

JULY 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTERBURYRAILSOCIETY.CO.NZ

Our Progressive Preservation Society.



Moving right along, leaving no stone unturned, all things being equal, (which they are not), our Thursday restoration team moves relentlessly forward. Here we see an excellent example of the never ending quest for progress.

OUT WITH THE OLD! IN WITH THE, ER.....**OLDER STILL!!**

A moment in time, with the removal of 'A1177' from the workshop and the eventual placement of 'A222' in road two instead. By days end, 'A222' was being being stripped of floor and roofing.

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**

PLEASE NOTE

There will be 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.

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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: TO BE ADVISED..

Presidential Prattle.

This is Kerry's last edition as editor of Branchlines and on behalf of all of the Society's members I would like to thank him for the efforts that he has made to keep us informed each month.

Like many of the tasks undertaken by various members of the Society the task of editor involves a considerable amount of time, mostly unseen, to be given.

A major point of discussion around Ferrymead lately has been planning. Each year the HOD group adopts a work plan. This is used as a guide to ensure that the railway is maintained and developed in an orderly fashion as funding permits.

The work plan for 2007 has drawn

a certain amount of comment, most of which has been positive. However, to give all members an opportunity to comment on the plan and to suggest improvements we plan to hold a meeting, probably early in September, where everyone will have the opportunity to express their views and suggest ways how the Ferrymead Railway can continue to develop and maintain its position as a leading heritage railway.

Watch for details of this meeting in the next newsletter.

Bruce Shalders

As with all contributors, I thank you Bruce for your valuable contributions freely given through my time in this position. 'K'.

To; Craig, Blair and Grant.

All members of my family. Each and every one of who has helped me produce BRANCHLINES through the time I have been doing it. All three have made themselves available to assist me at all sorts of inconvenient hours. Often having to actually come to our place to effect repairs, usually to my faulty work, or work on the hardware of my computer. Grant has

had to do remote software work from Auckland. Blair has worked with the graphics and Craig with the hardware. Each, professionals in their field. Without these three, This magazine would have been impossible for me to produce. To them, my greatest thanks for their ever present help and assistance. 'K'.

Around and about.



Thanks again to Ian McDonald, who has once more, made a significant upgrade to our computer system. Seen here supervising his handiwork.



Outside, but under cover. Rm57 sits on road two. Covered space is at a premium and the Rm56 repaint job has progressed to the point where it now has to be inside for further work to continue. We are rapidly running out of track space for storage. Plans are afoot to try to help with this situation.



Unloading new Macrocarpa signal posts. 12" x 12" and seriously heavy!



Dave Hansen sent this 'all electric' picture with the 'Eo' attached to a mixed train. Something we don't get to see a lot of in our neck of the woods. The sheer pulling power of these engines has to be seen to be appreciated.

A start is made on 'A222'.



The time has come, Graham Inwood eases off the handbrake on 'A222' prior to bringing it out of the carriage shed.



No sooner is it in, than a pile of timber appears on the floor beside it. This is for the longitudinal seating.



Hardly has it stopped rolling before Graham has the floor on the way out.



Not to be left behind, Keith Brown and Max Anderson waste no time in finding the best way to rip off the roof covering, (Malthoid.)

Thursday Group Midwinter Dinner.

As ever, our Roger thoughtfully arranged for a midwinter dinner out for our Thursday group. This time we dined at the Avondale Golf Club rooms. This time, we had a very good turnout, with most members and their Wives or 'significant others' being present. Pete Soundy and Ian McDonald had for some time, been hatching a plot to have a presentation to both Roger Rasmussen our workshop manager and Bert Coombes, the #1 I.C. for the Electric Traction Group. Both to show the appreciation of our group members for the great effort these two have put in, that we might all progress so successfully. Much secrecy attended this project, that it may remain a secret. This included all members signing the picture border and having Bert and Roger sign each others border without giving the game away! Sure enough, the plan worked to perfection and great was the surprise for both the recipients at the time of presentation. Better still, was having presented Roger with his picture first,

he was then conned into doing the presentation for Bert. We were all delighted for the response from both of them. What may not be generally known, is that these two were both working at Otira together. Bert was mainly involved with the overhead wiring I understand and Roger on the 'Eo' locomotives among other things. Roger often refers to them as trams and it took me a while to learn that this nickname came about because of the regularity of their service through the tunnel. So you see, these two members go back a long way and their accumulated knowledge has been and still is, fundamental to the progress of our railway. Long may it continue to be so.

