

AUGUST 2006

# BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



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## **F.R.O.N.Z. Freight Wagon Restoration Award.**

Well done Juniors!

Sunday the 30th of July saw a strange, or should I say unusual, train assembled to mark the presentation of the above F.R.O.N.Z. award to our Junior members, for their restoration of the tank wagon E3705. The work was carried out under the direction of their Mentor Kevin Holland, seen left. Next we have Josh Nelson, then James Gobbe (wearing the big smile) and last but not least, Dave Newman our General Mangler, er, Manager.. (Dave is not considered a junior!) Further pictures of the event on page 4. Picture Ian McDonald.

# Canterbury Railway Society

## 40th Anniversary Souvenirs

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

**SPECIAL PRICES** for the following

Beer Mugs were \$8.00 now \$4.50 ea

Coffee Mugs were \$6.00 now \$3.50 ea

Drinking Glasses were \$4.00- Now \$2.00 ea or 6 for \$10.00

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

## Kb968 Prints

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

## 2006 Calendars

Prices shown are for members only

**Passing Trains - \$16.00 ea.**

**NZR&LS Desktop - \$14.00 ea.**

Very limited numbers left. Further supplies will not be guaranteed .

**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**

## **Lost Locations.**

Answers to Waimate.Branch.

Studholme Junction; Waimate; Arno; McLean's; Waiho Forks; Waiho Downs.

Next Month; Methven Branch. 10 locations, from and including Rakaia.

## ***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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Editor: Kerry Young. Phone (03) 357 0422

Email: [newsletter@canterburyrailsociety.co.nz](mailto:newsletter@canterburyrailsociety.co.nz)

Letters, Articles and Photographs are welcome.

Post contributions to the Editor C/o Canterbury Railway Society PO Box 13-039 Armagh Christchurch New Zealand

Absolute deadline for the next edition: 1ST SAT. OF MONTH OF ISSUE.

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## **Presidential Prattle**

I am pleased to advise that we have received three more pub charity grants that will allow us to fund further development of the Ferrymead Railway.

The Southern Trust has allocated us \$4500 for the purchase and transport of the tracks of the former private siding at Bridgestone (formerly Firestone) Papanui. We had negotiated the purchase of these from Ontrack and now plan to move them to Ferrymead where they will be used to extend the Valley line.

For the workshop, we have been

able to purchase a magnetic base drill and a pipe bender thanks to a grant from the First Sovereign Trust.

And finally, the Lion Foundation has given us \$1468 for the purchase of new PVC roof covers for carriages A1177 and A222.

We acknowledge with gratitude the generosity and support of these three organisations.

Bruce Shalders

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## **Nigels report on progress with the boiler of 'F13'**

The latest and greatest from over the hill at Lyttelton is that they're waiting on their machine shop guys to get back on to finishing machining the stays. On that basis he thought we'd get the boiler back in 3 or 4 weeks (they've been terrible at predicting timeframes, so who knows when it will actually happen!) which I guess puts us into mid August. I think it was about this time last year that we originally gave them the go ahead to do the work, and I think it was February that they actually physically started.

There'll be a fair bit for us to do as the stays will be screwed into place,

but we'll have to crop off all the ends, peen the stays over, and fit all the tubes. So I guess that will take us through until at least Christmas to get the boiler to hold water.

Regards,

Nigel.

Thanks for keeping us in touch with progress on the boiler Nigel. 'K'.

## *Tank Wagon Award.*



Speeches under way on a bleak afternoon. It should be noted that all the junior team were not able to be present for the ceremony. Namely, Jock Hurley, (holidaying in England) Kane Shearer and Francis Broadfield.



Now for the nosh up in the Moorhouse Station. The guests of honour doing justice to the Coke and chips. Pictures from Ian McDonald.

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## *Catenary Progress*



Sadly, the pictures may not show the progress that has been made with the catenary work, but this section shown is all but finished as far as the overhead work is concerned. Rail bonding surely cannot be too far away by now.

Pictures from Dave Hansen.



Hike it, Bike it, Like it

This is the logo for the Little River Rail Trail, newly opened to the public on May 28<sup>th</sup>, from Motukarara to Catons Bay at the head of Lake Forsyth, not far from the former terminus town of Little River. The next couple of years should see the development of the Prebbleton to Lincoln section and hopefully after that the middle section around Greenpark will be connected and the Trust can then rest on its laurels, having done a great job.

Half of Christchurch, it seemed, turned out to the official opening at 10am on a very calm, misty morning, the same fog that nearly wrecked the Crusaders/Hurricanes match the night before at Jade Stadium. Driving out through Halswell and Tai Tapu visibility was down to 50-60 metres, but as hundreds of keen Cantabrians shook out their muscles, donned their backpacks and joined the queue the sun shone through, hilltops appeared, and the track stretched ahead from the little hamlet of Motukarara towards Lake Ellesmere, looking very inviting.

Multi-sport athlete Steve Gurney was MC during the short lead up to send off, with good speeches by Bob Parker, DOC and others before MP Jim Anderton cut the ribbon (an environmentally-friendly flax one!) and stood well back as the first rush headed for the swing gate and away.

