

Chapter 1 : NIMT too hard - KiwiRail

The North Island Main Trunk (NIMT) is the main railway line in the North Island of New Zealand, connecting the capital city Wellington with the country's largest city, Auckland.

It reached Rolleston on 13 October and Selwyn a year later. A number of routes south were considered, and the one chosen was a compromise between a proposal to build a coastal line through fertile territory and a proposal to build an inland line to achieve easier crossings of rivers such as the Rakaia. Further south, the Dunedin and Port Chalmers Railway was opened on 1 January as the first railway in the country to adhere to the new national gauge. Although the final portion of this line became the Port Chalmers Branch, most of it was incorporated into the main line northwards and construction progressed through difficult terrain towards Oamaru. South of Dunedin, work was progressing on a link with Invercargill; a line between Invercargill and Gore was opened on 30 August and a line between Dunedin and Balclutha was opened two days later. Construction to link these sections faced more construction challenges than the earlier work had, and accordingly, the rate of progress slowed. Over the next three years, the line between Dunedin and Christchurch was completed; Christchurch and Timaru were linked on 4 February, followed by Oamaru on a year later, and the difficult section between Oamaru and Dunedin was finally completed on 7 September. Main North Line[edit] Main article: Through the s, work on a line from Christchurch to northern centres in Canterbury was undertaken, with a line through Kaiapoi, Rangiora, and Amberley reaching Waipara in, and at the other end, a line linking Blenheim and Picton opened in. Further construction was delayed by disputes over proposed routes. Different regions sought to protect their interests by having the line constructed through their area. Some preferred the coastal route via Parnassus and Kaikoura, while others favoured an inland route to Blenheim with a branch from Tophouse to Nelson. The people of Marlborough favoured a coastal route and began work south, while in Canterbury, work initially began on an inland route, with Waipara linked to Culverden in. Although the line to Culverden was treated as the main line for decades, it eventually became part of the Waiau Branch. At the start of the 20th century, work began on a coastal route northwards from Waipara, with the line opened to Parnassus in. The war also brought a halt to work at the northern end, with the coastal village of Wharanui established as the terminus of the line south from Blenheim. The s saw much indecisiveness and disputes over what route to take between Waipara and Wharanui. The Culverden line now ran all the way as Waiau and some work took place on a line to link Waiau with Kaikoura, but after a few kilometres of formation was made, work came to a halt. The coastal route was then chosen and work had only just restarted when the Great Depression began and brought about more severe delays. Fortunes improved sufficiently to allow a resumption of progress, and a more coastal route out of Parnassus than the Leader Valley route was chosen. World War II brought even more delays, but this time, construction progressed through wartime and the Main North Line was finally completed when the northern and southern ends met at Kaikoura on 15 December.

Chapter 2 : East Coast Main Trunk - Wikipedia

A L R Merrifield; 'A Centennial Review of the North Island Main trunk Railway: Geology of the West-Central North Island and its Influence on Transport Development,' Proceedings of 3rd Australasian Engineering Heritage Conference,

It is particularly the central section between Hamilton and Palmerston North through the rugged heart of the North Island that has given rise to the folklore of the Main Trunk. In the early 20th century when the railway line was driven through the rugged hills, the central North Island was still largely covered by dense bush. Working conditions for the construction workers were atrocious. The Trunk was completed in 1908. In the central section was electrified. The northern and southern end are still operated by diesel locomotives. The Ef class entered service in 1908 when the electrification of the North Island Main Trunk was completed. They were delivered by Brush Electrical Machines from Britain. For many years, the locomotives handled most of the traffic on the central section of the Trunk, though at times diesels were used. In 1912 a deviation was opened along the valley. This new line crosses the Rangitikei River twice in addition to the Mangapae Stream. Three tall viaducts were required to cross the rivers that cut deep into the landscape here. Two Ef locomotives haul a freight train across the impressive South Rangitikei Viaduct. In driving rain two Ef locos haul a train southward near Kawhatau. This section is also part of the Mangaweka deviation. The early morning sun lights the native bush and hillsides in the centre of the North Island. Two DL engines haul a train southwards through the Piriaka curve. By now the volcano Ngauruhoe can be seen in the background. At the end of summer it did not have a snowy top. Track maintenance on the North Island Main Trunk. A tamper is busy at Te Koura, just north of Taumarunui. The tamper is followed by the ballast regulator to shape the track bed. After the introduction of the DL diesel-electric locomotives in 1960, these engines began to be used more and more on the North Island Main Trunk, so that for many years both electrics and diesel-electrics operated here. Two DL locomotives pass an old farm house at Te Koura. Two DL locomotives travel through the Ongarue Valley. In the past this was an important bush logging area. Now pines are grown and logged in the hills nearby. Here a pair hauls its train near Mangapehi. The electric locos are better environmentally than diesel locos, cheaper to maintain and have lower fuel costs. Nevertheless, in 1960 a decision was made to phase out electric locomotives by and operate only a diesel fleet. A train at Puketutu near Te Kuiti. DL locomotives with a train at Waiteti near Te Kuiti. Despite maintenance problems some of the EF class electrics soldiered on. A pair of EFs is hauling train near Hangatiki. This train was hauled by class DL and Dx diesel locomotives. It heads through Hangatiki, just to the north of Te Kuiti. Less than 15 minutes later a freight train hauled by two EF class electric locomotives passes through Hangatiki. The combined operation of electrics and diesel locomotives is well illustrated by these two photos. Two DL locomotives haul a train through the countryside near Otorohanga. The management of KiwiRail wanted to standardize its locomotive fleet. The Ef Class was getting old and needed major upgrades or replacement. Two Ef locos arrive in Otorohanga. KiwiRail decided to keep the catenary and electric equipment on the North Island Main Trunk operational for several years, so that it could be put in use again, if government policy changes. The train enters Otorohanga taken with a different exposure, and changed editing settings. An Ef class loco passes through Otorohanga. Two Ef locos haul a train southward though the rain, just south of Te Awamutu. This picture was taken from the slopes of Kakepuku Mountain. They then head the train past the hill of Te Kawa. This was not yet my farewell from electric locomotives on the North Island Main Trunk. I hope that in the future some electric locomotives will still haul trains here. Twin DLs head a train through Te Awamutu. The electrics also hauled passenger trains. The "Overlander Express" ran between Auckland and Wellington three times per week in winter and daily in summer. The total train journey took 12 hours, not much faster than in steam days. Here an Ef hauls a train near Utiku just north of the Mangaweka deviation, where the new line joins the old alignment again. I got this rear view as the train rounded a curve at Kawhatau. Another picture of the "Overlander", this time further north near Horopito, just south of National Park. It was built in the early 20th century and is still considered a good engineering solution in this difficult landscape. The original bush has grown back again around the Spiral. A passenger train descends the Raurimu Spiral on its journey towards Auckland. In June , the

