

MAY, 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTERBURYRAILSOCIETY.CO.NZ



The Hardy Rail Motor Tower Wagon at work.

This month, I have much pleasure in fronting our newsletter with a picture from celebrated rail photographer D.L.A. Turner. David has popped in quite frequently of late and we have had the great pleasure of seeing some of his work at first hand. It certainly gives me something to aspire to. David sent some offerings from which I could select something for inclusion in the mag and I could not offer better than this monochrome of Berts beloved 'Pie Cart'. Seen here doing the very job for which it was intended.

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 Southbridge Branch.

Hornby; Prebbleton; Ladbrooks; Lincoln Junction; Springston; Gould's Road; Ellesmere; Lake Road; Irwell; Doyelston; Leeston; Hill's Road; Southbridge.

Next month, Midland Branch. (18 Locations.) from and including Rolleston 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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Editor: Kerry Young. Phone (03) 357 0422

Email: newsletter@canterburyrailsociety.co.nz

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: SATURDAY 6TH MAY, 2006

Our Many Faceted Society.

Don't get me wrong. I'm not on about society in general. I'm on about the setup we belong to. You all know that I've only been with the society about three and a half years. That would put me at the bottom end of seniority all but for a few. However, in the short time I've been around the place, I've sure learned a lot. The vast majority of us have seen quite a few Summers go by and in that time have accumulated what is commonly referred to as a wealth of knowledge. Any one person has a lifetimes collection of it, but collectively, it's nothing short of astounding what the sum of it all amounts to. I'd think it's fair to say there's no one person knows everything about what he's doing, but ask around and there's usually somebody has an answer. Listen to people asking questions at meal breaks and be prepared to be surprised at what you can learn with the answers. Not necessarily rail related either. I get a lot of pleasure from being able to talk with people from all walks of life who are so pleased to share something of what they know. Watch the body language between people in conversation. Almost always a smile creeps in. People at large are strange animals on the whole, so it is to me a great pleasure to be among such a widely varying group of people who can interact to such a high degree without

major trauma. Not that everyone agrees, but by and large, everyone gets on. In my humble opinion, this has quite a bearing on the background reason for our great rate of restoration progress at this time. So great, it's almost scary. Sure Roger does a lot above and beyond the call of duty to keep the place rolling, but without the high degree of cooperation, understanding and the free sharing of the vast store of knowledge, our forward progress would be nowhere as great. For myself, I am pleased beyond measure, to be a part of a team that can work such wonders among a workforce that is not high in numbers.

Take a moment to reflect on the widely varying work backgrounds of our team. Most have grown up in a country that has a proud tradition of being able to make do and mend. Every one of us is able to deal with a problem, having learned from the old tradition that there's more ways of killing a cat than by feeding the kitten on cream.

So let me say, that speaking for myself, I am over the moon to be able to share in something that is a reflection of so many facets of willingly shared abilities, among such a great group of people. Take a bow! Cheers, 'K'.

An Interesting Invitation.

The Heathcote Studios Theatrical Society Inc has invited our members to visit their theatre on Sunday 21 May at 3.30pm for afternoon tea. The purpose is to meet with their members and find out what they do in the Park.

The venue is the Victoria Theatre at Ferrymead Heritage Park. RSVP to Sonia Kennewell 337 6494 for catering purposes. Please support this invitation and have an enjoyable afternoon mixing with Ferrymead volunteers. Thanks, Alison.

On the back page we have an article from Croc. His sortie around the Lyttelton whaves showed there is little access these days. Like Croc, I too am saddened by the way things are today. 'K'.

Stringing The Overhead.

Now as promised, here is the first of the two held over articles. This one deals with the major work of stringing the overhead conductor cable for the whole remaining distance to the termination gantry at the Ferrymead Station end. What little is shown here cannot begin to describe what a major undertaking this was for the Electric Traction group. Organising and preparation for the actual work

has been in progress for ages. A number of core members worked together to make the actual cable running happen smoothly on the day. To them and all the volunteers who turned up for the event, there are big 'Thank You's' all round. While there is still much to be done, this has broken the back of the work. Well done, everyone!

Tying the wire just this side of the signal box. I can see Bert up there, but can't pick the other person.

Photo; D. Hansen.



Ah, there's the other person. None other than our Roger, one of the many 'extras' that turned out to help out with the undertaking.

