

SEPTEMBER 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



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How it used to be.

Ah for the good old days! Get a load of this. One lunchtime Garth Beardsley made the mistake of showing this around those present for lunch. He soon found out that I had firmly made plans for my next front page. Taken August 31st 1968 and we see Wd 357 in steam, in its original guise, standing on very lightly laid track, just short of Truscotts drain crossing. That's Castle Rock above and to the right of the cab. Depending on the clarity of the picture, you may be able to see the lack of ballast under the track and you will certainly see the bare countryside, devoid of any of the trappings of Ferrymead we take for granted today. These were the days when you could steam up a loco, unfettered by today's considerations and restrictions. Absolutely cool!

Picture from Garth Beardsley.

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 Methven Branch

Rakaia; Hatfield; Somerton; Mitcham; Sherwood; Lauriston; Urral; Lyndhurst; Cairnbrae; Methven.

Now for Ashburton to Timaru. 16 locations from and including Ashburton.

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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Letters, Articles and Photographs are welcome.

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Absolute deadline for the next edition: SATURDAY 6TH MAY, 2006

Presidential Prattle

This month I am pleased to advise that we have organised a meeting for members. Monthly meetings were abandoned some time ago due to dwindling attendances. It has always been our intention to hold the odd meeting so I am grateful to Ian Fisher for agreeing to entertain us with a railway oriented feature film in November. See the advertisement elsewhere in the newsletter.

Many of you may have heard that we have received a couple of approaches from groups interested in leasing one of the Society's Vulcan railcars. No decisions have been made and both groups have been asked to submit

a detailed business plan which the committee will evaluate before deciding if we should enter into negotiating any lease arrangement.

An area of concern to your committee is that fact that some of our members treat the Ferrymead Railway as a playground after hours. Please only visit the railway outside normal hours if you have legitimate business to conduct.

Bruce Shalders

Film Show

Wednesday 29 November 2006

7:30pm

Feature Film "Night Passage"

Numbers limited so please register your interest with the Society's Secretary.
Alison Lorimer Cover charge \$2

Subject: Dunedin Station 100th Anniversary

With the Dunedin Station turning 100 at Labour Weekend, I would presume that there will be a number of our Society going South. For this momentous occasion.

So, I ask that those whom take Slides/ Prints/ Digitals: would you allow me to purchase some off you, please ?

This is not for the sake of vanity. Rather, I would like to see my Station again. If only in Photographs. Or whatever.

CROC of the Stores Branch

From the pure graft department.

Lifting the track in the Firestone yard.



Cleaning down the track, L to R; Colin Dash, Rachael Tucker and Jocelyn Teage.
Pictures; Peter Jenkinson.



The two sidings coming off the turnout, inside the Firestone compound. There are a total of eight tracksets to be removed from this area, plus the turnout in the foreground. Behind the camera is a curve leading to the ex mainline connection outside the fence. The six tracksets making up this curve are earmarked for the Valley line extension.

Dunedin Station Centenary, Labour Weekend 2006

The rail heritage event of 2006 is undoubtedly the Dunedin Railway Station Centenary, to be held this Labour Weekend, 21-23 October. The Canterbury Railway Society has been invited to attend with D140.

Other steam locomotives attending will be Ab663, Wab794, Ja1271, Jb1236, K88, and A67. The first 4 will run excursions to and from Dunedin, while the last 2 along with D140 will be trucked in and operate within the limits of the Dunedin Locomotive Depot to the Dunedin Railway Station. Taieri Gorge Railway will also have their fleet of DJ locomotives and DE involved. Toll has also made several locomotives available for display.

The main event kicks off with a cavalcade of locomotives at the station and an official opening. For the remainder of the weekend A67 and D140 will operate shuttle trains

between the Station and Early Settlers Museum. The main line locomotives will at various times be running trips to Sawyers Bay.

On the Sunday there are shuttle trains to Hillside Workshops as well as the Sawyers Bay trips. Ab663 will be running to Middlemarch. On the Monday Ja1271 runs to Invercargill, and the other main line locos run trips to Sawyers Bay. Additionally there is a DJ/DE hauled trip to Middlemarch on the Friday prior and to Palmerston on the Tuesday following.

As well as the railway activities there will be other events including station tours and a special display at the Early Settlers Museum. Other details and the program can be seen on the specially set up website: www.dunedinstation.co.nz



Text and picture from Nigel Hogg.

