

OCTOBER 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



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All is not what it seemed.

Further to our discussion regarding the two double Fairlie frames we have, our intrepid historian, Gentleman John (Robb) has assiduously applied himself to the task of positively identifying the locomotives to which these frames belonged, prior to their modification for use in making a mobile crane. But wait, there's more! We can now be reasonably certain of their provenance. Read inside what John has brought to light regarding these significant artefacts.

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 Ashburton to Timaru.

Ashburton; Tinwald Junction; Winslow; Windemere; Hinds; Ealing; Rangitata Island; Rangitata; Orari; Winchester; Temuka; Arowhenua; Seadown; Washdyke Junction; Smithfield; Timaru.

Next Time; Fairlie branch. 13 locations from and including Washdyke 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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Presidential Prattle.

Spring is here and with it we enter a period of intense activity for the Society. During October we will receive visits from several tour parties on their way to or from the celebrations in Dunedin at Labour Weekend to celebrate the centenary of the Dunedin railway station. Our locomotive D140 will be part of these celebrations. At Ferrymead we are also operating with W192 over the same weekend

The D will be trucked to Dunedin on Friday October 20 and will operate on short haul shuttle trains over the three days of the weekend before being transported back to Ferrymead on Tuesday October 24. We are proud to have been invited to participate in this prestigious event.

Beyond Labour weekend we have committed to a busy summer operating season. During December, January and February the trams will be operating daily at Ferrymead and we will run a steam train every Sunday during this period. The Park's

tourist information has been updated and the staff at the city information centre has been briefed on the new schedule.

Restoration and maintenance work will continue also with several projects at an advanced stage and some more planned.

We have been successful with two more pub charity grants. These have been received from the New Zealand Community Trust and the Eureka Trust and cover the purchase of the hardwood paneling and most of the considerable amount of timber that will be required for the restoration of carriage A222. We have also lodged an application with the Lottery Grants Board for the remainder of the funds required to complete this carriage. So when the overhaul of A1177 is completed the carriage team will be able to move straight onto A222.

Don't forget the members film evening in November.

Bruce Shalders



How many readers not in Christchurch, knew we had a good going Heisler tucked away at the back of the loco shed?

Obituary.

It is with sadness that we note the death of Lindsay on October 2nd after a short illness.

Lindsay was President of the Society for four years from 1992 to 1995, a time when the Ferrymead Park was in a state of turmoil but he actively promoted the Society to the then Park director at every opportunity. One of his proudest moments as President was in February 1995 when the governor general, Dame Catherine Tizard made an official visit to Ferrymead and Lindsay welcomed here to the railway.

Like many of us, his interest in railways started when he was a child. Growing up in Dunedin, he lived near the Hillside Railway workshops and he would visit some days to watch engines being built and tested.

Rather than join the Railways he was convinced to join the Post Office instead. He also served in the Royal New Zealand Air Force reaching the rank of Warrant Officer. His interest in the Service remained and he was active in the Air Training Corps and at the time of his death he was Patron of the No. 38 Wigram Squadron of the ATC.

The final years of his working life were spent as an administration officer at the Templeton Hospital.

However, he never lost his interest in railways and during a visit to Ferrymead one day in November 1978 he was 'signed up' as he put it by the late Garth Webb. He was a regular attendee at the monthly members meetings and then when he retired in 1988 he became involved in the

Thursday work parties at Ferrymead.

My first experience of Lindsay was during the nineteen sixties as a member of the Boys' Brigade. Lindsay was a prominent officer in the Canterbury Battalion, being at one time the vice president. I had contact with him as an officer at battalion events and competitions where I learnt to respect and admire the commitment and discipline of leaders like Lindsay.

As well as his work in the Boys' Brigade and the ATC Lindsay was also active in the St. John Ambulance Brigade as a senior First Aider. For many years he helped organise the training and competitions for St. John's adult members. He was also often on public duty as the first aider at functions in the city.

You can see from the above that Lindsay's life was devoted to serving and giving of his time and experience to others. For this, our Society and many other organisations are the poorer for his passing.

Our sympathy goes to his beloved wife Esme.

Bruce Shalders

Septembers "Branchlines" introduced our two Fairlie bogies, and raised a few questions. Further research and some close inspections made something a little clearer. My thanks to "Cavalcade of N.Z. Locos" by Palmer and Stewart, and "Register of N.Z.R. Steam Locos" by W.G. Lloyd.

Both bogies have 39inch wheels and had/have outside valve gear. Since the Vulcan built Double Fairlies had 46inch wheels and inside valve gear, both our four coupled bogies must be from Avonside 'B' or 'E' class locos. One still has it's cylinders which are 9" diameter by 16" stroke but the 'E's had 10 by 18, so this bogie

is from a 'B' and thus from "Snake" or "Lady Mourdant". The latter had 1874 works numbers 1044/1045 (one for each engine unit) and 1045 appears in several places on our bogie, so, with confidence we can state that one bogie is from "Lady Mourdant", later B 165.

The other bogie has a 60inch wheelbase (B165 has 54), and is different in many details particularly in it's main pivot, so it must be from one of the Avonside 'E's.

The number 1068 is marked on the bogie thus identifying it as E173, built in 1876.

John is continuing his research on this subject and hopefully will have something more to report at a later date.

This is an interesting quest, showing as it has, how misinformation can be circulated. I had picked up on something that had been said that

made me think that the bogie with the cylinders belonged to 'Snake', but now we know better. I had assumed too, that the other bogie was from the sister to Josephine, but no. It has no equipment for Stevensons Valve gear which puzzled me and now we know it to be from an Avonside 'E' with Walshaerts gear. 'K'.



