

Wainuiomata's Bush Loco named 'Pio Pio'

The Mercury (Hobart) 29 Dec 1879 Trial of a Locomotive Engine

The Railway yard was the object of much attention on Saturday afternoon, when a successful trial was made of the first engine built in Tasmania upon what is termed true locomotive principles. There was a goodly number of spectators around the yard and at the crossing, and amongst those present in the yard were the Hon W. Moore (Colonial Secretary), Mr J. Fincham (Engineer-in-Chief), Mr C. H. Grant (manager T.M.L.R.), Mr W. Cundy (superintendent locomotive department T.M.L.R.) The engine was constructed at the engineering establishment of Mr John Clark, New Wharf, for an enterprising firm at Wellington, N.Z., and is six and a half tons weight, and has outside cylinders. The pistons are made on the Ramsbottom principle, having three rings in each. The wheels are 24½ in diameter; the tires being of the best cast steel. The axles are of forged scrap iron, well hardened. The link motion is made of Lowmoor iron, and thoroughly case-hardened. The frame plates are of wrought iron ½ in thick and 16 in. broad between the axles. The boiler, including the fire-box, measures 9ft 6in; the outside shell is composed of best plates ⅜ in. thick, the tube plates are ½ in. thick, and fitted with solid drawn tubes 1½in. diameter. The dome is of best wrought iron, and riveted to boiler. The tank, which is of wrought iron, is capable of holding about 175 gallons. The engine is fitted with a pump, and also with one of Bailey's patent injectors. The connecting rods are fitted with phosphor bronze metal bearings. The glands and other working parts are fitted with the best gun-metal brass. The engine has all the necessary connections, coal bunkers, sand-boxes, brake, steam-blower, blow-off cocks, and the usual fittings necessary to make it in every way complete. The design is neat. The engine was driven by one of the drivers employed by the T.M.L.R. The trial commenced at 1.30 p.m., and continued until about 5 p.m., during which time the engine was driven at various speeds over the points and crossings, and trials were made with four passenger carriages and one loaded truck attached, weighing altogether about 25 tons. This train was taken upon a double curve on several occasions, and the engine stopped and reversed, with 100lb per square inch of steam. The valve gear was in the first notch, at which the engine started this train with comparative ease, the driver remarking that he could take a train double the weight if required. Although this is the first engine publicly tried, it is the third constructed by Mr John Clark. At the conclusion of these trials the engine and its running gear were thoroughly examined, and found perfectly free from any defects, heating, or cutting whatsoever, thereby proving the good character of the materials and workmanship. Too much praise cannot be given for the enterprising manner in which this work has been carried out. This being the first piece of steam machinery of any importance manufactured in Tasmania for export, it is hoped that it will prove the forerunner of other orders for work of a similar description. A photograph has been taken by Mr H. H. Baily, of Liverpool-street, of the engine, which will be on view at the Railway yard during this week.

Launceston Examiner 16 Jan 1880 Colonial News – Tasmania – Hobart Town Jan 15.

Sailed – S.S. Tararua for New Zealand. Passengers from Hobart Town – Mr and Mrs A. Barrett, Misses Douglas, Chambers, and Allen, Messrs Brown and Marshall. The locomotive engine made at Mr Clark's engineering establishment, to order from a New Zealand firm, was successfully shipped by the Tararua.

Evening Post Friday 23 Jan 1880 Shipping

Tararua ss, 563 tons, Muir, from Melbourne via South. Passengers cabin: from Melbourne - Miss Douglass, Mrs Ogden, Messrs Shallcross, Bartlett, Stackleton, Dunn, Darrell & Gorst; 23 steerage; from coast - Misses Browne Holmden, Weston, Coates, Muir, Mesdames Broxrie, Smith, Benjamin, Aikman, Dr Hector, Hon. M. Holmes, Messrs Baker, Didsbury, Browne, Grant, King, Mendleson, Bowhser, Ellison, Smith, Benjamin, Gamuiell, Aikman, Cummings, Strike, Wood and Butler; 21 steerage. Passengers bound for Auckland via East Coast:- Cabin - Misses Owen, Hinchliff, Murdock, Mesdames Clark, Brishell, Mr and Mrs Hinchliff, Messrs Brown, Adams, Cegan, Mendelshon, Aikman, Hinchliff, Murdock, Jessop and Gavin; 10 steerage.

