

MAY 2007.

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



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A bit of the old, a bit of the new.

The conflict of years, is apparent in this picture taken early on Easter Monday. The lady in the lovely Edwardian dress and shawl sets her digital camera to get a picture of the children in period garb. An oft repeated scene on weekends such as this.

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**

Those unknown batteries from last month.

Well, what do you know? I have had a reply with a positive identification for those batteries. This came from someone who has had great involvement with certain elements of some of the rolling stock we have. I will add that the rolling stock involved is very much in use and the person concerned has had past involvement with our society. More than that, I will not divulge at this time as that person is presently writing stories concerning the rolling stock and times past. To spell out the battery story would spoil the story in the making and I have said that I will keep my peace until the written stories are released. This will be after I cease to be editor, but I'll do something suitable at the time for publication. 'K'.

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: 1ST SATURDAY OF THE MONTH.

PRESIDENTIAL PRATTLE.

In addition to the Annual General Meeting, April was also a busy operating month for the Society.

Easter saw satisfactory, although not huge numbers of visitors to the Park. To them, we offered our usual efficient service. Two charters were also run during the month in association with Tamaki Tours. After much anticipation this venture is underway and I have heard only complimentary comments on what is offered. I wish them every success as I believe that Ferrymead as a whole, and therefore our Society will benefit as a result of this new tourist venture.

At the Society's Annual General Meeting on April 26 there was a lively and wide ranging discussion about the state of the railway at Ferrymead. Members expressed their views and concerns, particularly in relation to site safety and housekeeping and challenged the new committee to improve both. Therefore, expect to see some work parties and efforts to improve

appearance of the site in the near future.

Plans are well advanced for the official opening celebrations for the electrification of the railway on June 9th. If you have not already done so please indicate your intention to attend as requested on the invitation which you received with a previous newsletter. This will help those planning the festivities.

With this newsletter you will receive a brochure for the National Railway Museum. May I commend this project to you and ask that if possible you purchase a sleeper. Maybe you could assemble a small group of family or friends to contribute towards the purchase if you feel that the cost is too great for an individual.

Bruce Shalders

OUR CONDOLENCES.

It was with deep regret that I recently received an e-mail from our Peter Jenkinson, advising that his Mother had passed away. (Monday May 7th.)

Peter is such a well known, hard

working member of our society, that I am sure that I speak for us all in offering our sincerest condolences at this time.

K Young. Ed.

An excellent Easter event.



Easter Monday and the running crew begin to arrive. Safety Officer Rachel Tucker checks everyone is currently certified for their duties and they then sign on. L to R. Alison Lorimer, Dave Lorimer, Colin Dash, Rachel Tucker, James Gobbe and guest signal box operator, Pat Corkery.



Under way and driver Carl Pumpa spots yours truly aiming the camera and obligingly stacks on an act. 'W192' is shouting.



By prior arrangement, I arranged to stand between the tracks to get this shot of the tablet exchange, from Daniel Kerr to Ashleigh Brown, whos father Keith was fireman for him. Good to keep it in the family!



This is how we like to see the platform when we are running. New Zealand the way it used to be. (In the good old days?)

Meanwhile in the village.....



Dinner is served in Curragh Cottage.



Trams cross. Ch.Ch. #1 waits for Dunedin #11 to clear the street before beginning its run around the village.



No shortage of Penny farthings. Time for a leiseurly ride.



'D140' about to back up and take the loop to await the arrival of 'W193' and train. An interesting mix of rolling stock.

The Ferrymead Maori Village Experience.

by Jocelyn Teague

Most of us involved at Ferrymead Park in any way have been watching with interest over the last few months as the Maori Village on Wood Hill has slowly appeared from what used to be a wilderness area on the former Heathcote rubbish dump.

As it approached completion recently, the Tamaki team were keen to do a run through of their program and some guinea pigs were invited along the week before its official opening to see what it was all about.

