

NOVEMBER 2006

# BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



[WWW.CANTERBURYRAILSOCIETY.CO.NZ](http://WWW.CANTERBURYRAILSOCIETY.CO.NZ)



## *The unglamorous work.*

I could have put a splendid picture of 'W192' at work on the front page for you. Everyone would have said, "Wow, that's really great. That's what it's all about". So it undeniably is, but equally, so is this. This is the work of the artisan, the unsung hero, the guy who quietly works away to rebuild a rotted wreck. The rotted wreck is 'L1939'. The artisan, our Bob C'Ailceta. Bob is single handedly working his magic with the woodwork on this wagon. Sure, he's had a hand with the metalwork, but the finished article will always have Bobs name associated with it. Long may it remain so.

# 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**

## **Lost Locations.**

Answers to Fairlie Branch.

Washdyke Junction; Levels; Waitawa; Pleasant Point; Sutherlands; Cave; Ma Waro; Albury; Tengawai; Cricklewood; Winscombe; Fairlie; Eversley.

Next time. Mount Somers Branch.

11 locations from and including Tinwald 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**

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.

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

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## **Presidential Prattle.**

October was one of the busiest months for the Society for many years.

In addition to our normal running, which included Labour Weekend, the Ferrymead Railway operated on two weekdays to cater for visiting tour parties. These groups were reportedly impressed by the welcome that they received and the scope of our collection. As a result, some are planning to spend more time at Ferrymead during future tours.

Then there was the visit to Dunedin by some members to care for and operate D140 during the Dunedin Railway Station Centennial celebrations.

Our loco proved a popular attraction powering a short haul shuttle train to the Early Settlers Museum in conjunction with A67 and K88 at different times..

My thanks and admiration goes to the many members who gave willingly of their time as usual to staff our operations in both cities. Meanwhile, progress continued to be made on the maintenance and restoration fronts also.

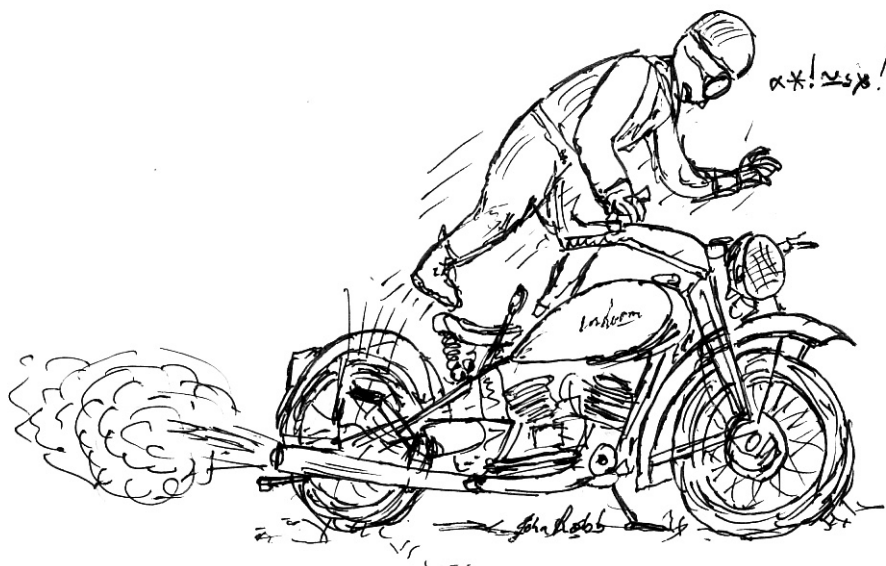
We can all be proud of the contribution that the Society makes to the rail heritage industry.

To advance a number of ongoing projects we are holding Wednesday evening work parties during the summer. These start around five o'clock and everyone is welcome.

Bruce Shalders

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## **Indian Attack.**



Our eminent motor cycling member suffered injury as the result of an unprovoked Indian attack by a warrior from the 'Backfire' Tribe. Bystanders were impressed by the victims command of the rare local dialect of his assailants as he sailed aloft. We are happy to report a full recovery.

## *The Dunedin Railway Station Centennial Celebrations.*



Here are two really good pictures thanks to Glen Antony, showing our 'D140' in action during the Dunedin Station Centennial celebrations. Heritage rail events of this magnitude are very few and far between Not since 'Rail 125' in 1988 has the South Island experienced such a glorious gathering

of Steam locomotives and matching rolling stock. Congratulations to all those who planned, provided and officiated during the festivities. A grand job, so well done. You have provided another chapter in the rich tapestry of New Zealand's railway heritage,

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**Wab from the West Coast.**



This is a sight you don't see every day. There will be many pictures of this event, when the 'Wab' went to the coast and back after the Dunedin Station Celebrations. So when ever did a 'Wab' make this trip previously? Has anyone pictures of this class of engine here in previous times? My thanks to Peter Jenkinson for this shot of alpine heritage.

