

JANUARY 2007

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



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The great day finally arrived!

At long last the Ec and Eo are at the very end of the line under their own power. The realization of a dream that began so very many years ago when two young men with forward thinking hatched a plot to achieve this end. Read the story by Joe Pickering on pages six and seven. Seen taking it all in are Bert Coombes left and Joe Pickering right.

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 for Timaru to Oamaru.

Timaru; Normanby; Pareora; St Andrews; Otaio; Makikihi; Hook; Studholme Junction; Willowbridge; Morven; Glenavy; Waitaki; Hilderthorpe; Richmond; Pukeuri Junction; Oamaru.

Which brings to an end Johns series. Well done all those who got 100% right. Back to school for the rest of us. Many thanks John.

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

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

From my whacky Workshop.

This again has to be an issue full of good stories. The progress within our society is quite frightening. I hate doing editorials, but this time I feel I must. I have presented some of the happenings in pictures and text within, but there's much that has gone unreported and I feel this is quite unfair. As will be understood, my coverage for the magazine leans towards restoration more so. Simply because I cannot attend at other times. However, I know there is simply truckloads of effort on behalf

of the society being done in the background. I am in a position to know that there are a number of things that will come to light in due course, which are marvellous achievements in their own right, but I am not in a position to disclose them at this time. Even so, besides al that, there's more from my field of involvement that has not seen the light of day in this issue. I feel so stongly about this that in the remainder of this half page, I will try to at least say something about them.



Finally, the gate is fitted.



All the railcar windows are done.



Crane 277 now has its runner, N308.



Much work being done on the F.



Boring a trolley wheel for a new trolley.



'L' wagon progress.

More on the Fairlie 'B' and 'E' bogies.

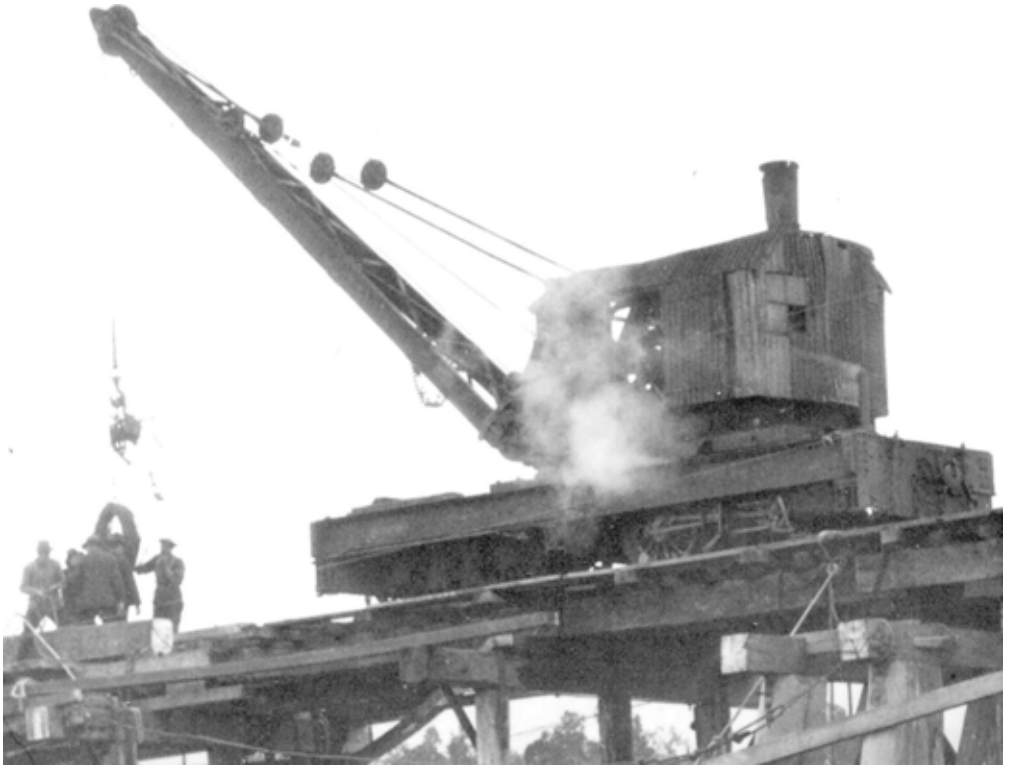
At the end of last year, I received from a Mr. John Brouwer three pictures of a Fairlie bogied crane working on the West Coast. John offered these to be printed in Branch lines and I am more than pleased to do so, Let me quote from Johns letter;

