

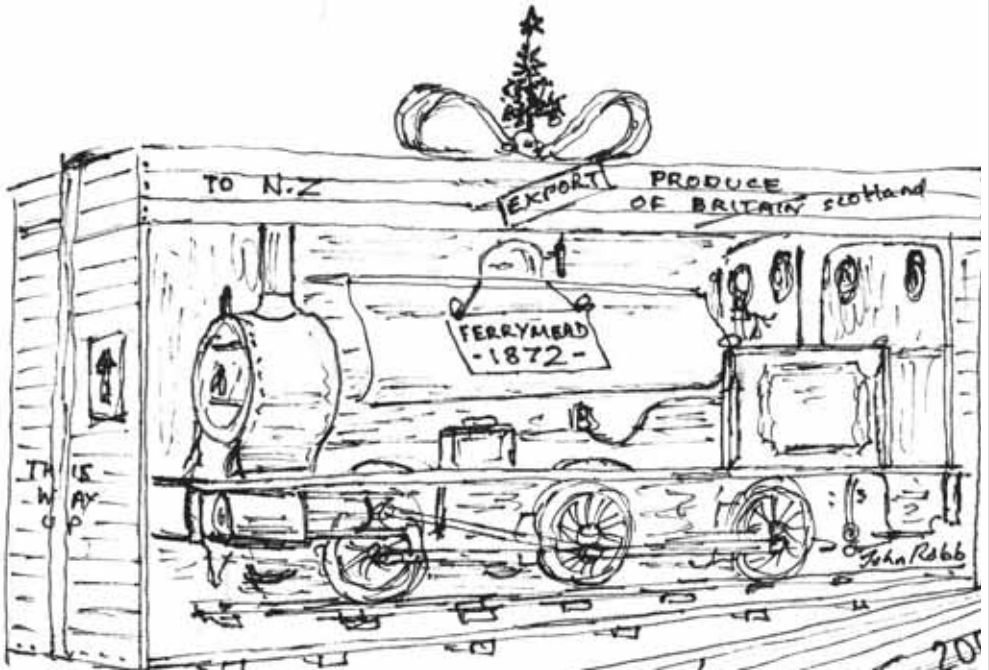
DECEMBER 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTERBURYRAILSOCIETY.CO.NZ



Sketch in the spirit of Christmas
from John Robb.

It's that time again Folks!

My opportunity to wish all our readers the very best for the festive season. I would like to hope that you all get to enjoy everything the season of goodwill has to offer, to spend quality time with friends and family, indulge (overindulge?) in the splendid fare on offer and return to the fold having made a New Years resolution to carry on the good work of our society. With my very best wishes for Christmas and the New Year. 'K'.

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**

Lost Locations.

Answers to Mt Somers Branch.

Tinwald Junction; Chelmsford; Westerfield; Hackthorne; Water Tanks; Valetta; Anama; Cavendish; Mt Somers; Buccleugh; Springburn.

Next time. Timaru to Oamaru.

16 locations from and including Timaru.

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

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 Canterbury Railway Society PO Box 13-039 Armagh Christchurch 8141 New Zealand

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

Presidential Prattle

Due to the typesetting ineptitude of the editor, it has been necessary to transfer the presidential Christmas message to page 12. My apologies to all those who feel it deserves to be on this page, but be assured, it is much easier to read in the alternative position. 'K'.

NOTICES FOR THE NEWSLETTER.

Notes from Dave Lorimer.

Have you changed your address?

Members are asked to remember to forward to the Membership Secretary any changes of address. Failure to do so may delay any notices, rosters or newsletters reaching you.

Change of address postcards are available free of charge and postage from any Post Shop and are a simple and convenient way of notifying all concerned.

Address to:
Membership Secretary
Canterbury Railway Society Inc
P O Box 13 039
Armagh
Christchurch 8141

Or alternatively phone (03) 384 4281 and leave a message giving details including phone numbers

Please update your address book.

