



Rimutaka Incline Railway Heritage Trust

Annual Report 2016–2017



Passenger service within Rimutaka Incline Railway's Maymorn yard. Photo: Grant Morrell.

Adopted: 18 October 2017

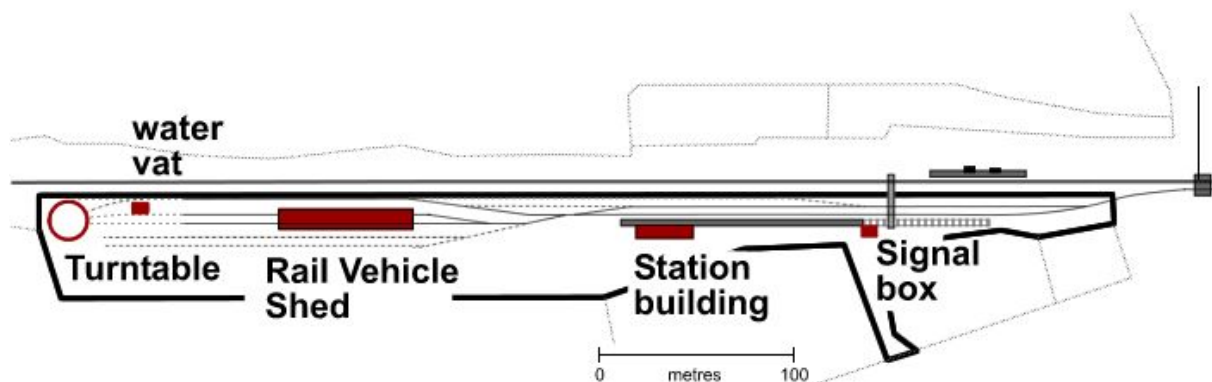
Chairperson's Report

The predominant physical project work for the Trust during 2016-2017 were focused on developing railway facilities at Maymorn, 6km northeast of Upper Hutt. In the future this will be the departure point for heritage train services that the Trust proposes to operate over the former railway route between Upper Hutt and Featherston. Maymorn station is ideally situated, connected to Upper Hutt, Wellington and the Wairarapa via current Metlink passenger services, and only a short distance from the heritage railway route proper.

Facilities at Maymorn currently under development, whilst currently required for the construction phase, will be used without modification for the future railway operation. For example, the rail vehicle shed will store operational locomotives and carriages, and initial railway track being built will become our future mainline. During the year the workshop extension to the rail vehicle shed was closed in and a start made on lining and fitting out.

Once the rail vehicle shed and initial track developments are further advanced attention will turn to investigating ways in which to present local railway heritage to the public at the Maymorn site.

Developments at Maymorn



The Maymorn operational base is important in a number of ways. It is the current focus of volunteer activity, which the Trust is entirely reliant upon for its future. Metlink Wairarapa Connection passenger services service Maymorn, which provides connection to and from Wellington, the Hutt Valley and the Wairarapa — and strategically, a future life-line for tourist visitation to the railway. The facilities under construction at Maymorn will protect the Trust's current rail vehicle fleet, and facilitate their future restoration, operation and maintenance. Plans have also been prepared and resource consent approved for a large station building incorporating a visitor centre, historic and interpretive displays, and a cafe. These facilities will play a central role in the Trust's future

operations, being the departure point for a journey back in time over the historic Rimutaka Incline.

Train Operations

We have been offering train rides for the public at Maymorn since 2 October 2013, initially with cab rides in our shunting locomotive and jigger rides. On 11 May 2014 locomotive-hauled train services commenced, catering for around 40 people at a time. A trailer car from the 'Cyclops' electric multiple unit set gives a seating capacity of 50 people per trip.

We have continued to offer short rides in our station yard through the year, with a number of exhibits available for viewing in the rail vehicle shed. By the end of the 2016-2017 year we had carried close to 1,000 people on the railway.

Entry tickets are sold at the gate at \$5 per person or \$15 for a family ticket for up to four rides per ticket along with tours of the rail vehicle shed.