Here are some pictures of the Fairlie bogied crane as used on the Coast in the 1920s.

It was working on the Blackball bridge at Ngahere after the December 1925 washout, or was it December 1924?

Photos by the late Miss J. Craig of Matai.

My thanks indeed to John for sending these in. There will be many who will be fascinated to see the pictures of one of these cranes in action. 'K'.



Here, the power bogie can just be seen. Note too the all weather cladding of the crane body. Enlarged further still, the elderly corrugated iron stands out. For pure speculation, could this be the crane which had the bogies we now have? How many of these cranes would have come to the South Island? 'K'.



As we will all know by now, the Electrics are 'out'. Almost as difficult as the task itself, has been to get the background to this really great accomplishment. My painful insistence has garnered the article below from Joe Pickering, who with

Dave Hansen, worked tirelessly for all these years to make it happen. This is another of those vital success stories of our society. Bert Coombes too did so much to this end. What can I possibly say to praise such an accomplishment? I do not have the words. 'K'.

Mission Accomplished. (or almost.) By Joe Pickering.

Thursday 18 January 2007. A red letter day for a number of people. The new overhead was energised for the first time and Eo 3 christened it by running under her own power right to the end of the line. Ec 7 joined her shortly afterwards.

It was the culmination of a long project. Believe it or not it is almost 40 years since the first generation Eo's ceased plodding through the Otira Tunnel, and in just four years time, the Ec's will have been out of service for as long as they were in.

I've always been a tram and railway buff. I could spend hours as a youngster watching steam locomotives hissing and snorting like great brutes as they moved wagons round the yards or got their heavy trains under way. But I was equally inspired and fascinated by the quiet rumble of the electric locomotives, the effortless manner in which they would walk away with seemingly monstrous loads, the growl of their traction motors as they gathered speed and the rocking and arcing pantographs that sucked the juice from the overhead wire.

There was a time when if you liked steam you had to hate everything else. Because electrics didn't have the flamboyance of their steam counterparts, they were often perceived as somehow inferior and to be despised. These days, rather than condemn them for what they lack, some of us like to celebrate the differences and the contrasts, and enjoy the qualities they do have. It's this diversity that makes the railway

hobby so interesting and wide ranging in its appeal.

During the early sixties, I was a teacher at Lyttelton, and used to travel to and from work behind the Ec's. I got to know them well and frequently rode in the cabs. I loved the wretched things and often popped in to see Frank Frayle, the man who, virtually single handedly, kept them going year in year out. It never occurred to me that their days might be numbered. The death sentence for steam locomotives was just beginning to be executed, but I naively assumed that the electrics, because they were a more "modern" form of motive power, would escape the ravages of "progress". So it was with dismay and alarm that I read one day in the NZ Railway Observer one day that two of the Ec's were at Addington for repairs and that "it is understood that they will be the last of this class to be outshopped". The axe was obviously going to fall for these locomotives as well. In the event, Ec's 9 and 7 were given major overhauls and Ec 7 was later fitted with new tyres. She was thus by far the most suitable for preservation.

At that time I was a member of the Tramway Historical Society which had made a successful approach to the "Hon Min" of railways for the donation of an Eo locomotive. Towards the end of 1970 I drafted a submission to the minister (Mr J. B Gordon) for the acquisition of an Ec. I also approached Mr Paul Shelley, general manager of what was then the Municipal Electricity Department (MED) and Mr John Fardell, general manager

of the Christchurch Transport Board, requesting letters of support for the submission which was sent off on 1 September 1970.