*Our 'F13' in a classic scene, frozen in time. This is the*



*three stall roundhouse at Lyttelton. Circa, early 1950s.*



Picture supplied by Mark Denne. From the Hugh Bennett collection held by the Pleasant Point Railway.

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## *Locomotives that have worked for the Timaru Harbour Board.*

This month we deal with ex N.Z.R. 'A68'.(0-4-0T) Dubs 652.

In the mid 1890s the Timaru Harbour Board grappled again with the same problem that necessitated it building the North Mole – shingle from the south being brought north by the ocean's currents and threatening to fill up the harbour. Black and Stumbles won the contract in May 1900 and started work on the project shortly afterwards.

Their first engine, purchased by King and Meikle [two local businessmen] and used by them to ballast the line was 'A' 68. Although boiler records show Black and Stumbles as owner, they did not ever own 'A' 68! The locomotive arrived in Timaru on 7th December 1900 and was immediately put to use in ballasting the line. 'A' 68 had the honour of bringing down the first trucks of quarried rock on 5th or 7th February 1901 [Take your pick as to whether you believe the Harbour Board minutes or Timaru Herald!] The Board held a special meeting on 12th March 1901 to quantify the amounts owing to various parties relating to the terminated contract for the eastern extension, and subsequently passed the sum of £425, payable to King and Meikle, for the purchase of 'A' 68 and the locomotive became T.H.B. No. 1.

Although the little 'A' was basically retained as the quarry shunter during its time with the Harbour Board it does seem to have performed another important function in the way of running a workers' train [presumably

with a couple of 'M' wagons or rock wagons] between the port and the quarries each morning and afternoon. This led to a complaint at the Levels County Council meeting in June 1903. Councillor Mahoney stated "that this engine, which is employed shunting in the quarry all day, brings to town every night the men employed, travels from 15 to 20 miles an hour, carries no headlight, and never whistles at crossings." An interesting trip, no doubt!

The engineer's report to the Harbour Board in April 1903 noted that the engine was under repair – a boiler tube having burst – and by the July 1903 report a new set of tubes had been put in and the engine noted as now running and in good order.

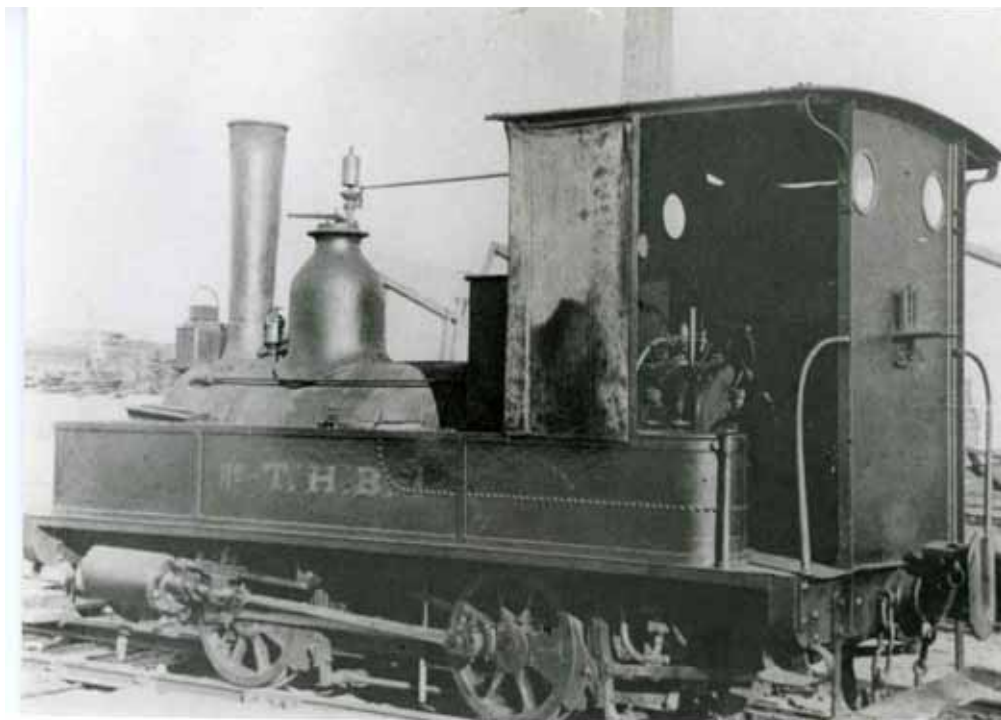
The last wooden pile for the eastern extension was driven on 21st December 1905, and the extension itself deemed to be complete in September 1906. In his report to the Board at its December 1906 meeting the engineer said that only one locomotive was now required, and as a result of this the Board resolved to sell two locomotives – one of the former Wellington and Manawatu Railway Company engines for £1,000 and 'A' 68 for £350 that "The sale of the small locomotive 'Dido' was left to the chairman and secretary, a minimum price being fixed." By this stage the boiler had been condemned. The chairman's statement at the September 1907 meeting noted that "an offer of £100 had been received



for No. 1 locomotive [which requires a new boiler], and the offer had been accepted." The following month's meeting acknowledged the proceeds of sale of 'A' 68 at £100.

