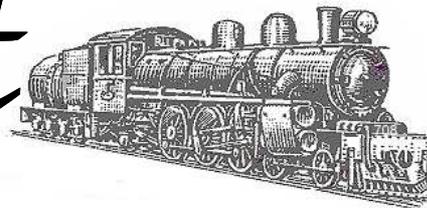


The Tablet



The newsletter of the Waitara Railway Preservation Society Inc.

No.17 August 2013



Dear members and friends,

Welcome to this edition of The Tablet from the WRPS. We recently held our AGM, and a fair bit of this newsletter contains reports that were presented there.

As you will read later, several leading members have, or have announced their intention to take a “back seat” in the future. I am sure that we would all like to thank them for their efforts, which largely go unseen and often unthanked. Maybe we could all make a special effort in the coming months to thank those concerned, without whom, our society wouldn't be what it is.

By the way, don't panic about the photo on the front of the newsletter – this was a “staged” collision in order to assist with training for the local fire service. Mind you, hopefully, a few of our local drivers may have seen it and will think twice before not stopping next time at the crossing.

Adam

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General Manager's Annual Report July 2012—2013.

(This is a copy of the report that Denyse submitted to the recent AGM)

Dear Members,

It is great pleasure that I can report on a successful year. There has been a lot achieved by members on all fronts in & around our operation that we should all feel proud of.

Preamble

- • Our last General audit was excellent as was the track inspection report.
- • Training is still moving into real positive outcomes.
- • Monthly documentation by 6 staff is blossoming & these staff are to be commended for their efforts.
- • An internal auditor has been installed after some resistance & reluctance, & the issues around that are now resolved with the valuable input from the NZTA.
- • We have two new managers installed, one for track & structures & one for rolling stock, which has helped me no end.
- • The section managers are now getting a lot of upskilling & are performing well.

- • Our staff, in general have taken on the upskilling mantra with gusto, which is also very pleasing.
- • The Waverley station, & Steam Rail group from Wanganui were very helpful in sorting out the track gear, signals etc that was divided up between our groups. This has been beneficial to us all.
- • Passenger & charters numbers were excellent this year, despite having to raise the prices reluctantly with a better financial result which has helped with the long overdue Waitara Road improvements.
- • Thanks to the TET (Taranaki Electricity Trust) who funded us on the improvements from the Waitara yard up to the northern side of Waitara Road. There is still a lot of work to finish in this area, but the back of this work is reaching a good spot.
- • Michielson's & Magnolia Grove Nursery's have helped with beautifying our rail corridor with numerous species of trees along with some of our members who have done the same.
- • Involvement with the "Taranaki Fringe Garden Festival" is going to widen our horizons in a big way & also

gets us & others mixing for mutual benefit.

- • Volunteering New Plymouth—run by Heather Dodunski for the NPDC is something that I get involved in when I can find the time. This is very worthwhile & there are many useful ideas & methods to come out of this area.
- • Bridge # 2 over the Waiongona River between Kairau & Te Arie Roads still eludes us on funding. There has been a lot accomplished within our means, along with both the Mechanical & underwater inspections completed. This has been a long running saga!
- • As usual the women have backed up the men & are there in support when the big jobs are underway supplying lunches etc. This is very good & much appreciated by us all. This makes us all a tight group, eating & working together—priceless!

RETIRING COMMITTEE MEMBERS.

- • A big thank you to both Glenyss Jury & Lynn O’Keeffe for their work in committee.
- • Keith Piper has decided to offer his services as the minutes secretary. For that, thank you, all of it was appreciated.

Rolling Stock.

- • Things progress slowly but surely.
- • Being hampered by our site & no shed is now being sorted.
- • A second operational locomotive is sorely needed & the whole month of June being taken up assisting with the major track work has not helped either.
- • There has been a lot of training going on as well which has been beneficial to say the least.
- • The rewiring of 414 has been started & a “how to” manual has been done on this along with wiring diagrams to make the job simpler for learners.
- • The wagon fleet has been expanded & the trial of

composite brake blocks fitted to the mobile workshop has worked well & a lot of testing was carried out on the hill.

- • NZTA have been advised of this.



