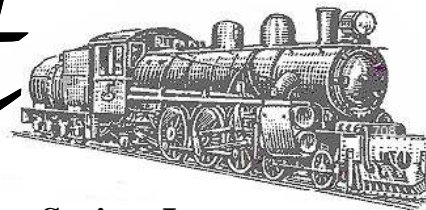


The Tablet



The newsletter of the Waitara Railway Preservation Society Inc.

No.14 July 2012



Dear members and friends,

Welcome to the latest edition of “The Tablet”. For those of you that were unable to attend our recent AGM, we have included the annual report of Denyse Bettridge, the society’s chairman. (or should that be chairperson in these politically correct times?)

It never fails to amaze me how much work is put into the society, some of which is touched on in Denyse’s report. So, once again, on behalf of us “normal” members and friends, thank you.

We’ve tried to include more photos in this edition than before. I would be grateful for your feedback on whether this is an improvement or not. My main worry is that for email subscribers, it might make the file too large and hence take ages to download! Let me know what you think.

As always, I’m open to comments, suggestions and especially articles for the newsletter, so feel free to send them to me. To be fair, some of our members seem to spend so much time on site, I’m surprised they have time to eat, let alone submit articles for me!

Anyway, whatever you are all up in the coming months, stay safe and thank you for you continuing support.

Adam

Front photo:

*A certain younger D Bettridge on JB 1239
at Morley St depot, 1964*

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CHAIRMAN’S ANNUAL REPORT, July 2012.

(This is a copy of Denyse’s annual report for the recent AGM)

To members & interested parties.
Report # 4

- To you all greetings from the WRPS Inc.
- It is very pleasing to be able to report a very good result for the 2011—2012 period, against what have been difficult financial times.
- This report will be broken down into various sections to show how each component of our operation has impacted positively on each section and as a whole for a total outcome.

Revamped Management Team.

- The well being of the Society starts from here.
- It has taken 4 ½ years of hard work, training and sheer determination to get to this point, where we are heading into a real hard fought for positive position.
- As we have improved the Society, we do not have to go begging for members anymore, good positive members are coming to us, wanting to be part of something that is successful.
- Out of the ongoing improvements, members are believers in our going forward. The Corrections Department were a huge help with this, and out of the woodwork, so to speak, new managers evolved into the various functions that run a Railway. They have emerged with the drive and vision to carry things forward.
- Prior to this my workload was very onerous, but it had to be tackled. To the others in the society who wondered where the heck are we going, it is now evident. To you all, a HUGE THANKYOU. It has not been easy, but we are arriving. Just look around and see where we

have come from, compared to where we are now.

- It is pleasing to report that the WRPS now has a full compliment of able Managers and officers for our various sections, along with our general members.

Introduction to the Managers and Officers

- Operations: -Jim Blyde.
- Assistant chairman: - Jim Blyde.
- Training and Safety: - Brian Jury.
- Rolling Stock: -Bill Batten.
- Track and Infrastructure: -Mike Zeier.
- Catering: - Eileen Bettridge.
- Tickets, excursions and Sales: - Brenda Rowe.
- Social Functions: -Lyn O’Keefe and Glenyss Jury.

This is a good team backed up by proactive management.

Funding.

- As always with our type of operation, this is a very necessary component in achieving the “big ticket” items that our income off the track cannot cover. For this welcome assistance a big thankyou.

- As always our earnings must cover our maintenance, power, water rates, fuel, advertising, office requirements, FRONZ and Land transport fees, Audits etc. Compliance costs for our operating licence are a big factor.
- We wish to formally thank the following for their valuable help. The TET, COGS and Methanex. This will be noted in the various sections of this report.

Donations and Gifting

- It is pleasing to report that we are being viewed by new donors in either materials or services, that our vision and work ethic are worthy of their assistance and for this we are extremely grateful.
- On this front the list is quite large and ALL help, either large or small is appreciated.
- Mike Lerhke purchased and donated the 40'00" container for the museum.



- Michielsen's Nursery for trees.
- Magnolia Grove Nursery for trees.
- Mike Zeier, Rat and others from the NPDC parks who gave Kauris etc from their own seedlings from home.
- The NPDC for the redundant plants from the upgrading of the reserves.
- The gifting of recyclable timber, bricks, paving stones, lathe etc from various sources—marvellous.
- •Graeme O'Keefe for his efforts with getting our DVD and photographic discs into a professional format, along with the printing of our brochures, a big thank you.
- It must be recognised that there was a lot of help and donations by many on all sorts of fronts, of plants, nails screws, artefacts, and all sorts of things really. All valuable in their own right.