Passenger operation at Maymorn, 11 September 2016

Rail Vehicle Shed

The rail vehicle shed at Maymorn has been the primary project for the Trust over the last seven years. A huge amount of design work, engineering consultation, planning and project management has gone into the structure.



Ab 745 and Tr 189 stand outside the Maymorn rail vehicle shed, 2016.

The vast majority of the foundation work, component fabrication and final construction has been undertaken by volunteers working in their spare time. The decision to replicate an original 1911 New Zealand Railways 2-road engine shed design has paid dividends in that the Maymorn station has a real railway depot “feel” about it. The building will also complement future heritage railway operations.

We are indebted to Rimutaka Charitable Trust, Lottery Grants Board, Wellington Community Trust, Rotary Club of Upper Hutt, Pelorus Trust, Upper Hutt Summer Carnival and a host of other donors for their continued support for the project, with considerable funding put into the rail vehicle shed in particular.





Backfilling and compaction to protect and complete foundations of shed.



Backfilling foundations along the south wall.



Improvements to under foot conditions - completion of stairs and floor at Upper Hutt end of shed.



Concrete floor improvements at Kaitoke end of shed.

Workshop



Workshop train door fit-out, August - September 2016



Train door fully clad and flashings fitted - 15 October 2016



External gutter fitted to the workshop - 25 March 2017.

The exterior shell of the rail vehicle shed is nearly complete, gutters and storm water being main work remaining to be done.

Servicing facilities and a 15-metre long workshop extension to the south of the main shed are also nearing completion. The workshop is of similar design to the rail vehicle shed and gives the appearance of a 4-road engine shed when viewed end-on. The rationale for the workshop is to provide space for a machine shop for future restoration and maintenance of locomotives, carriages and wagons. There is a window of opportunity to efficiently construct the workshop, dovetailing onto structural work associated with the rail vehicle shed. Volunteers are experienced with the required building work. The workshop is also a condition of the Trust's Resource Consent for rail activities at Maymorn.

Track

Building our mainline track through the Maymorn yard towards Kaitoke is a tangible step we can make at this early stage in the railway's development. The extent of the work achieved has been possible due to a great deal of support from the rail civil engineering industry. We are also fortunate to have Trust members skilled in both project management and track construction to plan and carry out this work. The extension of our future mainline track through the Maymorn station is helping to transform the current construction site into an operational base for our railway.

Major donations of track materials received from KiwiRail and Holcim (New Zealand) Limited have been used to extend the mainline at Maymorn station.



Mainline extension past gate towards Metlink station



Maymorn loop being extended northwards past Maymorn station during winter 2016.

Proudly supported by **KiwiRail**



Rail licence

The Trust has been a licenced rail operator and rail network provider since 26 June 2009. Operations have continued through the 2016-2017 year, which saw the Trust complete its seventh external annual safety assessment carried out by the New Zealand Transport Agency.

Key safety improvements through the year included the introduction of train operation check sheets, comprising preparations before operation, safety briefing templates and put-away steps. External safety assessment actions were closed off, which included a number of recommendations to align with the Health and Safety at Work Act.

Thanks and acknowledgements

I would like to acknowledge and thank the Trustees for their substantial commitment to Rimutaka Incline Railway vision, and Trust members and friends who continue to support the railway both through donations and thousands of hours of voluntary effort per year. The Trust's achievements to date have only been possible through their dedication and support.

Hugh McCracken

Chairperson



A Ww pauses in the loop at Kaitoke with a short mixed train, bound for Summit. Note the gorgeous Wairarapa-roofed Addington carriage at the rear of the train. These distinctive carriages were built at New Zealand Railway's Addington Workshops, Christchurch in the 1880's. A number of these carriages were fitted with "streamlining" over the elevated clerestory roof in deference to the strong winds encountered over the Rimutaka Incline and in the lower Wairarapa. The car is the last vehicle in the train—as evidenced by the tail lamp. Our plans for reinstating the station include replicas of all key structures, including the station building (including refreshment rooms), signal box, water vats and semaphore signals. Photo: Frank Teesdale collection.

