



## *The Goldfields Express*

January-February 2010

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### **Message from the President**

We are now into a new year, so perhaps it is time to reflect on what the Management Committee has achieved since September. Two truckloads of sleepers replaced in track, used around 3 tons of track bolts, new sleepers with track bolts & safety rails on Waitete Bridge, a massive refurbishment of track joins, weed control, acquired around 24 tons of concrete sleepers and another 3 tons of clips for bridge abutment and 90lb rail refurbishment, fitted both stations and 1 loco with CB radios plus 4 new handsets, refurbished Waitekauri bridge with hangers & river groins, rebuilt one side of a carriage completely at \$12000, finished the long abandoned dining car project, acquired new generators, jigger motor, along with a large amount of construction gear, a diesel air compressor for track refurbishment, undertaken training days at Glenbrook, upgrade computer software, acquired portable amplifier for passenger enlightenment, introduced a very strong rail safety and work place safety program, rebuilt Loco 6 after a massive engine failure (\$13,000) commissioned Loco 7, upgraded considerably the appearance of Waihi and Waikino Stations, security and protection systems at Waihi Precinct, completed and submitted a complete revision of our constitution, successfully applied for approved Charity status, code of compliance certifications for station and new shed buildings, and so the list goes on and on and on ... ..

This would not have been possible without the donations of both funds, equipment and time from the following dedicated members in no particular order; Chris Hale, Eddie Morrow, Sel Baker, Ashton Baird, Phil Boyd, Don Martin, Bob & Irene Morton, Carolyn Burns, Syd Haggie, Dennis Blake, Sheryl and Graeme Sutherland, Alan Carter, Tom Porter, Neil Copeman, Colin Dray, Brian Rae, Rob Bowater, Dave Cole, Ron Wilton, PJ Robertson, Arthur Lynch, Dave Rowe, Ross Baird, Bill Harris, Rod Rattray, along with many local businesses that have been involved with materials and services at cost.

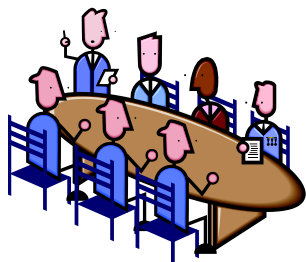
Basically without these people, Goldfields Railway would have ceased to exist. My sincere thanks to all these people who despite many setback and personal issues have still been behind the Society all the way.

Going into the New Year 2010, we have a long wish list but very tight on funds so many items have had to be deferred till 2011; like the re-building of the goods shed, complete replacement of both the Waitete and Waitekauri bridges. 80% of our income must be reserved for track and rail infrastructure if we are to survive. The other 20% is sucked up by overheads, so unless the idea has an urgent need, it will be deferred unless the concept can generate its own funding. This includes any concepts of bringing back steam to our railway.

Roll on 2010; we are ready to face up to any challenges that get in our way!

**Graeme Martin**

## Meet Your Committee:



<p><b>Dennis Blake</b> General Manager</p> <p>Retired Married - Wife Sandra 2 children 3 grandchildren</p>	<p><b>QUESTIONS</b></p> <p><i>Occupation and family</i></p>	<p><b>Bob Morton</b> Restorations Subcommittee</p> <p>Retired Wife - Irene 2 Sons, 7 grandchildren and 4 Great Grandchildren (and ½)</p>
<p>Farming Railway Fishing Gardening</p>	<p><i>What are your interests ?</i></p>	<p>Railway Society restoration Fishing Reading</p>
<p>Moved to Waihi so that I can be close to the Railway</p>	<p><i>Why do you live in the Waihi area?</i></p>	<p>Had family here who now live and work in Auckland.</p>
<p>The Alaskan Railway - Beautiful virgin scenery. We were lucky enough to do this passage while snow was falling</p>	<p><i>What is your Best Train Experience?</i></p>	<p>Puffing Billy (Australia) Steam Train</p>
<p>I would like to start on the structural rebuild, to ensure that Goldfields Railway will be here for future generations</p>	<p><i>What is your Vision for Goldfields Railway?</i></p>	<p>To restore as much rolling stock as possible, including steam, and to recruit many more volunteers.</p>



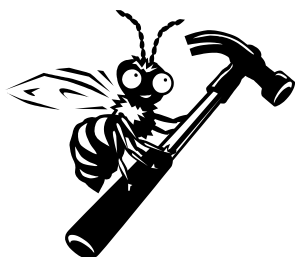
## New Members to the Society:

Welcome our new members to the Society:

- ☺ Clive Hallam - Waihi
- ☺ Tracey Moore and Family - Waikino
- ☺ Wayne Taylor - Stratford

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

## Working Bee at Waihi Station:

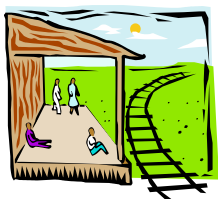


Every month there is a working bee at the Station to carry out all manner of tasks that need to be undertaken. As the numbers are often small, we would love to see you there to contribute in any way you can, not only with restoration projects, but clearing up around the station, gardening and whatever else you would like to see done. It is a lot of fun and you only have to work as hard as you feel like!!!