I've never seen so many mean machines assembled in one place except perhaps at cycle transition during the Coast to Coast weekends. Cycle helmets of all colours bobbed and glinted like chandeliers at a party - then followed a passing parade of pedal power - tandems, kids on pint

sized editions, babies in trailers, toddlers behind parents - all suitably geared up for the 20 km journey ahead. Walkers and joggers had to wait patiently until the bikers had left - they must have been champing at the bit.

Wisely I think, we gave our wheels a whirl later in the day when things had spread out a bit, but I'm glad I was there to see the old rail route, closed in 1962, come back to life again albeit with a different mode of transport.

As we set out from Motukarara we admired an M wagon from Plains Museum at Tinwald set on its own length of rail for display; soon to be joined by the original station building which has remarkably reappeared from someone's farm recently, currently being given a new lease of life by local Lions. It wasn't difficult imagining D class engines like our own D140 trundling along here in the early days of the line. My Dad remembers travelling this route on a mystery train trip not long before World War II broke out, probably behind an Ab class loco.

It was pleasant to be away from SH75 for most of the Lake Ellesmere section of the trail, as the rail route cut straight across the wetlands leaving the road to hug the hills. Most of the many, small bridges had been demolished when the line closed and much work has gone into rebuilding these (well built they are too). We stopped to admire a white heron preening itself on the shores of Te Waihora and to enjoy reflections of rail posts in its still waters. We vowed to explore the Kaituna Quarry area properly another day, especially the site of Kaituna Station and the gun emplacements dating back to 1942.

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From Birdlings Flat the rail route leaves the coast and turns up the valley past Lake Forsyth/Wairewa, much closer now to the hills and road. We found the trail surface quite puggy in parts, not helped by much rain this autumn. Little River was humming with activity, especially the museum in the former station building. Outside a local group have set up a collection of rolling stock, including a gangers hut alongside the former goods shed. It all looks very impressive and compares favourably with a picture of the yard in 'Ghost Railways of New Zealand', now ten years out of date.

Would anyone be interested in a group CRS hike/walk on part of the trail sometime, as we don't seem to meet up (other than working at Ferrymead) much these days. How about meeting at Kaituna Quarry for a picnic lunch followed (or preceded) by a walk to Birdlings Flat and back. Let's hike it, bike it and like it sometime in the near future. \_\_\_\_\_

Thanks for an interesting look at the new Rail Trail Jocelyn. Are there any interested persons out there who would like to do the trail as a group exercise? Could be worth a look. 'K'.

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### ***Restoration Ramblings.***

Firstly, let me make a request. Because I cannot be on hand to cover happenings other than on a Thursday, could I please have notes from those groups who do so much work on other days? I do get a lot of good value news from some members, for which I thank you greatly, but I am aware of much significant effort going into projects that don't make it to these pages. Signals would be a case in point. A vital safety thing, but I see such a great amount of good work being done and I am only able to make passing comment on it.

To the workshop, home of Rogers Racontouers. Here, there has been a heap of progress with carriage 'A1177' since it has returned. Exterior side panelling is well in hand and presently, the soffit work is under way. Some timber for this had to be drawn from the store shed outside. Sounds easy, but far from it. It was discovered in the rafters of the shed, under a pile of very heavy carriage end doors and other woodwork. This area has been home to rodents for some years and they left bulk calling cards to mark their tenure. I happened to be a part of the recovery team and can vouch for the disproportionate effort needed for

such a simple recovery requirement. Being showered with 'calling cards' leaves something to be desired, as we struggled with the sheer weight of those doors. Ah, but the mission was a success.

To the casual observer, it would appear that progress on 'F13' had stalled. Not so. The reworking of the machining on the crossheads has been a very time consuming task. Our Roger has expended much time and thought on the recovery program and Mike Webb has worked closely with him on this and done the necessary machining. The job of setting up the crossheads to machine the piston rod taper took about five hours each. Having machined the tapers, the matching ends of the piston rods had to be built up and remachined. Then they were lapped together and the tapered keepers fettled to provide a secure lock between the two. Before going home on Thursday, Mike and I temporarily assembled the piston, piston rod, crosshead and connecting rod into place on the left hand side of the engine. This was a great reward for all the effort that has been put into these items. All thanks to Roger and Mike.

**Two pages from David Turner.**



David took these pictures during the Americana Event on Sunday July 2. Above; The Parade and below; The Penny Farthings entertaining.





***David stayed on to get these in the evening.***



Nothing like a good night shot for emphasis. David must have a good floodlight. Above; Ex Dunedin 22 opposite the church in Bowman Street. Below; W192 as You've never seen it before. Those sparks aren't from the stack, that's for sure.

