

JULY 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTERBURYRAILSOCIETY.CO.NZ



You won't see this every day of the week. The Price Cb on Sunday running duty. The tractive effort of this locomotive is beyond any loading we can give it. The geared drive to every wheel is such that speed is not high, but it sure has great pulling power. It has the singular distinction of being our only steam locomotive to face west. This because Colin Dash thoughtfully arranged this when it came back from being on loan to the McLeans Island Bush Tramway some time ago. The late afternoon Winter sun angle gives a great clarity to this picture. Picture by the aforementioned Colin Dash.

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 White Cliffs.

Darfield Junction; Hawkins; Homebush; Coalgate; Glentunnel; South Malvern; White Cliffs.

Next month, Waimate Branch. 6 locations from and including Studholme Junction.

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: SATURDAY 5TH. AUGUST. 2006

A Request

Greetings.

My name is Stefan van Vliet, and I have held a membership to the Society for quite a few years now. I don't often get into town, but try to make the occasional running day to see what's what.

Now as the subject dictates, I would like to request something.

I run the website for Train Simulation New Zealand (TSNZ) at <http://www.tsnz.co.nz>

We have all kinds of NZ rolling stock, including items from all eras, from Dubs A's to DXR 8022, that can be downloaded and installed to run in Microsoft's 'Train Simulator' (MSTS).

MSTS is now 5 years old, and still going strong. It is the oldest bit of software on my machine.

What I would like to ask of you is if you would be kind enough to run either a short article (which I shall write) or maybe just give a link and a brief description of our site in an upcoming future CRS Newsletter, as the thought occurred to me that maybe some of the wider CRS Membership would be interested in our style of 'preservation', that is preservation in digital :o)

Thanks for your time,
Stefan van Vliet

Striving for Accuracy.



Not something you see every day. On the marking out table is a new crosshead for 'F13'. Two great minds, Roger Rasmussen right, and Mike Webb left, are putting considerable thought into proving the accuracy or otherwise of the assembled three piece crosshead.

'F' Boiler Progress. From Nigel Hogg.



Subject: F Boiler Update

Hi team

I visited Lyttelton Engineering this morning. Please find some photos attached. They're approaching the stage where they could be fitting the inner firebox into the old boiler shell. The current projection for completion is something like 4 weeks. Due to budgetary constraints, it sounds like there may still be a fair bit we'll need to do ourselves, but we'll have to wait and see. As well as the inner firebox you may note a couple of other photos inside the old boiler. One is the new palm stays. Their plan was to copy what they did on K88. The problem

was that K88 was a completely all welded boiler, whereas the outer shell of our boiler is still riveted. This led to a clash on two of the stays with rivets, meaning two of them are actually different to get around this problem. The other item is the new pad for mounting the main steam mitre. There's also a fairly wasted area (not pictured) around where the blower valve mounts on the back of the boiler that will have to get fixed up. Fortunately the bottom of the boiler barrel didn't require patching, although they did build up any pitting with weld

Regards, Nigel.

Thanks for that Nigel. 'K'.

'Thursday Gang' Midwinter Meal at 'Hoon Hay 88'.



There's nothing like a good nosh up and thanks to our Roger we certainly achieved that. A good turnout (Railways, turnout. Get it?), ensured some lively conversation, tempered by the presence of the members of the domestic management. Dress code was what you'd expect, with the possible exception of Mark Webb, whose sartorial elegance eclipsed the male standards by a wide mile.

For those readers not familiar with the eating arrangements here, the trick is to tuck in to as much as you reasonably can, Buffet style. I left with the impression that we had more than done justice to the vast amount of food on offer, by consuming a fair quantity in relation to the number of

members present. As John Robb was seen to remark regarding an earlier meal of this type, it was something of a 'firebox stuffing' event. I'll second that.

The pictures are small, but there's few people who have a great desire to be seen consuming food at a great rate. I'll not try to name the people shown, you either know who you are or you don't.

A good time was had by all and now I for one, have to go back to my diet to be ready for the Christmas do.

Thanks very much to Roger for arranging the event and thanks to you all for turning up.

Here's another story for sparkies from our 'Pantograph' editor, Pat Corkery.. He says he particularly has our Bert in mind. I wonder why? 'K'.

An Earthy Story.

When I was working as a lineman with the Southland Electric Power Supply we had many escapades. One happened when connecting up and commissioning a new transformer. There was a little bit of a misunderstanding as to the arrangements for getting the power off to make the connection. The faultman advised that he was going to the substation to get the power off, and got in his truck, and off he went to the substation to isolate the circuit. However Peter thought that he meant that the power was already off, and, unnoticed by the rest of us, placed his ladder against the pole, and set off up the ladder with his earth sticks over his shoulder.

