



The Goldfields Express

November-December 2009 Issue

President's Report (Graeme Martin)

The past few months have been a trying time for all of us, too many meetings and too much to do. We inherited a 100 year old railway with a lot of very old and dilapidated equipment and infrastructure, which is in dire need of attention. We may stuff things up, but at least we are learning from our mistakes.

At a recent committee workshop, the committee members all seemed to like the concept of sub-committees; however it will take a while for the teams to establish their goals and objectives. Consequently there will be some disagreements and no doubt some really complex issues to be resolved. Instead of concentrating on what has been done wrong in the past and what is yet to be done, we need to focus on learning from the past and how we are going to explore the future.

The Management Committee working as a team has achieved more in the past 3 months, than what has been achieved in the past 3 years, so where will we be in 3 years time working as a team? The Management Committee is only part of the team though, and needs the support of all the members to create an effective organisation working together as a team. Being a team player is having your say and accepting and carrying out the informed decisions of the majority, this way we will have a great time and be proud of our achievements.

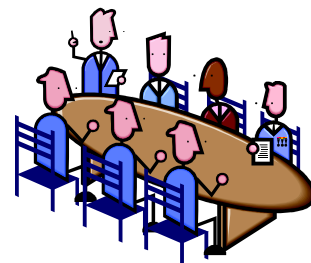
During the last month I have spoken to Rotary, attended tourism and heritage meetings, chased up potential contacts of use which resulted in very successfully hosting the Christmas Party for the BA5 group. We have a number of special events lined up between now and the end of summer, with more being asked for each week. This is what is called interacting with the community, where we can proudly show off what we have done and what we stand for.

You may not be aware that we have done some figures, and now we know that to take a two car train to Waikino and back costs \$160. This covers not only the train costs, but repairs of both train and infrastructure used by the train. Consider how many times the passenger loadings do not cover this cost, which means we have to establish access paths to outside funding.

My sincere thanks to those who stepped up to do more than their bit over the last few months, without this extra effort we would not have achieved what we did.

Meet Your New Committee

Each month we will be profiling two committee members, and this will (hopefully) give you an opportunity to get to know them a little more by the same questions we will be asking of them all:



Graeme Martin President

QUESTIONS

Colin Dray Vice President

Semi retired, married to a long suffering wife who is a successful local artist.
2 children and really proud of them: a daughter who received her PhD this year, and is currently an ICT lecturer at Waikato University, and commutes to Oxford to lecturer there and the son who is an IT Manager for NZDF at Waiouru

Occupation and family

Automotive Component Manufacturer (Conversion Components specialising in complete gearbox packages including new bell housings and clutch plates. Flywheel refurbishment and lightening.)
Married with family

Came to Railway after growing up in Waihi and loved sneaking into the Waihi yards to see the loco etc. Always had an interest in model trains and local history - being told is not good enough, I want to see why.

What are your interests ?

Classic cars, Speed, Vintage car enthusiastic at heart. Gardening and holidays in Australia for the warmth

Have our own home in Kensington Rd, which is up wind from the Mine

Why do you live in the Waihi area?

Moved 1995 from Auckland - enjoy being close to Waihi Beach and other surrounding beaches.

Travelling inside the Eiger Mountain in Switzerland on the rack railway and getting out on top of the world amongst the ice and glaciers in mid-summer.

What is your Best Train Experience?

Probably in 1962 - Southampton to London - express non-stop

Want to see a real historic train with a steam engine running on the track filled with excited staff and tourists.

What is your Vision for Goldfields Railway?

Get track and infrastructure in good order.
Get steam running on track, if only at weekends.

New Members to the Society:

Welcome our new members to the Society:

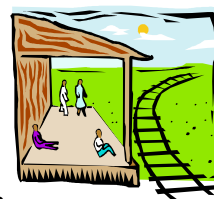
- 😊 Denyse Bettridge & Eileen Moeau - Waitara
- 😊 Jammie Atkinson - Waihi
- 😊 Dawn Coxon - Waihi

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



Newly Certificate Guard:

Brian Rae has recently been certified to act as a guard for us. Thank you Brian for all the time and effort you put into the Railways, including acting as Guard, working with Phil Boyd on the Flyer - as well as all the other work and contribution you make around the station. It is appreciated.



Passengers on the Trains:

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

	Return Trips	One Way Trips
September:		
Adults	760	74
Children	329	80
Seniors	595	189
<i>Special bookings included Groups from :</i>		
Walkers,	Volvo Car Club	Forest & Bird
Scouts	Probus Clubs (2 groups)	Country Lodge
After School Care	Moana House	Jenny Fraser
Education Groups	Birthday Party	Scenic Travel
October:		
Adults	351	111
Children & Education	120	80
<i>Special bookings included Groups from :</i>		
Scenic Tours,	Education Groups	Probus Group
Birthday Party		

Update on Restoration Projects:

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

The shunter is now totally dismantled, except for the main drive gearbox which appears to be ok. The white metal axle bearings have been melted out, a mould was made, and bearings re-poured.

Bearings were bored to size by Hart Bussas at the Classic Engine Shop in Tauranga. This took 1½ days, which Hart did free of charge, and he also supplied the extra while metal required (an awesome guy).

At the moment work has stopped while we wait for fine weather to get all parts sandblasted, and once this is done painting and assembly can begin.



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

Progress has been made restoring one side of this carriage (the other side will be done at a later date). Carpentry work is completed, and installation of the new windows is expected to start week commencing 1st December, after which the painting of the side of the carriage will be completed - with some of the paint having been supplied by Wattyl Paints.