Arrived in harbor at 9 o'clock this morning. Reports leaving Melbourne at 1.30pm on the 13th, and arrived at Hobart Town at 1pm on the 15th; left again at 5.30pm and arrived at the Bluff at 1pm on the 19th; sailed at 5.30pm, and arrived at Port Chalmers at 6am on the 20th; sailed at 3.30pm on the 21st and arrived at Lyttelton at 10am on the 22nd; sailed at 4pm and arrived here as above. She sailed for Auckland via the East Coast this afternoon.

New Zealand Times 24 Jan 1880 Imports ss Tararua from Melbourne

From Melbourne – Gandy 149 pkgs, 64 bags sugar; Order 8 boxes, 9 barrels; Johnston & Co. 14 bags bark; Palmer 7 barrels coffee; T. & W. Young 2 qr-casks whisky; Willeston 2 cases tobacco; Bank of Australasia 2 cases; Colonial Secretary 2 cases; Lyon & Blair, 2 pkgs; Thompson, Shannon & Co. 20 cases, 1 bale; Turnbull & Co. 1 case; Kitchen & Son 27 casks tallow, 1 bale canvas, 30 cases acid; NZ Drug Co. 2 do do [sic]; Palmer 6 half chests, 46 box s tea; Smith 3 cases; Mills 4 cases; Leary and Campbell 182 cases fruit, 34 bags onions; NZ Drug Co. 19 baskets bottles; Myers 24 cases cheese; Lyon & Blair 1 case; Watt 2 pkgs; Colonial Secretary 1 pal; **From Hobarton** - Cato 31 cases fruit; **1 Locomotive**; From Dunedin - 85 cases whisky Press & Co. 1 bale, 1 octave; Napier 13 pkgs; Drug Co. 2 cases; Haselhum 60 sacks grain; Bishop 9 cases bacon, 2 cases cheese; Pearce 52 sacks grass seed; Jamieson 2 cases cheese; Laery & Campbell 2 cases.

New Zealand Mail 31 Jan 1880

Jan 23 ss Tararua, 563 tons, Muir for Sydney, via the East Coast and Auckland. Passengers Saloon: Misses Owen, Murdoch (2), Smith, Harris, Hinchcliffe, and Bushnell, Mesdames Clark, Hinchcliffe, Bushnell, Bacon, Green, and Read, Messrs Hinchcliffe (2), Brown, Adams, Aikman, Murdoch, Jessop, Gavin, Cozan, Mendelsohn, Lawson, Munro, Williams and Aitken; 10 in the steerage. D. Mills, agent. (Page 19) An engine constructed by Mr Clark, Hobart Town, was landed on the wharf on Jan 23 for Messrs J. & D. Sinclair, Wainuiomata. It is intended for use on the tramway in connection with Messrs Sinclair sawmill. (Also NZ Times 24 Jan 1880)

Evening Post Monday 2 Feb 1880 "A Trip to the Wainui Watershed" (31 Jan) - Wellington City Councillors visit to Wainuiomata

The drive through the Hutt, as far as Wainuiomata hill, was devoid of incident, but here was a serious difficulty confronted us. The 'difficulty' consisted of Messrs Sinclair's new locomotive engine, "Pio Pio", which had been dragged out here with great labor, but was now blocking up the road apparently without any hope of getting it further. We subsequently saw a dozen powerful bullocks have a spell at it, but they gave up in disgust. Consequently, it seems very probable that either the engine will have to be taken over the hill piece-meal, or else nothing less than a convulsion of nature will be able to move it.

Evening Post 27 Feb 1883 Te Aro Reclamation

... The handy little locomotive procured by Messrs Sinclair, of Wainui-o-mata, from Tasmania, to work on the Wainui-o-mata tramway, has been secured by the contractor, Mr McGrath, and is being put in thorough order for its impending arduous duties. It is calculated that this useful little engine will supply all the haulage power likely to be needed for the completion of the work, so far as can at present be judged.

