

JUNE 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTERBURYRAILSOCIETY.CO.NZ



To keep a railway running and up to safety standards involves a large element of plain hard yakker. Non mechanised sleeper replacement is a good illustration of that point. Peter Jenkinson offered this picture of sleeper replacement under the point that leaves the Moorhouse Station loop, giving access to the steam shed, workshop and carriage shed lines. Shown doing the graft are our juniors, Blake (18) Joshua (15) Jack (13) Dan (9) and Deen (9).

Adults Peter Jenkinson, signals guru Rachael Tucker and gurus guru Colin Dash were on hand to assist. So how many stopped to say "Well done?"

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 Midland Branch.

Rolleston junction, Sandy Knolls, Aylesbury, Kirwee, Darfeild junction, Racecourse Hill, Waddington, Sheffield, Annat, Springfield, Kowai Bush, Otarama, Staircase, Avoca, Crigeburn, Cass, Cora Lynn, Arthurs Pass.

Next Month: White Cliffs Branch.

(Note! Two Words.) 7 locations from and including Darfield 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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Letters, Articles and Photographs are welcome.

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Absolute deadline for the next edition: SATURDAY 3RD. JUNE. 2006

F13 Notes From Nigel.

Hi Kerry,

Just a brief update which you might want to use for the upcoming newsletter article. The welding of the new inner firebox shell has been completed. The welds have been x-rayed and passed OK. Currently the firebox is at Scotts Engineering to go in their big oven for stress relieving, although it is awaiting their next "cook up" (we would pay more for it to be done especially for the firebox). Meanwhile they're tidying up the outer

boiler shell to accept the new stays, part of which involves modifying the mounting pad for the valve turret which sits on top of the firebox

Many thanks for keeping us up to date with the boiler progress Nigel. Out of sight out of mind is often the case, but there are those of us for whom the timing of the boiler repairs have a bearing on the restoration progress in the workshop. 'K'.

Kerry, Can you please put in a "births" item in the next Branchlines to let all our C.R.S. friends know.

=> Dene, Linda, Matthew, and Amy Woermann are pleased to announce the arrival of Thomas Edward on 20th May 2006. Both home and doing well.
Thanks, Dene W. (A pleasure to do so. 'K').

Best I Say Something.

O.K. so I could have put a picture in here and saved myself a lot of waffle. In actual fact, that's nearly what I did, but on reflection, I realised I did want to express my appreciation of all the graft that has been going on. The graft that sees us able to continue to operate a regular Sunday Service, but not like the one at the church down the road. Rather the renewal of the sleepers in the trackwork outside Moorhouse station, not to mention the volunteers who turn up to man man the trains and the station on the day. The graft that sees wagons and carriages being restored. The graft that sees more and more pieces being hung on 'F13'. The graft that sees the boilers of our steam locomotives being worked on for their annual surveys. The graft that sees the paint giving finish to all the restoration efforts. I could go on.....(Let's face it, I haven't mentioned the overhead wiring, or the signals and much more.)

There's something that no newsletter can really provide though and that's the spirit of the enterprise. The laughter, the friendship, the willingness to help someone who needs it. (I suppose we all need it, but that's not what I meant.) I don't know how many times a day, I see someone down tools to assist someone else in some way. That's a big part of what this hobby (?) is all about. It's not a happening thing, but I wish I could record some of the dialogue and laughter that arises from conversation in the cafeteria. Sadly, much of it would not be fit for broadcast. I know for a fact, that long after I cease to be of use to the society, I'll retire to the depths of my rocking chair and I'll break into a grin recalling some of the fun I've had in the place. I say unashamedly, that I come down to enjoy the company every bit as much as the restoration. Long may it continue! 'K'..

The Great Bogie Change.



You have to get these things correct and it has always been known that the recently arrived 'A222' was sitting on our service set of bogies which are incorrect for this type of car. The correct 'Single Bar' bogies which arrived after the car body, have been checked and painted. Here we see the rear bogie about to be changed. The body jacks are placed as can be seen and the bogie underneath is wheeled out down one line and the tidied up unit is wheeled under from another. Jim Belton and Ray Shearman are seen discussing the merits or otherwise of the system.