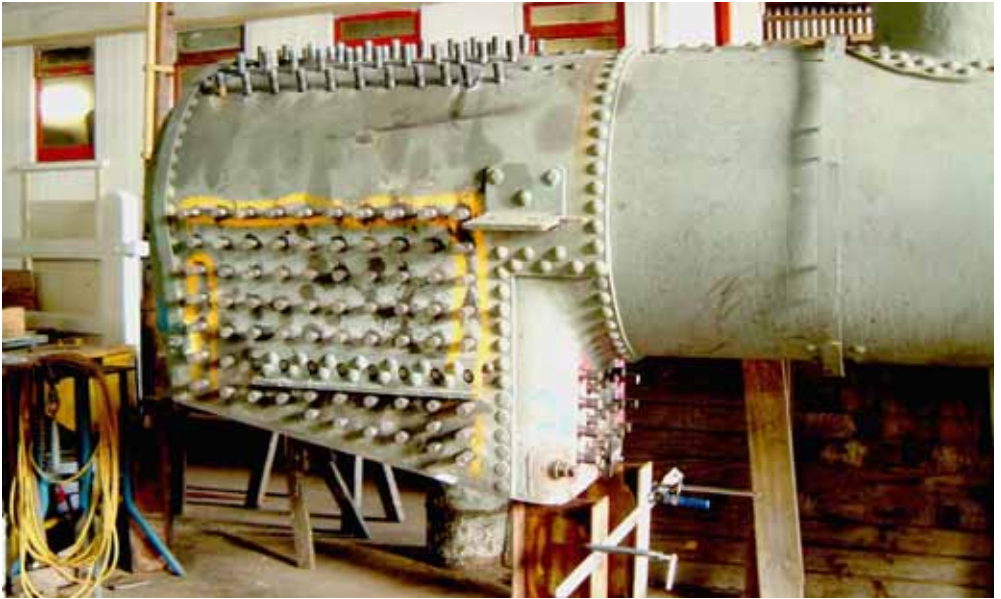
'F13 boiler returns.



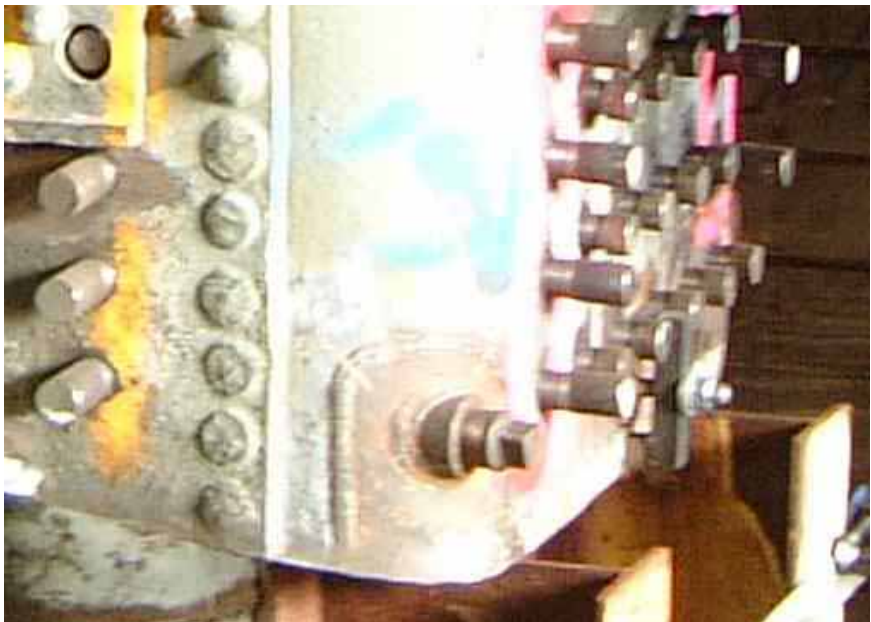
Seen here on the back of Lyttelton Engineering's truck. Picture. Colin Dash.



Now in its new home for the duration, on the workshop floor.



More bristles than a scrubbing brush. All those stays have to be cut to length and rivetted. Not forgetting those on the inside as well. (Why is everyone running the other way?)



Close up of mud hole. More work in making that up than you would think.

Mainline Steam to Arthurs Pass.

With half of Canterbury covered in snow in early June, it was exceptional timing by Mainline Steam to have an excursion booked in for the first Sunday afterwards. A lot of the snow had melted by Sunday but the after affects were plainly evident. With nearly every wire strung between the poles from Rolleston to Springfield either sagging or broken and remains of trees cut clear of road and rail.

With an excellent photo stop on the north bank of the Waimak before Cora Lynn taken care of, arrival at Arthurs Pass was greeted with 4ins of fresh powered snow. During the 2 hours at A.P. the weather closed in with more frequent and heavier snow showers. After the departure of an east bound

coalie it was of down the line to the customary photo stop near the top of Cass Bank and another excellent run by.

By the time Springfield was reached more snow was falling, making for some neat twilight photos of steam and snow.