Evening Post 15 May 1883

Although operations were only started about two months ago, Mr McGrath has made excellent progress with his contract for the reclamation of the foreshore between the Queen's Wharf and the Te Aro Foundry, and the work bids fair to be completed in less than three years, the period allotted by the City Council. A mole has been run out near the foundry, and this will form one of the sides of the section which is to be filled up. The contractor has made arrangements to obtain an unlimited supply of earth from the points between the Clyde Quay Hotel and Oriental Bay, and a line of tramway across the harbor from that locality is now in course of construction. About 100 spans have been laid down in the water, and it is expected that the mole will be connected with the shore by this means in less than a fortnight's time. Iron rails will be laid down as soon as possible, and then a locomotive will be employed to draw the truck-loads of earth to be used in reclaiming the foreshore. The area to be filled in is about 70 acres, we are informed, and to reclaim such an extent of foreshore many thousands of tons of material will be required, but no difficulty in carrying out the work expeditiously is apprehended, and the contract will probably be out of Mr McGrath's hands in two years from date.

Letter dated 30 May 1883 to the Wellington City Council, Town Clerk's Department – Wellington City Archives Reference 00233:8:1883/6202
Seizure of engine at Te Aro Pah – W. R. Waters, trustee of J. & W. Sinclair Estate [sic]

Letter dated 30 May 1883 to the Wellington City Council, Town Clerk's Department – Wellington City Archives Reference 00233:8:1883/6210
Further regarding seizure of engine – Trustees of J. and D. Sinclair

Evening Post 01 Jun 1883 Te Aro Reclamation

Since the contractor for the Te Aro Reclamation executed a deed of assignment for the benefit of his creditors the other day, there has been a somewhat exciting struggle among various claimants to seize upon the plant, &c., belonging to the contractor... the City Engineer (Mr J. D. Baird), at the earliest possible moment, seized all the timber, trucks, rails, and other plant and material lying about the works. At Messrs Luke, Sons and Williams was a locomotive engine, and this was also seized under the impression that it was the property of the contractor. It belonged formerly to Messrs J. and D. Sinclair, and the trustees of their estate undertook to put it into repair and sell it to McGrath for £300. It was at Messrs Luke, Sons & Williams for that purpose, but as it does not appear that the engine was ever paid for, or ever passed into the possession of the late contractor, it is understood that the Council now waive their supposed claim upon it...

Evening Post 08 Nov 1883

The contractors for the Te Aro reclamation have started work with the locomotive conveying material over the trestle railway to the lower end of Cuba-street. The little engine, "Pio Pio," formerly belonging to Messrs Sinclair, of Wainui-o-mata, is the one used. The material is brought from the cliffs in the neighbourhood of Clyde Quay.

Evening Post 20 Nov 1883 City Council

Messrs Buckley, Stafford, and Fitzherbert wrote on behalf of the trustees of Messrs Sinclair, claiming £100 damages for the illegal seizure and detention of a steam locomotive. The City Engineer reported that the Mayor directed him to seize the engine, it being believed that it belonged to McGrath, the contractor for the Te Aro Reclamation. The removal was carefully done, and the engine sustained no damage whatever. Afterward it was found that no transfer had taken place, and the Town Clerk informed the trustees that the Corporation would either take it back to the place where it was seized or it might remain at the Corporation yard. Mr Waters said it might as well remain where it was, and it did so until about a fortnight ago when it was taken away to be used on the Te Aro Reclamation. It was resolved that the letter be acknowledged.

Evening Post 04 Dec 1883

Rapid and substantial progress is at last being made with the Te Aro reclamation. Already the filling in has proceeded to a distance of 25 yards from the foreshore, and the material train now runs where a few weeks ago there was semi-navigable water. The little locomotive works fairly, bringing four or five trucks of "stuff" at each trip from the Clyde Quay cliffs. This, of course, seems a light load after the 25 or 30 trucks per trip which used to be taken during Mr O'Malley's Thorndon reclamation contract, but apparently it is all that can be managed in existing circumstances. Progress, of course, will necessarily be somewhat retarded as deeper water is reached.

