

MARCH 2007

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTERBURYRAILSOCIETY.CO.NZ



He's at it again!!

There's no holding back our Peter Jenkinson. He's now into a rebuild of some of the lines into the carriage shed. This will be quite an undertaking too. Pete sent me a rundown on what he is up to and I have printed this on page two.

This will be an 'out of town' issue, just to be different. Nevertheless, I'm sure you'll find it to be interesting, as it is still allied to rail and there's some steam there too.

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**

From Cover page.....

Petes story.

Three new 70lb tracksets are to be built up on top of road four and a replacement 70lb left hand turnout. All this is going into road three, replacing the old 53/55lb rail and sleepers. Some are past their use by date. When this has been done, the turnout leading to road two will be further back opposite the sump, giving more clearance in front of the shed doors. Road two leading to the shed will be relaid with 70lb rail and newer sleepers at the same time. Lots of prep work to do, that will hopefully see the big job tackled after Easter weekend.

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.

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Letters, Articles and Photographs are welcome.

Post contributions to the Editor C/o Canterbury Railway Society PO Box 13-039 Armagh Christchurch New Zealand

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

Presidential Prattle.

I would like to start this month by thanking two people who have decided to take a well earned rest from two fairly thankless tasks undertaken for the benefit of other members.

Firstly, our Patron Garth Beardsley has decided to retire from cleaning up after everyone in the lunchroom and ablutions area. Garth has quietly taken care of these areas for many years and we are grateful for his dedication.

Next, our newsletter editor Kerry Young has decided that his last edition will be in July. We are grateful for the efforts Kerry has made to ensure a newsy and informative publication.

The Society has again been honoured with a grant to help fund our ongoing maintenance expenses. It is fair to say that we have struggled financially in recent months as

the committee strives to fund the progress being made. Our work plan for 2007 has been published and the challenge now is to ensure that we budget carefully so as to be able to maintain momentum.

We have just ended the summer steam programme requested by the Park Company and I can report that they appreciate our efforts and believe that the programme was a success. Well done to all those who have been rostered for duty over this period.

Bruce Shalders

Please Note.

Bruce also supplied the information advice for the forthcoming Annual General Meeting. I was unable to fit both copies on the one page so have transferred the notice of the AGM to the back page. Please take the time to check it out.

I would like to take the chance to add my commendation to those expressed above, regarding Garth's retirement from the position of cleaning up after all of us. I don't

know who ever thanks him for doing this and the many other washing and cleaning jobs he does, but it is a very necessary duty. Also, I too would like to take this chance to thank him for a job so cheerfully and well done.

I would like to thank Mark Webb and Ray Shearman for taking over from Garth, and I am sure everyone else does too. 'K'.

A1177 is moving right along.



Keith Brown left, with banjo in hand, stretches the roof lining while Graham Inwood drives the tacks. They are nearly finished the whole roof here.



Max Anderson sands after puttying. On the other side, the window frames are painted and there are two coats of paint on the sides. Max has worked long and hard to get this far.

Progress with 'F13'.



Now the cab is on for good. (Hopefully.) Seen here just after refitting and while the crane and gear is being put away.

Boiler work. Wasting caused remedial work to be done to the foundation ring and firehole door areas. The foundation ring has been cut and lifted to remove bad metal and the firehole door area has had similar treatment. This last has necessitated the construction of an adaptor plate to make up the difference in diameter. Here Roger Rasmussen (obscured) and Steve Ferguson (almost obscured) are working out the practicalities of various methods of making and fitting the adaptor ring. While all this has been going on, the firehole door has been getting its fair share of attention to the hinge pin arrangements.



Progress on the passenger carrying 'L' wagon.



Here's Steve Ferguson doing the initial framing for the roof. Since this picture was taken, there has been much progress, but I don't have photographic evidence at this time.