*Cleaning up the remains of the storm damage between Waitara Road & Kairau Road. Denyse & Jim, Keith took the photo.
Photo D Bettridge*

Track & Structures

- • The input from the corrections crews have been a big help down at Waitara digging out the track & points & assisting with laying new rails & sleepers.
- • Also corrections help with shifting all the old spoil to various sites for recycling.
- • There has been a lot of retaining walls put in between Waitara & Richmond road out of the recycled sleepers &

timber stabilizing banks, drains & for ballast retention on embankments. This has been a big job.

- • Several truck loads of ballast has been applied in the Waitara area & more is needed.
- • The slump in the track at Strange Street embankment has been tackled head on with retaining walls, track lifted, sleepers & ballast applied, but still needs more lifting, ballasting & tamping.
- • A row of Lombardi Poplars has been planted at the foot of the Strange Street embankment on the Northern (seaward) side to help retain the filling.
- • A lot of re-sleepering has taken place on the hill.
- • Drainage from the swamp / wetlands at Kohatu has been beneficial along with planting Native trees & plants to protect the water quality & encourage the native bird life.
- • Waitara yard is going through a big make over & is now getting tidied up from the mess that it was.
- • Two sets of redundant points that led to the freezing works were removed for spare parts & straight railed & ballasted.

Butterfly garden built around the old Hooterville steam loco chassis, which were a junk heap, has made a big difference along with mowing the site.

- • All the track in the yard has been dug out by hand & not an easy job so that a track inspection could be carried out.
- • There is much re-sleepering & ballasting required yet in this area.
- • 2 new sidings have been laid with the help of 12 ton digger but not finished yet.
- • The massive plantings of donated trees & plants between Waitara & bridge 2 will be an asset to the WRPS.
- • Magnolia Glade with it's little platform & bus shelter has now got a water main to the site, lawn area started, 2 narrow gauge wagons placed on tracks amongst plantings is going to be developed into a park / picnic area.
- • Waitara Road is also having a makeover, which is coming along nicely.
- • The track sets that decorated the edge of the driveway have now been used in the new siding that has been fitted between the Duncan & Davies siding & the main line so that all the un restored vehicles can be shifted

from out of the nursery next door, along with the ones on the run around loop onto this siding.



*Noel Arthur fitting the trolley turning planks in the new points at Waitara Road.
Photo D.L.Bettridge.*

- • The first signal has gone in at Waitara Road.

Gardens & Lawns.

- • We have an enthusiastic group who have taken on looking after this area of our operation & this goes on largely in the background. All these operations are part & parcel of what we are about.

SPONSORS.

- • From the management & members of the WRPS, your collective assistance has been welcomed & much valued.

- • As always feed back to you all via the News Letters & monthly reports show our heartfelt appreciation & your faith in us to deliver what we said we would do.

THANKS.

Museum.

- • Basically finished but needs to be shifted up near the platform for easier access & for the cost of laying power.
- • There has been a lot of effort put into this project & on finishing will be an asset.

This will be my last year at the helm. I have carried out this position since 2009, & acted for several months before being elected to the position. By the next AGM I will have done just over 5 years. I have enjoyed the challenge & will look back with satisfaction at how we all have progressed in many ways & the amount of improvements over this period. Looking back at the monthly reports etc clearly shows this. I have been noting how talented you all are on a lot of fronts & that should be understood & recognised.

Everything that I set to carry out has been accomplished (but the bridge at this point!). It sure has been challenging to get us all to this point, but the hard yards have been worth it.

Health is now becoming an issue, (I will be 76 by then) & I need to stand back & do a lesser roll in the society.

Who ever decides to take on the General Managers position will enter the position with the systems all set up. Manuals, Safety Case, training manuals etc are all done. Mentoring over the next months before the next years AGM is available to anyone who wishes to avail themselves of this.

Denyse Bettridge,
General Manager.
Sunday 7th of July, 2013.



A mid winter "industrial break" on the WRPS whilst preparing to fit in the new points for the storage & workshop siding.

Report from Jim Blyde
on various happenings
at the yard.
July 2013

There is not much from me this time as I have been helping with the laying etc. of the rails in the old Waitara Railway Yards and at Waitara Road yards.

Please readers, if you have not done so, have a look at the photos on the web site here;-
<http://waitararailway.weebly.com/the-big-yard-work.html>

This should work from here when left clicked.
From this page there is a drop down menu, which will take you to two more pages of photos. There will be ongoing work as time goes as well more photos of the progress.

The team that worked during this time has been great and with their effort things worked well.