Photo; D. Hansen.



Tying off the cable to the gantry. I suspect Joe Pickering has his back to the camera, but don't know the person in the white cap. Sorry.

Photo; Pete Soundy.



Progress is about half way and the sky shows the weather has turned out fine for a change. An earlier attempt had to be scrubbed because of the weather.

Photo; D. Hansen.

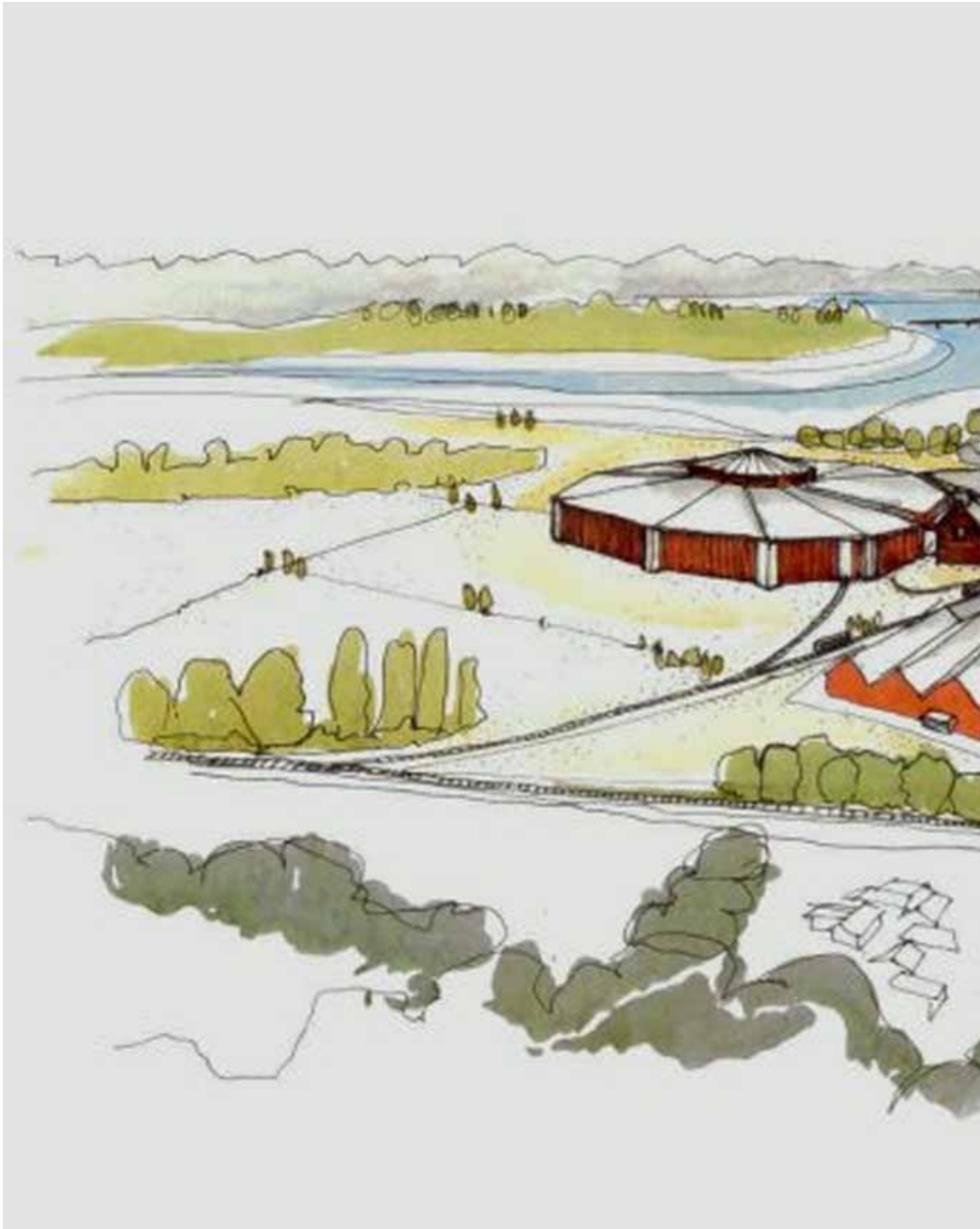


The whole kit and caboodle has made it to the end of the job. It is so rewarding to see such a major step complete at last.