Departments

Training and safety

- On the issue of safety, nil to report.
- There was one minor accident that was not of our making and the person admitted that it was her fault. Land transport was advised and relevant paper work forwarded.
- Training of Trolley drivers, guards, shunters and loco crew was well up on previous years with some members under training almost ready for certification.
- Near misses with vehicles not stopping at the Rail crossings is still a problem. For this reporting period from 25/11/11 to 24/6/12, there have been 300 reportable incidences with motor vehicles, and 40 trespasser incidences. It is a real problem.

Catering

- This adjunct of our train running is now functioning well and is now running at a modest profit
- The NPDC have inspected and approved us for this operation.

Social activities

- This important function is going along well with Barbeques, Dinners, Christmas functions etc. These activities keep the team focused on the social needs of family and friends.

Restoration

- Even though a workshop still eludes us, at least at this stage a machine shop is on the way to fruition {slowly!}.
- One carriage, an open passenger vehicle, repaint of our locomotive and passenger car into our “corporate” livery of two blues, lime green and black, is striking and visible in our landscape.
- LED lighting and sound system along with tables in the carriage has been really enjoyed by charter groups, tourists, normal passengers, party groups and weddings etc.
- Dsa 414 is making slow progress. A lot has been done but is reliant on the vagrancies of internal funding.



Dsa 414

- Tr 407 is getting the rust cleaned off and primed ready for painting.



Tr 407

- Most of the parts for the Drewry rail tractor, ex the Fertilizer Works are now back on site, and this will be tackled in the near future.
- A complete Track and infrastructure train is being

assembled, wagons repaired and a mobile workshop built.

- In all pleasing progress.

Passenger numbers

- Excellent results here: --
- Passenger numbers for the 2011 -- 2012 reporting period July to July =5,441 passengers, an increase of 1,222 over the 2010—2011 year of 4,219 passengers. That has shown that the efforts in improving

what we do has worked well with many repeat riders, tourists, locals and further a-field groups.

Track and structures

- Real good progress here with the valuable funding from the Taranaki Electricity Trust {TET} of \$ 25,000.00 for track tools, ballast and sleepers.
- The clean up of the Waitara yard is progressing with the completion of the points, track refurbished with new sleepers, old clogged ballast dug out and used as fill in other areas, and ballasting between Browne and Grey Streets.
- There is some minor cleaning up to do in that area, but Mike Zeier has levelled out between

the tracks and planted lawn seeds.

- Trevor O’Keefe and I take the ride on mower down to Waitara on the specially built mower transport trolley, which makes people chuckle seeing that towed behind the locomotive. Mowing the grass makes the yard look a lot tidier.
- The emphasis has now shifted to the main area between Gary and Queen Streets now underway, with the removal of two points that used to lead into the Freezing Works.
- The PD have started digging the rock hard ballast out, not easy going that is for sure. This material will be used for filling elsewhere. Waste nothing.



Digging out ballast in Waitara yard

- This area will be straight railed, re sleepered and ballasted for better drainage—sure needs it! There is a lot of heavy work to

do in this area and it will take some time with manual methods.



Mike and Ben hard at work

- Retaining walls are built from the old sleepers that are removed from the track saving money, plus other donated recycled timber, posts etc.
- Between Waitara Road and Waitara, there has been a lot of sleeper replacements, vegetation planted, sprayed and cleaned up to much tidier standards.



The mobile workshop takes shape

- As noted before an infrastructure train is being assembled to streamline the track work.
- Mike Zeier has planted the lineside with appropriate trees and plants and removed the old willows. The site is going to look very attractive in the long term.
- This area is going to be cleaned up first and the bridge should be underway in about 12 months, allowing us to concentrate on that—planning on this by the new management team.
- This is an overview as the “nuts and Bolts” are recorded in my Monthly Reports.

Museum

- This is a planned addition to our Railway, fitted with a monitor and combined DVD and VCR for interactive displays.
- We now have amassed a lot of relevant documents, photos and artefacts on the Waitara Railway, which when set up will be useful to local schools. e.g. on local transport history.
- It is planned to get murals painted on the outside of the container this is housed in, suitable plantings and paved access to fit in with our

landscaping at Waitara Road, then fitted with power.

- Mike Lerhke has taken photos to the Fire Service in New Plymouth to check out any safety issues that they may have and there is none.
- Mike is the person in charge of the project. He saw a need and donated the container.
Thankyou Mike.