Operational review

Operational management

The Trust's activities and railway operation is managed through five committees:

- **Railway Rebuild Committee:** comprising Trustees and co-opted members, focussing on land-related issues — including requirements for returning to the heritage route proper, the connection route and general land issues.
- **Fundraising and Promotions Committee:** comprising Trustees and co-opted members, focussing on raising funds, financial management and promotion of the Trust.
- **Rail Infrastructure Committee:** comprises the General Manager/Rail Infrastructure Manager, Trustees and co-opted members, focussing on development of the Maymorn site, including railway track, buildings and services.
- **Rail Vehicle Committee:** comprises the General Manager, Rail Vehicle Manager, Trustees and co-opted members, focussing on the restoration and maintenance of rail vehicles.
- **Operations Committee:** comprises the General Manager/Operations Manager, Trustees and co-opted members, focussing on the safe operation of the railway.

The committees meet regularly through the year.

Land

The Trust continues to develop its operational base through a long-term lease of former Maymorn railway yard from KiwiRail. It is an ideal location from which to commence the railway, having potential to connect with the Wairarapa railway line, and being in close proximity to the former heritage railway route.

Rail licence

As mentioned in the Chairperson's report, the railway has been operating under a full rail licence since 26 June 2009. A high-level safety case documents the nature of the licensed rail activities, including risk analysis and other appendices, and a safety system, along with codes, standards, training documents and other incorporated items provide detail on systems, policies and procedures for the day-to-day operation.

The current extent of rail operations at the Maymorn site is rather limited, but most of the risks associated with larger operations are present and are managed in a professional manner. This lays the groundwork for safe operation of a more extensive operation.

Certifications

A number of rail personnel have been certified for a number of core duties, including Shunter, Shunt Driver, Locomotive Engineer, Train Inspector, Train Manager, Steward, Track Inspector and Track Maintainer.

Training

On-the-job training has been carried out during the year, with rail personnel constructing track under supervision, and interim inspection of operational rail vehicles.

Safety Assessment

An ordinary external safety assessment was carried out for New Zealand Transport Agency in April 2017, and the Trust undertook an internal safety assessment of our own rail operations in December 2016, both of which have been completed and closed out.

Track

Significant progress has been made with track laying at the Maymorn site this year, work concentrating on starting our future mainline, whilst progress was also made with turnouts and track leading into the rail vehicle shed.



Loop track under construction at Maymorn.

Mainline

Our mainline track has been extended to and past the pedestrian crossing / security gates, and another 150 metres extension is planned in the 2017-2018 year.



Mainline extension alongside Maymorn station.

Rail vehicles



Wb 299 cab and interactive display at RailEx, Taita, November 2016

The Trust has brought together a collection of rail vehicles, many of which will in future take passengers on their journey over the Rimutaka Incline Railway. Other vehicles, such as the fleet of ballast wagons, will be used to build and maintain the railway line. Business needs, heritage value, authenticity and mechanical condition are some of the factors that have been considered when acquiring carriages, wagons, and latterly, locomotives.

The carriage fleet totals seven, which when restored, will provide sufficient passenger accommodation for initial services. Carriage restoration work is pending completion of the rail vehicle shed and a thorough assessment of the fleet. A restoration plan will be developed, with priorities assigned based on carriage condition, anticipated traffic requirements and other factors. Restoration work will be hastened by facilities in our new workshop currently under construction.

Both shunting locomotives, five carriages and a wagon are now housed in the shed. Two 56-foot steel carriages and a guards van are currently stored outside in our secure compound, pending completion of the inspection pit facilities.

All operational rail vehicles are now located on permanent track.

Passenger Carriage A255



Gumdigger carriage A255 at Christchurch on 27 January 1950, near the end of its revenue-earning service. Photo: JAT Terry.



Clive Davis cleaning out A255 during a special shunt, 13 May 2017

Further major components required for our 1880s Gumdigger Carriage restoration project have been made available to the Rimutaka Incline Railway, and approximately \$4,000 was fundraised to transport the components from Dunedin to Upper Hutt.

