



BRANCHLINES

DEC. 2005



A thing of beauty is a joy forever.....

Our beloved Pie Cart. Bert's home away from home. Yes finally, this month we have got around to the promised profile.

I am indeed grateful for the help received from several people. There is (was?) more to this vehicle than meets the eye. We have something of its manufacturing history.

Newsletter of the Canterbury Railway society Inc.
PO Box 13-039, Armagh, Christchurch, New Zealand.
Web site: <http://www.trainweb.org/ferrymeadrail/>

Canterbury Railway Society

40th Anniversary Souvenirs

'40 Years of the FERRYMEAD RAILWAY5 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**

The good news and the bad news.

So what'll you have first? There's no choice actually, you can have the bad news first and get it over with.

Come January, it's time to stump up with the subs again. Same rules as always I'm told. No sub, no Branchlines. New members, if you're unsure of forwarding, check with one of the older hands.

Good news? The good news is, that there's no increase in the subs again this next year. In these times of rampant inflation the powers that be have decided they can hold the subs at the same level as last year.

Please note change of editors email address

Notices

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

Is published monthly for the benefit of Canterbury Railway Society members. Opinions expressed are those of the Contributor and do not necessarily reflect official Society policy unless stated as such.

Editor: Kerry Young. Phone (03) 357 0422,)

Email: newsletter@canterburyrailsociety.co.nz

Letters, Articles and Photographs are welcome.

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

Absolute deadline for the next edition: Friday 3rd. Feb. 2006

Lost Locations.

Answers to last moths Cheviot quiz.

Waipara, Omihi, Spye, Scargill, Greta, Ethelton, Tormore, Domett, Nonoti, Mina, Phoebe, Spotswood, Parnasus.

Next time,- Little River. 13 locations, from and including Waipara.

Remember, this was 1920 !

Presidential Piece.

Another busy year for the Society is drawing to a close. However, there will be little respite in activities as the New Year begins. Plans are in place for a busy running schedule over the summer, while restoration and maintenance work will continue at a reduced level.

Dave Newman, the general manager is updating the work plan ready for another busy year in 2006.

I am pleased to announce that we have received a grant from the Scottwood Trust to fund the restoration of one of our ex NZR workman's huts. This grant is for the necessary materials and the transport of the hut to the Southern Institute of Technology's premises at Wigram, where it will be a project for pupils of the carpentry department. This type of joint venture is a first for the Society and we look forward to working with the SIT.

Many have asked what is happening on the museum front. The answer is 'plenty', with the committee meeting

almost weekly of late. We are investigating the appropriate legal status in readiness for fundraising which will start in earnest early in the New Year. Also, keep an eye out for the museum logo, which we should have sorted soon, after much effort.

One thing that has concerned me at Ferrymead of late is the amount of litter around the railway. Most of this is discarded lunch bags from the Bakery and used soft drink cans. Please take pride in our railway and put your rubbish in the bins provided. Similarly, the state of the lunch room at the end of each Saturday is disgraceful. Put your rubbish in the bin and if you spill on the table please clean up. Garth Beardsley spends a lot of time keeping the room clean and tidy for us and out of consideration for him please leave the room tidy on Saturdays.

Finally, I would like to wish each of our members and their families a Happy Christmas.

Bruce Shalders

LOST

A pair of Mitutoyo Vernier Calipers. Metric / Imperial. Imperial reading in fractions. Satin chrome finish. As it happens, they belong to the Editor.

Anyone finding these, please hand in to Roger Rasmussen or Colin Dash.

The finding of these will be much appreciated, as they are a part of my right arm. 'K'.

Combined evening meeting with the Tramway Society.

On the evening of Wednesday the 16th of November, there was an informal meeting of the combined Tramway and Railway societies. We all met at the Moorhouse Station where we had an introductory address from John Shanks who gave us an idea of how the evening would proceed. It was a chilly evening and quite low light, so few pictures taken were of good quality.