The work on D^{sa} 414 has stopped during the above. But, I think we can now continue as this locomotive should be operating by now. But there is still a lot more work to be done.

During the fowl weather I have been knocking up, with other members help, another trolley to cart our tools from the car park up to the workshops. There was a mistake where a block of steel was welded on the wrong side! But this can be worked around.



Where the welder for the workshop is sited

While working on the E^{ww} wagon Carl was learning to up-hand welding, it was during this exercise that I remembered that we had another big welder. (I had tried to use the little blue welder, which was popping the fuse. Now I know why!!). This welder is single phase but I thought it may have been three phase. After some trials with it, (the earth lead required some work), this worked well. The Society now has two big welders, one, will stay in the shed, the other is on wheels and can be taken outside to work.



Repairs to the earth lead.



The power lead required some attention as well on the mobile welder.

As I look after the Website and Facebook, there have been favourable comments to the Society

“Hi Jim,

I hope you don't mind my updating the groups with your updates – your group in particular is held in high esteem and affection in my opinion

Regards

Steve Watts.

Hi Steve,

Thank you for your kind comments. I had thought of putting up the link myself. I see you doing us a favour with what I call 'free advertising' in getting the message out.

Jim Blyde.

I agree totally Jim, The great thing is that we're getting a high rate of participation with Facebook (We can see who are reading their emails), even though not a lot are posting, they're reading the emails. It would be great if you could post the link and I'll endorse it later.

Steve”

Greetings all, Ben Sewell here.

For those interested, I have attached a selection of photos from today's DL Test Train, which I followed to Normanby. DL's 9193, 9089 and 9129, 4 Yj Ballast Wagons and 14 OM Milk Wagons.

Enjoy!

Regards,
Ben Sewell



Operations Manager's Report June 2013

The Society has been trialing a booking form that our customers have accepted.

Pat Hook has accepted the roll of looking after the ticket office. Thank you Pat.

Pat suggested that the Society use different coloured tickets for the Adult's, Child, under five's and Families. This also seems to be working well for the team. Also have trialed a form to record passenger numbers, this is required for future funding, NZTA, and earnings

The general excursions are still popular with reasonable numbers. As at June 2013, 3562 in total.

D^{sa} 414, still work in progress. There have been a couple of major works in progress, which have delayed the work here, amongst other things. One being below, the other is the Waverley semaphore pole signals. One is now planted inside the gate at Waitara Road Yards. Thanks to Noel A and Dave O for their efforts here.

Through one of our members, the Society was able to acquire another from Hawera. This gives the Society three poles.

No doubt your Chairman will have a report on the big exercise carried out in both the Waitara and Brixton yards. I would like to thank the members who took this task on. There were many of us who have not done this work before, including myself.

To Mike Z and Garry L, thank you both for your tremendous effort this is greatly appreciated.

Enter the following in your browser URL, for photos of the works.

<http://waitararailway.weebly.com/the-big-yard-work.html>

<http://waitararailway.weebly.com/more-yard-work--brixton.html>

<http://waitararailway.weebly.com/the-continuing-story-of-the-waitara-road-yard.html>

There will be in the future more photos to add as work is progressing.

The next term, (2013/14), will be my last on Committee. To Denyse, again, thank you for your tremendous work and effort for the Society. To Eileen and the Lassies who have helped with the lunches and smokes during the major working bees. These have been a great boon to the members and appreciated for sure.

Jim Blyde,
Operations.



27th July @ Waverley.

This exercise was to uplift the signal levers from Waverley along with the turning trolley pads that were offered to the Society. We also offered a small box of sellable items of Waverley museum memorabilia. Key rings, sewing boxes, mugs and much more. On offer was a hard rubbered tyred trolley, along with some concrete blocks for the points securing. This could be used for the lads to transport their tools from their vehicles to the area of work.

While some of the lads were loading the turning pads others made a start on the levers removal. All worked as a great team as always. The whole task was completed in about three hours as we luncheoned a bit after 12:00 o'clock.

The team of Jim B, Noel A, Bill B, Carl Mc, Brian J and Les S. Of the Waverley members were;- Merle, Bill, Colin and Ewan plus one or two others.



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Natlib photo



Waitara, early 1870's. (National Library) – from Paul Markolm



*Jim was blissfully unaware of the " hidden message" above the door.
Photo-- D.Bettridge*



Hard at work in the yard at Waitara



Is this an early view of our new “mobile workshop”?