In 2008 Wayne Haste donated a number of key components from carriage A189 along with an underframe – the start point for the project. The Trust stored these components for eventual use in a rebuilt Gumdigger carriage, pending completion of its storage and workshop facilities at Maymorn.

In late 2014 the Trust was offered one half of another Gumdigger carriage body - A255, which was located on a farm near Dunedin. This was a reasonably rare opportunity to obtain further Gumdigger carriage components, a major boost to the carriage project. The carriage body was required to be moved urgently and the Trust had to take swift action to remove it from the property to ensure that it was not demolished.

A255 was built in 1884 as a low roof centre balcony composite car. Gumdigger carriages were built between 1882-1887 in New Zealand Railway Workshops. This particular example is one of only two carriages of this style in existence. A255 was built at Addington Workshop, Christchurch, completed in September 1884. It was converted to second class accommodation in 1927, and written off at Addington 31 March 1952. It continued on in non-revenue service reclassified and renumbered as Ea 2568, finally written off on 12 September 1964. It was then sold and relocated to a farm in Milton. The other main body component was located on another farm in the Dunedin area and has also been donated to the Trust for the project. The two halves of the carriage were reunited in Dunedin in May 2015, and traveled by rail from Dunedin to Wellington from 12-16 May.

Work on A255 has focused on collecting the information required to record the history of the carriage and develop the conservation plan.

The two halves of the carriage were reunited and placed onto the carriage underframe and into safe, dry storage in our rail vehicle shed. An extensive programme of cleaning, sorting and assessment has been carried out, which saw the removal of items added after retirement from railway service, removal of T&G cladding, frame assessment. Work has started on the reconstruction of the passenger compartments, stripping of layers of grime and paint. By the close of the year a set of timber beams was on order for the rebuilding of carriage compartments.

Ohai Railway Board No.1



ORB No. 1 in service at Ohai. Photo: National Archives AAVK_W3493_B3904

The Trust has been working on the restoration of 1947 built Ohai Railway Board No.1. Ohai Railway Board No. 1 is the forerunner to the NZR Ds class of locomotive which were first put into service as heavy shunters in Wellington during 1949.

The Trust has developed a conservation plan is currently undertaking the fundraising and undertaking the work as detailed in the conservation plan. Once restored this locomotive will provide the Trust with a level of redundancy when major work is required on Tr189 as well as forming a key role in future railway construction activities and shunting work at Maymorn.

As Ohai Railway Board No.1 is fitted with train brakes it will give the Trust greater control over work trains and allow us to run longer passenger trains.



Replacement engine room hood frame being welded in preparation for refitting to the locomotive frame.



ORB No 1, engine hood frame, diesel tank, radiator removed pending rebuilding of the hood frame.

Ballast wagons

Cleaning down and painting our ballast wagon fleet continued during the year.



Yc 895 - repairs and painting completed during 2016-2017.

Yc 726, 825, 895 have been completed and passed back out into service. A start was made on Yc 891, which was moved into the shed to facilitate this work.



Yc726 placed over the inspection pit for repairs and painting, January 2017

Long hours have been spent scraping down layers of flaking paint and grime, and preparing the steelwork for painting. Steady progress has been made, with a return to 1960s era livery and signwriting. A mechanical assessments have been made, brake systems cleaned down and checked.



Ron Jones painting Yc wagon brake components. Ron is one of the key people involved in the wagon restoration work.



Ballast guard frame repairs on Yc 891

More extensive repairs are needed for Yc 891 - including welding repairs and plate steel replacements, these being prepared at the end of financial year. A return to service is expected early in the 2017-2018 year.

