required.

However it should be remembered that no sub-committee or legal position has any authority to act on their own and all projects must have approval from the Management Committee prior to implementation. In practice this usually means they contact me, or submit a report which we can flick around by e-mail to the committee for comment if action is required urgently. Under the Constitution, I can delegate authority, but not responsibility.

Sometimes I have stand back and watch something developing which is different from my vision, and so I am learning to do that and give the others a chance as any one teaching a learner driver will know what I mean! Sometimes my advice is ignored or taken as interfering, but overall it is my responsibility to the membership of Goldfields Railway Society to look at the whole picture and answer for my stewardship.

This last year has seen incredible developments and this has only come about by the dedicated work from a small management team. I would be extremely satisfied if this same team was endorsed by the membership at the next AGM.

***Graeme Martin***



## Meet Your Committee:

Eddie Morrow	QUESTIONS	Sel Baker
<p>Chief Executive - Vision Waihi Trust I'm married to Karen and we have two children - Hamish (age 6) and Samantha (age 3) and we've lived at Waihi Beach since 2001.</p>	<p><i>Occupation and family</i></p>	<p>Married - wife Dorothy 1 adult son and 2 adult daughters Born and bred in Waihi Served an apprenticeship as a joiner-carpenter. Worked for firms in Katikati, Hamilton and Waihi before commencing my own building and joinery business in Waihi in 1958 and retiring from that in 1999.</p>
<p>Spending time with my family enjoying the area we live in - Walking, riding and exploring the; Karangahake gorge, Waihi's heritage and Waihi beach. I also enjoy sharing time with our extended family and friends.</p>	<p><i>What are your interests?</i></p>	<p>Was elected district councillor in 1998 and have served in that capacity ever since. However will be retiring at the forthcoming local body elections in October this year. The Waihi District Community. Administratively involved in a number of local organisations. On a more personal note, family including our grandchildren, church and internal travel all feature high in our interests.</p>
<p>Karen and I made a decision to move to the area around 10 years ago for business reasons. A major factor that helped us to make the decision was the lifestyle that we could enjoy while establishing and running a business. The area has some great features on offer that we participate in and enjoy on a daily basis.</p>	<p><i>Why do you live in the Waihi area?</i></p>	<p>Because we like the town and the people plus the geographical location. Its handy to Tauranga, Hamilton and Auckland cities and yet close to beaches.</p>
<p>From a visitor experience perspective I really enjoyed The Kuranda Scenic Railway in Cairns, Queensland, Australia. It's a great tourist experience that links up with the Skyrail Rainforest cableway. A really well developed and delivered visitor experience!</p>	<p><i>What is your Best Train Experience?</i></p>	<p>My most memorable train experience was travelling on the world's fastest train travelling at 431 km.phr. It travels on a magnetic field, no rails, just a flat bed track very smooth, quite an experience. The second one was a goal fired steam train converted to a diesel fired steam train deemed cheaper to run and the boiler lasts longer. This was in Wales in the UK - (a smaller train similar to Goldfields) which wound itself around the size of numerous hills for approx. 12 kilometres, a very enjoyable trip going faster than our train goes but way short of the train in China.</p>
<p>"That Goldfields Railway has a long-term and sustainable future" I believe that Goldfields Railway has established itself as a key district and regional visitor attraction over many years. While the organisation currently faces a number of challenges there are also some great opportunities ahead. With a collective Vision, strong supportive membership and sound business planning (including establishing a commercial model to appropriately balance both the "business and membership" needs) Goldfields Railway will be well positioned to grow in a sustainable way.</p>	<p><i>What is your Vision for Goldfields Railway?</i></p>	<p>To become still more professional in presentation and have a steam locomotive running even if that has to be the "Peckett" engine. With a steam engine you will attract a better percentage of the cruise boat tourists from Tauranga and tourists generally. Trains are just trains, but steam trains seem to catch the imagination of everyone whatever their nationality.</p>

## New Members to the Society:



Welcome our new members to the Society:

Anton Douglas - Katikati

Richard & Lynnette Munn - Waihi

John Harvey - New Plymouth

Graeme Pollard - Waihi

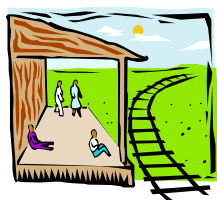
Charles Williamson, Waihi

Duncan & Carol Cook, Waihi

Graeme Porter, Morrinsville

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

## Passengers on the Trains:



These numbers include those from both the Waihi and Waikino stations:

	Return			
	Adults	Kids	Snrs	Family
April	527	161	363	68
May	201	9	79	12

One Way			
Adults	Kids	Snrs	Family
67	51	107	5
26	9	-	1

In addition to the above we had the following passenger groups/tours:

	April '10	May '10
Scenic Tours (one way)	89	50
Other Tour Companies (one way)	27	-
Schools One Way	20	139

## 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

Waihi Farm Services

GoldPine

Department of Corrections

Soda Blast, Tauranga

Waihi Area Security Patrol

Porter Engineering

Mitre 10

Sel Baker

Trust Waikato



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.

## Information on the Society's Activities:

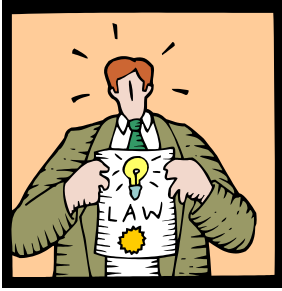


Are we providing the information you would like to see in your newsletter?

We've put in place a process to get information to you bi-monthly and we try hard to provide what our members want. Just tell us if there is something else you would like to know about.

Email:

- The Office: [goldfields@xtra.co.nz](mailto:goldfields@xtra.co.nz)
- The Secretary: [carolyn.burns@xtra.co.nz](mailto:carolyn.burns@xtra.co.nz)



## Health and Safety - Goldfields Railway – a nonsense? ... or necessity?

I am frequently told - *"this Health and Safety Osh thing..it's just common sense"*  
Or... *"It's just another way for the Government to make money"*

OK ... so if it is just a matter of common sense, why is it that the latest body-count (July 2008 to July 2009) is a staggering 53 workplace fatalities? ACC managed 224,900 workplace injury claims during that period. It would appear that common-sense is still sadly lacking in a large number of workplaces.

Making money? It has taken NZ a lot longer than other countries to get serious about Health and Safety in the workplace. Finally, In 2002, the Government decided that as we didn't seem to be able to get serious on our own, then they would give us a hand by making Health and Safety an individual responsibility (removing the onus on the employer) and bringing in a range of fines, dependant on the severity of the incident. This is not about making money.

The Employer is required by law, to provide a safe workplace, adequate and appropriate training, and the correct tools and equipment to enable you to do your job. It does not matter whether you are paid or volunteer staff; it is your responsibility to do the job safely, to use the tools and equipment for the purposes for which they are provided, to follow procedures and to ensure that no other person suffers harm through your actions (*or non-actions*).

All rail operations are hazardous to a degree. Because staff and volunteers operate the Railway, each one has the added responsibility of ensuring the safety of other staff, volunteers, passengers and visitors, both on and around the rolling stock and the railway property.

Identifying and managing the hazards, both existing and potential, reduces the risk of death or injury. This is achieved through the Health and Safety System implemented and operated by Goldfields Railway.

One '*serious harm*' accident would bring instant interest from agencies such as LTSA, Department of Labour (OSH) and the organization's public liability insurers. It could do significant harm to the railway's reputation and possibly affect its future viability.

### So . . .Is it nonsense??.. Or necessity?

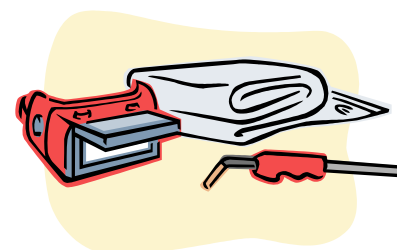
A working Health and Safety System was constructed and implemented into Goldfields Railway in 2009. All staff and volunteers signed their commitment to making Health and Safety at Goldfields Railway - a habit. In April of this year the Goldfields Railway Society President (Graeme Martin) gained his Stage One, Health and Safety Representative certificate. This demonstrates the level of commitment by management committee towards operating a safe railway.

Workplace deaths and injuries in NZ cost us all, in lost production, lost wages, family life that changes - sometimes permanently. We are already aware of the rising costs of insurances, ACC, vehicle registrations etc. Every wage earner in NZ contributes to the care of workplace injuries, and for those maimed for life; these payments can extend for a very long time.

Every worker, be they self employed, Manager, staff or volunteer - has the right to go home safe. And everyone has the responsibility to help make sure that happens.