Arrival into Chch was late and in a heavy downpour of rain. But to spend the day photographing trains in the snow is a great way to spend your Sunday. Whoever from Mainline Steam booked June the 18 needs to be congratulated on their foresight!

Peter Jenkinson





Left; Jb 1236 at Arturs Pass in snow storm.

Above; Near Cora Lynn, with Waimakakiriri river in background.

Below; Arthurs Pass Yard in 100mm of snow.

Pictures by Peter Jenkinson.



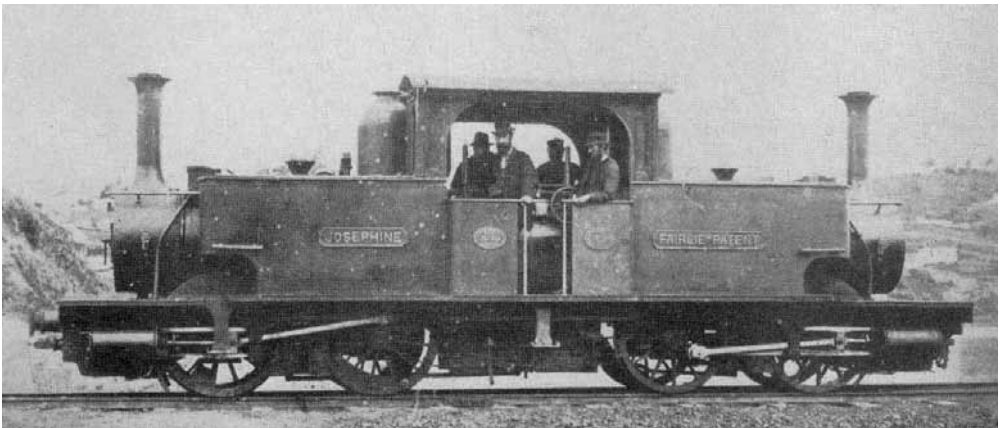
Refer Valve Gear picture - page 10 August issue.

Last month, I posed a question for non local readers with reference to some mortal remains of which there was a picture of what was left of a locomotive of some sort. Such a flood of people wrote in reply that in fact, there was nothing in the way of replies. Such being the case, I shall attempt to offer an answer, with help from Sir Colin. Before beginning, let me say that some of the text is based on what I have heard in the local rumour mill and therefore is not established fact. So if anyone out there can correct or add to the story, there are quite a few of us who will be most interested to hear from you, c/o my e-mail address or by writing to someone you might know in our society. So here goes;

The story concerns the Double Fairlie locomotives used in the very early days of the railways in New Zealand. The earliest of course were the two Vulcan engines, Rose and Josephine of 1872, the latter of which is behind glass at the Early Settlers Museum in Dunedin. My point here, is to note that these two engines used the traditional Stevensons valve gear. The history of these engines is well documented elsewhere and my point being to note the valve gear.

Now to the focus of the earlier picture. Two years after the Vulcan

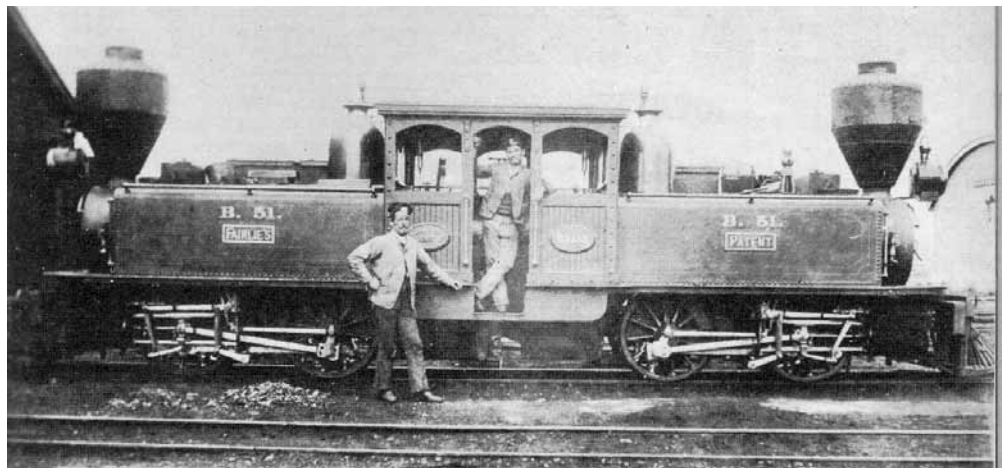
engines, there were two further double Fairlies arrived. These were classified as 'B' and called Lady Mordaunt and Snake. It is written of Snake, that it was the first British built locomotive to carry the Walschaert valve gear. Lady Mordaunt did not have a particularly long life, but Snake on the other hand was involved in a number of incidents, yet soldiered on for many years before finally being written off. Even then the bogies of the two locomotives were to carry on in a new life, under the frames of rail cranes. The Cranes had an 'E' bogie at one end and a 'B' bogie in working order at the other. At least one pair of these bogies still exist and are to be seen between the workshop and carriage shed on our railway. So finally we get to the photograph in question. This shows the valve gear on the 'B' bogie, which when compared to a picture of the original locomotives, can be seen to be absolutely correct. This being the case, the valve gear as such is indeed historic. I have heard it rumoured that in fact, this bogie is from under Snake, but it is only a rumour! Then too, another rumour I have heard, is that one of the 'B' bogies was requested to be returned to the Mother country, that they may have an example of the earliest use of