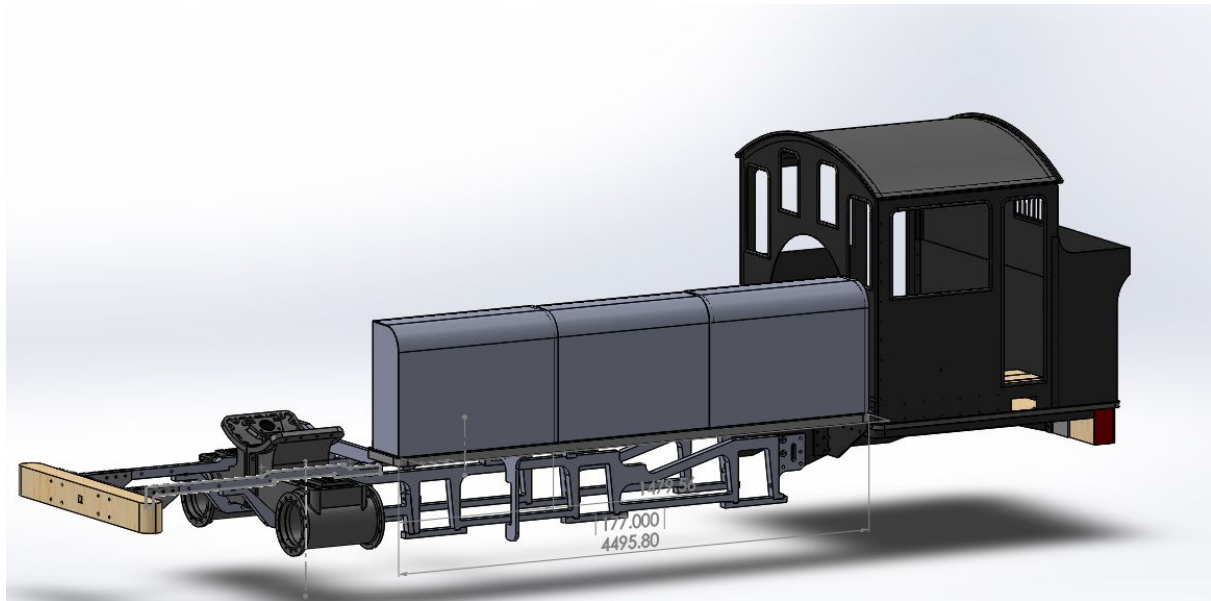
Steam locomotive Wb299



Wb 299 at Westport loco depot, c 1955 - John Creber.

Wb 299 is one of two survivors of a class of twelve built in 1898 by Baldwin Locomotive Works, Philadelphia, U.S.A. The loco was based at Westport on the West Coast of the South Island, hauling coal trains from inland mines to the port. Two Wb class locomotives were originally based at Wellington, working trains to and from the Hutt Valley and Summit.

Wb 292 and Wb 299 were salvaged from a dump site at Seddonville on the West Coast in 1989, having been dumped after withdrawal from service in 1958 and 1960. They have been in storage at Maymorn since 2008, and the frames of both locomotives are now inside the rail vehicle shed awaiting attention. CAD (Computer Aided Design) work has begun for the rebuilding of two Wb class Baldwin tank locomotives at the Rimutaka Incline Railway.



CAD drawing of locomotive frames with cab, tank and bunker assemblies in place.

Trust members Ben Davidge and Hugh McCracken worked through the drawings available - both Baldwin and NZR, along with inspection and measurement of actual parts from the Wb locomotives. The cab has been picked as a starting point sub-assembly - essentially a number of sheet and angle items that are relatively approachable for funding and fabrication, and can be made independent of much of the rest of the locomotive.



Wb 299 cab display at RailEx, November 2016.

The driver's side of the locomotive cab was fabricated, and displayed at a couple of key Upper Hutt community events - Upper Hutt Summer Carnival on 27 February 2016, and March Madness on 19 March 2016.



Wb 299 cab - a feature of the Trust's display at Upper Hutt Summer Carnival, Trentham, February 2017.



