

PART 4 – APPENDICES, DESIGN GUIDES AND SCHEDULES

SCHED2 – Heritage Structures. Amend to include a new heritage structure.

Structure: Tawa No.2 Tunnel survey marker.

- Submitter: Barry O’Donnell, Executive Officer.
For and on behalf of the Rail Heritage Trust of New Zealand.
- Credentials: Rail Heritage Trust of New Zealand.
Established in 1991 as a registered Charitable Trust.
Funded by an annual grant from KiwiRail.
- Aims: To enable their continued productive use, the conservation, preservation, protection, and maintenance of all rail heritage property listed within the Trust’s Rail Heritage Register whether owned by the Trust or in other ownership.

To act as a liaison and facilitator between rail heritage groups and KiwiRail, and to initiate and action projects with a rail heritage focus.
- Assets: Wingatui Railway Station and signal box.
Moana Railway Station and Goods Shed.
Greytown Goods Shed.
Two steam locomotives including the first built in a New Zealand Railways workshop.
Two heritage diesel locomotives
185 items of railway rolling stock (wagons and carriages).
- Projects: 2015 Greytown:
Reopening of the Goods Shed following its restoration.
2017 Wellington Railway Station:
A plaque honouring Leslie Andrew, railwayman and Victory Cross recipient.
2020 Wellington Railway Station:
Roll of Honour listing the 391 railwaymen killed during the Second World War.
2023 Ongarue rail accident 6 July 1923:
A project to erect a memorial at Ongarue commemorating the centenary of what was then New Zealand’s worst rail accident.
- Credentials: Barry O’Donnell, Executive Officer.
Appointed 2015.
Researcher/author of “When Nelson Had a Railway” published 2005.
Researcher/editor of “New Zealand Railwaymen at War 1914-18” published 2016.
Author/illustrator of “Happy 85th Birthday TR56” published 2022.

Structure: Tawa No.2 Tunnel survey marker.

- Address: 395 Middleton Road, Glenside.
Part of Lot 2 DP76164.
- Amendment: Protection of the Tawa No.2 Tunnel survey marker, the site immediately surrounding it, and to retain its context the view shaft between the survey marker and the northern portal of Tawa No.2 Tunnel.

History:

- The railway between Wellington and Tawa Flat was constructed by the Wellington & Manawatu Railway Company and opened on 24 September 1885.
- The climb out of Wellington to Johnsonville (142m above sea level) and then down to Tawa Flat was steeply graded, abounded in curves, required the boring of six tunnels, and construction of a viaduct.
- This section of railway was slow, costly to operate, and severely limited the loads that could be railed in and out of Wellington.
- The section reached its capacity limit soon after the government exercised an option to purchase the Wellington & Manawatu Railway Company in 1908.
- Plans for a deviation to replace the railway between Wellington and Tawa Flat were first drawn up in 1914.
- Work on a double-track deviation from Kaiwharawhara to Tawa Flat - then one of the most significant infrastructure projects in New Zealand - started in 1928 and involved the boring of two tunnels, Tawa No.1 (1238m) and Tawa No.2 (4323m).
- The tunnel survey marker at 395 Middleton Road, Glenside, was installed as part of the project and is in direct line with the centre of Tawa No.2 Tunnel.
- Delayed by the onset of the Great Depression, a single track for use by goods trains only opened on 24 July 1935 and Tawa No.2 Tunnel then became the second longest railway tunnel in New Zealand.
- The double-track deviation opened to all rail traffic north of Wellington on 19 June 1937, the same day the new Wellington Railway Station was officially opened.

Preservation and protection rationale:

The construction of Tawa No.2 Tunnel and Kaiwharawhara to Tawa Flat rail deviation, changed the development of Wellington. Today, 86 years after opening, over 140 Metlink and KiwiRail trains pass through the tunnel every weekday and it remains a crucial regional and national infrastructure asset.

The marker also represents a historic surveying practice no longer in use, having been rendered obsolete by the development of GPS and other technologies. As a small but key component of the deviation and with the centenary of the start of the project in 2028, the Tawa No.2 Tunnel survey marker merits recognition and protection on the District Plan of the Wellington City Council.

Barry O'Donnell,
Executive Officer,
For and on behalf of the Rail Heritage Trust of New Zealand.

24 April 2023