For a long time we heard nothing and, as some of the Ec's were being dragged off to Pacific Scrap alarm began to mount that No 7 might share their fate. However on 10 December a tiny item appeared in the Christchurch Star announcing that the Minister of Railways had approved the donation of steam locomotive Ja 1274 to the city of Dunedin and an electric locomotive to Ferrymead. It was the first we knew of our success.

Subsequent events have been recounted in the Society's publication 40 Years of the Ferrymead Railway but the arrival of the two locomotives at Ferrymead was just the beginning. I remember spending the heat of the summer holidays for at least two years in the seventies getting the old paint off the Ec (using a chipping hammer and a large chisel), priming it, and repainting it in carnation red (you could buy it then!). I also scrubbed the bogies with grease remover, removed the old tarry paint, reprimed and painted the bogies in black enamel. Interestingly, when the headstocks were stripped the number "Ec 11" was revealed, indicating that there had been a bogie swap at some stage. The wooden doors, were removed and planed to make them fit properly. The paint was burnt off and they were repainted along with the interior of one of the cabs. Pantographs were removed and cleaned and the roof stripped and repainted. It was a labour of love, and at that stage I was working virtually on my own. I also did some work on the Eo and at one stage we had the assistance of some PEP workers.

Dave Hansen was fortunately becoming interested and we soon found ourselves working as a team. Dave's contribution over the years has been nothing short of monumental. At one stage I felt rather discouraged and backed off a little but Dave

soldiered on and always kept me informed about what was happening. I shall be forever grateful to Dave for that. His raffle has now become a legend and must have raised at least \$40,000 in the thirty plus years it has been running.

It was also Dave who thought we should be getting North Island stuff as well. I was not in favour as I felt we had enough on our plates with the Ec and the Eo but Dave was not to be dissuaded. It was due to Dave's energy that we got the Ed and the Ew. History has shown that Dave was right and it is due to his tenacity that we now have the national collection. The story of the multiple unit has already been told.

Many people have supported and assisted us over the years. Dave Backhouse is one who comes to mind, the members of the Institute of Electricians who built the substation without which we would be nowhere, Graeme Marquet who helped paint the inside of the Eo and led the electrification project for a some time, his successor Bert Coombes and the current team of enthusiasts who every one knows. Frank Frayle's profound and expert knowledge has been invaluable. He helped paint the inside of the Eo and had earlier made sure that the Ec arrived full of spare parts. He and Graeme Marquet also installed the control and braking equipment at the end remote from the cab in the Eo. Carl Pumpa was most helpful with the overhaul of the No 4 brake and the installation of new pipework. This is just a small list, and when we have our official opening we will pay a fuller tribute to all the good people who have helped us.

But our next task is to carry out the necessary driver training and locomotive certification and wire the loops. We can then look forward to adding two, and eventually four, locomotives plus the multiple unit to the list of available motive power at Ferrymead.

Certification approval for Electric Traction Group

Many, many months of planning and sheer hard work have paid off, with the approval and certification of the overhead wiring for the group. Well done, ETG! Ahead lies the certification of the rolling stock and drivers.



A picture taken during the testing of the overhead wiring, to ensure alignment with the pantograph. The Multiple unit has a narrower pick up shoe than the rest of the electric locomotives, so it has to be the test bed for overhead wire alignment.

This picture was taken last year by our webmaster Ian McDonald. It gives a different view of a familiar scene. Presumably taken from Tr156 as it propelled the unit quietly forward.

Since this picture was taken, the complete overhead electric system has been independently surveyed and certified. It passed with flying colours I am told. Now for the certification of the rolling stock and drivers!



One of the medial tasks on the overhead installation was to number the poles This was carried out with the help of our competent IT man (Ian McDonald)

The number plates were cut from colour steel and then printed numbers were placed on the plates and the holes drilled for attaching to the poles.