Initially, everyone went to have a look at the English Electric collection. Bert Coombes had opened up and got some lighting going. There was much interest in the collection on the part of Tramway members as these vehicles could be related to theirs. From there, most followed through the carriage shed, the workshop and then the steam shed. The light was fading fast as we were shepherded onto a train to go to the Tramway end of the line. For readers who don't know the layout of the park, the Railway and Tramway facilities are at opposite ends of the lines.

Everyone gathered in the Tram Barn then and fortunately it was well lit. Again John Shanks gave an address, this time he told us of some of the most interesting exhibits and their history. Special mention was made of the creation of the Peckham Maximum Traction trucks. None being available for the trams, they set to and they made their own. A really remarkable feat. Few who see the Boon 152 trundling peacefully around the streets of the city would realise the significance of the trucks under that tram. Here, there were members with the exhibits to explain the story and reconstruction of the vehicles. This was much appreciated by those from the railway society, most of whom don't have a detailed knowledge of the tramway machines. The standard of the restoration of the wooden bodied cars had to be greatly admired. Some of the joinery was very detailed. Not forgetting the paint, varnish and brasswork

Outside, the society had laid on the original Christchurch number one tram, together with their double decker trailer and provided three round trips to the village at the other end and back. All lit up in the dark, it was a great sight to see. Watching it making its way around the track was like seeing a mobile Christmas tree. Some hardy souls braved the trip on the upper deck of the trailer. That must have been a tad chilly for sure.



Admiring the Peckham Maximum Traction Truck.



Christchurch Number 1 with double decker trailer.

Not only was the main tram barn open but also the smaller one was too. Other exhibits such as the Ford V8 overhead maintenance truck, and the 'Beast' which is the home made track maintenance car. This last is a most comprehensively equipped vehicle, based on a 4 wheel tram truck. Short and to the point, there's nothing missing when you are out on the job. A good supply of coke was noted also. This for firing the Kitson steam tram motor. One of only three known to exist and of them, the only one in running condition in the world. This is indeed a great treasure for the Tramway Society. It can be seen on high days and holidays, pulling

trailers of happy people around the park. Regrettably it was so close-in inside the barn, that a picture was not possible.

Interest in the tramway was so high, that it was difficult to round everyone up for the trip back to Moorhouse Station, where supper was served. Everyone had a chance for a good chat and then the evening was brought to a close with a final address by John Shanks.

Many people were heard to say that it was a good evening and would like to have it as an annual event. I would have to second that. I hope that this will come to pass. 'K'.



Members inspecting the restoration of a tram car body.

Profile; The Pie Cart.

Yes finally, we get around to the pie cart. I have had quite a bit of help to gather what we have, but even then, I haven't got anything of it's working history in Otira, Before and after, yes. During, no.

So beginning at the beginning, Joe Pickering offered the following text and pictures with respect to its creation. My thanks to Joe for filling in the gap that had so many question marks. I quote here from information supplied.

July 2, 1928. The New Zealand Railways Magazine.

An interesting type of rail motor vehicle, an illustration of which appears with this article, has just been completed by Hardy Railmotor Ltd of Slough. Built for service on the new Zealand Government Railways. This vehicle which is to be used as a tower wagon for the inspection and repair of overhead cables, will be used by the signal and electric branch of the electrified section of the New Zealand Government Railways between Christchurch and Greymouth and will thus operate through the longest tunnel in the British Empire..... the Otira Tunnel.....which runs beneath the famous Arthurs Pass, in the Southern Alps of the South Island of New Zealand. The Tunnel itself is about 5 miles long and the line through it is a single one on a gradient of 1 in 33. The shunting yard at Arthurs Pass is 2420 feet above sea level and snow is fairly constant through the winter months.

Superstructure;

The superstructure of the vehicle, consisting of a tower and accommodation at each end for the driver, has been designed by the Chief Mechanical Engineer of the railways. (Mr. G. S.

Lynde) and will be constructed in the New Zealand Government Railways workshops. It will be approximately 15ft. long and 8ft. wide and will house the driver, the engine, and repair materials for the overhead cable. The gauge of the car is 3ft. 6in. and the wheelbase 10ft. and it will be required to operate on a 3 percent up grade, with a total load of 9000Lb on the chassis and a gross training load of 14,000Lb at a speed of 15 miles per hour. All controls are duplicated at each end to allow the vehicle to be operated in both directions with a full trailing load.