The first we knew of anything amiss was "Wham" – Peter had earthed out a live 11,000 volt circuit. In due course the faultman returned and told us that when he got to the substation he found the circuit breaker already tripped, so he racked it out and came back to us. Poor Peter. It was a long time before we let him forget that. This substation had just been fitted out with new minimum oil circuit breakers, and there was talk at the time of remote controlling substations, but who needs to spend hundreds of thousands of dollars remote controlling substations when

Peter does his own switching from the top of the pole.

Another transformer, out in the country – this time it was Friday night of Queen's Birthday Weekend and things hadn't gone too well, and we were running late. It was almost dark when we were ready to make the connection. The faultman turned up but he had been to the pub during the afternoon and by now was somewhat the worse for wear. We wanted him to go to the substation, which was only a few hundred yards away, and take out the circuit breaker, but no – he insisted on opening a nearby switch. At that time the load across that switch was horrendous – everyone was cooking their tea by now, but George strode over to the switch – no gloves or hard hat – unlocked it and gave the handle a mighty pull.

It lit the valley up like mid day, and someone driving along the road ran onto the gravel. The noise was terrific. Sparks and bits of molten metal came down around George, and then the circuit breaker at the substation tripped and it was quiet once more. We got the connection made but the switch was past it so we closed in with a tie switch several miles away to get the power back on, and came back on the Tuesday with a new switch and installed it.

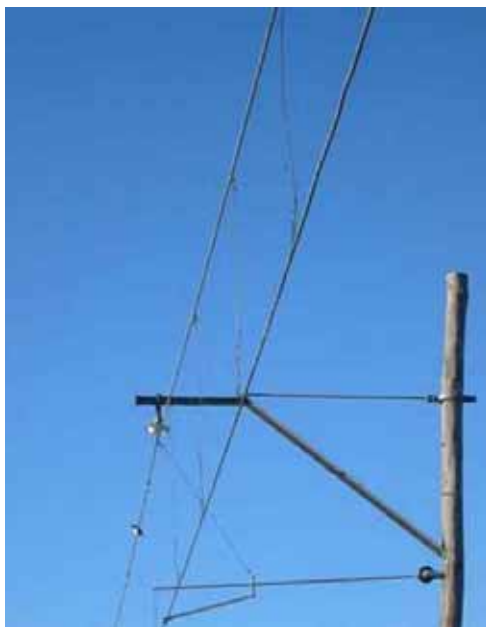
Also out in the country – this

line was controlled by an old hand lever operated circuit breaker of a type no longer used. Someone was retying a wire that had come adrift, a job that would only take a few minutes, so the circuit breaker had been tripped and left, and earth sticks put on where he was working. But a handyman was mowing the lawn in the substation enclosure, and noticed the circuit breaker tripped, so he closed it. It tripped again, so he closed it and held it in. The lineman tying the loose wire back onto the insulator thought he felt a shock, so he brushed the wire with the back of his hand and got a shock all right, then he noticed that the leads from the earth sticks were smoking. So he was off down his

ladder, but when he was half way down the leads fell past him – the connections to the clamps had burnt through, leaving the sticks hanging from the line with the clamps firmly welded to the wires.

For months the sticks remained there, an amusing reminder to us every time we went past of what had happened, until one day one of the bosses, when driving through that area, saw them and orders were given that they were to be removed immediately. So they were removed and new pieces of wire were spliced in where they had been. But to this day the splices can still be seen, marking the spot for those who know.

Mention of thing sparkling and electrical. At the right, we have a picture from Pete Soundy, showing the progress on the overhead Catenary not far from Ferrymead Station. Here we see all the elements of the overhead system in place. Carrier wire, correct droppers, a standoff bracket and of course the conductor wire. There has been much progress since this was taken and the work is getting much nearer the end along from the signal box.



Pictures from Nigel Hogg.



Recently, the Vice Regal carriage was set on its correct bogies. This has been a big undertaking, as the trunnion plates had to be removed, remachined and refitted to take the replacement bogies.



A real treat. W192 doing its thing as it gets under way up the grade from Ferrymead Station. There looks to be an enthusiastic driver at the helm. Many thanks Nigel. 'K'

'NEW ZEALAND'.- Christchurch-Lyttelton Line.

One of the great things about belonging to the C.R.S. is the ever so interesting material that is to be found in the library. Last week I was loaned two folders, one each on Eo & Ec locomotives. Therein was a rich history regarding the initial testing, right through to orders for the (Eo) locomotives to be removed to Addington Workshops when the replacement Ea class proved reliable to take over the Otira tunnel working. From the Ec manufacturers bulletin, I have two pictures showing the cab and camshaft controller in the locomotive as supplied.



Fig. 6. Driver's Cab on a Locomotive.

Those of us conversant with the arrangements in Ec7 as they are now, will no doubt be as surprised as I was, to see the obvious differences between the original setup and the way it is today. I imagine differences with the camshaft setup have come from no longer having both series and parallel running facility, which gave constant flashover problems.