■ ***Dining Car (Selwyn Baker, Bob Morton, Dennis Blake, Ross Baird)***

Work has been completed on the majority of the work required for the Dining Carriage (thanks to a lot of hard work by Sel, Dennis & Bob) and Ross is completing the undercarriage work. Thanks to Rod Rattray for childproofing the gates. It is hoped to have this carriage available over the summer holiday period.



■ ***Jiggers (Ashton Baird)***

Progress continues to be made on the WW7595 - six man motor trolley. A anonymous donation was received which enable a new 13 Hp Electric start motor to be purchased.

■ ***Charlie's Hutt (Syd & Colleen Haggie)***

A genuine single man's quarters which used to be occupied in the past by a track worker, Charlie, has been restored back to 1950's condition by Syd Haggie and his wife Colleen.

Trolley for New Air Compressor: (Colin Dray)

Dennis Blake reports that Colin has been using his engineering skills and creativity to build a new trolley for the air compressor. which when completed, will be a self-contained unit. A number of companies and people have assisted in building the trolley including :



Hauraki Engineering, Ngatea : welding the frame



The unit itself is on loan for 12 months from Chris Hanes, Hanes Engineering, Horitui.



Bearings were found by Colin, and he is now 'adapting' them

This unit will be used for a substantial amount of the track work and will certainly make life a lot easier for the track workers and obviously make our dollars go further.

Update on Track Work: (Dennis Blake & Ashton Baird)

Progress to date on sleeper replacement

- Main rail required 444 screw spikes
- Erosion protection has been completed on Waitekauri and Waitete Bridges
- Opus carried out their Annual Bridge Inspection on 23rd November '09

Waitete Bridge:

The required work has now been completed, including

- Removed 99 sleepers and replaced with 111 new sleepers
- Torpedo Rail required : 450 dog spikes



Steam Train Meeting:

A lot of interest has been shown in having a steam train running again on the Goldfields Track, and Colin Dray is holding a meeting to discuss the future possibilities of restoring and running a Steam Train at Goldfields,

Date: Saturday, 5th December 2009
Time: 3.00 pm
Venue: Waihi Museum, 54 Kenny Street, Waihi

It would be good to have as many members as possible attend and share their views and vision. If you have any information that could be useful, please bring it along in written form. If you have videos, we can get these copied on to a DVD.

Topics to be discussed at the meeting include:

- Do we want steam back
- How do we do it
- Where do we get funding
- Lease or purchase a suitable loco
- Certified drivers
- Loco Certification

If you are unable to attend, but would like to be involved in this project please do contact Colin Dray - by leaving a message at Goldfields Railway - phone: 07-863-9020.

Membership Renewals:

Current memberships expire 31 December 2009, However, a decision has been made to bring the membership year in line with the Society's financial year, i.e. 1 July to 30 June. Accordingly new members will renew for an initial six months, i.e. 30 June.

Existing members membership will not come up for renewal until 1 July - i.e. no charge will be made for the first six months of next year. Renewal notices will be sent out before 1 July 2010.

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
- Classic Engine Shop - Tauranga
- Hauraki Engineering - Ngatea
- Wattyl Paints
- Porter Engineering
- Mitre 10 - Waihi
- Karen Signs
- Chris Hanes, Hanes Engineering, Horitiu
- Rod Rattray
- And of course the many volunteers that are involved in running the trains, restoration work etc.

From the Pages of Our History:

Take from :

NZ Historic Places Trust: Waihi Railway Station Historic Area Report

Researched & written by Jamie Mackay July 1994

History and Architectural Description of the Structures at Waihi Station

General

Waihi Station was officially opened in November 1905. The station buildings contract was for a 60'x30' (20mx10m) goods shed, two stall engine shed, privy and urinals, station building, water tanks, coal store (to hold 50 tons of coal) and a platelayers cottage. The contract work was carried out by W.H. Hay of Waihi. It was completed on October 3, 1905 and cost Pds1764-3s-6d. When the line opened there were two platelayer's cottages to the 'south' of the station building and a stationmaster's house on the Victoria Street frontage. One of the platelayer's houses and the station master's house were completed in 1904 and the other platelayer's house in 1905. On opening the yard had accommodation for 97 wagons in a loop, middle and goods shed road.



Taken during opening 1905

There have been three periods in which major alterations were made to the station yard since 1905:

- 1935 - the cattle yards were moved and the sidings extended
- Early 1950's. The station was extended, the stockyards were added to and the sidings were extended at the 'north' end of the yard.
- Since 1950's. The removal of most of the back road loop and half of the stock yards. Also the removal of the 'south' end semaphore signal, water vat and bridge which accompanied the closing of the ECMTL in 1978.



Taken in 1959

The Architect:

George Troup was born in London in 1863 and educated in Scotland where he trained as an architect and engineer under C.E. Calvert of Edinburgh. He arrived in NZ in 1884 and after a short time working for the Survey Department in Otago he became a draughtsman for NZ Railways in Dunedin, and then, from 1888 in the head office at Wellington. In 1894 he was appointed Head Draughtsman and then in 1902 Office Engineer for the NZ Rail. In 1907 he became a member of the Royal Institute of British Architects and in 1919 he was the first to fill the new post of Officer in Charge of Architectural Branch of NZ Railways.

The standard designs of the Troup period formed the basis of many new stations right through to 1945 when the last provincial link to Kaikoura was established.

Following his retirement in 1925 Troup entered local body politics and was Mayor of Wellington 1927-1931. Troup was knighted in 1937 and died in 1941.