

# ECCENTRIX

NEWSLETTER OF THE WELLINGTON & MANAWATU RAILWAY TRUST



## FEATURED IN THIS ISSUE

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### COMING UP

## WELCOME

Welcome to the first issue of Eccentrix, the official newsletter of the Wellington & Manawatu Railway Trust. Inside you will find information about the trust and progress reports on ours and others restoration projects. We will also bring you snippets of history about the operations and rolling stock of the former Wellington & Manawatu Railway Company. I hope you will find it to be an informative and interesting read.

*Editor, Adam Orchard*

## TENDER BOGIE WHEEL SETS OBTAINED

The Wellington & Manawatu Railway Trust has recently secured the purchase rights to two plain bearing bogies that contain the correct type of wheels to fit under No.9's tender and in her pony trucks.

These bogies are thought to be off the tender of an Aa class locomotive built by the Baldwin Locomotive Works for the NZR in 1914. The wheels have eight spokes with an oval cross section, it appears that this was a standard wheel type used by Baldwin.

The bogies are currently stored at Mainline Steam's depot in Christchurch. The trust is awaiting final funding in order to purchase the bogies outright.

These bogies are in excellent condition as they have a thick layer of grease and grime covering most of their surfaces.

The bogie frames will be retained but not used as they are not the correct type for our locomotive, replacements will be fabricated in due course from the plans that we have on hand.

With the purchase of these bogies the trust now only needs two more wheel sets of this type to make a complete set of carrying wheels for our locomotive, it is hoped that we can obtain these from some where in New Zealand.

Up until very recently there was a sizable amount of Ub class tender bogies dumped near Arthurs Pass. These would have contained the eight spoke wheels which we need, but, alas they have disappeared without a trace, most probably falling victim to a scrapping torch.

So if anyone knows of any 2'6" diameter, 8 spoke, outboard bearing wheel sets out there, let us know.

## WELCOME TO OUR NEW MEMBERS

- Dave Berry
- Stan Jensen



The Baldwin Aa tender bogies

## A BIG THANK YOU

Since No.9 was first salvaged Dave Berry has been busy collecting plans, specifications and general information about the locomotive, he has also provided us with a couple of air reservoirs. We are extremely grateful for all the time, effort and considerable photocopying expense Dave has put into the procurement of these items for us. We therefore would like to welcome Dave as an honorary member of the trust.

## TRUST HAPPENINGS

The trustees are making minute changes to the trust deed to enable the WMRT to receive IRD charitable status, which is different from being simply registered as a Charitable Trust. This will mean we qualify for exemptions on most forms of tax. We would also like to welcome three new trustees aboard, they are Daniel Garland, Eric Tutt and Andrew Maciver. Daniel has been with the trust since its inception and continues to be one of our most active members. Both Eric and Andrew are long time members of Steam Incorporated and have a lot of experience and expertise in the field of railway preservation, they will be great additions to the trust.



The smoke box inspection hatch we recovered.

## OUT & ABOUT

In the winter of 2004 a small group of enthusiasts embarked on a mission to recover useful fittings from No.9's derelict boiler, which was dumped in the Eyre River in the 1920's.

Unfortunately this effort was thwarted by the level of the river which partially submerged the normally visible smoke box.

However, as a consolation prize we managed to remove one of the smoke box inspection hatches that was still above water. We plan to return and complete the job at a later stage.

## COMING UP

Soon we hope to give No 9's frames a complete going over with the sand blaster, unfortunately there has been a delay because to contractors have been held up on a job down south. Hopefully we should be able to give you a full progress report in the next issue of Eccentrix.

## ROLLING STOCK—WMR CARRIAGE #48

Article by John Vanniselroy

### BACKGROUND

In 1902 the WMR placed an order for seven new carriages with American Car & Foundry. Built at Jackson & Sharp plant at Wilmington, the three 1<sup>st</sup> class and three 2<sup>nd</sup> class cars were 50' long over headstocks, while the dining car was 52' 4". Generally 5 tons heavier than the earlier 43' 4" cars, these cars were the longest cars in New Zealand at that time. Bogies, draw gear, seats, and painting was completed in the WMR workshops and the cars placed into service between November 1903 and February 1904. These carriages became WMR #36 to #41 and the dining car #D2.

WMR commenced plans for the local manufacture of new cars. These drawings were based on the design of the 50' cars supplied by Jackson & Sharp, featuring the same overall dimensions and appearance. The major difference was the deletion of the eight-seater coupe fitted to the J&S cars, although there were also differences in the detail of fittings. Six cars numbered #42 to #47 were manufactured in WMR's workshops during 1904 & 1905.

In 1906 the WMR commenced the local manufacture of a second batch of six carriages. Again these were similar to the Jackson & Sharp cars however the toilet compartment was moved to the centre of the carriage. Cars #48 to #51 were completed in 1906 with #52 & #53 being commissioned in 1907.

Not only were the WMR passenger cars unique in their appearance, they were also unique in their construction. The main frame, at floor level, consisted of two 43' 6" long 8" x 5" and four 43' 6" long 8" x 4" timber beams, supporting a wooden superstructure. Torsional rigidity of the frame was aided by two truss-rods running below the frame in the usual manner and one steel 'overtruss' running along each wall just below sill level. In addition small truss rods supported each end platform.