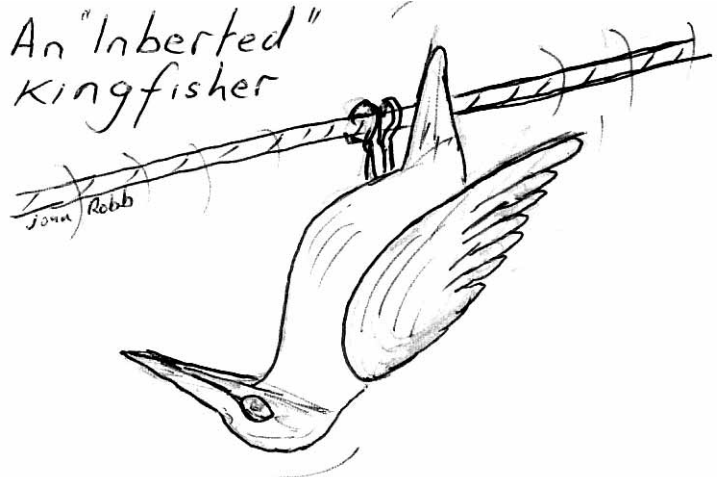


Thanks for sharing these with us Dave. 'K'.

Did you notice the Kingfisher perched on the electric overhead in last months issue? He looked happy enough computing the speed and angle of the next dive, making of course due allowance for wind and water refraction as he contemplated his next meal. However, his situation was about to take a turn for the worse.

Bert our high wire artiste' was twisting the cable, causing the

unsuspecting bird to rotate and adjust his grip accordingly. Observing this, our intrepid electrician applied a reverse twist and the bird, although starting to topple backwards adjusted his lean and regained his composure. This process continued, amusing our overhead crew until our non amused aviator flew off to a perch which complied with his avain training manual Oh for a video camera!



We are indebted to our John for the accompanying artists impression of the antics described above.

**Nonlocal readers**; Who can tell me what we are looking at here? I hope to do an article on what you see in the near future, as these mortal remains have great significance in the history of locomotive development. Also the subsequent history is of considerable interest as well. E-mail answers preferred if possible thanks. 'K'.(Ed.)



## **More on Workshop happenings..**

Many of our readers will be aware of the weekly newsletter I do called 'Flugel'. (Let's not go into the origins of the name.) The pictures in Flugel I try not to use in Branchlines for obvious reasons, but when the going

gets thin, I resort to the use of these previously published pictures and I shall do so again here. My apologies to all those who have already seen these.



The shape of things to come as it were. The humble 'L' wagon. I have been given to understand that this is the next candidate for restoration. The woodwork is in poor condition, but

the rest appears to be fine. A worthy candidate for restoration and a good example of this once very numerous vehicle.

The driving gear temporarily assembled on the L.H. side of 'F13'. This is how things looked on the first Thursday of the month, after Mike Webb and I hastily threw the bits together before we left for home. Piston, piston rod, crosshead and connecting rod, together as one for the time being. This sort of thing gives much satisfaction to those involved with the work.



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## *A Tribute from the Workbench*

So what of this month? Well, let's have a look

We cannot pass by without pleasure from the news of the Diamond Wedding anniversary of our Garth and his lovely lady Wife Anita. I state the obvious when I say that there are many who do not get the chance to survive to celebrate such an occasion. That Garth saw war service in the Pacific and subsequently made it to this milestone, remaining married in the process, is an event to be marked indeed. Along with all the early members of the society, Garth was an integral part of the elements and people that together spent countless hours assembling the rolling stock and infrastructure that so many now take for granted.

How many would know I wonder, that Garth has been a fireman and indeed helped fight the tragic Ballantynes fire of 1947? Something that will forever have a huge impact on the memories of those involved. Hard to imagine, but he also had a brief career with Ballins Brewery, doing deliveries. You have to wonder at the temptation to have a liquid lunch on occasion. A more formal career saw Garth teaching for thirty years. Amongst all this, Garth served with the Army in the Solomon Islands in WWII, being one fortunate enough to return.

My early association with Garth was when I first joined as a member and in chatting, realised that he was heavily involved with the midnight oil, preparing 'Wd357' to be in steam for 'Rail 125' celebrations. It took no time at all to discover that here was a dyed in the wool steam fanatic. Again, something our later members may not realise is that Garth held a steam and drivers ticket for many years, only recently relinquishing them. Garth has been driver on Kb968 on

occasion, not something that many members can attest to. He's driven most things here in steam, right down to the locomotive that used to run on the miniature railway that was down at the Bridle Path road end.

Today, Garth is as devoted to the society as ever and spends his Thursdays doing all the things no one else gets around to. Especially the salvage of non ferrous materials for the scrap fund. Want a clean dry towel? Garth's done the washing. If it weren't for Garth, we'd be ankle (or more) deep in trash on the floor of the cafeteria. So even in semi retirement, our Garth is seldom stationary.

Again, for those who haven't been here during a holiday weekend, Garth and Anita are often to be seen in period dress. Anita has all the gracious charm and appearance of a lady of yesteryear, with Garth looking the dapper accompanying gentleman. One day, I hope to picture them thus and share the pleasure with our readers.

My congratulations to you both. Long may you together be an integral part of the Canterbury Railway Society lifestyle. 'K'.I



Garth at the helm of the mighty 'Kb968'. Picture from Joe Pickering, taken by Colin Loach.