

APRIL 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



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THE SHAPE OF THINGS TO COME.

A test train with passenger stock standing at Moorhouse Station, prior to conducting test runs for evaluation with braked trains. Several successful runs were carried out in this manner. The building blocks leading to certification are gradually being placed one by one. Needless to say, there were no passengers as such on these runs.

Picture from Dave Hansen.

Canterbury Railway Society

40th Anniversary Souvenirs

'40 Years of the FERRYMEAD RAILWAY' booklet \$10.00.

The following are still available

Beer Mugs

Coffee Mugs

Drinking Glasses.

Heritage Train booklet was \$10.00 now \$6.00 ea.

Kb968 Prints

From a painting by Peter Morath **NOW \$6.00 each**

2007 Calendars

Prices shown are for members only

Passing Trains - \$16.00 ea.

NZR&LS Desktop - \$14.00 ea.

Register of New Zealand Steam Locomotives 1863 - 1971 by W G Lloyd

We have a few copies available at \$59.90. **Members only price \$54.00**

Electrification to be inaugurated in June

Enclosed with this issue is an invitation to the official inauguration of the electrification of the Ferrymead Railway between Moorhouse and Ferrymead stations. This will take place on Saturday 9 June and we plan to have some distinguished guests to perform the opening. We will have fuller details in the next issue.

If you would like to attend this function, please follow the instructions on the loose form, so we can let the caterer know. Joe. Pickering

PLEASE NOTE

There is a new website and editors email address

You are reminded that Membership cards will need to be shown to enter the park on big promotion days as "Gate A" will be staffed

BRANCHLINES

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Absolute deadline for the next edition: 1ST SATURDAY OF THE MONTH.

Visit From David Morgan.

I was fortunate in being able to host David Morgan around Christchurch last weekend on the behalf of FRONZ. David is the chairman of the UK's Heritage Railway Association and Europe's FEDECRAIL which are FRONZ's equivalents in that part of the world.

David visited Ferrymead on Saturday afternoon (17th March). I attach a photo showing Philip Rowan (our newly appointed traffic manager), Bruce Shalders, David, and Colin Dash in conversation on the Moorhouse Station platform. After a tour of our facilities, David had a trip in the D car on the heritage train consist to Ferrymead hauled by D140 with a cab ride on the return journey. He also had a cab ride in an Eo3

hauled train to Ferrymead

In the evening he gave a talk in the Lions building at Ferrymead to a small group of members from local FRONZ member groups (Canterbury Railway Society, Weka Pass Railway, Tramway Historical Society, and Ferrymead 2ft Gauge) on the history of the HRA and FEDECRAIL which included many of his interesting and amusing anecdotes.

David thoroughly enjoyed his visit and along with myself thanks all the members who put on a good bit of kiwi hospitality for his visit.

Nigel Hogg.





Two more pictures from the test runs with braked rolling stock. Both taken at Ferrymead Station. For those who want to know how we ran around the train without overhead wires, there was Tr156 to do the honours.