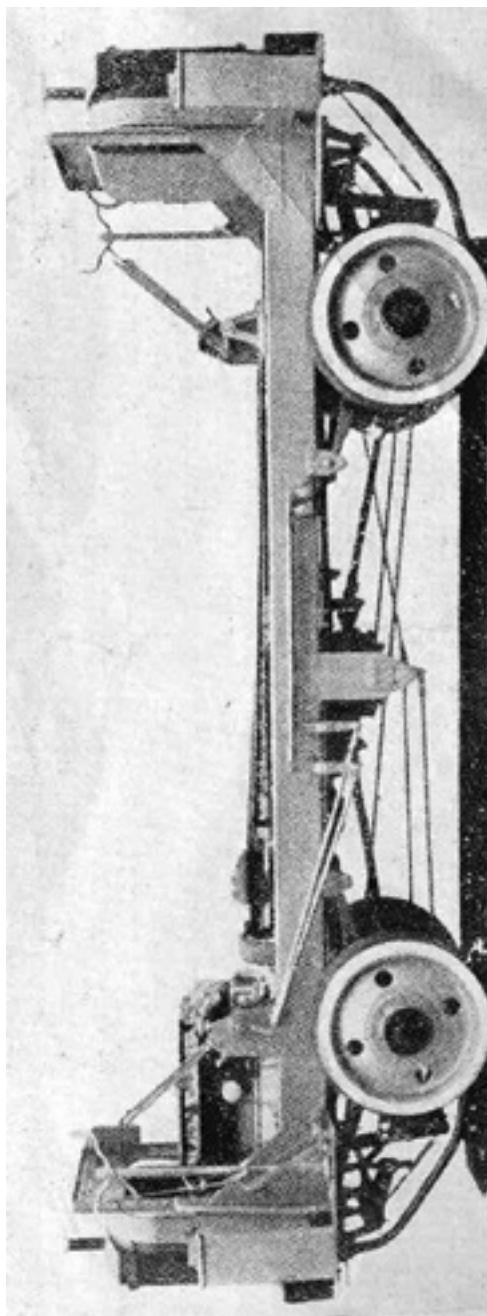
The car has a 6 cylinder engine with cylinders 100mm bore by 140mm stroke, developing 80 b.h.p. at 2000 rpm. The valves are placed on one side and are of large diameter..... inlet valve of nickel steel and exhaust valves of stainless steel The crankcase is of aluminium and the capacity of the sump is three gallons. Lubrication is by gear pump, through a large strainer to the main and camshaft bearings and through the crankshaft to the big end bearings, efficient relief valves being fitted to the whole system. Ignition is by high tension maneto and an electric starter and lighting are also fitted. Efficient cooling is secured by two gilled tube radiators with cast tanks and side brackets, mounted one at each end of the vehicle, circulation being carried through the engine and the two radiators in series by a large capacity rotary pump. A fan is mounted at the engine end.

Speeds and Brakes

All gears and shafts run in oil on ball or roller bearings and are totally enclosed. The gears are of constant mesh type, engaging by dogs. Four speeds in both directions are provided, namely, 14mph at normal engine

revolutions on top gear, 8m.p.h. on third, 4m.p.h. on second and 2 1/3 m.p.h. on low. Reverse is effected by a subsidiary gearbox placed between the clutch and main gearbox, giving direct drive through the box or reverse through intermediate gears. The drive is taken from the gearbox centre drive by cardan shafts with universal joints to both axles which are of the full floating bevel type and are fitted with taper roller bearings. Springs are of the laminated type, hardened in oil. The wheels are of 30inch diameter on tread and are of disc type with rolled steel tyres. Two brakes are provided, one acting on a drum at the back of the gearbox and so through the transmission to all four wheels. The other being a screw down handbrake acting through brake blocks on all four wheels. Sand boxes are fitted at each end and the petrol tank has a capacity of 17 gallons.