Regulator handle and sector plate being fabricated by Robin Teeling to drawings prepared by Trust member Peter Darian-Varzeliotis

Current Fleet

Original No	TMS No	Year outshopped	Where built	Arrival date at Maymorn	Notes
A255	-	1884	NZR Addington Workshops	19 May 2015	non-operational
A1896	A56113	1941	Otahuhu	20 Dec 2005	non-operational
A1914	AL2044	1940	Otahuhu	21 Dec 2005	non-operational
A1916	A56247	1939	Otahuhu	7 Dec 2005	non-operational
A1988	A56750	1943	Addington	9 Dec 2005	non-operational
A2000	A56868	1940	Addington	8 Dec 2005	non-operational
Aa1060	-	1909	Petone	4 May 2007	non-operational
F605	EA67715	1944	Otahuhu	23 Dec 2005	non-operational
GM63	ex-FM572	1977	Mitsubishi, Japan	3 April 2007	non-operational
GM96	ex-FM1070	1981	Daewoo, Korea	24 May 2006	non-operational
GM97	ex-FM1087	1981	Daewoo, Korea	20 May 2006	non-operational
Kp1497	KP6374	1961	England	27 July 2007	operational
Kp2118	KP12994	1965	Mitsubishi, Japan	9 August 2008	operational
Kp2589	KP17954	1966	Mitsubishi, Japan	8 August 2007	non-operational
Kp3638	?	1967	Mitsubishi, Japan	8 August 2007	non-operational
Q1489	Q8019	1953	NZR	23 July 2006	operational
Q1534	Q8407	1953	NZR	23 July 2006	operational
Tr189	TR937	1976	Hillside	30 July 2010	operational
Ohai Railway Board No.1	-	1947	Drewry Car Company	21 October 2014	non-operational
Wb292	-	1898	Baldwin Locomotive Works #16172	9 August 2008	non-operational
Wb299	-	1898	Baldwin Locomotive Works #16175	9 August 2008	non-operational
Wd356	-	1901	Baldwin Locomotive Works #19260	23 July 2006	non-operational

Yc726	YC308	1959	NZR	5 September 2007	operational
Yc760	YC654	1960	NZR	16 October 2007	operational
Yc782	YC1083	1959-1961	NZR	5 September 2007	operational
Yc789	YC1175	1959-1961	NZR	5 September 2007	operational
Yc795	YC1238	1959-1961	NZR	6 September 2007	operational
Yc817	YC1486	1959-1961	NZR	6 September 2007	operational
Yc825	YC1578	1959-1961	NZR	30 August 2007	operational
Yc845	YC1768	1961	NZR	30 August 2007	operational
Yc877	YC2139	1961	NZR	19 November 2007	operational
Yc878	YC2145	1961	NZR	28 September 2007	operational
Yc891	YC2289	1961	NZR	28 September 2007	operational
Yc895	YC2329	1961	NZR	31 October 2007	operational
Yc896	YC2335	1961	NZR	30 August 2007	operational

Earthworks, landscaping and replanting

Peter O'Flaherty Contractors have managed Maymorn landfill operations for the Trust. Significant quantities of clean fill have been received into the site, forming the base for siding extensions, car parking and other public facilities.

We are also grateful for the work put into landscaping and replanting work by Bart Hogan and Graeme Bennett. The front entrance to the site has been kept in presentable condition through the year, with lawns mowed and weeds kept under control, flax, native trees and shrubs planted.

To the Kaitoke end of the site an area has been planted with native trees and shrubs. Once the plantings take hold the area will be relatively low-maintenance. It should provide a small habitat for native birds — and provide screening and privacy for neighbouring properties. We plan to carry out further planting at the site as earthworks are completed. Landscaping either side of the pedestrian crossing have also been planted with native shrubs.



Landfill alongside the workshop and rail vehicle shed.

Education and promotion

Web presence

Web site

The web site at www.rimutaka-incline-railway.org.nz is the Trust's primary mechanism for the dissemination of information, and research outputs. This continues to be of benefit to both membership and the general public.

Twitter

The Trust has a Twitter profile: [@rimutakaincline](https://twitter.com/rimutakaincline), with a history of more than 850 tweets, and more than 300 followers. In return, we follow and interact with close to a hundred other railways, locomotives, local businesses, local identities, politicians, railfans, Trust members and other people.

Facebook

The Trust has a Facebook page with over 900 likes.

<https://www.facebook.com/RimutakaInclineRailwayHeritageTrust/>

Promotion

The Trust had displays at a couple of key Upper Hutt community events during the year - Upper Hutt Summer Carnival on 27 February 2017, and March Madness on March 2017.