The Postal Service have now updated all postal zone numbers and these will be required to be used for all mailings in the next year or so. Our Society's address will now be as follows

Canterbury Railway Society Inc
P O Box 13 039 Armagh
Christchurch 8141
New Zealand (if posting from overseas)

Calendars.

If you have not purchased your 2007 calendars by now, you may have missed out. At the time of writing this note we have very few left, the publisher of "Passing Trains" having informed me that he also has no more available. We have had great sales of them this year having to place a second order for the NZR&LS. Desktop calendar.

Locomoives that Have Worked for the Timaru Harbour Board.

We continue Mark Denne's story.

N.Z.R. 'F' class – Number Unknown [0-6-0ST]

After the Board dismissed Black and Stumbles from the eastern extension contract it decided to complete the job itself rather than resubmit the work to tender again. The Board found, as had the late contractors, that suitable locomotives for the work required were not easy to come by. Certainly it could not operate successfully or economically with 'A' 68 alone, as this engine was really only suitable for shunting around the quarry. The Timaru Herald of 13th February 1901 recorded that "The Harbour Board have arranged to obtain a locomotive from the Railway Department, and an 'F' engine [17½ tons] was tried yesterday afternoon, to test its ability to get round the curve at the butts. Mr Dobson [Harbour Board Engineer], and Mr Verdon, Locomotive Foreman, made the trial trip, and the engine negotiated the curve satisfactorily. Had it not done so, a 'D' engine, shorter in the wheel base, would have been substituted..." By this stage the Board had already purchased one of the two Wellington and Manawatu Railway Company locomotives on offer for sale and it was expected to be delivered to Timaru, via Christchurch, during the next week. The hired 'F' started work on 12th February 1901 with "a train of six trucks of blocks of rubble, from five or six to nine tons." The arrangement for hire involved the Board paying the Department 55s per day, with the Board finding men, fuel and stores. The Chairman of the Timaru Harbour Board reported to his Board at its meeting on 26th February 1901 that the first of two locomotives purchased from the Wellington and Manawatu Railway Company should be in Timaru that day; and it was noted in a later

Timaru Herald article as working on the tramway on 28th February 1901. One assumes the 'F' was returned to the Railway Department around this time.

The Almost Ran Locomotive

As we have seen previously Black and Stumbles' contract for the construction of the Eastern Extension was cancelled by the Board on 22nd January 1901 at a time when the only locomotive available for use was 'A' 68. This fact was certainly one of the many things the Board's engineer found fault with before the cancellation. It could not be said that the contractors were not trying to obtain a bigger engine. The Timaru Herald of 19th November 1900 recorded that: "The contractors, Messrs Black and Stumbles, have purchased a powerful engine in Australia and are obtaining a smaller one from the New Zealand Government."

The Harbour Board's special committee appointed to enquire into the contractors' progress reported on 27th November 1900 that it understood from the contractors that they had purchased two locomotives [one of which would be 'A' 68]. At the Board's meeting on 18th December 1900 a letter was read from the contractors, which stated amongst other things, that: "Their large hauling locomotive was being fitted up with new tyres in Sydney before being shipped to Lyttelton." 1900 turned to 1901 and the Board was advised at its special meeting on 4th January that: "They [the contractors] had also been hampered in getting a locomotive, but it would be here on the 7th."

At the meeting at which the contract was cancelled, the acting Resident Engineer noted that since his last report no further plant or rolling stock had been provided. His report of 1st January 1901 went on to specify: "The contractors have no plant upon the ground for carrying out the work [in the quarry], nor a locomotive of sufficient power to handle the traffic," The contractors replied on 3rd January 1901 that "The

second locomotive is due at Lyttelton on the 7th instant." And there the trail goes cold. There is some evidence to suggest that Black and Stumbles were also after one of the Wellington and Manawatu Railway Company locomotives [No.s 3 or 5], and it may have been one of those which was due at Lyttelton on the 7th January – or was it the locomotive from Sydney? Perhaps we will never know!