It was definitely an outdoor experience and depending on which night of four you chose, it was for some a case of either freeze or freeze solid. Due in part to a powerful southerly wind on Friday 13th April, a building that was supposed to shelter viewers was still only a concrete floor and framework, but fortunately the weather was fine and calm and conditions pleasant on the first night as we gathered in the old car park under a 6pm sunset wondering what we had let ourselves in for.

Well, not a lot for some time; darkness fell, Venus grew in brightness; then a car roared into the parking area and a tall, slim-built Maori guy jumped out and started proceedings with a welcome and an introduction of himself as 'Bishop' Brian Tamaki. There was a silence, a few disconcerted frowns, then "no, no really I'm Mike Tamaki". For a few seconds we had almost fallen for the joke, but as far as I know the Destiny Church leader doesn't wear his hair in a ponytail though Mike, Doug and Brian are all brothers and do look alike.

Mike for now at least, lives in ChCh and has been spearheading the whole project; gathering a team of firstly designers, builders, and landscapers then choreographers,

actors and sound/light technicians for the re-enactment of a slice of life in early NZ.

If you were expecting a cultural performance of music and dance similar to other Tamaki tourist ventures in Rotorua and Queenstown you would be disappointed - that has all been done before according to them, and they are more interested in a re-enactment or telling of a story. Personally, I think public demand might eventually change their tune a bit as the portrayal, especially in the pre-pakeha section of the production was fairly violent and graphic. If we Kiwis found the more pleasant side of life almost completely absent, how will foreign tourists take to it?

It was certainly interactive in that cast and audience largely shared the same ground and the action took place all around us, as we walked over a bridge near Ferrymead Station and into the Maori Village, which given time will look very authentic. No chance to fully check it out before a war party appeared over the hill and we were kept busy working out what was going on.

A group of Maori in full cry is fairly powerful and I think I was standing too close to a dusky wahine who let rip and nearly deafened me. You were given the impression that there were hundreds of actors: in actual fact only about twenty were involved; with lots of fading from one scene and reappearing in different guise in the next - all quite professional.

After the battle and tangi scenes we were escorted onto a tram and taken down to the Village we're all familiar with, for the rest of the performance dealing with life after the arrival of the pakeha - land issues, religion, health and all the rest of it.

By then some of us were having health issues of our own - i.e. empty

stomachs! and a late dinner put on in the former Cooperage, was a welcome finale to the evening. Although we never got to see it, some of the food was cooked in a hangi - it was delicious, with plenty of choice - well done the wharekai team.

Some "entertainment" during dinner such as action songs or poi dance would have gone down very well here - Mike Tamaki regaled us with a few stories but something in

the style of Howard Morrison or Billy T would have balanced up the picture a bit.

Some people have no affinity with Maori culture, others love it, but I think we left with a feeling of all being Kiwis together and roll on the future. We all hope this venture succeeds, and let's back them to the hilt when the various groups within the Park are called on to do their bit. It should be good fun for everyone. Haere tatou.

Continuing the Story of Locomotives that have worked for the Timaru Harbour board.

Wellington & Manawatu Railway Company's Numbers 3 & 5 [2-6-2T]

[Manning Wardle 922 and 924]

On 22nd January 1901 the Timaru Harbour Board found itself in the unenviable position of taking over a major breakwater construction project with a four mile tramway, cranes, rock wagons and 'A' 68 to run it all! The Board resolved that the project: "be left in the hands of the Engineer and the Standing Committee to secure plant and carry on the works."

Evans reported to his Board on 26th February 1901 that: "Hearing of two engines for sale by the Manawatu Company, he went to Wellington, and obtained leave for a Government officer to inspect one of them, and his report being favourable the committee purchased the engine at £1,000. Afterwards the committee determined to purchase another engine, and a request had been made for the officer's services to inspect this one. His report was not yet to hand." He also added that: "the first locomotive should be down that day, and the other in a week."

When the locomotives were transferred to Timaru they received Canterbury District boiler numbers. The first one entered into the Canterbury register was 7231 [WMR No. 5] and 7232 [WMR No. 3]. Therefore WMR No. 5 became THB

No. 2 and WMR No. 3 became THB No. 3.