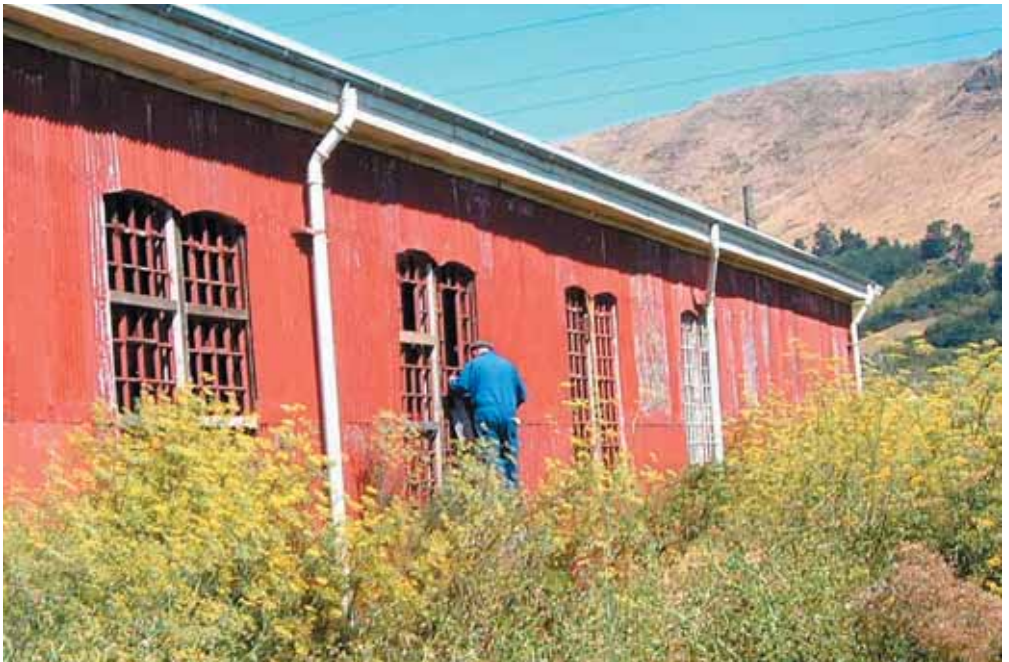
Machining the railings for the seats became a mass production job. It took three operators quite some time to process it all. Bob C'Ailceta far left, Graham Inwood far right and Mark Webb nearest, all combined to process the raw timber for the job.

Much needed Library room at last.



In the library, there has been a removal of some items to other places, making some much needed room to work. Here we see Mike Webb left, and librarian John Robb, having an in depth study of the valve gear of an 'F' class locomotive. Something not previously possible in here. .

Carriage shed security.



It seems not only the pigeons have been making their way into the carriage sheds and making a mess. Vandals have found the holes in the window frames and been up to no good within. Here Bert Coombes fights off the fennel to erect wooden framing to attach more side sheets to cover the windows.

Shantytown.



I recently had the chance to spend a couple of days on 'The Coast' and of course took in Shantytown. Many of you will have seen all these before, but others will not. In steam on the day was 'L508' with Driver Jeffery Harrison, who used to drive with us, so we two had a good old 'catch up'.



The Climax shown is out for firebox repairs, so The Kaitangata is the other duty sharing locomotive at this time.



The ingenious logging power bogie was well worth a picture and too, we were very taken with the exceptionally good catering facilities at 'Everybody's Tearooms'. Ferrymead, please note! These two pages by 'K'.

Railway Relics at Greymouth.



Two wharf cranes still stand and one at least, appears to be in going order. Further in are the remains of two of the ubiquitous 'Q' wagons.



Almost intact save for broken windows is this signal box near the road bridge over the Grey river.



A single truss remains from the earlier rail bridge over the same river. So very sadly, the turntable is all I could find that remains of the great 13 stall roundhouse and facilities at the famous Elmer Lane Depot. This last is indeed a great disappointment to see, when the former glory days are recalled.



Herewith some evocative pictures of the sidewheeler paddlesteamer WAIMARIE, sent in by Peter Jenkinson. While not strictly a rail subject, steam on the water is close to the hearts of many of us.





I have made these pictures as large as possible for obvious reasons. To learn more about the grand lady, go to the foot of the next page. Here Peter sends the boiler history and details. I can send colour pics if you e-mail me.'K'.



Notice of Annual General Meeting

Thursday 26 April 2007 7.30pm Moorhouse Railway Station (Unless advised otherwise)

Notice is hereby given that Annual General Meeting of the Society will be held as advised above.

Agenda

Apologies.

Minutes of the previous AGM. Matters arising from those Minutes.

To receive reports from: The President

The General Manager

The Treasurer

Election of Officers:

President

Vice President

Secretary

Treasurer

Committee

Auditor

General Business.

A. M. Lorimer

Secretary

Peters text re the Paddle steamer WAIMARIE.

Pics of the paddle steamer Waimarie. Some very useful info. For more info, www.riverboat.co.nz

YARROW WATER TUBE BOILER

Working pressure 160psi Max. evaporation rate 8000 lb/hr. Grate area 14 sq ft Water tubes 1 1/4 dia x 616 Coal consumption 4 cwt/hr Waimarie's original boiler was removed when she was salvaged in 1993. Her new boiler is a replica of the original The original boiler was built at the shipyard of Yarrow & Co. at Poplar, London in 1899. This type of boiler was made for use in torpedo boats capable of reaching speeds of 32 knots and the beauty of it is the speed of raising steam from cold. The boiler could be up to pressure in an hour. These were the first successful water-tube boilers used in naval vessels. The replica boiler in restored Waimarie differs from the original only in that the steam drum ends are welded; on the original the steam drums ends were riveted. The original boiler was re-tubed in 1918 and 1936. The replica boiler was lifted into Waimarie on 19 May 1999.

On the first firing of restored Waimarie's boiler, steam was raised from cold to 160 psi in 55 minutes. I'm sure steam buffs will find that interesting. All photos from 14/2/07. If you're in the area, it's well worth the trip.