Photos of the dinner are thin on the ground. Picture taking had to be done against the light, so there was not a great success rate. I managed to get the following shot as Roger presented Bert with his picture.....



Mine Eyes Have Seen.....

Towards the latter part of the year 2001, I was making a short video of the Otago Central line and I had need to video the running of a Vulcan railcar. During this process, I had occasion to be speaking with the guard, who happened to be a certain Colin Dash. Need I say more? After that I made my initial appearances to assist the Thursday restoration gang. As most readers will know, the bug is catching and so I graduated to a full member shortly after. At that time, I little knew what lay before me. What I did know was that I was soon having fun (?) learning about steam locomotives. Although initially seconded to do diesel work, as I had been with Diesel Services here in Christchurch, the urge to do other things soon intervened. I had previously done modelling and driving on 7 1/4" gauge. This chance to do my modelling at 12 inches to the foot was too great and I soon fell under Rogers wing. At that time, 'D140' was nearly complete as a rolling chassis and I got to do things like fitting pistons, rods and running gear. A great revelation to a hitherto armchair modeller. In the fullness of time, the 'D' was handed to the running shed staff and we did a refurbishment of the yard coaling crane. This was of course followed by 'F13'. In amongst all this, many and various undertakings were carried out as required. We have gathered and sold many tons of scrap, most of it

in the form of unservicable rails. We have poured concrete, built fences, flag poles, you name it, we've done it. However, the one thing that beyond all others has amazed me is, despite all the other distractions, there has been a steady stream of restored vehicles returning to service. As we all know, many of these have received awards. Topping the list, has to be the Heritage Train, containing many vehicles that in themselves have won individual awards. To my recollection, in my time we have outshopped locomotive 'D140', Heritage Train car 'D26', followed by clerestoried car 'B231' and 'A1177'. Now 'A222' is being worked on. Then there's wagons. Initially 'R14', then the 'N' crane runner, followed by 'L1939', which is all but finished. Let's not forget things such as the Red Terror, which was brought back to running order after finding and fitting another engine and a complete brake overhaul. This last was a very major event, with the removal of the rail wheels being very difficult and the brake parts needing total reconditioning. Somewhere in all this, we all shared in the rebuilding of a gangers trolley. Let's not forget the Electric Traction Group. In my time they have got running, 'Ec7', 'Eo3', 'D/DM' unit'. They have erected and put into service a complete overhead wiring system. They are near to running the 'Ew' as well. No mean feat. I'm proud to be a part of it all.



'R14' prior to restoration. This was a major rebuild.

SOME COMPLETED PROJECTS.



'D140' and the Heritage trainset shortly before entering service,



'B231' on commissioning day.



'Ec7' prepares to depart with a trial train prior to inauguration day.
Photo; Dave Hansen.

EDITORIAL PRIVILEGE.