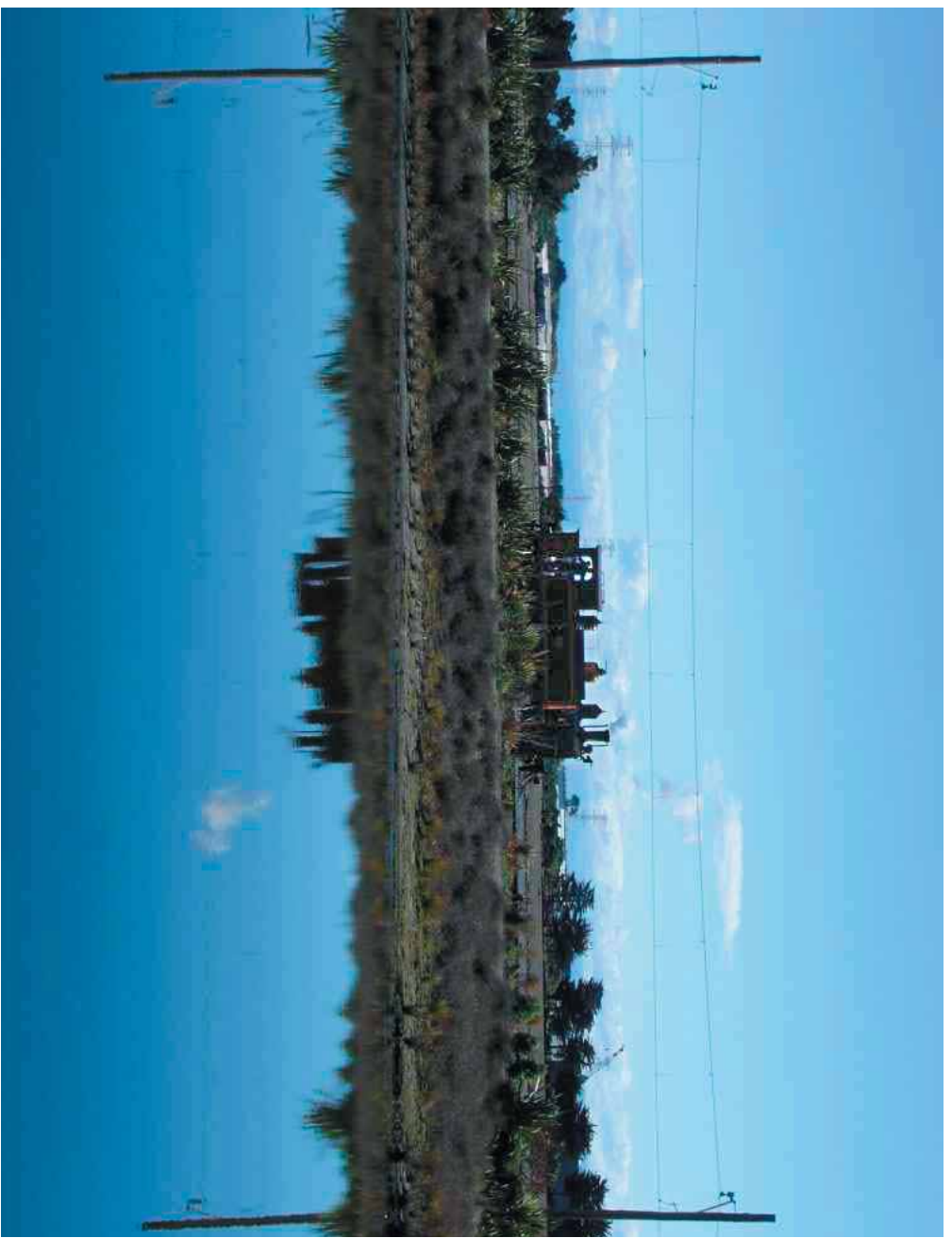
Pictures from Dave Hansen.





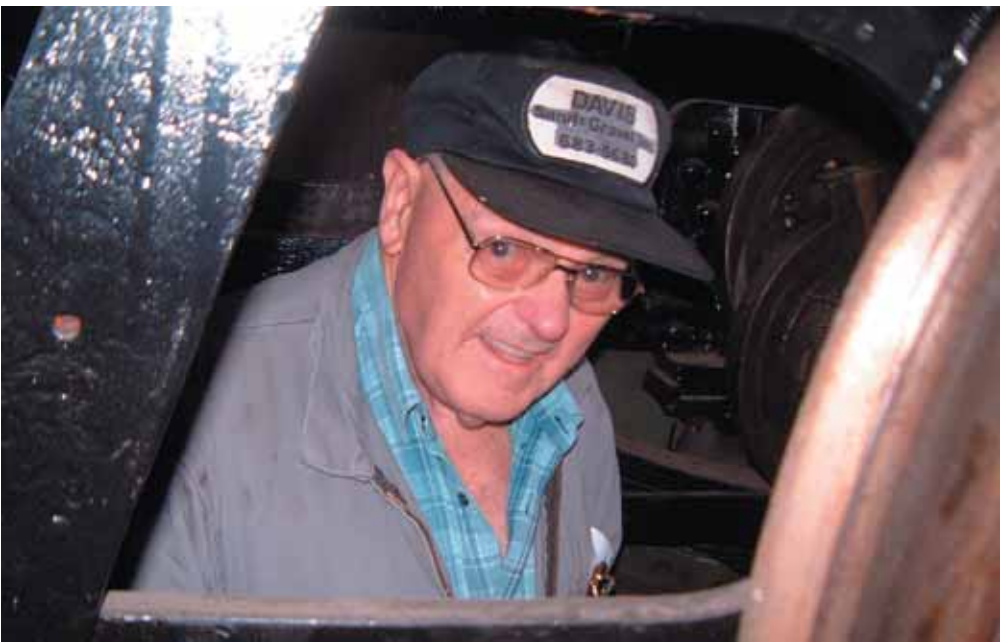
Ec7 in disgrace. The MG (motor generator) set began to flash over at the commutator. Here Bert Coombes, assisted by Ray Shearman remove the offending set. Below: A closer view, showing there are actually three commutators. This is because the 1500V windings are in two series of 700V each. We are fortunate in having a spare MG set in storage, which will be recovered and overhauled before refitting to the locomotive. It is just unfortunate that time is counting down to when the 'Ec' and 'Eo' will be placed in service and there is still all the locomotive and driver certification to complete before then.