Evening Post 08 Dec 1883

The difficulty between Mr McGrath's creditors and the Corporation has assumed another phase, the trustees in the estate being about to sue the City Council for damages on account of the seizure of a locomotive used by the bankrupt at the time he was carrying on the Te Aro reclamation contract. Messrs Waters and McKenzie allege that during the time the engine was in possession of the Corporation it suffered considerable injury, in addition to which they were deprived of its use, whereupon they claim £100 damages. The case is fixed for hearing at the Resident Magistrate's Court on Monday week. Messrs Buckley, Stafford and Fitzherbert are retained for the plaintiffs.

Evening Post 18 Jan 1884

The action brought by Messrs McKenzie and Waters against the Corporation for the recovery of £100 as damages sustained through the seizure and detention of a locomotive engine belonging to Mr McGrath, late of the Te Aro Reclamation Contract, has been fixed for hearing on Monday next.

Evening Post 21 Jan 1884 Magistrate's Court Civil Cases McKenzie and Waters v. the City Corporation

This was an action brought by the trustees in the estate of Sinclair Brothers to recover from the City Council the sum of £100, amount of damages sustained through the alleged illegal seizure of an engine now used in connection with the Te Aro Reclamation contract. Mr Stafford was for the plaintiffs and Mr Chapman for the defendants. W. R. Waters deposed that the engine was formerly the property of the Messrs Sinclair, of Wainui-o-mata, and when new it cost about £500. On being brought into town last year it was worth something less than £300. That sum was offered for it provided it was put in repair. The engine was placed on a piece of land belonging to Mr O'Shea, and was subsequently removed to the Corporation yards by Mr Kerslake, an official of the Corporation, who said that he had been instructed to do so. Witness protested, and then walked away. A few days afterwards – on the 1st of June, 1883 – he received a letter from the City Council stating that the engine had been inadvertently taken, and offering to surrender possession at once. Witness and his co-trustee demanded the return of the engine, but this was not done. Since then they had regained possession, but in consequence of the neglect of the defendants the engine had suffered considerably, and repairs to the extent of £30 or £40 had been done in consequence. The trustees had also been obliged to sell it much less advantageously than they could have done previously. By Mr Chapman – The offer made to the trustees was made by McGrath, and the trustees agreed to give it to him as soon as he brought the cash. Edward Seagar, engineer, stated that at the request of the last witness he had examined the engine when brought into town from Sinclair's mill, and was of opinion that an expenditure of £20 would effect the necessary repairs. It would then be worth £300. There were only one or two breakages. William Luke, of the firm of Luke, Sons, and Williams, proprietors of the Te Aro Foundry, gave evidence as to the state of the engine when placed in his hands for repair. Duncan Sinclair deposed that when he purchased the engine in Tasmania, the cost was £530. A sum of £50 was incurred in bringing it to Wellington. When the engine was brought into town for sale it was in a fair state of repair. During the time it was in use at Wainui-o-mata an accident occurred, but after this the Inspector passed it, and it was considered to be all right. The engine was used by witness and his brother to haul baulk timber from the bush to the sawmill. By Mr Chapman – Some of the tubes were leaking; otherwise the engine was in good repair. The accident referred to was caused by three trucks running away and knocking some logs against the engine as it stood in the shed. Joseph Patrick, engine driver for Messrs O'Malley and Pepperell, was examined as to the condition of the engine when taken over by Luke, Sons and Williams. The witness expressed his opinion that £100 could have been spent in repairs. Messrs J. D. Baird and Kerslake were examined for the defence, and judgment was given for 1s, without costs.