From the hard Graft Department.



Hi Kerry.

I thought the attached photo of the Rachel, Peter J and the juniors at work on the track yesterday might be of interest for a future newsletter. It's probably the last major work on the current running track until at least March with steam running every Sunday from now until then.

Regards Nigel Hogg.

***The Dunedin Railway Station Centenary. Labour Weekend
2006.*** ***By Jocelyn Teague.***

Everyone involved in this great weekend will have their own version of events, including those who didn't actually go to Dunedin, but helped run charters here at Ferrymead or helped behind the scenes getting the show on the road - literally on the road, for our D140 and also K88.

For really keen railfans from afar, the weekend began early when their excursion trains left from various North Island points to rendezvous in the south. For Christchurch people, the double-headed Jb and Wab excursion left bright and early on a splendid Friday morning with many onlookers to see it on its way. It was somewhat late getting into Dunedin, but that's situation normal for a big trip, which included a side trip on the Pleasant Point Railway. We sailed into Palmerston after 5.30 pm, surprised to see the train at the platform with its attendant crowd of interested onlookers. A problem with the smaller engine's ashpan had slowed progress up a bit, but what a way to travel!

From Waikouaiti, for both rail and road (if you take the coastal route), a scenic treat awaits the traveller. I never journey through Karitane, Seacliff and Warrington without being blown away by its laid-back appeal. We were fortunate enough to stay in a "crib" in Warrington, a peaceful semi-rural seaside settlement twenty minutes from the city by motorway, but when time allowed we travelled the alternate road through Waitati and Port Chalmers - again a treat.

Our crib was only a few streets away from the Main South Line, but the track was quiet until the

wee hours of the next morning, when it was fun listening out for the engines; working out direction of travel, either by a squealing of brakes as they descended to sea level from Seacliff; or a longer grunting as they circled round Blueskin Bay and attacked the hill grades to the north.

In the early grey light of 5.30 am I realised we could actually see the trains as well though the track was hidden from our view. I thought of all the loco crews getting their engines ready for the Cavalcade in a few hours time and imagined all the activity at the loco depot.

Coming in off the highway hills a thick layer of smoke could be seen hanging over the depot on this calm, cloudy and cool Saturday morning. Trouble with car parking as expected, but we missed only the first entry in the cavalcade to honour the centenary of the Station - A67 from Ocean Beach. In order of age, K88 followed with our D140 doing us proud behind her. Ab 663 joined the team with Wab 794; then followed the two J class engines; Taieri Gorge Railway presented a DE, DJ and TR; all the way to the present day with a DCP/DFT combo bringing up the rear - quite a line-up.

Much inspection by the public followed, then the scene shifted to the town side of the Station for the official ceremony with veteran broadcaster Dougal Stevenson acting as M.C. David Benson-Pope cut the large cake quipping that this was the only time lately he had been handed a knife handle first! He and Euan McQueen both spoke

well. On the firing of a cannon all the engines united in sounding their whistles, alerting most of Dunedin if they didn't already know of the celebrations.

Shuttle train rides were set up in the afternoon, well supported by local Dunedinites. Our D140 trundled back and forth to the Settlers Museum, while the larger engines took turns taking popular trips out towards Port Chalmers and return. By the time we had a trip behind Ja1236/Jb1271, the weather was cutting up rough and it was a bit unpleasant for the group of railfans, including Marcus Lush of T.V. fame and his 'bit of stuff' who travelled by train (steam of course) to Port Chalmers for dinner that evening, where Marcus was a guest speaker.