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## CARRIAGE LIVERIES

There is little consensus regarding the external colours that WMR applied to their cars. Most of the correspondence, and many of WMR's drawings and specifications were destroyed after purchase by NZR. It appears that no definitive WMR documentation exists to confirm the applied colours, so of necessity it is only from contemporary reports and later day exploration that carriage liveries may be deduced.

In "Steel Roads of New Zealand" A.N. Palmer states that the 1<sup>st</sup> class cars were bronze green and 2<sup>nd</sup> class cars were vermilion. In "When Steam Was King" W.W. Stewart stated that WMR 1<sup>st</sup> class cars were green and 2<sup>nd</sup> class red, as does Doug Hoy in his book "West Of The Tararuas". Ken Cassells in his epic "Uncommon Carrier" notes that one of the last surviving WMR employees, Percy Prattle, recalled that 1<sup>st</sup> class cars were chocolate and 2<sup>nd</sup> class light brown. Finally, J.P. Pearson in his book "Railways and Scenery" noted: "Wellington 29.4.1907. Manawatu Railway cars: Externally the coaches well kept and clean were painted a dark red and had the name of the company in gilt lettering above the windows and the class of carriage in words below." What is in agreement is the colour of the carriage roofs - these were painted slate grey.

## WMR CAR #48

WMR #48 was completed in November 1906 as a second class carriage with longitudinal seating for approximately 48 passengers. It became NZGR carriage A 1126 after the takeover by the Government in 1908 and survived in passenger service until the 1940s. From 11<sup>th</sup> August to 2<sup>nd</sup> September 1933 it was leased to the PWD for work on the Ohura - Okahukura section. In 1943 the car was allocated to service between New Plymouth and Waitara. It became a Way & Works vehicle and was reclassified E<sup>a</sup> 2282 on 11 December 1948. It was written off NZR's books on 3<sup>rd</sup> December 1960.



Balcony of car # 48



Car # 48 undergoing restoration at Silver Stream

The Hawkes Bay Branch of the NZR&LS bought WMR No.48 in 1961 for twenty-one pounds and used it as clubrooms at Clive, Hawkes Bay, for many years. The Branch brought the carriage to Wellington in an abortive restoration bid in 1994. When the Branch dissolved in 1997, the Society's Board of Management assumed responsibility for the carriage. WMR #48 is currently housed in the NZR&LS shed at North End on the Silver Stream Railway,

The carriage is currently stripped down and repairs are being carried out to the framing. New 2" T&G cladding has been purchased, complete with the WMR radiused edge as opposed to the NZR bevelled edge. One item of interest revealed is electrical cable running from below the car to the ceiling, a remnant of the battery electric lighting system

Although in the best condition of any of the surviving WMR passenger cars, the carriage has deteriorated with time.

Exterior modifications effected in 1909 include the removal of the two, side "dead buffers". "Wellington & Manawatu Railway" lettering was removed from the fascia boards, as were the WMR road numbers in gold leaf on the carriage sides. Fitted instead were standard NZR 2<sup>nd</sup> class plates applied to the carriage sides, and standard NZR round classification and number plates, denoting the

new NZR road number. Note that WMR livery included the class in words in the centre of the car, with the road number twice at  $\frac{1}{4}$  and  $\frac{3}{4}$  positions – the reverse of NZR practice.

In 1917 the unique platform handrails with their 'Woods No.7' patented platform gates were removed. These gates folded back and locked against the carriage end wall by means of a unique double hinged arrangement. The car was released into service with standard NZR gates on 3 March that year. Beneath the car the 6" brake cylinder has been replaced with an 8" cylinder, and the draw gear has been modified. The bogies however, appear to be in original condition.

Long before restoration began all seats had been removed, along with most fittings, however a number of window catches remain, as do most of the deck sash openers (clerestory window openers). In earlier years NZR replaced the WMR monogram end platform glass with plain glass. It is thought that the wooden luggage racks were replaced by the standard NZR bronzed tube and netting racks.

Other internal modifications include the removal of the battery-electric and oil lighting, which was replaced with gas lighting in 1909, with the car returning to service on 21 August. The toilet and vestibule was dismantled in W&W days although the top section of one wall is still in place.

Much research has gone into establishing the details of the interior, and much is still unknown. No photographs of the interiors of the WMR built cars were thought to have survived, however one photograph, of the interior of a WW1 ambulance carriage, has been identified as the former WMR #47. Although heavily modified, the photo gives some detail of the interior panelling and doors of the WMR built cars.

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

The Secretary,  
Wellington & Manawatu Railway Trust,  
41 Golf Road,  
Paraparaumu Beach,  
New Zealand  
E-mail: [wmryco@hotmail.com](mailto:wmryco@hotmail.com)

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

- To acquire by agreement the remains of ex - Wellington and Manawatu Railway Company's locomotive number 9, also known as ex - New Zealand Government Railways locomotive N class number 453 for preservation and restoration.
- To rebuild and restore locomotive No. 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 No. 9 and other trust activities.
- To preserve and restore railway equipment that has been associated with the Wellington and Manawatu Railway.
- To promote knowledge, education, research and discussion of the Wellington and Manawatu Railway.

*Or check us out on the internet at*

[www.wmry.netfirms.com](http://www.wmry.netfirms.com)

Edited by Adam Orchard • [aao13@student.canterbury.ac.nz](mailto:aao13@student.canterbury.ac.nz)



**Wellington & Manawatu Railway Trust**

Awakening a New Zealand Legend

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