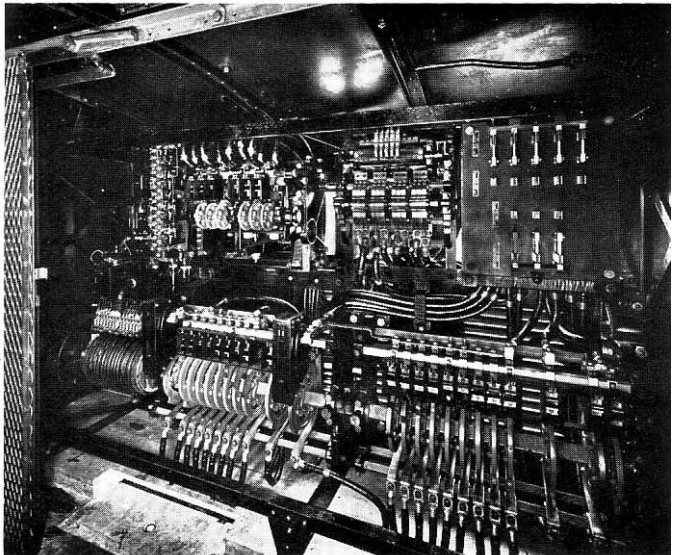


Fig. 5. Camshaft Control Equipment of Locomotive.

What else have we been doing?



With 'R14' all but finished, we have begun a quick restoration on an 'N' wagon to be a crane runner. Bob and Brian at work Note the destination boards on the side wall there.



The NZR 'Official' gate is making good progress. Here we see Graham Inwood showing Mark Webb the best way to drive long woodscrews. This a real mean gate and will take a crane to lift it when complete.

The Weta Award.



We should be deservedly pleased with the awards our society earns, but we should not lose sight of the people who graft to make it possible. So shown above is the actual award itself. (As seen being accepted last month.) A Half Gallery (Birdcage) Car is depicted and we get to keep it. The main restoration effort was accomplished by our two stalwart carpentry members, Graham Inwood and Keith Brown. I am particularly pleased to offer a picture of these two, posed with the award. To get the picture, we went outside into the better light and stood the lads against one end of 'R14'. There cannot be any of the team who have not been involved in the restoration, but these two did the lions share..



A Word of Thanks From The Workbench.

As I struggle to assemble yet another volume of more of the same, I am very much aware of the increasing amount of material being offered for inclusion with every issue. To me, this is invaluable. I wish at times I were a cartoonist, so I could portray a solitary figure, seated before an old CRT screen, paperwork scattered to the four corners of the room. A corkboard with an ever increasing depth of pinned paperwork faces me. The sheer depth of the paperwork making the 'reminder' aspect fade into the distance. The workshop is in fact our guest bedroom, so the two beds serve as a further receptacles for my collection of odds and ends. So you would see all this in cartoon style, (Where are you Garrick?) as well as the operator with hangdog appearance, a cup of tea set among cords running everywhere, with a text to the effect of, "Now what the hell do I do next?"

Going back to the theme though, it is from the pile of corruption about me, that with the help of the many who contribute, I can raise the next issue, like a Phoenix from the ashes.

I shouldn't moan though. It is through this occupation, that I have made contact with some really great people. People of whom otherwise, I would have only heard. It is so rewarding to get mail with content of great interest to a demented railfan such as myself. So it is to all those who are kind enough to assist me in my endeavours that I offer my first salutation. Not everything can make it into print, which is a shame. But contributors can be assured that I try to include as much as space allows. So thanks to you all who take the trouble to offer items for inclusion. I do try to say thanks as each item

arrives, but if I have missed someone, you have my apologies.

I must too, thank three members of my family without whose continual help, this would never see the light of day. I am indeed a very late newcomer to cyberspace and then only at the insistence of my boys. I have made reference to them before, but I would like to take this chance to say directly how much they have and still do contribute. Grant is the software engineer and it is he who sent me his old laptop, that I might work in the warmth of the fire in the lounge. With him living in Auckland, I have frequent recourse to be on the phone to him to fight the unseen bugs that invade these machines. Now I no longer have to fight the damned cold as well. Craig is the hardware guru and as he lives nearby, he is my first line of defence and recently arranged the LAN cabling from the main PC to the laptop, which allows me to operate remotely without hinderance. Last but not least is Blair, the guy with the Graphic Arts experience, who takes my assembled material and patiently rearranges all my work to have a good appearance. He will spend hours with every issue, ensuring that it is presentable. To me, his pedantic attitude to presentation is somewhat over the top, but the appearance would surely suffer without his attention. He also transfers the work to PDF format and then to disc for the printers. Without all three of these people, there is no way I could make these issues happen. To you three, I say a very big thank you indeed. Without your support and encouragement, I would have missed out on so much.

To everyone who has helped in any way, I publicly say a very big THANKS!! 'K'.