Evening Post 07 Feb 1884 Te Aro Reclamation

A malign fate seems to pursue that unlucky Te Aro reclamation. It has already sent two successive contractors into the Bankruptcy court, and the date of its completion seems still as indefinitely remote as ever. For ten years this work has been dragging its slow length along. The greater part of this time was, it is true, spent in preliminary negotiations, but nevertheless the matter has, in one way or another, been hanging on hand ever since 1874. Judging from present appearances, we can hardly hope for the work to be finished much before 1894. Where the special weakness lies we do not pretend to say, but it has certainly seemed to us lately that a very different and much more vigorous method of procedure is imperatively necessary if the reclamation is to be carried out in the present generation. In the absence of an outer retaining wall to act as a breakwater during the progress of the work, the waste caused by the inroads of the sea during northerly winds is enormous. This can be seen by the effect of the wash on the causeway, which was first run out near Cuba-street. A great part of that has already disappeared, and a good deal of the reclamation is washed away bit by bit during every northerly wind, the destruction, of course, being greatly increased in hard gales from the quarter to which the work is exposed. And what is also a very serious matter is that all the stuff thus washed away goes to silt up the harbor round the wharf. The mischief is encouraged by the slow rate at which the filling in must needs proceed with the limited appliances at present in use, now that deeper water is being reached. We should say that, in the deep water filling, the little engine, with its half dozen trucks, will be able to do little more than make good the waste caused by severe northerly gales, with heavy rain and sea. When we recollect how long it took to finish the Thorndon reclamation, with no great exposure to gales and waves, but with a retaining wall to keep off the sea, and with a powerful locomotive taking its load of 30 large trucks twice hourly, one thinks with a feeling akin to despair of the little tramway engine and its half-dozen little trucks creeping gently at long intervals with such small loads of "stuff," while the fierce gales of the stormy season are scooping away wholesale the stuff deposited in such driblets. In view of existing circumstances we earnestly hope the plan of proceeding will undergo prompt and extensive revision.

Letter dated 12 Feb 1884 to Wellington City Council Town Clerk's Department – Wellington City Archives Reference 00233:9:1884/128

Offering locomotive engine for sale – A. Mackenzie, trustee of the estate of J. and D. Sinclair.

Letter dated 13 Feb 1884 to Wellington City Council Town Clerk's Department – Wellington City Archives Reference 00233:9:1884/133

Further regarding sale of engine – Mackenzie, trustee of the estate of J. and D. Sinclair.

Evening Post 15 Feb 1884

The trustees in the estate of Messrs J. and D. Sinclair wrote, offering to sell the Council a locomotive engine for £300, which they stated was now in excellent working order, to enable them to carry on the Te Aro reclamation. On the motion of Councillor A. W. Brown, seconded by Councillor Petherick, the offer was declined.

Evening Post 19 Feb 1884

We understand that a writ for £6,500 was served on the Wellington Corporation to-day by Mr W. T. L. Travers, acting on behalf of Mr Corcoran, one of the sureties of Messrs O'Malley & Pepperill, for the Te Aro reclamation contract. It will be remembered that Messrs O'Malley & Pepperill assigned their contract to Mr Corcoran, but the Council refused to ratify the assignment, and seized the plant and took over the contract themselves. Mr Corcoran now claims £2500 the value of the plant, and £4000 damages for the alleged wrongful seizure. It is understood that the plant is also claimed on behalf of the creditors of Messrs O'Malley and Pepperill.

Evening Post 07 Mar 1884 Advertisement

Locomotive Engine for Sale, built by John Clark, of Hobart. This Locomotive was recently in use at the Te Aro Reclamation contract. The driver, J. Patrick, states that he has taken 13 loaded trucks over the trestle work, and that the engine is capable of taking 18 trucks. It is in first-class order. For particulars, apply to W. R. Waters, Lambton Quay. [also advertisements 8, 10 and 11 March]