Suggested planning for the next 12 months

- Although we reluctantly raised our prices due to our escalating costs. This matter has to be revued as needed, whilst the extra services we are either doing now or adding into the future must reflect the value for the dollar.
- The Bridge will need to have a forward action plan on how this can be tackled in an easier manageable manner.
- The drawings, documents etc are already approved by the inspecting engineer. I believe we are now getting into a phase where this job can be managed and be got open in a quicker and easier cost wise way.
- The bridge still belongs to Kiwi Rail and it is up to us to keep it up to scratch because our continuing lease depends on

this. The revue of our lease at the end of the first twenty years is not too far away, and it could impact on this. At least we have made a huge effort in maintaining our track and infrastructure which is also part of the lease agreement.

- We have done exceedingly well in our mostly completed planning for this past year, with mostly minor jobs to carry through, and we must thank our members for their dedication for this and frankly the Volunteer hours reflect this.
- In this mix is the valuable help we get from Corrections with their work parties who have helped with a lot of the heavy work out on the track. It is evident that they take a lot of pride in this.
- Thinking must now turn to planning for the beautification of the Waitara yard and a station on the site as the track work in the yard is part of this. It is our front door and what visitors to the town see and partly judge us on. It is upon us to get this right, not only for ourselves, but for the Waitara Community as well. I have been talking to our neighbours surrounding the Waitara yard about our plans and they are very supportive in this initiative.

It has been a pleasure to present this brief report on our last 12 months of endeavours and to see the WRPS Inc, forge ahead in a positive manner, WELL DONE ALL.

Thanks,
Denyse Bettridge,
Chairman.
27/06/2012.



Down the line

Hi Everyone,

There's been plenty happening on the line since the last edition of the tablet.

The beautification project has been coming along in leaps and bounds, in particular the main planting site, where the willows used to be down towards Richmond Rd. Thanks again to my good mate Phil "Pine" Bracegirdle from Taranaki Forestry Services for felling the trees. This site is going to be known as "Magnolia Glade" after discussions with one of our kind sponsors, Vance and Katherine Hooper from Magnolia grove nursery.

John and Sandra Michielsen from Michielsen's nursery have also kindly donated many beautiful amenity and heritage fruit trees along with the Kauri, rimus and maires grown from seed by my workmate Stan Evans, along with plenty of agapanthus, surplus posts and rails ex Pukekura park from my old mate Dave "Rat" Leslie, who is also a member.

A number of trees from Vance have also been planted along the lineside, going up Big Jim's hill. This goes along with flax that has been planted in this area, along with the agapanthus planting with the help of PD between Waitara Rd and the SH3 overbridge. Vance also donated some taxodiums, which were planted down by the Waiongana river. We have had to build cages around them to keep the hungry bovines at bay but Adam managed to escape! I'm going to have to build the next one higher!



"Don't fence me in" Adam & Mike planting Swamp Cypress trees between Kairau Road & the Waingona River.

Photo D.Bettridge

Work is also coming along with structures along the line. A few weeks back, along with Adam, we built the 2nd wall at the culvert about Kohatu resthome, which was backfilled over the last weekend, just in time for the deluge!

Then we carried on down the line to carry on with the Strange St. wall. This is quite a job in progress, challenging to say the least! I've had a few volunteers that Denyse has press-ganged into my service including Ben and Nick but no

one has been back for seconds, yet! In fact, is Ben missing in action? Right, who's next? Working on this wall sure makes the beers go down well afterwards! Everyone's been a great help. Cheers guys.

PD also backfilled this wall on Saturday the 14th, using old ballast that they are excavating from the old Borthwick's freezing works points in the Waitara yard. They have quite a job on their hands there, good old chain gang style. The points will be removed and will be straight railed, and the old points will go into our stock for future use elsewhere. Ongoing re-sleepering is being carried out when the need arises. Then they are put to very good use for retaining walls. Nothing's wasted!

The site of the old Waitara station, where the old steamers are, is to be developed by Heather Crowskey and the Waitara Garden Club. Heather is also involved with the monarch butterfly society and she wants to involve the local schools here as well, which all helps to beautify the railway and raise our profile. Great stuff indeed. I hope to one day have the railway as a part of the fringe garden festival, which would be very beneficial for all involved.

Gary and Jill Dunlop from HTL Insurance are kindly donating a roof lot of very good long run iron from their house in New Plymouth. This iron will be used on the work and infrastructure wagon, which is presently under construction. This wagon will be invaluable for the up-coming work to be undertaken along the line, and along

with the flat wagons, will be a "one stop shop" with all the sleepers and associated track parts and tools all on hand.