### **Meri Low**

Health and Safety Consultant (to Goldfields Railway)  
Health and Safety East Coast



## Name and Support:



We have said several times that we need volunteers (and we still do), and feel that it is time that you got a chance to know who are current volunteers are.

One of our volunteers is in fact a Foundation Member - **Peter Roberton** (known to everyone as 'PJ'). PJ is the 'Guard' part of the team (with the train driver - Arthur Lynch) that operates the train most Saturdays.

**Dennis Blake** acts as General Manager and is at the Station at least 5 days a week full time. This is a volunteer role and without his support and commitment we would not be able to operate. Dennis also drives the train and acts as Guard from time to time.

In addition to Dennis, our other volunteer workers who carry out tasks (including restoration, track maintenance, engineering & building work, Relieving Station Master, etc.) onsite and offsite include:

Allan Carter	Anton Douglas
Arthur Lynch	Ashton Baird
Bob Morton	Brian Rae
Clive Hallam	Carolyn Burns
Dave Cole	Dave Rowe
Don Martin	Graeme Martin
Graeme Porter	Graham Sutherland
Irene Morton	Lisa Worthington
Phill Boyd	PJ Roberton
Rod Rattray	Ron Wilton
Ross Baird	Sherryl Sutherland
Syd Haggie	Tom Porter

A number of our volunteers undertake more than one 'role', i.e. qualified to drive the train or act as guard. Sherryl Sutherland, as well as being a paid employee, volunteers a number of additional hours.

We also have members who work in other roles such as carrying out research on the history of Goldfields Railway and its machinery and/or equipment. In addition to the Management Committee (Graeme Martin, Dennis Blake, Chris Hale, Eddie Morrow, Bob Morton, Ashton Baird, Sel Baker, Sherryl Sutherland, Carolyn Burns), there are those who have been co-opted onto sub-committees set up by the Management Committee, e.g. Brian Rae (Assets Register) and the Steam Committee of Rob Bowater, Ron Brown, Brian Rae, Rod Rattray.

## Congratulations to our New Train Driver:

**Lisa Worthington** qualified as a Train Driver last month  
- well done Lisa.

Our only 'female' driver - so far . . .

Lisa enjoyed her role as Guard over the summer months so much that she decided she wanted to learn how to drive the train - another one of our volunteers who is able to carry out more than one role on the train.





## From the General Manager's Desk:



Building the reverse curve sets



1 down – 23 to go!

### ■ *Track Work - Reverse Curves*

Work is well underway with the building of the track sets (24 are required in total), and it is planned to reconstruct the first section of the reverse curve starting 19 July.

### ■ *No.8 Bridge - Waitekauri*

This bridge requires sandblasting and because of the environmental concerns we are looking at options of either installing scaffolding and wrapping the bridge (as per the Waihi Bridge which DOC are doing) or removing the bridge and carrying out the work in the Waihi Station Yard.

As the train will not be operating during the period when the reverse curve work is being carried out, and in order to cause as little disruption to the operations of the train timetable, it is intended that this work will be carried out at the same time other work, i.e. reverse curve, is being carried out.

### ■ *General Manager's Leave*

Dennis will be travelling overseas during the period 6<sup>th</sup> June to 3<sup>rd</sup> July 2010 with his wife Sandra. It is his intention to visit as many similar train operations in the UK as possible and will be acting as an 'Ambassador' for Goldfields Railway. Mike Lathwell (a member) will be acting as General Manager during this period. Mike is also with the Victoria Battery Site,

## MEMBERSHIP FEES:

The 2010/2011 Membership Fees are due 1<sup>st</sup> July 2010. It would be appreciated if you would either post (30 Wrigley Street, Waihi) in your fees, or call in to the Station with them. Membership fees have been 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 which is held in September, so we would ask that all members pay their membership fees by 10<sup>th</sup> September 2010 - *thank you*.

## Events/Promotions Held Recently:

### ■ *ECHO Walking Festival - Waihi Waterfall Train N Trek*

27 adults, with a lot of kids turned up to take the train to Waikino under the capable guidance of Pauline Davies of Sport N Action and a team of helpers.