Picture of 'E' class Josephine from Cavalcade of Locomotives. W.G. Lloyd.

the celebrated Waschaerts valve gear for preservation. What a great shame that the NZR didn't have the same foresight! Were the bogie to have been kept intact, it would have been an invaluable apprentice training aid.

Below. 'B' class Snake. Picture also from *Cavalcade of Locomotives*.



Compare the look of the valve gear in this picture to that seen in last month's issue. Both pictures show the very light nature of the components used and too, the lifting lever for the radius rod link is underneath the gear. This is the only time I have seen such a system used.

For a picture of a crane utilising the two bogie pairs, you will find one on p160 in the latest reprinting of, *Register of New Zealand Railways Steam Locomotives. 1863 -1971.*

W.G. Lloyd.

Also in this book, you will find a very good picture of Snake on page 120, that shows the gear in good detail.

I have been talking to Colin about these bogies and their significance, with a view to perhaps bringing the 'B' bogie back to a condition that would illustrate the valve gear and motion complete. Perhaps even to be a display in the new museum when finished.



It seems to me, to be indeed a shame, to have such an historic artifact in our midst and not have it in good condition for all interested people to study. 'K'.

Left; The pair of 'B' and 'E' bogies as they are presently beside the carriage shed.

Workshop Wanderings.

It's a funny thing how ones interests can develop. When I first joined the society, my principal interest was steam locomotives. This despite the fact that intially, a chance meeting with Colin Dash saw me join for the purpose of working on the Frichs engine in Rm 51 which had run a big end. This was almost four years ago now and that engine lies in pieces, awaiting the remetalled shells. Meanwhile Rm 56 soldiers on still fulfilling its temporary role.

So much for what brought me into the society. Having been doing my thing for a few weeks, I was greatly interested in the restoration taking place on 'D140'. At that time, it was in a similar situation to that of 'F13' today. Conversation with our Roger soon found me pitching in to help with that project as we awaited the outcome of bearings for the railcar. Very soon, I found I was learning about steam locomotive construction first hand and 'hands on'. Up to that time, all my learning was in an armchair from books and it didn't take me long to awaken to the realities of dealing with these locomotives first hand. Roger is a fountain of knowledge in this field and my percieved difficulties are always being passed off with Rogers cheerful, "I don't find that a problem". I'd like to share some more of his earthy epithets, but this paper is somewhat flammable.

While all this was going on, there was restoration of an allied but different kind happeneing on the other line of the workshop. At that time, the 'D' car was in progress. This was an absolute revelation to me. To see the degree to which the car was dismantled and subsequently rebuilt was a whole new world in my eyes. This for me, was the very beginnings of an interest in things other than locomotives. During the

process of fitting the springs, levelling the carriage, doing the brakes and checking the axleboxes, I found myself being drawn further yet into the world of rail restoration. I found myself listenening with great interest to what I was being told by both Keith Brown and Graham Inwood. I tell you, there's no better way to learn than by taking heed of such people.

With the passing of the months and eventually years, I find my learning always on the increase. Beyond the workshop, I have learned much about track work and signals, not to mention those discipines that take place on running days. Under supervision, I have driven 'D140' and 'W192' and passed my drivers certification for 'Tr22'.

Within all of the above, I have tried to learn as much as possible about the history and the people who began this enterprise. This together with the history of the New Zealand Railways itself provides an endless opportunity for learning. I have a particular interest in the development of rolling stock engineering design. This as applied to the NZR, I find to be a source of great interest. So many questions can be answered by checking out our artifacts, which of course go right back virtually to year one, in the case of the NZR. There's no better place in New Zealand to study the engineering history of the railways, than right on our own doorstep. With the exception of the broad guage era, we have something of most everything, right here. A ready reference medium for items of more recent times is on hand in the form of questions for Roger or Keith. Both of who spent much time working in our Addington workshops. So look around, ask questions. Ours is a really great environment in so many ways. For friendship, laughter and learning, you can't beat it. 'K'.