My friend Kylie O'Sullivan has recently gone into business as a sign writer, creative printer and designer, under the name "Gravity New Plymouth Ltd". She is going to make up the signs for us to recognise the generous help to the society, thanks everyone.

So the work I'm carrying on with at the moment is further construction of the retaining wall at the Strange St. embankment, ongoing plantings along the line and, coming up in August, weather permitting, I intend to re-spray the line, which is still pretty good, but this will soon change as spring approaches,

Keep up the good work everyone,

Cheers,

Mike Zeier

We were recently visited by Rod Furr, from the Keith and Dufftown railway in Scotland.

Here's the address of their website. It's well worth a look.

www.keith-dufftown-railway.co.uk

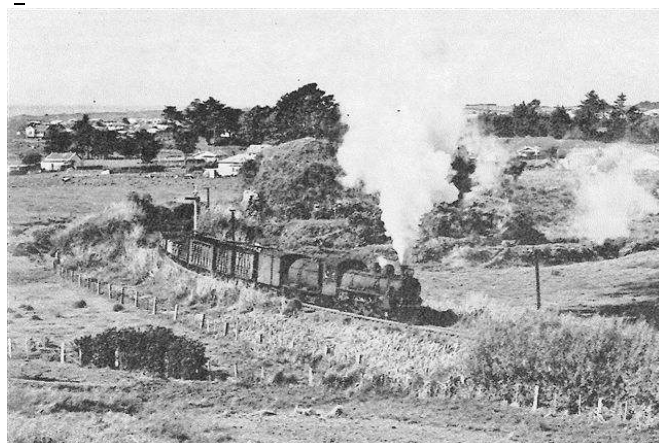
From the social team

It was good so see you all on the 29th June for our mid winter get together.

Hope you all had a good night and enjoyed your meal.

The raffle was a great success for our social club.

Thanks
Lyn & Glenyss



*Climbing out of Waitara.
NZR Publicity early 1960's*



Jim Blyde updates us on some ongoing projects

(All photos in this section are thanks to Jim)

The work on the carriage A56536 is all but finished with just some "tidying up" work still required. I will try and get other members to do this for me.

Nak 6118 Workshop



Early June.

I have now been given the task of building a workshop on Nak 6118, which will be used for the track work with Mike Z and the track gang. Carl Mc and Neville S-J have been helping in their way, with some input from Keith H.

This vehicle will be of the same nature as the "open Car" Nak 6078.

The stanchions are up after trimming, where they fit in the pockets. The top cross members have been bolted and nailed in. Keith has run the dwangs along the bottom between the stanchions.

June 23^d

The next job was to assemble the workbench before the inside and outside linings went up. This was done in one Saturday with Neville, Carl and Keith showing up in the afternoon. Still left to do is bolting the plate and vice to complete this part. Plus a bit more bolting for extra security whilst using it.

As we progress through out the day, Denyse will try and assert his help in trying to help us. But, I will have to concede that his "help" is somewhat of value. I'll also take this opportunity to thank the lads for their help on this project so far.



As at 7th July, we have the roof on the vehicle and Denyse has started to line

the inside. The bench is also completed and the vice fitted.

Small top windows from Dave O's buses are now fitted to allow light and ventilation.



26th June.

Noel and I have been busy at Noel's residence making up another set of chocks. These are used to stop the rail vehicles from rolling after being "parked up". I made a bit of a "poo poo", in that I had cut the wrong radius for the wheels, but they will still be of use.

Station work. **June 23^d**

During the morning Carl has run some wiring in the now "new office" that used to be "the waiting room" so that we have hot points in there. We are also to have outside hot points each end of the building at some stage.

There is a lot of "off site" work being done for the Society by dedicated members who help with the running of the Society with their great support. Thanks to all.

The Society has been passed some railway memorabilia, which I had the pleasure of cataloguing for the Society. There are some interesting items amongst it.

Trolley training

I have taken a number of new members for their trolley training, which is now in the hands of Brian to pass them for their tickets.



As we are now starting the "new year" I would like to thank all of the team that have helped me with the various projects that I have been working on. The camaraderie is tremendous.

Kind regards,

*Jim Blyde,
Operations Manager.*



*Back filling the swamp drainage culvert retaining wall at Kohatu.
Photo D.Bettridge*



*Adding fill behind the retaining walls at Nelson St.
Photo D. Bettridge.*