Photo; D. Hansen.



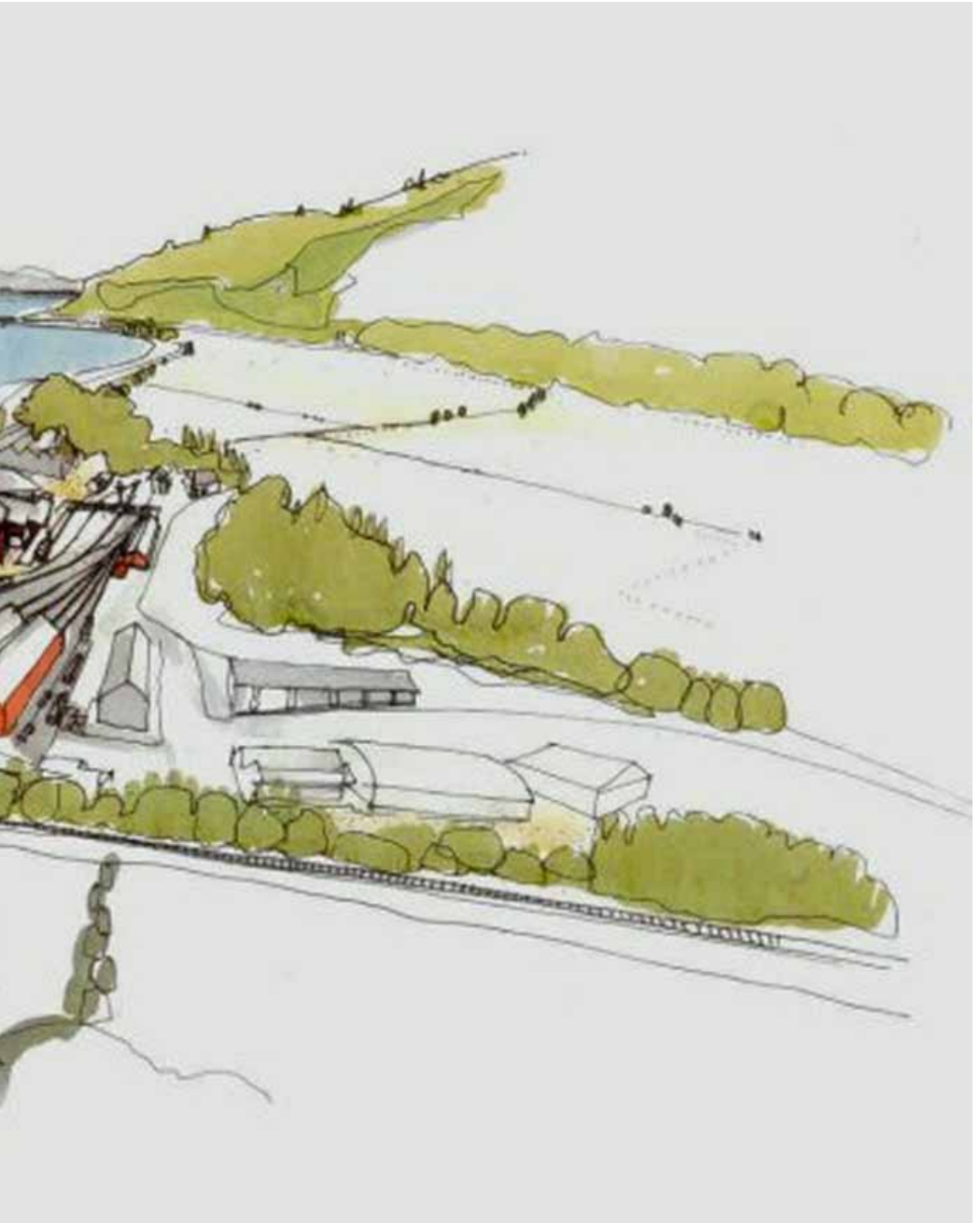
CENTREFOLD FOR
PETER BEAVAN'S DESIGN FOR
Concept sketch supplied courtesy



***BRANGLINES* !!!!!**

THE RAIL MUSEUM OF NEW ZEALAND.

Peter Beaven and Museum committee.



'F13' Boiler Progress.

Thanks to Nigel Hogg, we have some pictures of the state of play with the boiler repairs and renewals on 'F13'.