**The next working bee is Saturday, 20<sup>th</sup> February commencing at 9.00 am and finishes with a barbeque at 12.30 pm. We are away by 1.15 pm, which allows time for the train to come in at 1.30 pm for a 1.45 pm departure**

## Passengers on the Trains:

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



	Return			
	Adults	Kids	Snrs	Family
November	195	13	239	20
December	535	88	194	100
January	1052	399	413	289

	One Way			
	Adults	Kids	Snrs	Family
November	124	21	65	0
December	252	54	19	
January	176	175	52	22

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

	November '09	December '09	January '10
<b>Scenic Tours (one way)</b>	229	590	211
<b>Other Tour Companies</b>			
- Return	121	-	59
- One Way	90	50	95
<b>Schools - Return</b>	100	10	50
- One Way	40		28
<b>Education Passes</b>	115	36	20

## Don Ashford



It was with great sadness that we learnt of the recent passing of Don Ashford.

Don joined around 1994 and became the General Manager of Goldfields Railway. With his engineering background Don was a great asset to the railway for all the time he was here.

He was on the Committee from 1996 through to 2009

- Vice president 1997-2004
- Committee 2005-2006
- Committee 2008
- General Manager 1996-1998
- Rolling Stock Manager all the time he was here 1995-2008

Before he joined Goldfields Railway he was a volunteer at the Victoria Battery and was made a Foundation and Life Member; he built the carriages that are still in use today.

In 2001 Don became an Honorary Life Member recognising his outstanding voluntary service to Goldfields Railway.

## Volunteers Needed



We are always looking for volunteers, including train drivers, guards, carpenters, electricians, general workers, etc and particularly in the area of train drivers and guards due to several having to give up because of ill-health. Are you able to assist us to ensure the train continues to operate?

Training will be given for train drivers and guards and of course this is not a 'male only' area.

If you are interested please ring the office - 07-863-9020 and leave your name and contact details. It would be great to have you 'on board'.

## What About Our Finances?

*Chris Hale - Treasurer*



Over the past few years Goldfields Railway have operated profitably which means that the ticket sales (Income) have covered the operating costs. We have not however generated sufficient income to cover some of the major repair work which we have to undertake to satisfy NZ Transport Agency Rail Safety Division.

Each year we are given a physical audit (inspection) by NZTA to ensure our Railway is safe to operate. These reports highlight any work that is required. It is this work on our track and bridges and also our rolling stock that eats up any surplus money. We therefore apply for grants to undertake specific projects.

We currently have been approved \$95,000 from Lotteries NZ Heritage Fund to undertake track repairs and in particular our S bends at the below Orchard's Crossing. We have to put \$50,000 into this work as our share of the total works.

We therefore have to keep a very close eye on our finances to ensure we can provide our share of the track work funding.

In addition we have "things happen" like the overhaul of the Baguley which cost \$14,000, the building of safety fences at Waihi and Waikino etc.

The Goldfields houses bring in some income that is used for their maintenance

Restoration on Carriages is being funded from specific grants that have been applied for and a percentage of funding from the housing rentals

Following a restructure of our operational personnel last year due to the tight economic times we have managed to keep our operating costs to a minimum and the great work of the volunteers is a key part of this.



Each month the committee receives a financial report that allows members to review expenditures and income and understand what lies ahead that has to be budgeted for. The Works Programme is being further developed and unless items are on the programme and approved by the committee it is unlikely that they will be done.

With careful management Goldfields Railway is slowly upgrading its historic asset so that future generations can enjoy it too.

## 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 achieve as much as we have on the various projects, and does enable us to continue make good progress . . .

These include:

- Adams Electrical
- Karen Signs
- James Harris - supply of fire hoses
- Porter Engineering
- Rod Rattray
- Waihi Farm & Industrial Services
- Anonymous donations for a number of items installed around the Station, including sound system for use by guards on the train, air conditioning unit in the office.
- And of course the many volunteers that are involved in running the trains, restoration work etc.