Evening Post 18 Nov 1885

Mr Edward Seager, of the Victoria Foundry, has just effected a number of alterations to a locomotive engine recently purchased by the Mokihinui Company. The principal alteration has been the construction of a couple of saddle tanks. The speed and power of the locomotive has been greatly increased, and it is expected that the engine will be able to do almost twice as much work as previously. The improvements have been executed by Mr Seager in a very creditable manner. The locomotive was built in Tasmania for the Messrs Sinclair, late of Wainui-o-mata, but was never used by them. Subsequently it passed into the hands of Mr Peter McGrath the ex-contractor for the Te Aro reclamation but was never worked in Wellington until it was purchased by Messrs O'Malley and Pepperell. The latter firm used it for about a month, and ever since it has remained idle. The Mokihinui Railway Company intend to use it in drawing coal trucks along their line. The formation of the permanent way has been completed, and steel rails will be laid down at once. The locomotive is to be taken down to the West Coast by the s.s. 'Timaru' towards the end of the week.

Evening Post 21 Nov 1885 Shipping – Departures

November 21 – 'Timaru', ss, 370 tons, Keeble, for Mohikinui

Evening Post 24 Nov 1885 The Opening of the Mokihinui Coal Field

It is with feelings of great pleasure that we announce the safe arrival at Mokihinui of the steamer 'Timaru' with material for the coal company's railway. The 'Timaru' left this port on Saturday afternoon with about three miles of steel rails, a locomotive, and a large quantity of stores on board, and she crossed the Mokihinui bar about 3 o'clock yesterday afternoon without the slightest difficulty, finding 14 feet of water on the bar. It will be remembered that prior to her departure we announced the refusal of the insurance offices to underwrite her for the trip. Neither the vessel nor the cargo had a penny of insurance upon them. Mokihinui, about 18 or 20 years ago, used to be the centre of a large gold-mining population, and was then frequently visited by coastal steamers, as many as five having been in the river at one time. Latterly the place has, for some reason or other, had a bad name, and there has been no trade there, although it is believed that the entrance is really safer than either Greymouth or Hokitika. The Mokihinui River discharges itself at the head of an inlet about 27 miles north of Westport, and therefore nearer Wellington than any of the other West Coast coal ports. The bar is at the mouth of the river, and the township or landing place is about a mile up the river. As stated, the 'Timaru' found 14ft of water on the bar. Inside the river is deep, and the entrance is straight and easy. A wharf has been constructed at the landing place, and alongside this the 'Timaru' is now discharging her cargo. The coal mine is about two miles from the landing place, and the formation of the railway line is complete. The platelaying has just been let, and as the rails have now arrived it is expected that the line will be in working order within six weeks' time. All the rolling stock, including a sufficient number of iron coal trucks, is on the ground, and all necessary facilities have been provided for shipping the coal. It is now some 18 years since the Mokihinui coal field was first discovered by Mr Batty, the original prospector of the Grey coal fields. Various attempts to open up the field have been made, and a number of companies have been formed, and have come to grief over the work – some through insufficient capital, some through bad management, and some through other causes. The coal measures are extensive and easily worked, and the coal is equal to the best Westport in quality. A little more than a year ago the extensive lease, and all that had been done by previous companies, passed into the hands of a new company, named the Mokihinui Coal Company Limited, which, with a capital of £25,000, set to work in the most energetic manner to develop the property. Mr Eugene O'Connor, M.H.R., was appointed Chairman, and with his usual energy he devoted himself to making the venture a success. In this he was warmly supported by the other directors, especially Mr James McDowell, to whose hands the management of all the Wellington business was confided. The mine was opened up, the railway provided for, and the only thing remaining to ensure success was to prove that the river could be entered safely by vessels drawing a reasonable draught of water. The 'Timaru' has now proved this, and in the course of a couple of months no doubt the company will reap the reward of their energy and enterprise, and we shall have Mokihinui coal in the market. It is the intention of the company to at once charter four suitable steamers to carry coal, and in the meantime to make arrangements in Britain for building a sufficient number of specially constructed steam colliers for the trade, of which Wellington will necessarily be the chief depot.

Evening Post 10 Dec 1885

The Mokihinui Coal Company's works (says the Buller Miner of the 27th ult) are being pushed forward with vigor. Stopes are being put in, in readiness for the opening of the mine, as soon as the permanent way has been completed. Some troubled ground, extending through about 30 feet, has been met in the main heading, about seven and a half chains from the mouth of the tunnel, and when driven through, the coal on the other side thickens and improves, and indeed the sample taken from the seam is a very hard lustrous coal. The bin at the mine, to hold 250 tons, has been completed, and is now being filled.

