



## The Goldfields Express

### In This Issue: June 2014

- Page 1: From the desk of the General Manager
- Page 2: Waihi Model Railway Club
- Page 3: Meet some of the team
- Page 3: Timetable
- Page 4: Down at the station
- Page 7: New Volunteers
- Page 7: Info on Activities
- Page 8: From the pages of our History

## From the Desk of the General Manager

It's been awhile since our last newsletter so let's bring you up to date with what's been happening at Goldfields.



We used the Hi-rail digger to clean up the drainage at Ray's Crossing (4km mark) between the farmers crossing and Bridge 9 over the State H'way. The debris had accumulated up to rail level over the years with the bank eroding away. We excavated about 100 cubic meters of spoil. Some was used to fill in a wash out, and the rest was transported back to Waihi.

We have an ongoing mission in replacing sleepers. Over the last 6 months we have installed around 500.

Trains kept running, while the open car was re-decked and repainted. New air lines and brake shoes were added and the car is now back on the train. Our passengers like to ride on this to view the sights.

There's been a lot of extra people around the site doing the rail trail which has brought a slight increase in passengers which will hopefully improve as the year goes on.

The Waitete Bridge replacement - most of the funding is in hand which includes generous donations made by Lotto and Trust Bank Waikato. Our treasurer Chris is seeking to find funding for the shortfall.

Plans are afoot for a small gauge railway to run around House 6 which is currently being grazed - all subject to building consents and engineers' reports and DOC approval. A replica water tower is also being looked to be sighted at the end of Wrigley Street.

We are still looking for additional Guards and Drivers. If you know of anyone wanting to help out in these areas send them along. Volunteers are always welcome.

## Waihi Model Railway Club

Progress is a tad slow on the building of the miniature railway. Not because of the lack of enthusiasm, but more due to the final consent from the "powers that be".

Dennis has been steadily constructing 6 metre rail sets and also as time permits sorting out fencing and associated infrastructure that must be in place before any track can be laid.

I am slowly finishing off the "DG" locomotive as time and finances permit. I still need to fit brake lines and lights and to finish building the body.

So far we have no rolling stock, but as soon as the loco is completed my first project will be a flat wagon for general use i.e. tools, generator and anybody who wants to ride on it.

Anybody interested in being a part of this project can contact me on:

Landline: (07) 863-7147

Mob: (0273) 908-782

Or Email [dhrl@slingshot.co.nz](mailto:dhrl@slingshot.co.nz)

Or Dennis (07) 863-9407

Dave Cole

Waihi Model Railway Club

## Meet some of the team:

Thomas De Thierry      Track Maintenance

Thomas was brought up in the Otara & Pukekohe areas, attending schools around that area. On leaving school, Thomas was employed in the logging industry working with a cable logging operation. Following this, he worked as a welder for Gallagher Equipment, making farm gates before shifting to Waihi 2005. Around this area, Thomas worked at a couple of seasonal jobs before joining the railway in 2012.



Thomas has qualified levels 1 & 2 Engineering NZQA in safely using machines and power tools in a works shop environment. In addition, he has also completed certification in cable logging and 1st Aid, plus a recent fork lift operator's course.

During his school years, Thomas used to play Rugby League for Hillary College; however nowadays he concentrates on raising his family. Thomas is involved with not only his partner and children, but with his extended who also live in Waihi. Thomas has family affiliation also to his Nga Haue Wha Marae in Pukekohe with Tainui affiliations.

Thomas and his partner Nina, have 2 rug rats Larquon (5yrs) and Shaniqua (4 yrs) are now living in Railway House 3.

## Timetable

### The Current Running Schedule

Trains run all year on a Saturday, Sunday, Public and School Holidays  
Three times per day

From WAIHI	10:00am	11:45am	1:45pm
From WAIKINO	11:00am	1:00pm	2:30pm

Monday to Friday (on a normal week)

From WAIHI	11:45am
From WAIKINO	1.00pm

Start or finish your Hauraki Rail Trail Experience at Waihi BY Train

Special Excursions by Arrangement

See our Website: [www.waihirail.co.nz](http://www.waihirail.co.nz) or Call Faye on 07 863 9020

All times are subject to change, at times we will be closed for maintenance please check our website [www.waihirail.co.nz](http://www.waihirail.co.nz)

## Down at the Station

As always nothing stays the same forever, this includes the Waihi Railway Station..

Over recent months the interior of the public area has been renovated by Sel & his team, with changes to the retailing area and installation of a coffee machine to slake the thirst of travellers and cyclists alike.

New part walls have been built which has allowed our display area to be increased, encouraging visitors to enjoy what we have to offer.

The internal ticket office has been re-organised along with a distribution of activities to outside contractors who are better equipped to handle such things as marketing and promotional issues. This includes the on-going development of our website which will become our primary advertising media.