Wouldn't you know it? Roger (left) cracks a funny as Colin (right) is busily splashing the water out of the trunnion casting, prior to the application of lashings of grease. Bob C'Ailceta (centre) looks to be on brake duty. Despite the laughter, they got it under successfully in the end.

Three Into One Makes One. 'A222 again.



Things that make the job interesting. These series of 'A' cars came into being by taking the earlier 4 wheel 'D' cars (of which we have one) and joining them end to end. The eaves over the first four windows denote one 'D' car.



Same again, but from the inside looking out. The break in the ventilators above the windows denotes the join. Those sliding louvre windows still work even. The car generally is in good order.

THE NATIONAL RAIL MU

Concept sketch supplied by Peter B

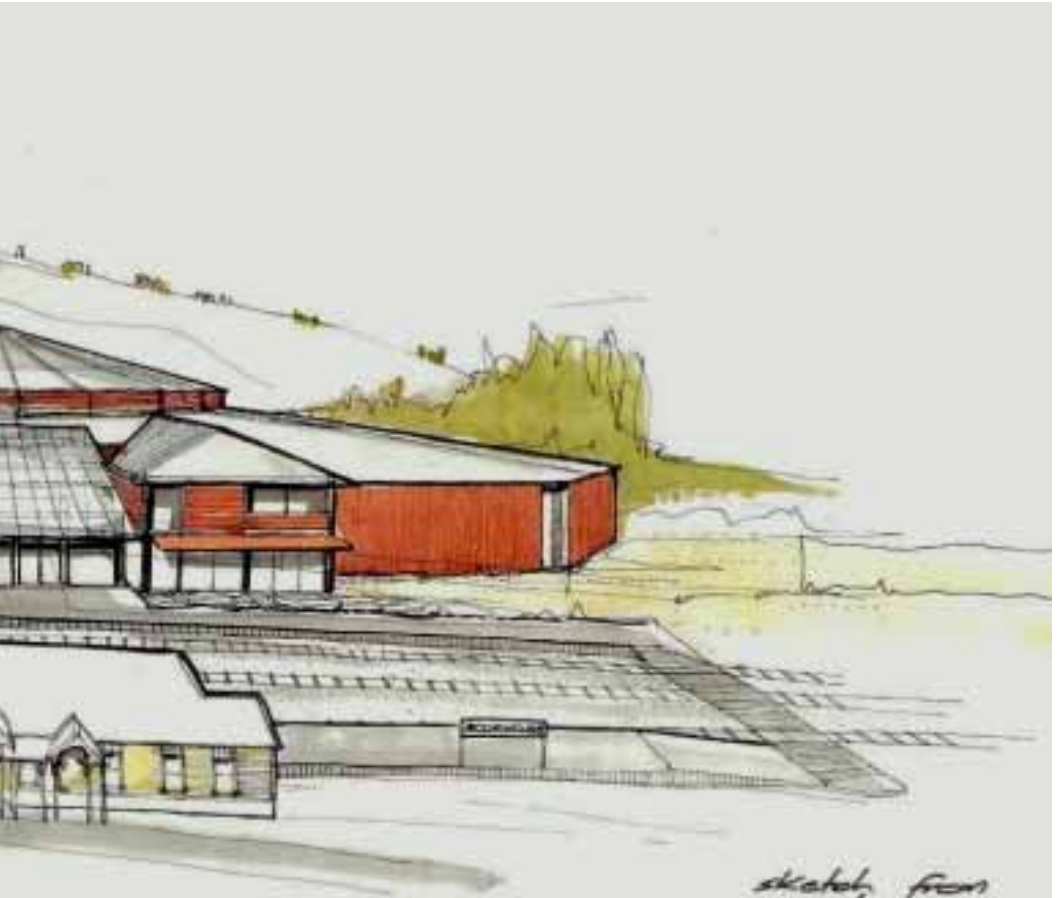
The locomotive at left, is a mockup replica of 'Pilgrim'. The Canterbury Rail



SEUM OF NEW ZEALAND.

eavan and the museum committee.

ways first locomotive, standing on 5ft. 3in. gauge chaired, bullhead track.



*sketch from
East N.T.S.*

NATIONAL RAILWAY
MUSEUM FERRYHEAD



PETER BEAVEN ARCHITECT

100-1000 Kaitiaki Drive
100-1000 Kaitiaki Drive
100-1000 Kaitiaki Drive
100-1000 Kaitiaki Drive
100-1000 Kaitiaki Drive

FROM THE F.R.O.N.Z. CONFERENCE

From Bruce Shalders.