Avonside 'E176'. Picture from Register of New Zealand Steam Locomotives. by W.G. Lloyd.

Notes From Nigel.



Nigel has been busy with his camera again and thoughtfully sent along some of his offerings, for which I say many thanks indeed. Above is 'D140' in steam, prior to being set to Dunedin for the festivities there on Labour Weekend. Below, we have 'W192' doing Sunday duty on an early steam weekend for this season.





Another couple of pics showing the 'W' making its way to and from Ferrymead Station.
Thanks Nigel for thinking of us. 'K'.



The Timaru Harbour Board Locomotives and Wd357.

I have recently had the pleasure of corresponding with Mark Denne who hails from Timaru. Mark is involved among other things with The South Canterbury museum and too, the Pleasant Point Railway. In our discussions Mark made mention of Wd357 and its connection with the Timaru Harbour Board. It turns out that Mark has been gathering information on the locomotives that worked for that august body and had already committed the early history of this to print. To cut a long story short, I now have a copy of his work to date and with Marks kind permission, would like to share some of his story with you. Mark has created the story in great detail, so I will not quote chapter and verse, rather I'll simply offer the more pertinent text. If anyone would wish to view the story in depth, I would be happy to send a copy of what I have to anyone wanting it.

Now let us pick up the principal elements of Marks research.....

From 1888 to 1966 the Timaru Harbour Board [or some of their contractors] have used railway equipment for the building, alteration, and maintenance of many of its major harbour assets. The donation of 'Wd' 357 to the Canterbury Branch of the New Zealand Railway and Locomotive Society in 1966 for use on the 'new' Ferrymead Railway ended the Board's ownership of locomotives, although they retained three rock wagons and an 'M' wagon on one of their sections until 1986, when they too were donated for preservation – this time to the Pleasant Point Railway and Historical Society

Now let us deal with the first of the locomotives to work for the

Timaru Harbour Board. 'C6'.

Mark continues.....

In October 1887 Palliser and Jones won a contract from the Timaru Harbour Board to build a rubble wall to the north of the Board's main breakwater which would enclose the harbour, providing total protection for shipping and, hopefully, stop the northward flow of shingle that had up to that date threatened the existing infrastructure. This wall was regularly referred to as the 'North Mole,' 'North Wall,' and following extensive work in 1912 the 'Marine Parade' .

. Letter book indexes held by National Archives in Wellington record a letter dated 13th February 1888 from the Addington Workshops recommending the sale of a 'C' class engine to Palliser and Jones. Boiler records note that this locomotive was sold by the Government Railways to Palliser and Jones on 12th March 1888, and the major local newspaper, the Timaru Herald, noted in its issue of 27th April 1888 that "Messrs Jones and Palliser's ballast engine is now running the trucks up as far as the old Washdyke Road...

. This may have been referring to a Government locomotive from the Timaru railway station, or 'C' 6 – take your pick; but the writer suspects that the Government would not have been too keen on using one of its engines as a test unit for a new embankment alongside the sea!

Contracts were deemed to have been completed by July 1890 and the Wai-iti Tramway was duly lifted. Between March and July 1890 Palliser and Jones started to

advertise their equipment for sale. 'C' 6 was advertised for sale on 25th March 1890 being noted as "in first class order." Whether they sold it, or not, is one of life's little mysteries. In May 1890 Palliser and Jones successfully bid for a contract to build a section of the Napier breakwater. In July 1890 they shipped some plant on the Omapere to Napier, including, according to the shipping notices, "one donkey engine" which even the Herald reporter shouldn't have confused with a railway engine.

Many years ago, the writer went through all the photographs in the Napier Museum in the hope of finding some answers, without success. The writer suspects that 'C' 6 went to Napier with Palliser and Jones and remained stored there for two or three years.



Hard to see, but yes, this is indeed C6, doing its thing for the Harbour Board

Picture kindly supplied by Tony Rippin. Curator of Documentary History. Sth. Canterbury Museum. Shows C6 circa 1889. Taken from a glass negative in the B.A. Blanchard Collection.

Next month, we will look at the next engine to do duty for the Harbour Board. This was the Ex N.Z.R. 'A' 68. (0-4-0T) (Dubs 652)

The next instalment gets rather convoluted, so it will be interesting deciding what to print from the material supplied. 'K



Keith Brown and Graham Inwood preparing the end decking of 'A1177'.

Restoration Images.

Joe Pickering working on the Rail bond wires to compliment the catenary now in place and aligned. A very big job, well done.





Our new pride and joy. Roger Rasmussen has obtained a brand new magnetic based drill. Thanks indeed Roger. (Roger is instructing some Juniors to the rear of the picture).

A stripped stud hole. The first stepped stud we made pulled out of the hole again. We increased the stepped portion to 1 inch diameter to get a better hold. This sort of picture will be familiar to many.!



The Hard Graft.



Changing the frog in a points set is quite an act and having to do two is twice the act. Lifting the first old frog we see James on crane with Josh obscured. Then we have Dan on observation and Peter and Rachel sharing the conducting duties.



Another thing not generally known is that the society has both 'F12' & 'F13' in its care. Here we see 'F12' outside and 'F13' in the shop. Readers of the weekly news sheet were invited to offer a caption for the picture. Let's hear from Branchlines readers too. Both pictures courtesy of Colin Dash.