A Time For Reflection.

Nigel Hogg sent me this picture taken during recent Sunday running. Here the 'W' is seen doing a run around at Ferrymead Station. I felt this great shot is worthy of reflection on the reflection. (As it were.) I'm sure you'll agree. 'K'.



Too good not to share. Thanks to Roger who tipped me off, I was able to get this candid snap of Mike Webb. Seen here in the pit, under 'F13'. Many of us have less years than Mike and the thought of how he got there (most pitboards were still in place) boggles the mind. I make no apologies for this picture and will leave it to Mike to explain to his Wife about the eccentrics!

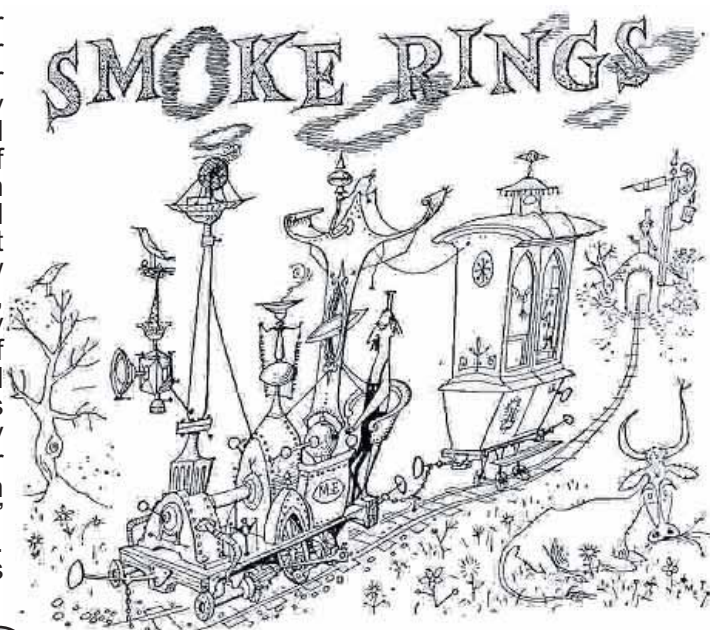


The hard work has started. Probably hard to see, but some of the stays on the fourth row down have been cut and rivetted. As also are some around the firehole ring. Hats off to those doing this unenviable task!



The logging trolley at Shantytown, as shown in last month's issue, was regrettably indistinct and as a result, (proving that some people actually do look at the content) I have had queries regarding its construction. I have therefore enlarged the picture as above, hoping that there is sufficient contrast to show the detail of its makeup. The execution of the drive and the primitive springing actually are quite commendable. The drive ratio can easily be adjusted with the sprockets on the side. I thought the setup to be most ingenious. 'K'.

Just for fun, I offer this cartoon of the Far Tottering & Oyster Creek Railway, by cartoonist Rowland Emmett. Some of you will have seen this before or heard it mentioned. Emmett used to do a new one of these monthly, illustrating this railway for a magazine of years ago. The detail and quality of his cartoons were greatly appreciated in their time. This came from a 'Model Engineer' from back in the fifties. Where are cartoonists of this calibre today?





Can anyone give a story as to the background and purpose of these type of batteries? We have two here and so far, no one has been able to come up with an answer as to the purpose attached to them. You will note that there are only five cells. That would nominally suggest, $5 \times 1.2v = 6v$, which would have to be a very marginal 6v at that. The cases have been very well made and they would be about 14/16 inches tall.

Are there any answers out there?