We receive two more awards.



On behalf of the Canterbury Railway Society, Bruce Shalders receiving the inaugural 'Weta Workshop Restoration Award for Creativity' at the FRONZ conference held in Nelson over Queens Birthday weekend. It is recognition for the restoration of B231 and comes with a trophy which we get to keep. This is great recognition for the efforts of Keith, Graeme and many others, including the guy who did the conservation report and got the lottery grant application organised

We also won the 2006 Wagon Restoration Award for the tank wagon E3705. Bruce says he is particularly pleased to receive this award as it is for the wagon restored by our junior members under the guidance of Kevin Holland.

(I second that indeed. 'K'.)

Picture; Bruce Shalders.

The Moorhouse Station Yard.



The Moorhouse station yard, showing the new sleepers under the point on the right. This represents a lot of work over several weekends. Much of which was done by our juniors as seen on the cover. Castle rock presides over the scene. A silent sentinel on the skyline.



Another project in which the junior members have an input. This is the 'N' wagon that they stripped, allowing repairs to the underframe, prior to redecking to become a crane runner.

Steam Shed Update.

Visitors to the railway may have noticed that the Steam Shed is growing. At first appearances it looked like it was going to be a bus stop shelter, but Alan Burney has actually built us a lean-to to house the air compressor. The front half of the shed has now been plumbed up, but the compressor is yet to be shifted into its new home once the power supply is sorted out

Not content with that, Alan has moved on to setting up the “tube rumbler” properly adjacent to the new lean-to. The “tube rumbler” is a rather impressive piece of machinery which cleans the scale off old boiler tubes in record time. Due to the temporary nature of the current set up, a few hours are usually required to set it up properly each time it gets used. Once finished, we hope to clean up all the old tubes in the back of the carriage shed, enabling more of the storage roads to be extended.

The steam shed “Zip” recently gave up which was a bit annoying considering it is the only source of hot water (aside from locomotives in steam!) in the steam shed. Fortunately Pete Soundy came to the rescue with a replacement Zip at very low cost which he also installed.

W192 has given very good service over the past year. It is currently withdrawn for its annual boiler survey. A good part of a day was spent removing several boiler plugs which had been stuck in position prior to our custodianship of this locomotive. Apart from the usual clean up of the boiler's interior for inspection, the steam dome cover was also removed. All appears

to be in reasonable order, and the boiler had just passed its internal inspection at the time of writing, and will hopefully have passed its steam test by the time you read this.

D140 has continued in regular service, but is still suffering from the odd niggle. Once the W is returned to service, the D will be withdrawn for its boiler survey and to catch up on a few odds and ends prior to its trip south at Labour Weekend. The main items to attend to are a steam leak in the air compressor, fitting new spring hangers to make the locomotive sit more level, and improving the fit of the boiler's mudhole doors.

Cb113 has seen very little use within the last couple of years, and has therefore required very little maintenance! Callum Jones spent some time last year improving the fit of the ashpan doors. It was steamed up and used for a couple of work trains last March. At the time of writing it is expected to run Queens Birthday Monday, the first time it's been on a public service since October 2003 by my count.

Nigel Hogg.

Thanks again Nigel for your help in bringing us up to date with the happenings in the steam shed with all its associated activities. Your writing and pictures are much appreciated by the one sitting at this desk and many others too am sure. Keep up the good work, 'K'.



All our running fleet plus the coal wagon. Picture; Nigel Hogg.



Price 'Cb' with ballast for road 8. (Not before time! 'K').Picture Nigel Hogg.

Inside the steam dome of 'W192'.

Picture; Nigel Hogg.



For Readers Not Familiar With The Price. 'Cb'.



Here is a cab shot of the Price. Essentially a tramway logging locomotive, it is powered by a two cylinder steam engine in the back of the cab. This drives a two speed gear set, giving power to driveshafts fore and aft. These drive bevel gearsets on each of the bogie axles, giving power to all the wheels. For its size, this locomotive has great pulling power but not great speed. It is steamed from time to time and recently was the locomotive for the Sunday running service. The only steam locomotive we have facing South at this time.