Sunday was characterised by an Open Day at Hillside Workshops and seemed to be well patronised from our viewpoint looking down on happenings from high on the rail bank along from Carisbrook. We missed getting tickets for this, so contented ourselves watching trains coming in off the Main down a fairly steep siding into the extensive yard. A fine morning helped the day go well,

especially for those on a steam hauled excursion to Middlemarch, which like the Labour Day trip to Invercargill, was well booked ahead of time. Monday started out pleasant but turned to rain though not until after the steam-headed afternoon trip to Pukerangi in Central had passed through Wingatui; pausing to change the points previously set for the Invercargill trip earlier the same day. Taieri Gorge Railway ran trips into Central every day over the long weekend - hats off to them and all the others who worked so hard to ensure lots of choice for those participating.

We stayed on an extra day as we were keen to do the Seaside trip to Palmerston & return, normally operating on Wednesdays through the summer season. We really enjoyed this half-day scenic trip behind two DJ's; made even more interesting by crossing with the homeward bound J double headed excursion, at Merton. We were pleased to be starters on this 'chocolate box views' treat. So again, a box of chocolates to the organisers and, as our General Manager said, "We may not see the like again in the South Island for a long time". Glad I was there!

D140 meets
Dj 3107 at
Dunedin.
Something
that could only
happen in the
preservation era.

Picture from
Glen Anthony.





Valley Line extension progress.

Above; Last Summer and Peter Jenkinson and the Junior team laying out the next track. Then below; the track from Bridgestone (Firestone), being placed like a Hornby Train line as it is unloaded from the truck. The additional help like this, is greatly appreciated by us all. What a great timesaver!



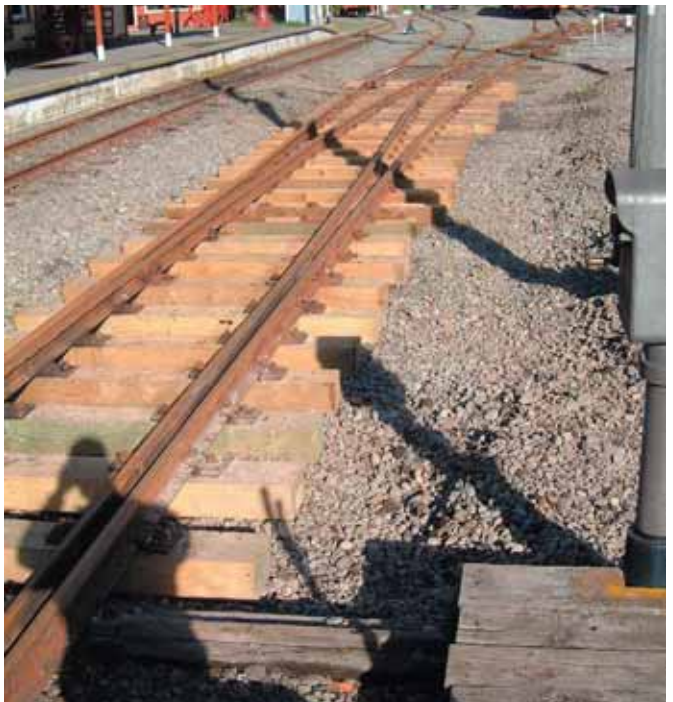


This picture was taken at the end of November and now, the line is well beyond the end as seen here. Great work and thanks to all concerned.

More hard graft.

Taken earlier in the year, when the hard working track gang did a great job in resleeping the turnout off the Moorhouse Station loop. This was no small effort either. Shifting all that ballast alone is sheer hard work.

There has been a power of resleeping and track repairs carried out this year. I'm sure we all appreciate the effort that has gone into this labour intensive work. Well done, to those concerned.





Rm 56 has come in for a lot of exterior cosmetic restoration. More than a few people have worked on the paintwork and there have been rust patches cut out and new sheet metal welded in place. Rather more than the average car!

Below; An event arousing considerable curiosity this year, was the arrival of the Vice Regal car from Dunedin. A look inside reveals a wealth of good timber linings and fittings you would expect in such a vehicle.