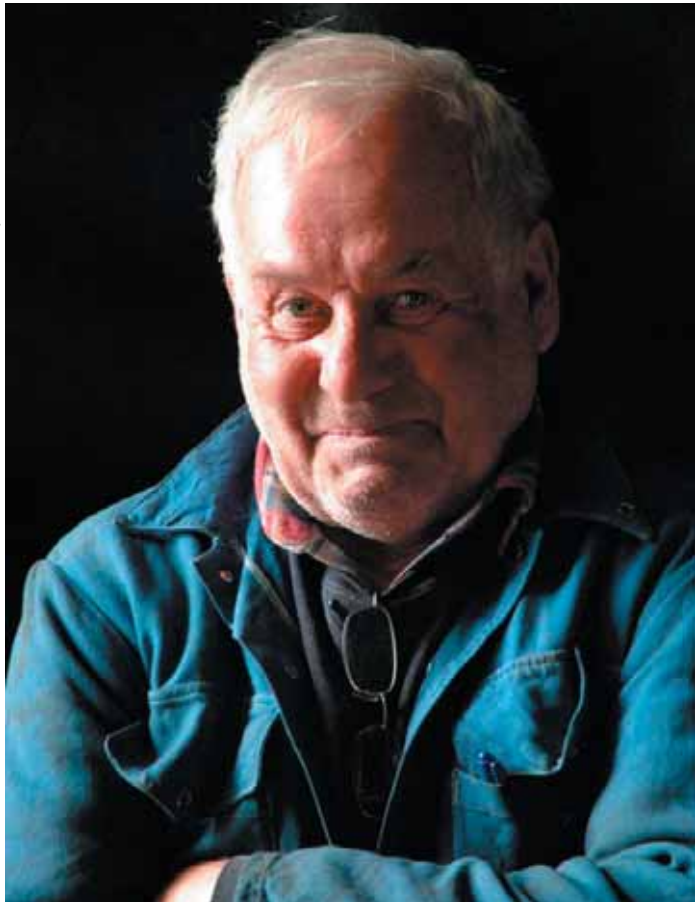
As my editorship of this publication draws to a close, I want to break the rules and pay a personal tribute to someone who does more to keep the restoration team afloat than many realise. On my second to last page, I want to publicly pay my personal tribute to our Roger (Rasmussen) for his untiring efforts for the betterment of the the society as a whole and the Thursday Group in particular. Too few people know how much of Rogers time outside of the Thursdays goes into getting out and about and organising plant and materials for restoration work. Not just that either, but his ability to be the glue that binds the mozaic of the restoration process

and its people together. His infectious laugh and irreverent sense of humour give bonding to the wide variety of people who he has to encourage to work as a whole. How many know he is down on site between 7 & 7:30 most work mornings and many others too. Days when there's no one else there, Roger will be there, working out problems or on a project, so work will flow uninterrupted on a Thursday. I say and it is my belief, that too few realise just how much Roger does for this place and it is my earnest hope that beyond our time, there will be something that will forever remind everyone of the unselfish contribution this guy has made to our society.

Roger my friend, I want to thank you for indeed for your help and encouragement in my time with the society. For me I am wistful in thinking of the earlier years I have lost, when I could have been having a good time with our group. So thanks from me for being a good mate and sharing your infinte knowledge and teaching me so much as well. I look forward to many years of good company and learning with the society.

With my especial thanks. 'K'.

Photo by David Watkin. Taken as part of his photo journalism course. I hope we can see more of his work in time to come. 'K'.



The swansong from the Whacky Workbench.

As most of you will already know, this is the last issue I will be putting forth of our newsletter. My successor will be Dave Gorton who will give a whole new lift to the publication I am sure. It goes without saying that I ask you support him with contributions, as so many of you have done with me. In that respect, I offer my great thanks to everyone who has gone to the trouble of sharing their time and or material with me for use herein. I say this not lightly, but earnestly, as unless you have been in my position you cannot know how much it means to have such help. Not only that, but your contributions are enjoyed by the whole readership of course.

In departing from this post, I must say how pleased, no proud, I am to be a part of this society. A dedicated group of people from all walks of life with no other agenda but to get stuck in and do their best for the continued advancement of everyone. Our society is so very highly regarded by others all over the world. I have much mail that tells of the amazement of others at the progress and advancement of our society, especially in the field

of restoration and trackwork. We continue to collect awards for our efforts, which in itself is very rewarding. In this respect, I show the picture below from Colin Dash, showing yours truly receiving from President Bruce Shalders, the Paul Dillicar award for 'Innovation', on behalf of the society. This year the award was issued for the weekly e-mail newsletter put out primarily in respect of the work of the 'Thursday' gang. Some of you will know of this letter, going under the somewhat unusual name of 'Flugel'. Through this medium, our work and progress is shared almost throughout the world, with particular emphasis on Australia, America, South Africa and the UK. There is much heartwarming feedback from all these places. Much of it astonishment at how much we can achieve.

Let's face it, our progress has been really great, not only in restoration, but also track work, infrastructure and behind the scenes, the rail museum. My final words are, keep the ball rolling, show the rest of the world what we can achieve. Have at it gang! Best wishes, 'K'.