The numbers were then attached to the poles as the photos show
Pictures and text; Pete Soundy.

Nearing the end of a very long job. Bert Coombes left and Joe Pickering right, setting up to measure voltage drop across the whole circuit to Ferrymead end. This prior to having the work tested, approved and certified..



More on the E.T.G. success.



Well into the load testing trials, and one locomotive was towing another to increase the amperage draw. The Ec (leading) has the higher current draw and will be picking up speed uphill with the Eo in tow. Eventually, it was found we could successfully notch up to full series in this fashion without coming anywhere near to overloading the substation or causing excessive earth to ground current.

Frank Frayle. (See Joes story) at 90 years plus, drove both engines as though it were only yesterday he gave it away. It was noted by more than a few that he made the best job of pulling to a halt at the platforms. All who knew, were absolutley delighted to have him with us at this time and Frank was wearing the smile of a Cheshire cat as he once again handled his charges of so many years ago.



Another great success story.



It is quite unfair to have to do justice to two success stories as great as these all in one issue! Here we see 'W192' at the new end of the Valley line. You can see by the workshops in the distance, that the line has progressed remarkably in an exceptionally short time. Peter Jenkinson has been at it again. A culvert now has to be crossed before further progress can be made. Thanks Pete! Pictures by Peter also.



A visit to the Miniature Railway at the Halswell Domain.

I journeyed over to Halswell on 7 January 2007, in order to go to the Miniature Railway that operates over there. Which used to be located in Andrews Crescent for many years.

The weather was absolutely beautiful; as I walked in, after being dropped off by my Flatmate, I was spotted by David Gower. We had a bit of a chinwag, and then I headed off with him to where the pond is. A small red boat was buzzing around it, and, for whatever reason, struck a wave, that darned near flipped it. The operator of said craft, had this soon put right - at lightning speed.

I had a guzzle on Sprite, as well as a nibble on an American Hotdog. Bit much in the dosh department. In any case, I shelled out \$2 for a whizz around the track. There is also a raised track. Which pretty much travels a circular course.

In any case, the flat track - and what a course! - takes you out of the shade, and out past all the people. Before heading off into the trees. Chilly in there! Thank goodness for a polar fleece. The journey takes you past, and over, a well-constructed bridge for trains to pass each other on.

This also takes you on a circular course over Reeds, and past rising and established houses. Which are located a fair distance away. When the bridge is crossed on the way back in, you journey past a merry old troll with red eyes. Must have one too many from the night before!!

Then, you zip by picnickers, and off through the trees. Before diving down and under the bridge in front of you. A note to all tallies: duck your nut, or you will crown your scone!! A

grade is then climbed, before arriving back where you started from.

Was the Miniature Railway busy? Heck no! Loaded to the gunwales! Crowded like no one's business!!

Did I see anything else? Oh, yes. SIR CHRISTOPHER WREN puffed around the track, as did THE HIGHLAND LINE, whose name is Haggis. Hoots, mon! Let's go hunt a Haggis, before these all get away. There was also an American loco; all filled the air with smoke, glorious smoke. Diesel locos as well as a Tanker puffed around. One train consisted of Tank Loco, plus following wagons: 2 Q, Ks, J, UB, Craven Crane plus crew accommodation, Oil Tank, Guards Van. Which then coupled up to 1 or 2 passenger cars. And then tore off around the track, with that all-glorious feature of steam: SMOKE.

I also noted a tap and hose dangling down from the passenger walkway. This is the Loco water, and quite a bit was used this day. As well as 2 of 10 litre buckets of coal each day. So I was told by one of the drivers, which, I hope that I have not misreported. Gobblous!!

Did I enjoy myself? OH YES!!!! So, I invite all to visit the Miniature Railway at the Halswell Domain

Croc

I definitely echo Croc's sentiments. It's a great place to see and be. 'K'.