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ECCENTRIX

NEWSLETTER OF THE WELLINGTON & MANAWATU RAILWAY TRUST



FEATURED IN THIS ISSUE

TENDER AND BOGIES RECOVERED

NO.9 NEEDS YOUR HELP!

ROLLING STOCK CORNER

WELCOME

Hello everyone and happy new year to you all, it promises to be a busy one. Within the last year or so we have accomplished much and will strive to keep our momentum as we head into 2007. We are now well advanced with planning the major relocation of all parts and equipment associated with No.9 to Steam Inc, Paekakariki (see below) after the successful recovery of more various important items from the Bealey River in September. We look forward to getting really stuck in to what will be a challenging, enlightening and most of all exciting restoration of the locomotive.

Have a happy & safe new year,
Adam Orchard, Editor

HELP BRING NO.9 HOME!



The Wellington & Manawatu Railway Trust is appealing to enthusiasts to help us bring historic steam locomotive WMR No.9 back to her home town of Paekakariki.

No. 9 was built by the Baldwin Locomotive Works of Philadelphia in 1891, and was based at Paekakariki until 1916 when shipped to the South Island. In 1923 she was tipped into the Bealey River on the Midland line to check erosion. Her sister locomotive No. 10 set the world speed record for 3' 6" gauge locomotives in 1892 when she topped 64.4 mile per hour between Levin and Shannon.

No.9's remains, comprising the engine frame, cylinders, tender and bogies were salvaged between 2003 and 2006, and are currently stored at McLean's Island in Christchurch. The WMRT (which owns No.9) have an agreement with Steam Incorporated to bring the historic engine to Paekakariki for restoration and eventual main line operation. However, transporting the loco north will cost in excess of \$3,000.

We need your help! Any donations, large or small will greatly help us in giving this historic machine a secure home. If you wish to help, please contact us by one of the methods shown below:

Phone: (027) 275 1589 (Anytime) (04) 4722264 (Evenings)

Email: wmrtrust@gmail.com

Mail: Wellington & Manawatu Railway Trust, 5 McKenzie Terrace, Kelburn, Wellington

The WMRT is a registered charitable organisation therefore all donations are fully tax deductible



TENDER AND BOGIE FRAMES RECOVERED

Ever since the recovery of the locomotive frames of No.9 we were puzzled by an old tender lying just behind the frames. This tender was of obvious Baldwin pedigree but it was assumed to be off a T class locomotive of 1879. However, further research showed that it was off an N class and more particularly off N453 a.k.a. No.9.

Having positively identified the tender, we set about finding a way to dig out and recover it. Luckily the tender was not buried on all sides probably due to river scour, however the coal space was full of coarse river gravels which were removed with pick and shovel over the course of a day. We discovered the handbrake handle amongst the debris in the process.

Another item that perked our interest was what appeared to be a bogie frame buried in the formation where the locomotive frames had been. With the help of the local ganger and a loader we removed not one or two but four hugely valuable items of No.9, these being the two locomotive pony truck frames and the two tender bogie frames. Each frame is essentially complete except for wheel sets and springs, the steel, like the that on the locomotive frames is in very good condition.

The loader was unable to lift the tender out of its hole, a 20 tonne digger was used for this a few weeks later.

Having been in the water of the Bealey River at some point the entire tank was full

LEFT: One of No.9's recently unearthed tender bogie frames.

BELOW LEFT: Everything loaded and ready for the trip back to Christchurch.

BELOW RIGHT: One of the pony truck frames being loaded on to the truck



with fine silt, this would have to be removed if the tender was to be economically lifted on to a truck for transport to Christchurch.

Cleaning the silt from the tank was left up to the smaller of our group with only two of our number able to fit inside, they scraped, pushed and generally toiled to get the slit to a point where it could be shovelled out via a rip in the tank side.

We roughly calculated that empty the tender tank and frame would weigh about eight tonnes. With this information and the knowledge of what type of truck could get to the site we went about finding suitable transport eventually having success in Timaru.

Onsite we were just able to get the tender loaded on to the truck, eight tonnes prov-

ing to be a good guess and about the limit of the hi-abs lifting capacity, the various frames being placed in the coal space or strapped on the top of the tank.

All items were transported back to Canterbury Steam Preservation Society (CSPS), McLeans Island where we also took the opportunity to move the locomotive frames to a less intrusive and more readily accessible location.

Today the locomotive frames, tender, pony truck and bogie frames and various other bits and pieces remain at CSPS ready to be moved north at the earliest opportunity.



ROLLING STOCK—WMR CARRIAGE #42

We continue John Vannisselroy's series looking at the remaining artefacts of Wellington & Manawatu Railway Company rolling stock, in this issue he follows the life of carriage #42.