In order to enable the vehicle to be tested under working conditions, special temporary axles of standard 4ft. 8 1/2 inch gauge were employed. With the full load on the chassis and a trailing load 1 1/4 tons in excess of what was specified. With this gross load, the vehicle climbed a gradient of 1 in 24 without difficulty at 13 miles per hour with the engine accelerating on the steepest part of the gradient. Moreover, the load was securely held on the gradient by the footbrake alone.



Pie Cart Preservation History.

During 1995--96 the Pie Cart had been working on the Overhead towards the Otira Tunnel. On the return journey while the P1 was slowly moving through a turnout in the yard it suddenly leaned over on one side and ground to a halt. The Line staff discovered the left front wheel had fallen off. So PW1 was then jacked up and a small 4 wheel trolley was placed underneath and it was then pushed back to the Electric Loco shed and abandoned.

On one of our visits to Otira we noticed the wheel lying outside bearing side up, which by now was very rusty. On making enquiries it was found that NZR were not going to repair PW1. It was at this stage we realized that we may be able to obtain it for Ferrymead. Later we heard that PW1 had been donated to CRS on the condition that we take it away.

A group of us travelled to Otira with a trailer and brought the wheel

back to Ferrymead. The bearing needed replacing at the cost of \$225.00. We returned to Otira fitted the wheel, and removed the sides of the platform in order for PW1 to be transported by road to Ferrymead.. This transport was arranged by Dave Hansen who approached the Ministry of Works who at this stage were involved with the building of the Otira Viaduct. They kindly arranged for PW1 to be transported to Ferrymead as a backload. Firstly PW1 had to be pushed by Loco through the Tunnel to Arthur's Pass, then loaded onto a truck. This took place in June 1998. Bert Coombes took on the restoration project which included repairs to the engine, fitting the platform sides and a repaint. This was done with the help of the Thursday Gang.

To date PW1 has been invaluable for the electrification project at Ferrymead.



The Pie Cart arrives at Ferrymead. Author Dave Hansen standing on the trailer at the right. Thanks Dave for the story and the picture.

For those readers not familiar with this delightful vehicle, it has been repowered with a J series Bedford engine, and clutch. It retains its quirky original gearbox which a veteran

car driver would love. Nothing like a dog clutch, gate change, crash box to sharpen the shifting technique. Let's have a couple of pictures of the luxurious interior as it is today.



That's a handbrake, not a steering wheel.



All the heart desires in a 'designer' interior.

What Shanghai Has to Offer.

Sent in by Alan Burney, this is an excellent read. It is written by his son, describing a part of his Journey to Shanghai. 'K'.

It is amazing how quickly technologies evolve. Just over 130 years ago, steam powered rail transport throughout New Zealand and was opening up new settlements and linking towns replacing horse drawn transport.

I was fortunate enough to spend 8 days in Shanghai, China, one of the worlds new emerging economies. With that comes some interesting problems, A culture that is steeped in tradition and secrecy coupled with

massive investment in manufacturing due to cheap labour costs. (The computer company I saw had a company hourly rate of USD \$6 an hour. to cover 26 programmers and administration staff.) As illustrated, things we take for granted here like health and safety take a back seat when money features higher than workers health. The photo was taken outside our hotel on a four lane one-way street with no safety cones or warning signs. Note where the bottom of the ladder is.....



But the reason I'm writing is to tell you of the one thing I had no idea Shanghai even had, From the airport to central Shanghai (if there is such a thing with 14 million people in one city) it is a freakish check-your-insurance policy one hour ride in a taxi. Surprisingly I wasn't the keenest to return to the airport by the same method but didn't think there was any other option. A Chinese speaking Malaysian colleague suggested we

