

APRIL 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTERBURYRAILSOCIETY.CO.NZ



QUO VADIS.

Who could not be impressed with the sheer majesty of the magnificent Showmans Engine brought out from the U.K. for the Southbrook Traction Engine Rally at the Rangiora Showgrounds? Of equal interest was the Savages 3 Abreast Gallopers built up especially for this event. I was able to offer my personal thanks to Mr Robert Coles and his son Philip for their sheer dedication in bringing these attractions to our shores. For me, this was the achievement of a lifetime ambition. To see first hand, such beautiful equipment

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.

Christchurch to Ashburton.

Correct entry from Dave Lorimer.

CHRISTCHURCH; Addington Junction; Middleton; Sockburn; Hornby; Islington; Templeton; Weedons; Rolleston Junction; Burnham; Norwood; Selwyn; Dunsandel; Bankside; Rakaia; Chertsey; Dromore; Fairfield; ASHBURTON

Next month; Southbridge Branch. (13 locations), from and including Hornby..

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.

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

NEXT MONTH

Held over till next month, I have two articles. The first is a progress report from Nigel Hogg on progress with the rebuilding of the boiler for F13. Many are wondering what is happening with this project. Nigel leaves us in no doubt.

Secondly; The article on the stringing of the main overhead conductor wire through to Ferrymead station end. This involved heavy logistics and manpower. A tribute to all involved.

REMINDER

Just to remind everyone that the Annual General Meeting of the Society will be held on Thursday the 27th of April, commencing at 7:30pm in the Moorhouse railway station. If you're not there, you don't get a say.

BE WARNED !!

For those of us who arrive up early and like to approach Gate A at a high rate of knots. There's a big fat chain across these days.

FROM THE HONOURABLE DAVE LORIMER.

Subs will now be overdue by the time you read this Newsletter. It is wise to note that the next issue will only be given or posted to those who have paid their subscriptions. We will only be printing enough copies of the following issues for those who have paid. If you do not want to miss an issue, please fill in the form (both sides) that was sent out to you a couple of months ago and put it into the mail now with your payment, or alternatively put into the 'security box' in the Workshop in a sealed envelope addressed to the Membership Secretary.

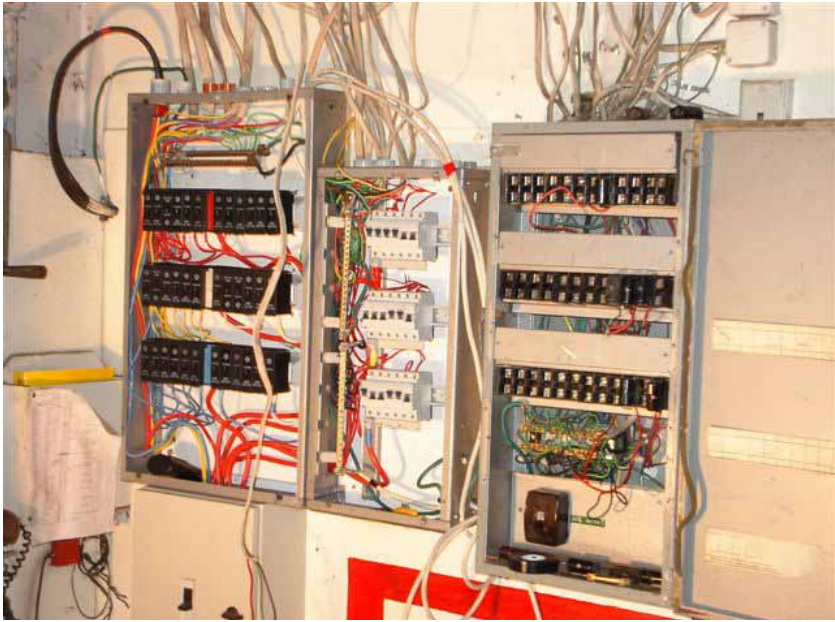
Only current Financial Members will be allowed have a vote at the Annual General Meeting. Cheers Dave Lorimer, Phone 384 4281, Cell Phone 027 662 3770

PAIRED WITH OUR FRONT PAGE PICTURE

The beautiful Savages Three Abreast Gallopers. Together with the Burrell Showmans engine, this presented a spectacle the like of which would be hard to equal



Fuse and switch boards renewed and rewired.



This was no five minute job, that's for sure. Our Bert has slogged away doggedly for many days to get this all done. The old board is on the right and you see the wires being

shifted from the old board to the new. Each has to be positively identified before removal and insertion in the new box.



Bert hard at work. It should be said too, that Bert made up the new board from scratch. Thanks Bert for a job well done.

Photos courtesy of Pete Soundy.

A History of NZGR rail weights.

The following article was offered to me by Peter Jenkinson at a time when we were actually discussing the angle of the slope on rail bedplates. It is not at all surprising that Peter was able to quote chapter and verse.

The following passage is taken from the Handbook for Permanent Way Staff in the Ways and Works Branch, 1957.