WMR #42 was completed in the Company's Thorndon Workshop in February 1904 as a second class carriage with longitudinal seating for approximately 48 passengers, and a WC located at the "No.2" end. It was the first carriage constructed by the WMR.

It became NZGR carriage A 1120 after the takeover by the Government in 1908. Gas lighting was fitted in September 1909 at Petone Workshops, and the unique platform handrails with their 'Woods No.7' patented platform gates were removed and replaced with NZR style platform gates in March 1917.

As with WMR #48 & #52, other exterior modifications include the removal of the two, side "dead buffers", "Wellington & Manawatu Railway" lettering from the fascia boards; and the WMR road numbers in gold leaf from the carriage sides.

In 1932 it was recorded as being a suburban car based at Thorndon. From 29 May 1937 it (along with all other surviving WMR cars) was prohibited from running over the Rimutaka

Incline. When A 1106 (ex WMR #29) caught fire in Tunnel No.10 on 14 April 1940, A 1120 was at Hutt Workshops and was to be stencilled "For use between Wellington and Upper Hutt Only" before returning to service, restricting its service to that line and the Waterloo branch only.

Presumably, being locked into such a narrow operating route was not satisfactory, for by October that year the carriage was allocated to Auckland for use on the Otahuhu Workshops train with a number of other surviving WMR carriages. In August 1941 the car was in use on the Huntly - Glen Afton passenger trains. By February 1948 it had returned to the Otahuhu Workshops train where it was noted as running only 16 miles a day, as the train remained at the Workshops during the day. WMR cars were not originally fitted with emergency cocks and in 1948 this car was fitted with an emergency brake valve at Otahuhu.

A 1120 was another of the final twelve ex-WMR carriages "Prohibited from Ordinary



WMR #42 at Pukemiro in 2005, note the offset end door and boarded-up WC window facing the platform.

Trains" as from 12 October 1948, at which time it still retained its gas lighting and end lavatory. It became a Way & Works vehicle. In 1950, this carriage was at Otahuhu stencilled "District Engineer, Auckland" and was reclassified EA 2358 on 31 March 1950. The carriage was written off at Otahuhu in December 1964 but was stored pending preservation. By July 1977 it was no longer required by the Museum

of Transport and Technology and was offered to the Bush Tramway Club. It was purchased by Bob Mann and moved from Otahuhu to Puke-miro soon after.

WMR #42 is currently stored in the yard at Pukemiro on the Bush Tramway Club's "Pukemiro Line", part of its stamping ground during the 1940s.

The carriage is not in good condition, however the body is largely complete, although all seats, luggage racks, lighting and internal partitions and fittings have been removed.

Beneath the car, most components are in place although the drawgear has been modified. The bogies appear to be original.

One feature, unique among the few remaining cars, is the end toilet compartment with its offset end door. It is also the only carriage in which the toilet and vestibule ceiling has survived, presumably including the 40 gallon water tank located in the ceiling space above. Also present are the WMR oil lamp ceiling vents.



Vestibule ceiling (left), WC ceiling (right) and the end door slightly open at the bottom.

Continued.....



Passenger saloon ceiling showing ceiling beading and rose.

Finally on the ceiling in four places are timber beads with a central “rose”. These “roses” are believed to be the bases of the electric light fittings, of which no plans or photos are known. The beadings are believed to have covered the lighting wires, particularly in earlier carriages where electric lighting was fitted retrospectively.

This carriage contains the only surviving example of this beading and rose.

The author would like to thank W. Prebble and J. Scoble for their assistance in research and preparation of this article. All photos taken by the Author.

FOR MORE INFORMATION ABOUT THE W.M.R.T. WRITE TO:

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Wellington & Manawatu Railway Trust,
41 Golf Road,
Paraparaumu Beach,
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E-mail: wmrtrust@gmail.com

The Wellington & Manawatu Railway Trust is a registered charitable organization with the primary objectives:

- To acquire by agreement the remains of ex—Wellington & Manawatu Railway Company’s locomotive number 9, also know as New Zealand Railways locomotive N class number 453 for preservation and restoration.
- To rebuild and restore locomotive number 9 to operational condition, preserving the existing original fabric of the locomotive as far as possible, and to operate the locomotive on heritage railways and the national railway network.
- To raise funds for the restoration and operation of locomotive number 9 and other trust activities.
- To preserve and restore railway equipment that has been associated with the Wellington & Manawatu Railway.
- To promote knowledge, education and discussion of the Wellington & Manawatu Railway.

Or check us out on the internet at

www.wmry.netfirms.com

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Wellington & Manawatu Railway Trust

Awakening a New Zealand Legend