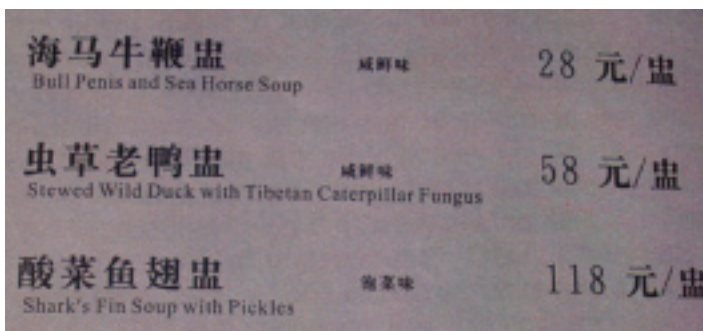
take the train. I had heard that subways are not good if you have suitcases but figured that being a Sunday should be O.K. The first 30 minutes was typical subway, all underground. The ride was very comfortable and at 50 NZ cents was good value for money. At one station we were told to exit and swap tracks, which we dutifully did. The first give away that this next train was different was the airport style metal detectors that our entire luggage had

to go through. As the signs were in Chinese, I had no real idea why. On the platform itself, the edges were glass barricaded and about 10 armed Chinese security guards patrolled the area. Intrigued, I looked at the tracks. they were a solid concrete slab, no rails My next thought was magnetic levitation????...

We were told the train leaves at 12:30pm and about five minutes before then it arrived. Shape - very streamlined. Boarding the train and depositing luggage, I took a seat and suveyed the interior. No clerestory lighting or flip over seats in this carriage, but an LED display at each end of the car. It showed time and speed. At the very second the clock ticked over to 12:30pm, we started to move. I did the tourist thing and looked out the window to take in as much as possible. The train accelerated. After about 30 seconds, I looked at the display and it showed 120km/hr. It didn't feel like it at all, no rail joints, no road crossings as we were elevated. A little later I looked again, this time, 230km/hr. We hadn't stopped accelerating. My time spent window gazing reduced and more time was spent monitoring speed. 280km/hr came and went as did 320 then 350km/hr. Unbelievably we were still accelerating at the same rate we left the station at. Crossing 400/km/

hr I stopped looking out the window at all. We topped out at 432km/hr!! My colleage on the opposite side of the car at one stage said, "Hey, look at this." I stood up and took one step across the car and then he said "Don't bother". At 432km/hr we were covering 120metres for every second and the scenery quite literally came and went. We stayed at 432km/hr for about a minute before starting to slow to enter Shanghai Airport. They had announced that the journey would take 7 minutes and 20 seconds and with military precision we stopped exactly to that time. I stepped off the train and couldn't believe what had just happened.

Back in New Zealand and talking to a few people, I belive this is the fastest train in the world and one of only two magnetic levitating trains working, The other in Japan is not finished or working fully. An amazing experience and slightly quicker than the Traffic Manager policed 30km.hr at Ferrymead. So I have used rail at each extreme of the spectrum. From the technology and speed of the Price CB to a floating train in China. Well worth the trip. Was good to return to New Zealand though, look at part of the menu from a typical Chinese restaurant.....



Mark Burney.

Many thanks to both Alan and Mark Burney for that. 'K'.

An event of significance.

An event of considerable significance took place on Friday the 11th. of November. On this day, after weeks of preparation the electric traction team strung the supporting catenary wire right through to

terminate beyond the Ferrymead station. This was a major undertaking and was the end result of considerable preparation. The weather cooperated for a change and the day was fine for the job.



Misfortune struck, in that the petrol pump on the Pie Cart gave up the ghost and reinforcements were sent for. Picture; Dave Hansen.



Tr22 was brought along and used for motive power. The consist seen here at Ferrymead Station platform. Picture; Dave Hansen.



All due precautions were taken as this picture shows.
Picture; Dave Hansen.



Changing the carrier and detail of the home made feeder pulley carrier.



Changing the support and the platform raising mechanism .

A year of solid achievement.

In retrospect, this year has been a good year for the society . We have progressed really well on every front. I'd like to pay tribute to some of the highlights of our year with a few pictures to mark our progress. Much of the hard work has gone unrecorded and that to me is a pity. There is nobody who turns up, who hasn't contributed to the society with their efforts. It is a pity that I cannot be there other than a Thursday, because I would like to share the work of others in the newsletter. To those who can, please take pictures and get them to me. I will use what I can and see that printed ones are returned to the sender. Many thanks to those who have contributed through the year.