One of the former Wellington and Manawatu Railway Company locomotives was to perform 'Royal' duties on Saturday, 7th March 1903, when the His Excellency the Governor of New Zealand, and his son Lord Boringdon, spent a day in Timaru. A party of locals and the Governor were taken out over the Eastern Extension staging - literally 'out to sea' and then up to the quarry, where an inspection and official photographs took place.

By December 1906 it was considered that only one locomotive was required, and the Board resolved on 21st December 1906 to offer two locomotives for sale, a large one at £1,000, the small one at £350. 'A' 68 did sell; the large one did not.

Timaru Harbour Board locomotives 2 and 3 appear in the Board minutes for the last time on 27th March 1936: "Old Plant: The following, moved by Mr Bradley and seconded by Mr Campbell was carried: 'That the action of the Standing Committee in accepting the price of £40 for the two old locomotives and crane be accepted.'"

CARRIAGE SHED ROADS 2&3.

Track re-laying.

The idea had been kicked around for awhile, of moving the turnout leading to Shed Road 2 a further 30 to 40ft away from the front of the Carriage Shed. This would eliminate a sharp curve and a kink into Shed Road 2 and provide additional storage room if needed.

It would also see the removal of a length of 55lb rail that had developed substantial cracks in the rail head. As well as a large number of hardwood sleepers that were past their use by date and others that were not far off.

March and April saw the three replacement 70lb OB track sets and the new 70lb RB left hand turnout for road 3 built up on top of road 4. Due to space, the new points lever was located on the other side of the track leading to the Workshop sidings.

The five days from ANZAC day were programmed for the track replacement. The first hiccup in proceedings came on the Tuesday when our digger man informed us that the digger had failed and would be unavailable. Thanks to Pete Soundy and City Hire for the last minute allocation of one of their machines at a good rate.

Wednesday was spent building up a track set for the extension to road 2 and collecting sundry items like fish plates, bolts, screws, bedplates. Early finish today, so as to prepare for a night charter.

Thursday dawned gloomy but dry. With the arrival of the digger a start was made removing ballast and dumping it in waiting ballast wagons. The remaining track and the turnout on road 3 were removed as well. Another hiccup became apparent as the ballast was removed, there wasn't much of it! Only 6 to 12 inches

in places, the rest was contaminated ballast, then mainly clay.

Friday dawned with another problem, it had rained over night. By midday it had become apparent that there was too much clay based fill. So after lunch a 5 Ton truck was hired from Hire Quip. This was put to good use removing the overburden and dumping it behind the workshop. By the end of Friday the site had been excavated and levelled sufficiently for the new track sets.

Saturday morning, and it was raining again. It was deemed impractical to use the Hamilton crane, on loan from Fulton Hogan, to lift the track sets. This would have just churned the site up and possible gotten stuck in the mud! Plan B, of using one of the rail cranes and the digger to manoeuvre the turnout and track sets into place, worked just as well in the end. By the end of the day, the gang had road 3 bolted up and one run of ballast dropped on the new track. The track set for road 2 had also been moved into position and bolted up.

On Sunday, the sun came out. The Hamilton crane was used to do the initial lift through the turnout and the first track set. More ballast was ploughed out along road 3 and through the turnout. Glen then did the hard yards of tamping through the turnout. End of the day had most of the sleepers laid out for the curved leg of road 2.

It wasn't the most pleasant 5 days to be outside working on the track, so thanks must go to Rachel, Carl, Glen, Kevin, James and Josh for their assistance.

Peter Jenkinson



Above; Mid Saturday morning and the first part of the turnout is in place. The ground conditions had worsened overnight.

Below; Late afternoon and the line has been lifted, lined and another run of ballast dropped. The turnout has been partly tamped. Road two is beginning to take shape. Pictures; Peter Jenkinson.





Two further pictures of the recent tracklaying from our friend JAWJ. Sorry, but I do not have the names of the participants for the top shot. The lower picture shows (hopefully) the inhospitable conditions they were working under and the first road was then down.