## Open Day at Waihi Mine: *(Rod Rattray)*



With Newmont Waihi Gold's offer to transport the Peckett to the mine open day, an opportunity presented its self to promote the Railway & raise some money to help the return of Steam. A display was constructed. On hand were Irene & Bob Morton. Syd Haggie, Graeme Martin, Sherryl Sutherland, Bill Harris, Rob Bowater, Ashton Baird, Rod & Austin Rattray - apologies to anyone I have left out. It was a damp muddy day but with a lot of hard work by all involved approx \$1300 was raised. New members joined the Railway & new valuable contacts formed to assist the return to steam.



The Display expenses were met by Rod Rattray Motors Ltd. with help from Newmont, Conversion Components Ltd. Bay Technology Services Ltd. Vintage Style. Karen's Signs. Waihi Stationary. Edwards Transport, Waikino Station.

Thanks to all

## Return of Steam To Waihi:

*(Colin Dray* : 18 January 2010)

A visit has been made to the bush tramway in Huntly, to look at a Peckett Engine there, and also a FA250 chassis with axles, wheels, springs. It was a most informative visit. Possibly the FA250 chassis could be available if the owner was prepared to hand it over to our Society.

It looks like the FA250 in Waitara could be available, however the Waikato Society (actual owners) will need a lot of convincing that the Waihi Society will restore it and get it into operator. There are other factors to consider, i.e. is it really suitable for our purposes. Other comments are that it is too heavy for our bridges. In fact the heaviest axles loading are 8.6 tons (less than our present engines). So there is a lot to consider.

Also to achieve the goal of Return to Steam to Waihi, we will need to build and outfit a suitable engine house, mechanical workshop. This along will cost several hundreds of thousands of dollars. We need a suitable facility to work on our present mechanical contrivances anyway.

Peckett: Because we own it, and it is mostly complete, we need to do a proper evaluation of cost to get it back on track. It was refurbished in 12990, so it probably isn't daunting. As the Peckett wont properly two 2 carriages we would have to use the TK loco on the other end - this would give us the ability to move a 3 carriage train!

## Update on Restoration Projects:

### ■ **Carriage A1196 - Glenbrook Carriage (Bob Morton & Don Martin)**

Bob reports that work is progressing well with 99% of the work completed on the outside of one side, and the new windows have been installed. Don has started work on the inside of the carriage with finishing work on the windows and lining. Metal gates and rods have now been installed. The carriage will be kept inside and they are hoping to completely restore the carriage before the next summer season.

### ■ **Other Notes from Bob:**

- He is currently pricing for additional concrete floor laid in the train shed which will make it easier to work in the train shed and also for safety reasons.
- Conversion of the "Stores Carriage" is progressing well
- He is always looking for volunteers who have good skills, including quality finishing work with timber, together with people who can help with general tasks on the restoration projects (*If you are interested leave a message for Bob at the office - phone: 07-863-9020*)
- The continuing of A1196 refurbishing project and the concreting of the train shed will obviously require funding - any ideas?

### ■ **1944 Prices' Shunter (Phil Boyd and Brian Rae)**

As you will see from the photos Phil has supplied, work is progressing well and he has started on the assembling work. The next stage of this restoration will be the cab.



Connecting Rods painted and ready for assembly



Chassis rails sandblasted and primed



Starting to assembly



Assembly to date

## Railway Social Film Evening:

**Saturday, 27<sup>th</sup> February at 7.00 pm**

Waihi Arts Centre & Museum

Kenny Street, Waihi

**(Entry by gold coin donation)**



Members are invited to attend this friendly get-together, where the programme will include time to talk trains and the showing on the large screen of a New Zealand train DVD.

Supper will follow (contributions to the supper would be very welcome).

Do mark this date in your calendar now and it would be great to have you join us for this social evening. If the event proves popular, they may well become a regular gathering.

If you would like for further information please contact Brian Rae, Phone: 07-863-9675

*Everyone is welcome, so bring your partners, family, friends etc.*

## Other Notes of Interest:

### ■ *Bridge Inspections*

Opus carried out their Annual Inspection of our Rail Bridges in December 2009 and we were advised that some work was required on the Waitete and Waitekauri Bridges before final sign off, and Dennis Blake is overseeing this work. However, all bridges have interim certificates.

### ■ *Commendation to Goldfields Railways*

The President of the Railway Enthusiasts Society (Alan Verry) recently rode the railway as part of the Outdoor Model Railway Group and he had this to say in a recent email:

*"The Goldfields Railway is to be commended for the great look of the Station and new buildings. They are a credit to you. Likewise I note a lot of effort has been spent on the track. Lisa, the Guard, was very able and was a good ambassador for the Railway."*

### ■ *Constitution and Registration Under Charities Act*

We have received confirmation from the Companies Office that the revised Constitution as approved at the 2009 Annual General Meeting has been filed and accepted. We also are now registered as a charitable entity with our official Registration Number being CC43322.