F13 continues to provide much head scratching and consultation as it continues to present issues to be resolved as it slowly comes back

together. The return of the drive wheel and axle sets from A&G Price provided further impetus for those involved in its restoration.

R14 is coming together well, with both woodwork and metalwork going forward together.

Track repairs and maintenance have been an ongoing occupation for many and we have seen the arrival of vast quantities of sleepers which equates to much work for many people.

Not forgetting the rebuilt pointwork on the main and loop beside the station platform and the accompanying arranging of signals and the associated wiring.

Let's hope we can do as well in the coming year. 'K'.



The Electric Traction Team have done well this year. With the getting mobile of the Ex Wellington Multiple Unit they now have three useable items of rolling stock. More recently, the stringing of the carrier catenary cable was a major undertaking. Also begun, is the work needed to return the Ew to service. We can't be upstaged by events in Wellington!



Left top. Turning the first sod for the museum.

Left centre. Repaint of Ea 39.

Left lower. Rebuilding of F13.

Right upper. Commissioning of B231.

Right centre. We get two restoration awards.

Right lower. The Juniors complete the restoration of the tipping trolley.

Workshop Waffle.

Y'know, I thought I pretty much had it sussed. Being the Christmas issue, I'd do the graft early, get it to the printer early and banish it all from my thoughts till late January. Wrong! In speaking with the previous editor, I am informed that it is the practice to add another A4 sheet to this issue. That makes another four pages to deal with. That starts with my son who sets the templates that all this is created on. He had to come home (with the promise of a good evening meal at home) and add to the template. From there, it was a case of more of the same. It wasn't all bad though. Gave me a chance to show something of the year in review. As I indicated earlier, it has been a good year too. We'll be hard pressed to improve on what has been achieved over the past twelve months.

Our Society has one really good thing going for it. By and large, it is working as a whole unit. Sure, we are all aware of the grumbles and bellyaches that are par for the course in any society you like to name. Regardless of personal dislikes and lack of agreement, overall we have performed well.

There have been a number of people working away in the background, who have provided the wherewithal for the rest of us to work with. People who do arranging and purchasing, facilitating and so forth. In my case, I am eternally grateful to Roger, who unfailingly sorts out the work to be done and sees to it that everything is on hand to work with. There are a number of others too, doing much the same thing. Thanks and good on you. My thanks too, to those engaged on fundraising. Without the income from these efforts, there would be no society. It cuts both ways of course, for without the workers, the money is of no use either. ("What about the

workers?!" I hear the old cry.) I'll tell you what, there's a lot of future issues to be dealt with out there. The very pressing issue right now is lack of room in the carriage shed. Hence the casting patterns being shifted outside. Them as wants them, comes and gets them. We can store them no more. We need our gear under cover more urgently.

An issue that really needs sorting too, is the mess in the lunch room. If you think this is being petty, try telling that to Garth Beardsley. To you offenders, let me say, you are not at home now. Try to do something to help those that clean up after you. There are those who would like to have you do the work that Garth does in trying to keep the cafeteria tidy. 'Nuff sed!

After lunch when I'm down there, I head out with the trusty pixel pack and try to get my weekly allocation of visual evidence for my weekly publication called *Flugel*. This is a great opportunity to see what else is going on around and about. Everywhere, there is evidence of projects in the making. It is indeed rewarding to see the whole township is quietly growing. The general store has seen a lot of effort this year and the inside is quite a treat. I was pleased to see it being used for a film shoot recently. Two more buildings are nearing completion also.

Good too, is the constant influx of school parties. The bakery is very popular I notice, as it's full of bursting when I go to get some lunch. Much is open on a Thursday, The print shop, school, church, cottages, theatre, live theatre and others.

Come and enjoy it all. Have a very happy (non commercial) Christmas. Enjoy your family and friends. 'K'.