Also renovated is a new office space for the "Information Services" team. This team has taken on the publication of the newsletter, several information and training books along with a review of our safety case primary document. This team has also developed



our own library which will manage our large donation of railway orientated books. This office will be open between 9am & Noon Mondays & Thursday for enquiries, otherwise the Station Master will have the key. Another task of this team is the auctioning of surplus railway items held by the Society via the Federation and Trade Me.

Before anyone gets excited, there is a defined process as to what is disposed of, the main ingredient is that the Society's Management Committee must not only approve disposal, but set the reserve

prices. The Society now has its own trading identity, and only those with appropriate

password can access the site. All recovered funds are paid directly to the Society's bank account.

Over the past few months, the Restoration & Maintenance Team have created parking areas plus refurbished the old toilets for use by the cycle way patrons.

The open car has been completely refurbished with;

- both chassis ends needed major reconstruction due to extensive rust.
- completed refurbishment of both bogies, along with entirely new braking systems,
- the chassis sand blasted and repainted with proper metal preservative
- a new floor with refurbishment of the sub frames
- three new passenger seats constructed, painted and bolted properly to chassis

This was a major achievement for our hard working team and all credit to them.



In addition our carpenter & joiner Don has been hard at work on A1196 restoration with both verandas' having been rebuilt. Each piece of the curved roof had to be hand made very painstakingly, but the effort as can be seen from the photo, was worth it.

Don's next task is the building of two new doors and the remaining mouldings between the top of the windows and the ceiling. Every piece has to be hand made as not only is the woodwork in imperial measurements, but nothing even similar is commercially available.

Between major projects, the team has been carrying out repairs to our rostered rolling stock, rental houses, railway buildings, and generally keeping the place tidy. One large task that seems to be continuous is the sorting and returning tools etc to their proper place. Alan our storekeeper is a force to be reckoned with for the occasional lapse.

Due to our team of restorers and maintenance getting older, a few noticeable gaps are appearing. There is a continuing need for newer faces to keep our restoration program going, so if anyone can spare a few hours each week on Monday & Thursday between 9am & 2pm (less very generous meal breaks) this hard working team would love to have your support. If you have a specific trade, they would love you for ever more! Just call the office or come and visit!





Ron Wilton assisting Dorothy Baker with the flower baskets she donated to the station

The hanging of the finished baskets. Ron is now our gardener for all these baskets as they will require lots of loving attention to maintain their condition!



Barry Scott installing a new window

## New Volunteers:

Welcome our new members to the Railway:

- Peter Hancock
- Faye Harvey
- Jennifer Tigchelaar
- Katelyn Kiri
- Ray Hook
- Fiona Liddell
- Rusty Fryett

We look forward to seeing you around and thank you for all your efforts.

**A big thank you to our wonderful volunteers  
and the support from their families. New  
volunteers are always welcome.**



---

## Information on the Society's Activities:

Let us know if we are providing the information you would like to see in your newsletter.

Email: [info@waihirail.co.nz](mailto:info@waihirail.co.nz)

Subject line: Newsletter

---

## From the Pages of Our History:

## **Maori Interpretations of the Karangahake Gorge and Ohinemuri River Landmarks**

Turoa, Taimoana (2000) *Te Takoto O Te Whenua O Hauraki - Hauraki Landmarks*  
Reed Books, New Zealand.

The below extracts are taken from this book which represents the culmination of Taimoana Turoa's lifelong (1928-1998) interest in the iwi history of the Hauraki region. The book was edited with additional material by Te Ahukaramu Charles Royal. These extracts were selected being relevant to the landmarks identified with the railway line between Waihi and Waikino.

Extract:                   Entry 18 (page 93)

### **Karanga-hake**

Tribal Area:             Ngati Tamatera

Literal Translation: "Humped-back ridge" or "the alerting call from the other side"

Comment:

The O-Hinemuri tribes of Paeroa were always under the threat of attack by those of Tauranga. A chain of hill sentinels were manned along the upper reaches of the Te Waitangi-o-Hinemuri, heralding the progress of the enemy passing along the length of the Karangahake Gorge giving adequate warning of their movements. Wooden gongs were sounded of fires lit to alert the local people. A gold-mining settlement named after the mountain existed to the west of it from about 1870 to the 1920's.

Extract:                   Entry 164 (pages 181/182)

### **Te Waitangi-O-Hinemuri (O-Hinemuri River)**

Location:               Waihi, Paeroa

Tribal Area:             Ngati Tamatera, Ngati Hako, Ngati Tara, Ngati Koi

Literal Translation: "The weeping waters of Hinemuri, the youngest daughter"

Comment:

Te One-ki-te-akau was a chief of the ancient tribe Ngati Te Upokotai. There were many young suitors who courted and wished to marry his youngest daughter Hinemuri. However, because Te One had two elder daughters who were not yet wed, he denied his permission until the other two had obtained husbands first. One by one her suitors fell away and left the young maiden alone and desolate. Her disappointment and sorrow was so keen that she shed copious tears, which formed the present O-Hinemuri River and the adjoining flood plain.