Getting the valve settings adjusted on 'F13' is proving to be a trial. What should be a textbook operation is turning out to be anything but. With much of the original gear not on the locomotive any more, there are questions being asked as to whether things like other eccentric rods and the like are causing the grief. Also, the new drive axle may not have accurate keyway perhaps? We have ascertained that this locomotive has been in a fairly serious smash at some time and what if any effect has this had? It was well known during its time in service here, that the exhaust beats were far from even, so are we trying to deal with that now? Very little in the reconstruction of this engine has been routine.

The Canterbury Railway Society Standard Signal Box. NZR Design 'K'.

History and description.

The mechanical lever signal frame was manufactured in England in 1901 and installed in the signalbox built at Templeton station on the main railway line south of Christchurch.

It was used to control the movement of trains through and around the railway yards at Templeton, Safe control of train movements was ensured because its operation was fully interlocked, meaning that conflicting train movements were not possible.

Templeton had most features of a typical station in the early years of New Zealand railways, In addition to the station building which was on an Island platform between the two main lines, there was the signalbox, stockyards and two railway houses. All of this has now been removed, there is a single railway track and the area previously occupied by the goods yard and houses has been landscaped.

The signalbox building was donated to the society in 1968 and was removed in December of that year and was stored until being erected on new concrete foundations at Ferrymead in December 1969.

Since that time it has been used to ensure the safe operation of the trains on the heritage railway being built and maintained at Ferrymead.

The building is a New Zealand Railways standard type K signalbox with an eighteen lever frame manufactured by McKenzie

and Holland. Worcester, England.

Significance.

The signalbox at Ferrymead, is the only operating mechanical one left in new Zealand and as such, it is therefore of significant national importance.

This significance is reinforced in a recent research project by a Canterbury University student studying for a Masters Degree in Fire Engineering. Of seventy three buildings surveyed at Ferrymead, the signalbox was ranked as the most worthy of protection from fire, because of its heritage value and contents.

The building attracts frequent visits from the parks guests whenever it is staffed and also by arrangement when the railway is not operating.

Technological significance.

As the last operating example of this once common railway building, it is an important part of the countrys railway heritage. Such mechanical signaling is no longer in use in the New Zealand Railway network.

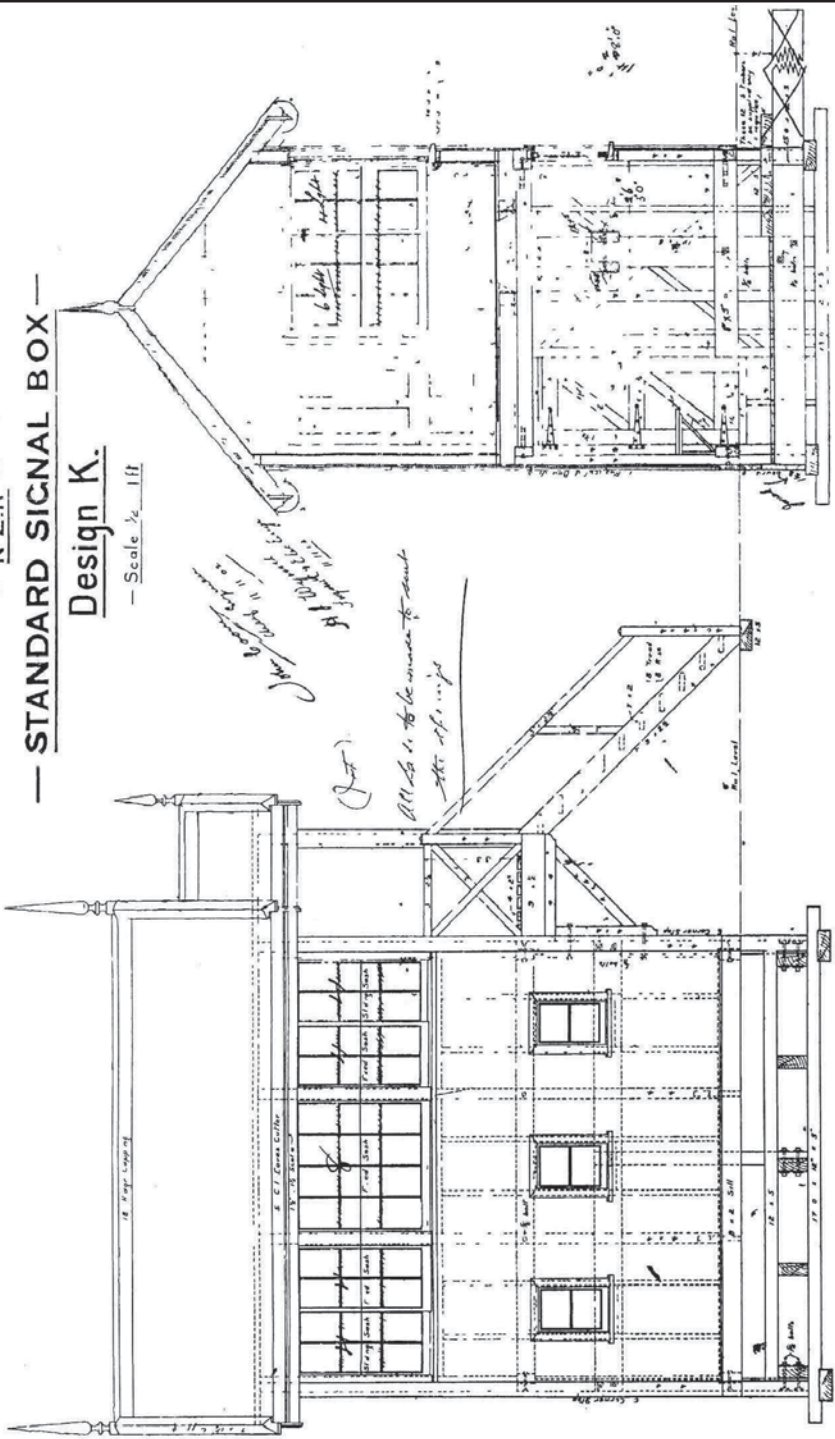
It is in complete operating order and can be used to demonstrate mechanical interlocking. Railway historians and modelers are frequent visitors.