### ■ *Anzac Day*



The train and station were decorated to recognise the RSA Veterans and their families. We had a list of those from the Waihi Tunnellers who had lost their lives, and specially drawn posters similar to those that were used during the war were put up. Large flags of the Union Jack and Royal Standard were hung from the rafters on the verandah, with small NZ flags on the front of train and inside the carriages. Videos were playing inside giving the history of the Waihi people who went to war, and military themed music was played on the train. As well as the usual commentary used, a special commentary was written for Anzac Day:

“On this railway in 1914 men from Waihi left their homes to enlist in the Hauraki Regiment of the 6<sup>th</sup> New Zealand Battalion for fighting at Gallipoli and then onto France in 1915. Our local men saw action in all the main battles in France incurring frightful casualties. A large number of Waihi miners enlisted in the Waihi Tunnelling Company for service in France from 1916 carrying out tunnelling operations under the German lines at Arras, culminating in the victory at Vimy Ridge. In France 170 men from the Waihi area lost their lives.

During the 2<sup>nd</sup> World War Waihi men saw action in the North African Desert during 1941 and 1942 losing the comrades to death, sickness and capture by the enemy. Following these battles, the Hauraki Regiment saw service in Italy, but the regiment was so decimated, that the troops were distributed throughout the rest of the New Zealand Forces. Consequently Waihi men were involved in both the European and the Pacific theatres.

Soldiers from Waihi also saw action during the Korean War and Malayan Insurgency during the 1950's.”



### ■ *Mother's Day*

All Mothers who travelled on the train from Waihi and Waikino were given white balloons with a note attached welcoming mothers on board, and also a special saying about mothers on the back of the card.

### ■ *Neil Copeman's Memorial Service*

In accordance with Neil's wishes, his memorial service was held on the train, with approximately 90 family and friends attending. Neil had been a guard on the train for a number of years and a Committee member for the past year. His commitment to our railway will certainly be missed and it was the Committee's privilege to be able to help organise the train trip, drivers and guards and assist Pam with the catering and serving of morning tea, with support from Waikino Cafe.

## Update on Restoration Projects:

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

Ongoing Progress!!! (slow according to Phill)

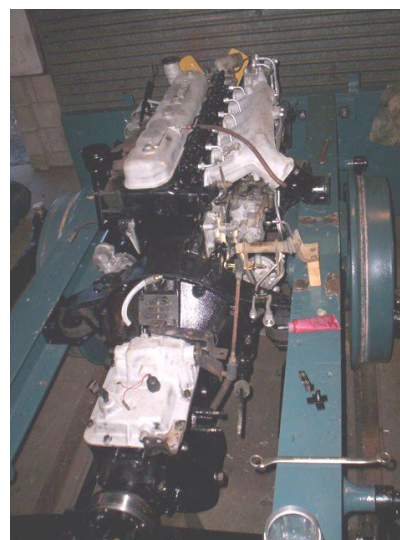
Since the last newsletter they have:

- Removed the motor from Mercer's truck which has been steam cleaned and various parts sandblasted.
- A lot of work has been done, including making blanking plates to cover the Gear Box PTO for the hoist and one for the motor where the power steering pump used to be.
- Changed oil in motor and gear box, made up rear engine mounts and drive shaft adapter plates, motor mounted in chassis.
- All rust cut out of cab - new plates welded in and primed, then replaced on chassis

Obviously an incredible amount of hours has been spent on the Shunter by Phill and his team (including some of his own family members - *thank you Phill and family*).



Removing the Isuzu motor from the truck donated by Mercers



Motor & gear box cleaned, painted and fitted in chassis



Phill and his son-in-law placing the repaired cab on to the chassis



Cab replaced



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

Work is well underway on the second side of the Glenbrook Carriage now with new framing being installed together with the corner posts made by Sel Baker.

The inside ceiling and sides were recently cleaned by Soda Blast of Tauranga, (Mark Power) and enabled the team to see what condition the roof was in and what needs to be repaired. Thankfully it wasn't as bad as they feared, but nevertheless there will be a lot of work required on the ceiling to repair rust and damage before painting.

Our thanks to Trust Waikato for the recent grant of \$2,000 to go towards the restoration of this carriage. Their support is certainly appreciated and provides great encouragement to the Restoration Team.

We now have a new member on the restoration team - Graeme Porter who comes over once a week from Morrinsville.



2<sup>nd</sup> Side of carriage showing the new framing installed



Soda Blast, Tauranga at work on inside of carriage

■ **Flat Deck Wagons** (*Anton Douglas*)

The two flat deck wagons are currently being repaired and refurbished, with new decks put on the wagons, together with repairing the brake system. The Hiab and Compressor unit will be fitted to one of the wagons. When these wagons are completed they will be used for the installation of the 24 track sets (see General Manager's notes).