Gerald Petrie's excellent reference "New Zealand Steam Locomotives by Official Number" records that 'A' 68 received a new boiler built by Massey Brothers of

Auckland in 1908. Lloyd's Register lists this engine with Ellis and Burnard Limited's mill at Manunui from 1908 to 1929. It would appear logical then that the new boiler was fitted to the engine after it arrived in the North Island.. Photographs of 'A' 68 working in Timaru are rare, probably because it spent most of its Harbour Board life in the quarries



'A68' As T.H.B.1. When working for the Timaru Harbour Board. Picture from the Brian McKenzie Collection.

Editors note; As indicated in the previous months story, I have abridged Mark Dennes most comprehensive account, thus impeding the smooth flow of the text. Those wishing an unabridged version have only to let me know and I will forward same. 'K'.

Lady Mourdant's bogie still has some of its Walschearts valve gear, which makes it a very significant historical item.

According to the "Register" Snake "employed the first British use of Walschearts valve gear": "Cavalcade" states that "the B's were the first in New Zealand to employ Walschearts valve motion. In fact they were the very first British built locomotives to be so equipped and the valve gear from the Auckland engine is now in the Science Museum in London" That was written in 1956, and Snake "was the Auckland engine. In "The British Steam Railway Locomotive" by Ahrons (the Bible on that subject) we are told that a single Fairlie locomotive was built by Avonside in 1878 and was the first locomotive on any British railway with Walschearts valve gear, and no more appeared on any British railway until a good many years later. But that all the private locomotive building firms had long constructed engines fitted with it for overseas railways. All this seems to fit and places Ferrymead's bogie as an historic item worthy of respect and preservation

The "Register" also shows "Steam Crane No.103 constructed at Petone about 1900 Carried on bogies of B and E class Fairlies". When you

think of it there can, at most, have been only four of these cranes, but we are also told that only E173 and E177 were broken up around then and that "Snake" lasted at least until 1915. **So there is a 50/50 chance that the bogies at Ferrymead are from crane 103.**

If any reader knows about any of these cranes ("Cavalcade" implies there were more), and how and whence the bogies of 173 and 165 came to Ferrymead please let us know.

### But wait there's more

The "locomotive" magazine for Feb.1906 shows a double ended "Duplex" loco, not a Fairlie, but two separate and complete 0-4-0 Ts coupled back to back. Built by Andrew Barclay for a N. Z. timber company for hauling heavy loads of timber (what else!) on a line abounding in sharp curves and gradients. What became of them? Watch this space or let us know.

John Robb.

Already there are mutterings in the ranks, regarding the possibility of doing restorative work to the Lady Mordant Bogie. I personally believe it to be of great significance in railway history. 'K'.

## **A closer look.**



This scene will be familiar to most Christchurch members of our society, but for those who are not familiar with our place, I took this shot to give a better idea of just how much still remains of the valve gear on what we now are quite sure is the earthly remains of Lady Mordant. What may not be easily seen, is that the crosshead is still in place, from which there is the link to the lower end of the combination lever. There is no valve

spindle to the top end of this lever, but a pin is all that is lacking, to join the top end of the combination lever to the radius rod, which in turn is still in the dieblock of the curved expansion link. We lack the connecting rod and return crank rod to the expansion link. Also visible, is the lever used to work the valve gear from the ground. It would be a good exercise for me to see what is on the other side and report back. 'K'.

## **From the Quartermasters store.**



More from the what is not on show files. Just ahead of the Heisler shown last month, is Wf 393. Far from a 'basket case', this will be a good restoration project one day.

## **Male, er Rail Bonding.**

The day arrived with a phone call and we were bonding rails today, after a few minor problems we arrived on site with appropriate equipment and ready to go at 10.30am



Welding done by portable welder, on a flat top trolley and the skills, of Dave Backhouse, as the welder and Bertie the overseer.



All above supplied by Pete Soundy. I am receiving considerable interest from overseas in this project. It would seem that we might possibly be leading the field in creating a licensed passenger carrying electric traction project. To date, it has drawn much praise from readers of the Flugel. 'K'.