(How many of us are aware of the great significance of our signalbox? The greatest in seventy three builings on site!. 'K'.)

— N.Z.R. —
STANDARD SIGNAL BOX

Design K.

— Scale $\frac{1}{2}$ in = 1 ft —



NOTE: All lights to be 16" x 16"

Text and drawing taken from Conservation report compiled and kindly supplied by Bruce Shalders.

Workshop Waffle.

As most will now be well aware, my time as editor of our newsletter will cease during the forthcoming Winter. July being my last issue at this time. Why am I waiting till then you may ask? There are two reasons. The first being the obvious one of allowing time for organising my replacement. As you well know, few people are falling over themselves to queue for the position. The second reason is a personal one, but no secret. I have a great affinity for and with the Electric Traction Group. Although most of my efforts on a Thursday are in the workshop, I frequently slope off and spend time with those in the house of roads seven and eight. The progress made by this group in the last few years has been great. Now with the advent of certification of the locomotives and personnell for public running, I would like to be in a positon to report on the first public outing of the Electrics.

Having got that off my chest, there's another aspect to the whole group of people who give their time to the Society in whatever capacity they choose. In my time as a member, the society as a whole has been on a roll. Most of you will know that I send out a weekly e-mail newsletter on the happenings of the Thursday gang. To my great surprise, the Flugel as it is called, is attracting international attention. What not many will know, is that I receive greatly enthusiastic mail from many countries, to the effect that they are surprised how well we do

and what great progress we make, especially given our (relatively) small volunteer numbers. With particular reference to the Thursday gang, it is comprised mostly of retired or semi retired people. All have a strong work ethic, a lifetimes skills and the ability to get on with the job. The combined pool of knowledge and skills is truly amazing. Add to that the fact that dissention is rare. Something that is hard to achieve with such a variety of people.

Then there are the group that do the Saturday work. Much of this is arduous, with trackwork, infrastructure maintenance, locomotive repairs and maintenance, not forgetting the graft involved in keeping the locomotive boilers in good condition. Many of our junior staff put dedicated effort into locomotive care. We have seen how productive all these people can be.

There is another group too. Those who work at home for the good of the society. Fundraising, making conservation reports, traffic management, fiscal duties and more recently, the Rail Museum of New Zealand project.

Let me now say, that I am very proud to be a member of our Society. Our outfit is going so well, it is positively dangerous. We all know it cannot last forever, but it sure as h**l is great to be able to enjoy the lifestyle and friendships we have at this time. Long may it continue! Cheers, 'K'.

ON A SAD NOTE.

Just to let you know that Ross Fielden of the C.S.M.E.E died today (22/03/07) if you could please tell people about that. Ross was a major part in building the Model railway at Halswell so he will be sadly missed.

Thanks

Callum Jones.