The shell with no innards. Sans inner firebox and tubes.



Left; Showing major renewals in the foundation ring corners.

Right; The firehole plate, bolted to a forming block, to radius the outer edges

The pictures probably won't show it, but the whole inner shell of the boiler has been shot blasted so the welding can go on a perfectly corrosion free surface. Something absolutely necessary for this class of work.

Thanks Nigel for taking the trouble to keep a record of this work and sharing your pictures.



The new inner firebox shell, viewed from the tubeplate end.



Upside down, we see the new inner firebox with the formed firehole plate welded into place.

Annual Report for 2005

It is with pleasure that I present my annual report for 2005.

The year was notable for a number of additions to our collection. The Rail Heritage Trust of New Zealand saw fit to entrust two carriages in our care. First there was the ex Northerner sleeping car A1320 and later in the year we received carriage A222. A number of support wagons for locomotive W192 were received from storage at Linwood. Non mobile wagons to arrive were two K class covered wagons.

Another arrival was Dg783, which had been sold to a private buyer by the Weka Pass Railway. With the encouragement of the Diesel Traction Group the committee agreed to assist the new owner with temporary storage at Ferrymead. The Society has since negotiated a storage agreement with the owner of this engine and has received the first year's rental.

As usual, we have received a number of grants. In June we were granted \$62,903 by the Lottery Grants Board towards the restoration of F13, in July we received \$1440 from the Eureka Trust for the restoration of the R wagon. In August the New Zealand Community Trust granted us \$3,500 for sleepers and the Lion Foundation gave us \$1108 for a metal linisher. September saw us receive \$13,615 from Pub Charity for the purchase sleepers and the Ministry of Tourism granted us \$4,750 for the construction of a walking tour of the Ferrymead Railway. Finally, in November we received \$4,695 from the Scottwood Trust to fund the restoration of one of our ex NZR workingmen's huts. In addition to all of these grants we also received our regular grant from the Community Trust of Canterbury which was for \$10,000. Each of these grants was gratefully received and we acknowledge the help offered by each of the organisations named.

At the annual conference of the Federation of Rail Societies of New Zealand in June the Society received two awards. For guard's van F78 we received the Federation Carriage Restoration Award and for the restoration of D140 we received the prestigious A&G Price Locomotive Restoration Award.

Both David Newman and I made study visits to heritage railways in Melbourne during the early part of the year. A small part of the cost of these visits was funded by the travel grant that the Society received as a result of winning the P. J. Dillicar Trophy for Innovation at the 2004 FRONZ conference. We have been disappointed to hear a number of disparaging remarks about these visits since our return.

As usual, we received a number of visitors during the year. First of these were two of our auditor's staff who came to get a better understanding of our operation. A funding advisor from the department of Internal Affairs visited to review our progress and view the restoration work done with the various lottery grants we have received. The South Island rail inspector of Land Transport New Zealand inspected the railway and we were also honoured to show the president of the Federation of Rail Societies of New Zealand Paul Dillicar around the site along with Paul Heighton, a past president of the Federation.

A notable visitor in October was Sir Neil Cossons, the Chairman of English Heritage, who was the guest of honour at the groundbreaking ceremony for the National Railway Museum of New Zealand. Also attending were Euan McQueen, chairman of the Rail Heritage Trust of New Zealand and several local MPs and other special guests.

Planning for the building of the National Railway Museum has progressed rather slowly. This was

caused by the delay in getting the necessary land allocated by the Ferrymead Trust's site planning committee. However, we now have the land secured and are developing a fundraising strategy. We have also enlisted the help of Peter Beavan the prominent local architect to help with the design of the museum.

Another special event, at Labour Weekend, was the recommissioning of carriage B231 after a lengthy overhaul. The official ribbon was cut by Mrs. Anita Beardsley, the wife of our patron Garth Beardsley.

Other events during the year included an open night as part of Carter Heritage Week, a promotional night organised by Tamaki Brothers and the hosting of a Te Papa workshop on the care and restoration of large objects

As well as on these special occasions, the railway was operated regularly to fulfill our contractual obligation to the Ferrymead Park Company. We continue to provide the Park with a major drawcard.

Our web site was revamped late in the year.

The Society's membership has continued to increase during the year.

The railway heads of departments and your committee have met at well attended monthly meetings during the year and I would like to acknowledge their contribution to the successful and safe running of the Society and our railway.