Evening Post 08 Oct 1887

The first consignment of coal to any considerable extent from the celebrated Mokihinui mine left Mokihinui by the 'Charles Edward' today for Wellington. It consists of 100 tons, and further shipments will in future be received by every steamer from the place. The line of railway from the port to the mine is not yet quite completed, as although the tunnel and the formation are finished, some platelaying and ballasting still remain to be done. The trucks, however, can run sufficiently close to the mine to bring down coal in limited quantities. By December it is expected that the railway will be in thorough working order, and then the output will only be limited by the demand and the shipping available. We have tried some of the coal from this mine, a small quantity having been sent over for experimental purposes, and we have found it an excellent article for domestic use. It lasts well, throws out a fine heat, and leaves very little refuse. Messrs Cottrell and Young have been appointed Wellington agents of the company.

Papers relating to the Mokihinui Coal-Mine Appendix to the Journal of the House of Representatives 1899 Session 1 Section C8

[p25 The Mokihinui Coal Company (Limited) – Inquiry into charges made against the management by Mr Eugene O'Connor, M.H.R. – Nov 1892]
Page 32: O'Connor statement – ... "A locomotive has been on the line running twenty miles an hour. A month ago the chairman, secretary, and I think about one hundred people were brought up the line by our little locomotive and railway trucks without any springs in them, and Mr Peterkin and others expressed themselves very much pleased with it. And that line had stood for about five years, without what you might call necessary repairs. I state that to show that the line now, if cleared of slips, could be made fit for a small amount to bring down coal...

Trainweb: Early New Zealand locomotives index - <http://www.trainweb.org/loggingz/clark.html>

John Clark, Hobart, Tasmania. #9 Side Tank Built 1879 0-4-0 T; 1880-1881 J. & D. Sinclair, Wainuiomata. Moved to Awakino Valley 1911 and to Mititai 1912-1914. [Both of these places are near Dargaville, Northland]

Trainweb: NZ Geared Locomotives – Geared Oddities - <http://www.trainweb.org/nzgearedlocomotives/oddities.html>

Charles Cook: For the bush tramway of George King, located in the Tangowahine Valley, Northland, Chas Cook, in 1910, built a special log hauler which, being self-propelled, also served as a locomotive. It incorporated a 1904 Fraser-boilered steam log hauler and on top of the wheeled boiler, a two-cylinder winch was placed with its gearing connected to the wheels via a chain drive. The winch also served to load the log buggies. There was a two speed arrangement and the water tank was placed under the boiler. This was a one-off monstrosity, or as one reporter stated - "an inartistic monster". Nevertheless it worked and was later moved off to King's operation in the Awakino Valley where it worked from May 1911 until February 1912. George King then took this locomotive south west to Mititai where he used it on another tramway.
(Source: Auckland Weekly News)

Bay of Plenty Times 30 Dec 1920 An Interesting Career – The late Mr Duncan Sinclair

... He owned and sold to the Wellington City Council the site of the present reservoirs, to which he also gave access through a mile and a half of his land. The sawmill which the late Mr Sinclair ran at Wainui o Mata was one of the first in the North Island and was at that time the largest. Possessed of a foresight which was strongly characteristic of his many undertakings he early recognised the value of steel rails in the working of his mill. These he imported from England and simultaneously obtained from Hobart a steam engine which he named the "Pio Pio." The task of getting the engine from Wellington to the mill was a most formidable one – to all but its enterprising owner. By almost everyone it was declared impossible, the latter portion of the sixteen mile journey being over a very steep hill. The task was, however, safely accomplished with the aid of twelve bullocks and six horses...