Above; Not everyday you see this. Here's 'D140' just being lowered to the deck of the transporter, for it's journey south, to participate in the Dunedin Railway Station Centennial.

Below; Something from the share a smile department. Our Works Manager, Roger Rasmussen, as he will always be remembered by his faithful followers. Framed in the cab window of his present nemesis, 'F13'.



Presidential Prattle.

This month we must register a significant milestone on the Ferrymead Railway. The electrification to Ferrymead station is now complete. The system now needs to be audited before driver training can commence. So, within a few months the electrics will be available to be rostered for operation alongside the regular steam and diesel operations

Another milestone was the completion of the constitution for the National Railway Museum society late in November. This has now been submitted to the Department of Economic Development. Once the society has been duly incorporated

there will be a significant increase in fundraising activity.

I am pleased to report also that the Lion Foundation has favoured us with another grant. This is to fund the purchase of a cut off saw for the workshop.

This has been a busy and successful year for the Society with progress being made on many fronts and I look forward to this continuing in the New Year.

On behalf of the committee I would like to wish all members and their families a happy Christmas.

Bruce Shalders

Note; Regarding the completion of the electrification.

I hope to bring a short article to print very soon regarding the significance of the completion of the electrification to Ferrymead Station. This has been the dream of a few members for almost as long as the Society has been in existence. I am

endeavouring to wheedle, cajole, threaten, or otherwise implore one of these people to write about the beginnings of this story that it may be better known among those who can appreciate what a significant achievement this really is. 'K'.

Pantograph up, the unit at Ferrymead station during alignment testing.



Our Signal Box.



There has not been very much in print regarding our signal box. This is a pity, as it really is a significant item of our operation. It is fully operational and is the hub of train movements on operating days. The eighteen lever frame is fully interlocked, ensuring the safe operation of more than one train at a time and it also controls access to the yards, workshop and sheds.

The signalbox is a very essential part of the operation of our system and although outwardly of heritage appearance, its operation is very much up to date.

In the new year, I hope to run the story behind the acquisition of the box and its history.

Thanks to Dave Hansen for the pictures.



What Have We Achieved This Year?



A1177 Feb.



Again in Dec. Roof goes on.

The carriage A1177 has been reclad, end platforms nearly finished and last week, the roof was recovered. In between, a station dog kennel was built and a supremely heavyweight gate and posts made for a walkway.



R14 in Jan.



R14 completed. 1.6.06.

R14 had sustained major end damage and that took a lot of effort and time to correct. That done, it didn't take long to rebuild with all new timber and brackets, a coat of paint, and it is as new.



After R14, an 'N' wagon was rebuilt.
No finished picture, sorry.



Nearing completion following the 'N' wagon, 'L1939' was stripped and is now almost finished too..



'F13' in January had just had the wheels and axles fitted. Now, all the motion work is finished and the valves have a preliminary set. Seen here, a trial fitting of the cab and bunkers. Most of the foot plates are now fitted and mounted.



Awards

Left; the Juniors received the F.R.O.N.Z. Freight wagon restoration award for E1305 and too, (right) we received the Weta Award for the restoration of carriage 'B235'. Congratulations to all concerned.



Why We Are Here.

Let's not forget why we are doing all this work. 'W192' doing all the running last Labour weekend. 'D140' being in Dunedin for their Station Centennial.

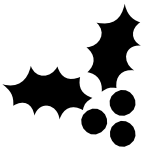


Left; A pair of correct bogies were tidied and fitted under carriage 'A222'.
Right; The library computer received a very major upgrade, thank goodness.



Left; four tracks were extended to the far end of the carriage shed.
Right; Railcar Rm56 is having rust removal done on the window frames.

These are but some of the very many undertakings that have been a part of our 2006 year. I am sure it would be fair to say that if we can do as much again in 2007, we will have done exceedingly well. Here's hoping! 'K'.



Have a merry Christmas
and a happy New Year