Membership

Membership numbers total fifty — a reasonable number considering the hard work involved in developing our Maymorn site. We plan to continue to grow our membership base in 2017-18. Membership has been available since the Trust's incorporation in 2003.

Newsletters

One newsletter was published during the year:

Newsletter 37 - June 2016

The newsletters were sent electronically to members and stakeholders wherever possible, and put up on the Trust's website a short time after publication.

Trust Board

Trustees

Hugh McCracken — Chairperson

Iain Palmer — Deputy Chairperson

Clark Simmonds — Secretary

Barry Timms — Trustee and Treasurer

Ray Hampton - Trustee

During the year we farewelled Steve Porter, Glenn Fitzgerald as Trustees and Ben Calcott as a previous Chairman. We thank them for their efforts over past years and wish them well.

Board meetings

Formal Trust meetings were held regularly throughout the year, with Special Trust meetings called from time to time to consider specific or pressing matters.

Finance

Fundraising

During the year a number of funding applications were made to: Cossie Club of Upper Hutt, Community Trust of Wellington and Rimutaka Trust. Amounts granted are listed in the financial statements.

We are also grateful for ongoing financial support gifted by the Rotary Club of Upper Hutt, funding a substantial portion of the purchase of shunting locomotive Tr189.

We are most grateful to Trust members and supporters who have generously donated funds and materials.

Acknowledgements

The work of the Rimutaka Incline Railway Heritage Trust would not be possible without the ongoing support of local, regional and central organisations, and of course, the hard work of many volunteers. Support comes in many different forms, including donations and grants, both financial and in-kind, pro-bono technical and professional support and volunteer activity. We would like to thank the following organisations and people for their support:

Strategic partners

The Trust gratefully acknowledges the support of Upper Hutt City Council.

Principal Sponsors and partners

The Trust would like to thank the following principal sponsors and partners for their support in this and previous years:

NZ Lottery Grants Board	Protection of carriages and other rail vehicles through grant for rail vehicle shed
Rimutaka Charitable Trust	Continued support shown to the Trust, including significant funding towards the rail vehicle shed, carriage fleet and railway station design.
The Community Trust of Wellington	Protection of carriages and other rail vehicles through grant for rail vehicle shed.
Hurlstone Earthmoving Limited	Excavation of railway formation at Maymorn station.
Rotary Club of Upper Hutt	Continued support shown to the Trust, including transport of sleeping carriage Aa1060 to site, purchase and transport of historic water vats and substantial contribution to purchase of shunting locomotive Tr189.
KiwiRail	Donation of track materials for mainline and loop, Maymorn.
Holcim NZ Ltd	Donation of ballast for mainline and loop, Maymorn.
Baldwin Steam Trust	Lease of Baldwin steam locomotives dating from 1898 and 1901.

Pelorus Trust	Cladding for rail vehicle shed, Transport of ballast wagons to Maymorn
New Zealand Community Trust	Sponsorship of ballast wagons
Rail Heritage Trust of New Zealand	Ballast for mainline, loop and station throat: Maymorn station
Upper Hutt Lions Club	Transport of carriage bogies from Huntly to Maymorn
Ron Greenwood Environmental Trust	Native tree establishment projects at Maymorn and Summit.

Upper Hutt City Council	Assistance with building consent and building inspection fees for rail vehicle shed
Paino and Robertson	Legal advice
Dunning Thornton Consultants	Discounted engineering work associated with rail vehicle shed and workshop
KiwiRail	Donation and discounted rates for surplus track, signalling and maintenance equipment
Peter O'Flaherty Contractors	Management of landfill operations and donation of contracting plant time.
Forest and Bird, Upper Hutt branch	Native tree establishment plantings at Maymorn
Chris Northmore	Use of light truck and hiab
John de Graaff	Assistance with concrete floor finishing in the rail vehicle shed.
Trust members	We are indebted to Trust members for their significant contribution of voluntary work and donations.

Financial statements

Financial statements for the 2016-17 year will be available from our website at www.rimutaka-incline-railway.org.nz/about-us.