



THE EPSOM & EDEN DISTRICT HISTORICAL SOCIETY INC.

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Patron: Her Excellency Susan Satyanand

Website: www.epsom-eden.org.nz

NEWSLETTER : OCTOBER 2008

Society Visit to Franklin District and the Glenbrook Vintage Railway (GVR)

The last outing for this year is on

SUNDAY 16 NOVEMBER 2008

We meet at the Epsom Community Centre, Gillies Ave, at 10:15 am

for a 10:30 am departure.

The bus will proceed past points of interest in Franklin district before undertaking a short tour around the main historical features of the town of **Waiuku**.

There will be **lunch** at the Railway Refreshment Rooms at **Glenbrook** then a trip on the steam-hauled train probably hauled by one of the Onehunga Ww class locomotives to the end of the line at **Fernleigh** and then back to **Glenbrook** with a tour of the engine and car and wagon workshops on the way.

The bus will then carry on to the 147-yr-old **St Bride's Church at Mauku (used as a shelter for women and children during the Land Wars)** where afternoon-tea and an historic guided tour will be provided. The bus will then return to Auckland arriving before **5:30 pm**.

The price is **\$40** which will include lunch and afternoon-tea provided there are **25** or more subscribers.

Franklin District has a very long and, to some extent, undiscovered history and the GVR is a world-class treasure right on our doorstep – a relaxing and comfortable trip is anticipated.

Please let Natalie (524 9249) email natalie.taplin@vodafone.co.nz or Christine (630 5554) cmblack@tui.net.nz know if you intend to come. Payment in advance is appreciated but can be made on the day (by cheque to EEDHS) if necessary.

OUR OCTOBER MEETING

Speaker – Dr David Black - His topic: History of Railways in Auckland

Railways in Auckland began with an attempt by the provincial Council to build a standard-gauge line to Drury. That failed before it got to Newmarket. Next, the Vogel Government built a 3'6" gauge line to Onehunga and onward from Penrose to Drury and beyond to the Northern King Country where progress slowed. In the meantime, the railway to Onehunga provided a connection to New Plymouth and the link in the rail network to Wellington until the main trunk line opened in **1908**.

Auckland's first stations were replaced with the grand and well-thought-out station-and-platform complex on the new through-road around the waterfront which had opened by **1930**. This incorporated plans for a downtown underground loop and had light-rail connections to much of the isthmus. Although this was recognised in the early post-World War II plans, it was eventually discarded and has now been partially destroyed in the construction of a far-less-elegant system with Britomart station as a one-way terminus.

Nevertheless, this has served as the stimulus for a spectacular railway renaissance in Auckland which is gaining momentum to an extent previously thought unachievable; however, from an historical point of view, the jewel in Auckland's railway crown must be the **restoration of the historic Onehunga branch** which is due to reopen next year. We still have many colour photographs of steam locomotives hauling passenger trains on this branch in the 1950s and some of the engines and carriages can still be seen on the Glenbrook Vintage Railway. We hope they will visit Onehunga next year. (Source: David Black).

FROM JEANETTE GRANT (Prospect - Editorial Subcommittee)

I hope you have all now received your 2008 issue of "Prospect". Additional copies are available from Jeanette (638 8566) at \$8.50 each.

The deadline for copy for 2009 is the end of March and some people are so well organised I have their articles in hand already. Please, please, please, think if you can contribute something. It doesn't have to be a LONG article to be valuable. We are not writing a history book. We are recording the kind of detail that gets overlooked when professionals study 'trends'. Your research or your memories may be just what is needed to inspire someone else.

It is not just Society members who read it either. Copies are available in libraries and I have been approached several times for help by researchers whose field of interest has overlapped one of our articles - so don't underestimate the importance of little details ...

Regards, Jeanette