Nelson South Boiler Register 1884-1901 Official Boiler Numbers 3751-3950 (36/9)

Archives NZ Wellington Reference ABJG W4068 6414 Box 32

Boiler No. 3814 made by John Clarke, Hobarton 1880 owned by Mohikinui Coal Company 1887 – 10 horse-power
 Dimensions of Firebox or Furnace: Length 2'8"; Breadth or diameter 2'8"; Height 2'3"; Pitch & Diameter of Stays 4+7/8, 4+3/4
 Dimensions of Shell: Diameter 2'8"; Length 5'6"; Thickness of Plate 7/16; Pitch of Rivets DR 3x3/4
 Tubes: Number 48; Diameter 1½"; Length 5'6"

Particulars of Safety Valves: Description Lever; Number 2; Diameter 1+3/16; Area 1-2; Distance Fulcrum to Valve 2; Fulcrum to weight 6

Inspection: 11 Apr 1887 at Mohikinui Certificate: 7980 Expires 31 Mar 1888 £2 payable at Westport Pressure 90
 Owner: Mohikinui Coal Company Description of Boiler: Locomotive; Purpose for which used: Locomotive; 10 Horse-power
 Remarks: Late 2267 Wellington – formerly in Wellington – named 'Wainui-o-mata'

Inspection: 11 Apr 1894 at Mohikinui Certificate: 4321 Expires 31 Jan 1895 £1 10s payable at Westport Pressure 90
 Owner: Mohikinui Coal Company Description of Boiler: Locomotive; Purpose for which used: Locomotive; 10 Horse-power
 Remarks: Fair order new plugs to furnace

Sold to Railway Department – Idle in 1895

Inspection: 26 Feb 1900 Certificate: 7097 Expires 31 Jan 1901 20s payable at Westport Pressure 70
 Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
 Remarks: Safety Valves Cylinder 9"; In good order – late Mohikinui Coal Company

Inspection: 11 Jun 1901 at Waimangaroa Certificate: 1917 Expires 31 Jan 1902 20s payable at Westport Pressure 70
 Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
 Remarks: Safety Valves Exempt; Good order

Inspection: 10 Feb 1902 at Waimangaroa Certificate: 4810 Expires 31 Jan 1903 20s payable at Westport Pressure 70
 Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
 Remarks: Safety Valves Exempt; Good order

Inspection: 01 May 1903 at Waimangaroa Certificate: 2163 Expires 31 Jan 1904 20s payable at Waimangaroa Pressure 70
Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
Remarks: Safety Valves Exempt; V.N. to fence engine & belts in fair order
Subsequent inspection certificate? 331M

Inspection: 21 Jan 1904 at Waimangaroa Certificate: 5649 Expires 31 Dec 1904 20s payable at Waimangaroa Pressure 70
Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
Remarks: Safety Valves Exempt; Fair order

Inspection: 06 Feb 1905 at Waimangaroa Certificate: 1104 Expires 31 Dec 1905 20s payable at Waimangaroa Pressure 70
Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
Remarks: Safety Valves Exempt; Dirty boiler to clean V.N. to guard machinery & belting; Name of Maker John Clarke No.9

Inspection: 25 Jan 1906 at Waimangaroa Certificate: 6315 Expires 31 Dec 1906 20s payable at Waimangaroa Pressure 70
Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
Remarks: Safety Valves Cylinder 9" Exempt; Crown of furnace to clean & defective door on tube plate (smoke box end) to rejoin. W.N. to owners
Subsequent inspection certificate? 2367

Inspection: 21 Jan 1907 at Waimangaroa Certificate: 1884 Expires 31 Dec 1907 20s payable at Waimangaroa Pressure 60
Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
Remarks: Safety Valves Cylinder 9" Exempt; Slight defect in tube plate at smoke box end. Reduce pressure to 60lbs machinery to guard V.N.

Inspection: 07 Feb 1908 at Waimangaroa Certificate: 8118 Expires 31 Dec 1908 20s payable at Waimangaroa Pressure 60
Owner: Neighbours Bros, Waimangaroa Description of Boiler: Locomotive; Purpose for which used: Brickmaking; 10 Horse-power
Remarks: Safety Valves Cylinder 9" Exempt; As previously reported
Subsequent inspection certificate? 2894