## From the Pages of Our History:

### The Waihi Gold Mines Railway

Taken from "Steam Through the Karangahake"

Compiled by John L Stichbury

Published by the Railway Enthusiasts Society: 14 March 1963

(This booklet was prepared to help passengers on the "J To the Bay" Excursion on 16<sup>th</sup> March 1963)

The first little steam tank locomotives for this railway arrived in New Zealand in 1897 but prior to this date it is thought that horse traction was used to operate this most interesting railway.

A total of 6 tank locomotives worked on the railway and three were in use right up until the last train ran in the Winter of 1952. Route mileage was about 8 miles and the line was laid to a gauge of 2'9". Rails of from 40-45 lbs per yard were used and the grade 1 in 100 for loaded trains and 1 in 40 against empty trains working back from Waikino. Usual maximum load for the locos leaving Waikino battery was 70 tons and returning from the Waihi mines 120 tons in four wheel tip trucks. There were also a few goods wagons and flat top wagons and some of the flat tops were fitted with seats for carrying passengers. The line was never a common carrier though and workmen travelling on these wagons must have had many a cold wet trip in this area where rainfall often exceeds 100 inches a year and severe winter frosts are frequent. Almost all the traffic was quartz from the various mines in the Waihi Borough to the crushers and battery at Waikino.

Mines, winding houses, pumping stations, railway, and battery are now all gone; only foundations and few buildings remain. Even the railway is becoming hard to trace as farmers plough across the old track bed and in the Borough buildings are erected across the line of the track, but the keen explorer can still trace the track. At the Waikino end the railway had its exchange sidings with the 3'6" State system and its locomotive depot very near to the NZR bridge over the Ohinemuri River and one portion of the shed still stands (As does the sub-station once used by the Waihi Gold Mines who had their own generating plant on the Waikato River and own transmission lines from it to Waikino and Waihi. This line still stands in place). The 2'9" then followed the opposite bank of the river to the NZR for three miles before crossing it on a bridge which appears to have been a combined road, rail and water race bridge! There was a 40 foot deep rock cutting in the riverside section. The line now climbed steeply through open farmland up to the Waihi Railway Station passing along the South side of the then yard to pass under the NZR near the Eastern end of the long curving bridge East of Waihi station. It then ran through the Borough passing over Seddon Street, near the imposing remains of No.5 winding and pumping house, then branching out to the various mine shafts. The line rose over 200 foot in its 8 miles.

Details of the locomotives as published in the "New Zealand Railway OBSERVER" June 1947 (supplied by Mr W.W. Stewart) were:

**"Ohinemuri"** built 1896 by Manning Wardle, Leeds, England - Makers No.1329

**"Victoria"** built 1896 by Manning Wardle, Leeds, England - Makers No.1424

The first was delivered as a O-4-OT with square saddle tank and canopy cab. It was altered later to O-4-2T with windshield added to back of cab. The Victoria was built an o-4-2T. Both weighed about 16 tons, had 30" diameter driving wheels and 2 cylinders 9"x14".

**"Albert"** supplied by same firm in 1900, weighed 18 tons had closed in cab and bunker and fair sized dome appeared above the tanks, otherwise similar. **"Waikino"** built by the same firm again, in 1905 (Makers No.1497) was a big step forward. It was a 4-4-2T side tank with big dome, cylinders set midway along running board and outside Walschaerts valve gear. A fine looking loco it weighted 20 tons, had 2 - 10"x16" cylinders, 30" diameter drivers, carried 150 (or possibly later 200lbs) lbs boiler pressure, and a rigid wheelbase of 4'3" of a total wheelbase of 18 feet. **"Dominion"** was obtained from the firm in 1909 (Makers No.1753 (and was a full sister to "Waikino". She later had a new boiler from Kitsons of Leeds. The sixth and last locomotive was **"Empire"** a 2-4-2 side tank built by the W.G. Bagnall Ltd works at Stafford (No.2513) in 1934. This solid looking locomotive had side tanks running right up to the front of the smokebox, weighed 20 tons, fixed wheelbase was 4'9" out of 16'6". The two cylinders were 10"x16". Boiler pressure was 180lbs per sq.inch. Grate area 7.72 sq.ft. and heating surface 413 sq.ft. Coupled wheels were as usual 30" diameter bogie wheels, 22" diameter and 500 gallons of water and 27 cubic feet of coal were carried. The engine was fitted with the most unusual, in NZ, Bagnally type of valve gear.

Writing in the "OBSERVER" in July 1952 Mr L.J. Hostick noted that the "Waikino" and "Dominion" were working the quartz trains, "Empire" was under repair and "Albert" was out of service on 1<sup>st</sup> December 1951. All the locomotives together with all other useable scrap were cut up and sold, probably to Japan, in the period 1956-1959."