■ **Semaphore**

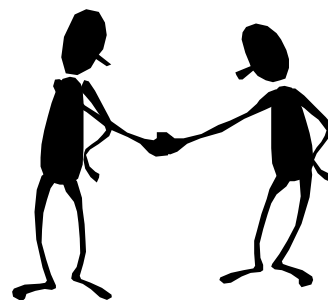
The refurbished semaphore has been installed at the first crossing past the Waihi Station. The finial at the top has been repainted and the semaphore blades are currently being refurbished.

## Next Railway Social Event:

Brian Rae was intending holding another Film Evening this month, but these plans have now been revised and the film evening as mentioned in our previous newsletter will not be held on 19<sup>th</sup> June.

What is proposed now is have a Reunion of past, present, foundation members and interested people, probably in August instead. This will be held on a Saturday at the Waihi Station so that people can visit the Station, view all the projects, including the track work and restoration projects on site, and see progress that has been made over the past year. It will also provide an opportunity for you to meet your 'railway friends'. We would also like to use the opportunity to obtain information and photos of our history so that we can establish a 'reference library' of books, photos, articles etc. So if you have any such material do look it out and bring it with you - we can copy your information if you would prefer to retain your books, photos, etc.

More details of this event will be in our next Newsletter.





## From the Pages of Our History:

### Waihi Station Building History

*Taken from:*

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

*Researched and written by Jamie Mackay - July 1994*

The Waihi station building corresponds in style to the Troup 'B' type, although it is only 3.66m wide, whereas the original plan for the 'B' is for a width of 5.18m,

The basic floor plan provided a lobby, ladies waiting room, and ladies W.C. The original length of the Waihi Station was 18.17m. Waihi had - from 'north' (Paeroa end) to 'south' (Tauranga end) a luggage room, stationmaster's office, ticket office, lobby and ladies waiting room and lavatory. The small lean-to at the rear of the building was originally the telephone room. Just to the 'south' of the telephone room is a fireplace with an external brick chimney; this faces into what was the station master's room. The small width of the station building was compensated for by the unusually wide platform. The verandah covered the width of this platform and extended along the whole of the original building's rail frontage.

#### Tablet Operation

When tablet working was introduced between Paeroa and Waihi, probably in 1906, a tablet machine was installed in the station building to cover the Waihi-Waikino tablet section. In 1930 with a change in status of the Waikino and Karangahake stations, a second tablet machine was required. There were never more than two tablet machines at Waihi as the table system was not extended beyond Waihi.

#### Lighting

The building was originally lit by kerosene lamps (four in the station building and four on the platform). These were prone to blowing out in the wind and gas lighting was installed in the station and station master's house in 1906. In 1926 the station master reported that the winter winds were so strong that he had difficulty maintain the gas mantel in the platform entrance lamp. This lamp was attached to a 9' (3.2m) high post which the winds vibrated, destroying the mantel. Bracing the post rectified the problem. It is not known when electric lighting replaced gas but it was before 1950.

#### Semaphore and Colour Light Starting Signals

There were no fixed signals at Waihi until 1910 when a home semaphore signal was erected at the 'north' (Paeroa) end for Down trains. In 1927 a home signal was erected at the 'south' (Tauranga) end for Up trains. Both signals were operated from levers at the 'north' end of the station platform and were of the Gainstroke (throw over) type. A wire ran from each lever to a semaphore arm located near the top of a tall signal post. Distant signals were never erected at Waihi.

In 1948 a second arm was attached to the 'north' post and placed below the top arm to control the entry of Down trains into the crossing loop. This semaphore was worked from a lever situated by the main to loop points at the 'north' end of the yard. When it was too dark to see the arms a kerosene lamp behind each of the spectacle lens was lit. These lamps were replaced in 1950 by electric lights.

In 1948 single-line automatic signalling with colour light signals was brought into use between Waihi and Tauranga with a colour light starting signal at the 'south' end of the yard. Previously the section had been worked as an 'Open Section'.

#### Stock Yards

Stock traffic was important in the history of the railways, and also in the history of New Zealand. Yards for sheep and cattle were erected at Waihi in 1907 and originally were at the 'north' end of the yard to the west of the locomotive shed. In 1929 pig shelters were erected. In 1935 the present yards were built and the original ones demolished.