The second story about this area tells of a local tribe living about the Te Kahakaha (Mackay Town) in the Karanga-Hake Gorge being attacked by another from the East Coast. They were forced to flee and left behind their chief's daughter who was gathering berries. On her return home she found the enemy in possession so fled to the river and sought shelter with a taniwha who lurked in the waters at the foot of Puketawa Mountain.



It is thought that this taniwha was the famous Hauraki denizen Ureia, who now cared for her and fell in love. Soon after, her tribe returned, recaptured their pa and claimed the young girl from the taniwha. The water dragon was so broken hearted at the loss of his beloved that he has said to have left the district, journeying to the open sea and never returning.

In recent times the O-Hinemuri District has been regarded as the homelands of the Ngati Tamatera tribe as well as the Ngati Hako, Ngati Tara and Ngati Koi.

Extract:                   Entry 186 (page 194)

### **Wai-hihi**

Contemporary Names: Waihi, Waihi Beach

Literal Translation: "The hissing sound of gushing water"

Comment:

The expedition led by Te Arawa chief Kahumatamomoe lingered here awhile. Their leader was examining the area by tapping the ground with his staff when suddenly with a hiss and a roar an underground spring gushed forth at his feet, and just a suddenly died away. In order to quench his thirst, Kahu thrust a hollow reed into the aperture and the slurping sound of his drinking reinforced the meaning of this place name.

Although the general district here was part of the Te Waitangi-o-Hinemuri (O-Hinemuri), it was known as Pukewa after a prominent hill and a pa nestled at its base. It was on the slopes of the hill that many of the tribal dead were buried, and scant notice was taken when in later years it became the site of the famous Martha Gold Mine. Many early tribes had occupied the land before the incursion of the Marutuahu tribes, among them being Ngati Hako, Ngati Marama, Whakatohea, Ngati Koi, Ngati Tara and Ngati Tamatera. Generally the many hapu of the Ngati Tamatera have been in occupation ever since. Waihi Beach was the actual area of the tribal settlement where the name Waihi was originally applied.

Waihi Beach was the original settlement of the many Hauraki Tribes, including the early tribe Tainui tribe of Nga Marama and the Ngati Tokanui, Ngati Tara, Ngati Koi and Ngati Tamatera. This is evidenced by the remains of several pa sites which extend to Bowentown. This area was once laid out in large cultivations extending the foot hills of the range. It was also the site of many early battles between the Tauranga and Hauraki peoples, evidenced in the past by the large burial sites which littered the sand dunes.

Extract: Entry 190 (page 198)

**Wai-kino**

Tribal area: Ngati Tamatera

Literal translation: "Harmful waters"

Comment:

The settlement of Wai-kino stands above the tightly curved banks of the Te Waitangi-o-Hinemuri, where often in times of flood. The narrow torrent becomes a raging torrent of destruction. Maori occupation has always been evident here and no doubt the inhabitants have often fallen victim to the dangers of the river's flow which disgorges through the steep sided Karanga-hake chasm before reaching the flood plains to the north.

Te Waitangi-o-Hinemuri, which joins the Wai-hou River flow at Paeroa, nurtured several taniwha, one of which was the famed Ureia of the Hauraki people. Ureia is believed to have roamed the length and breadth of the Wai-hou and its tributaries, being able to assume any shape or size at will before eventually abandoning its river sanctuaries for the waters of the gulf. Wai-kino was the name of one of the lesser taniwha that lurked in the pool below the settlement.

Extract: Entry 198 (page 201/202)

**Wai-te-Kauri**

Literal Translation: "Kauri bearing waters"

Comment:

The name Wai-te-kauri describes the general watershed containing extensive belts of Kauri trees. It was used by the various tribes of Te Waitangi-o-Hinemuri for hunting birds and rats and harvesting fern roots. The more dominant Ngati Tamatera employed the lesser and servile tribes as gathers of food, items of which were trapped and prepared in such a manner that the hunter-gathers retained only those of poor quality and the finest were given to their overlords. This part of the peninsular was not generally occupied by the local people until the influx of gold miners, who established settlements if the Wai-hihi and Karanga-hake Gorge.

Extract: Entry 199 (page 202)

**Wai-tete**

Literal translation: "The waters of the Tete". The native shovel-nosed duck that use to inhabit these waters, now sadly extinct. No records are known of its size or colouring etc.