The passing of the Railways Act 2005 means that there will need to be some changes to our Safety System during the year ahead as it becomes a Safety Case. A small group is working on updating our rule book and working timetable so that we comply with the new law. This means that a certain amount of retraining will be required and we seek your understanding and cooperation when this is organised.

Already 2006 promises to be another year of continuing development for the Society. Thank you all for your continuing support during 2005

Report from Society President Bruce Shalders.

.pp. Alison Lorimer.

WHAT IS IT?

Looking very much like a muffin pan from a bakery, this item was offered for identification by our lofty librarian (and all things else) John Robb.

Maximum diameter is 3 1/2" which would make a nice muffin for sure, but did Addington workshops produce these for the NZR refreshment rooms?

No one has offered any sensible clue as yet and in case you are wondering, I don't know either. 'K'.



From Croc.

Well the day dawned bright, and bushy-tailed. I decided to make an expedition over to Lyttelton on my day off.

So, armed with my trusty camera, and Film, I headed off to town in order to catch the No 28. I thought that I would see at least 1 coalie: all to no avail. When I got to my destination, I made my way off to where the Station is. Only to discover a most disconcerting fact: you cannot get onto the Station. On account of there being a great fat fence in front of the Station building.

Away from the Station, resides a painted Signal Box. Complete with Levers. All nicely painted, but looks out of place. This used to be right outside the Tunnel's gob. Sitting next to it, is the LA wagon. Complete with wooden Waybill Board. I recognised it as such, because, as a Storeman, I used to requisition on S3's such parts for this.

Across the road from the Signal Box, lies the Museum. Interesting to note the vast changes that have occurred at the Port, since the 19th Century. A notable feature being the Oil Tank farm, which is sited atop reclaimed land. I did see some coalies: the Toll Road locos have aesthetics in mind. Nice to see green locos breaking up the monotony of the dully-painted ones that usually prowl up and down.

I made an exploration of Lyttelton itself. If members will remember THE FRIGHTENERS which was shot at Lyttelton some years ago. When I was a Cinema Attendant at Hoyts back in the 1990's, several Lytteltonians whom lived above the house that Frank Bannister (Michael J. Fox) used, was being knocked down, they wondered why. Well; they went and saw the Film; their questions were all answered! And in fine fettle, too!!!!!!!

I was also saddened to see how the Yard has shrunk. From what this used to be. Now is insignificant, and a pale shadow of itself. The rails used to snake along at a sharp 85 degree angle, or so, to line up with the Station. However, where the rails used to be, is nothing more than a

glorified Carpark. The rails come out of the Tunnel at an "elaborate" 65 degree-ish curve, and then snakes off to the Coal tip.

As with all Shunting operations, SAFETY is of high and prime concern. I noticed that the Remote-controlled Loco, came on too hard, and the resulting collision, of sorts, had the rake practically jumping out of their skins. So to speak. The Shunter spotted me, and probably thought that I was connected with Head Office. If only he knew! The use of reflectorised vests have come to the fore.

As have the way the Containerised wagons have grown in size. For example; UK's are 43 000 kg; PK's are 44 000 kg; IA tip the balances at 65 000 kg. So it appears that Hillside Workshops are building bigger and bigger! I remember when the UKB wagons were being built at Hillside: I was there when this was going on.

I thought to make my way into the Port, for a look at where I used to fish from. Blast it all! and Bat gizzards! You cannot get to these areas anymore. I tried to make use of a green-painted Bannister to get in the back way, only to find that CCTV IN OPERATION is every blooming where!

Also had a look at Tug Lyttelton. This was not operational when I made my visit. In any case, if I was in the engine Room, Croc would be on the Banjo, and fanning the fires no end. And if anybody complained about all the smoke....they can go to hell! I love a roaring hot fire! So there!!!!!!!!!!!!

I also had a look at where the Diamond Harbour Ferry is situated. A modest price for this. But to do the 2 hour Black Cat, would be pricey by comparison. If memory serves me right, this comes to \$57. Go another day, but not today. As a little thought: would Black Cat give us a Discount if a largish group went on said Trip? I had best watch myself.....might go green, but not from envy!!!!!!!!!!!!

Well, close off now. Pictures taken were all a success. Anyone like a peek?????

CROC. PLANO@xtra.co.nz.