Overlander was replaced by the Northern Explorer. The Northern Explorer runs only three times a week in each direction and is hauled by a diesel locomotive all the way between Wellington and Auckland, without changing locomotives in Palmerston North and Hamilton. The Northern Explorer was clearly aimed at up-market tourists, with new modern carriages, fewer stops, a faster timetable, and higher prices. Initially this resulted in lower passenger numbers, but by now there is so much demand for travel in New Zealand that most trains are full. Surely, there would be sufficient demand for some reasonably-priced regional rail service, for tourists as well as locals. The Northern Explorer makes its way southwards through the Waikato countryside. A DFB locomotive hauls the passenger train past Ohaupo. To celebrate the centenary of the completion of the North Island Main Trunk, several events were held in Feilding. During Labour Weekend a festival in Feilding celebrated the years of railway history. Several excursions were run north along the Main Trunk from Feilding. The viaduct is 78m high and m long. Here it is being turned on the Taihape turntable. Another special steam train ran to Taumarunui from Feilding. It was hauled by Ja and Ka. Unfortunately, the Ka later ran into difficulties and the train was seriously delayed so that some diesel engines had to come to the rescue. Here the two steam engines were still in control and haul the long train across the Makohine viaduct. Most of the carriages in the consist are normally used on the "Capital Connection" between Palmerston North and Wellington, but older carriages were placed near the front of the train. Named "Silver Ferns" they ran between Auckland and Wellington until the early s. They then provided services to Rotorua and Tauranga from Auckland and are now used on suburban services in Auckland. For the centenary celebrations they travelled from Auckland to Feilding. Here they cross the South Rangitikei Viaduct. Here a Silver Fern railcar leaves Feilding on its way to Wanganui. Ka and Wab steam it up. This photo was taken on the return journey. Just south of Ashurst the Ab hauls the Overlander carriages at speed. Then came the Ab. Wab followed her. The Wab is in fact the tank engine version of the Ab. The streamlined J class brought a touch of class to the parade. Also featuring the streamline trend was Ka. Rain fell when Ja hauled Ew past the spectators. The sun was shining again when Ja passed. Standard railcar Rm 31 introduced the diesel section. The Da represented early generation diesel-electric power. Ef is part of the current locomotive fleet. She was coupled with Kiwi Rail branded Dxb. Last but not least was Silver Fern railcar Rm 18, about to head off on the excursion to Wanganui. At the end of the weekend a train returned back home to Paekakariki through the Manawatu along the southern section of the Main Trunk. Here Ja and J race through Koputaroa.

Chapter 3 : New Zealand Rail Maps: North Island Main Trunk [4]: Wellington Station History

On 7 August , the first train to travel the length of the North Island main trunk railway left Wellington bound for Auckland. The construction of this km line had posed enormous engineering challenges and taken more than two decades.

Chapter 4 : Raurimu Spiral | Engineering New Zealand

The Main North Line between Picton and Christchurch and the Main South Line between Lyttelton and Invercargill, running down the east coast of the South Island of New Zealand, are sometimes together referred-to collectively as the South Island Main Trunk Railway (SIMT).

Chapter 5 : North Island Main Trunk: An Illustrated History - Bill Pierre - Google Books

The North Island Main Trunk (NIMT) is the main railway line in the North Island of New Zealand, connecting the capital city Wellington with the country's largest city, Auckland. The line is kilometres (mi) long and passes through Paraparaumu, Palmerston North, Taihape, National Park, Taumarunui, Te Kuiti, Hamilton, and Pukekohe.

Chapter 6 : NIMT Electrification - KiwiRail

North Island Main Trunk. From Infogalactic: the planetary knowledge core. Jump to: navigation, search. North Island

Main Trunk; Map of the North Island Main Trunk.

Chapter 7 : North Island Main Trunk - Infogalactic: the planetary knowledge core

The North Island Main Trunk (NIMT) links the North Island's two major cities and a historic area through the central North Island, stretching from the Makohine Viaduct to Taumarunui Railway Station, is a microcosm for New Zealand's rail history and key engineering developments throughout the 20th century.

Chapter 8 : North Island Main Trunk

Implementation of long-deferred North Island Main Trunk (NIMT) line electrification schemes enabled a 50 per cent increase in train load and cut the transit time by hours.

Chapter 9 : Engineering Heritage

Take a driver's eye view along part of New Zealand's North Island Main Trunk. (NIMT) is the railway line between Wellington and Auckland. In this video clip we travel between Palmerston North and.