“Prior to 1905 no uniformity of rail section had been adopted by the Department and rails were rolled or purchased as seemed convenient and suitable to meet its requirements. These were produced in 40lb, 53lb, 56lb and 70lb to the yard. Sometimes these rails, though produced in England were rolled to American rail sections. In 1905 the first British Standard rail designs were published, and at that date the Department adopted the British Standard sections and these remained in use until about 1930. The weights used during this period were 55lb, 70lb and 100lb. These are known to the track staff as “Old British Standard” or as “O.B.S” rails.

In 1924 the 1905 standard rail sections were redesigned, generally increasing the height while leaving the width of base unaltered. The weights of these sections used by the Department were 70lb, 75lb, 85lb and 100lb. It is now the practise by track staff to designate the rails rolled to the 1924 standard as “Revised British Standard” or “R.B.S” rails, and are distinguished by the letter “R” following the weight on the rail brand, thus-70R

As a war emergency measure a quantity of 75lb and 90lb rails to American designs were imported.

In 1950 the Department prepared its own designs for two new weights and designated these 72lb NZR and

As far as I'm concerned, if you want to know details regarding rails and tracklaying, you could do much worse than talk to Peter. Peter offered the following to be printed in Branchlines. Many thanks Pete.

91lb NZR.” Plus, today the Railways now use 50kg rail. Each one of those rail weights, will have different size fish plate or bed plates.

To join different size rails to each other you either have union fish plates, (i.e 70 O.B to 70 R.B, not to mention left and right plates!) or two rail sizes welded together to make a union rail. Very valuable to us.

And you thought Steam engines were complicated!!

Cheers

Pete



The digger at work during the rebuilding of number 13 point.

Picture Peter Jenkinson.

Complete renewal of Turnout number 13.

There must surely have been sighs of relief all round with the completion of this work. This point has been a pain to all staff in so many ways. Being as it is, a 'main' line point, it is the subject of every passenger train that has run and too, a great number of work trains also need to run here. For those who don't know our setup, but get my companion publication 'Flugel', this is the point in front of the signal box that gives access to the branch line and of course, roads 7 & 8.

This has been a major renewal and the subject of an intensive effort by all concerned. I am sure I speak for everyone who uses the number 13 point, when I offer a great vote of thanks to Peter Jenkinson, Rachel Tucker and everyone who turned out to bust a gut to get this job done. My thanks to all concerned, 'K'.

No.13 points replacement work.

Preparation work for rail and sleeper replacement for No.13 points took up Jan, Feb and March 06. Replacement rails were brought to site, jim crowed and cut to fit. Holes were drilled for all the base plates to bolt too. A total of 21 sleepers were cut, pre drilled were possible and stacked on site. 50 standard bedplates were re drilled for the 5 ¾ in pine screws and a total of 100 screws gathered.

Friday 10th March saw all rails unbolted, unscrewed and lifted out clear of the sleepers.

Saturday 11th March was the day



for the all sleepers and ballast to be removed. With the ballast dug out and removed by lunch time good progress was being made. Even with one of the first bucket loads of ballast taking the top of an earthenware drainpipe! By mid afternoon the sleepers had been laid and the straight stock rail screw down. By the end of the day the straight closer had also been screwed down and the curved stock rail placed on the sleepers and bolted at one end.

Sunday 12th March dawned with steady rain falling in the early morning. By 9am the rain had stopped and good progress was made. With the curved

closer bolted and screwed down and $\frac{3}{4}$ of the curved stock rail screwed down by lunch. The afternoon saw all rails screwed down and bolted together and the tie rod installed between the point blades. The end of the day saw new ballast dropped and ploughed out, with a light shovel pack under the sleepers.

All that's needed is a proper lift and tamp of the entire turnout and for all point rodding to be reinstalled. That

can wait for the next Saturday. A big thanks to Ray Gobbe for supplying the digger and for operating it. Also to James Gobbe and our signals guru Rachael Tucker.

Story from; Peter Jenkinson.



SPECIAL CAR A1617.

You ought to have been in the cafeteria the day Colin announced the fact that we were to get another carriage. Dead silence for a moment and then groans and protests came from every direction. I've wondered since if Colin timed the news to give the maximum impact. That regardless, he could not have wished for a greater out pouring if he tried. "We've just had a massive shunt to get everything into the carriage shed!"



The first thing to arrive was a 100 tonne crane. (For the 16 tonne carriage) Then the truck with the body



Firstly, the two bogies were placed on the track, spaced roughly to accept the carriage. That done, the crane picked up the carriage and placed it over the bogies and here right, we

seemed to be the main line of attack. "What is this carriage anyway?", came next. "Another Royal carriage" offered Colin, followed with, "This one is still in it's original condition from 1927". Since few of us knew what this would be like, the noise settled down. Since arrival was imminent, most adopted the 'shut up and see' approach. It did in fact arrive the next day and I'll let the pictures tell more of the story.....



arrived and this was followed by a second truck with the bogies.



see our intrepid Colin kneeling to bring the body and bogie together

. Above pictures from our webmaster lan McDonald.

The exterior has had the steel panelling removed to allow for inspection of the condition of the woodwork while it was still in Dunedin. This is how we recieved it. The interior is strongly braced to keep everything in place. Much of the original interior is in surprisingly good condition. The frame braces on the outer underside have been cut off to allow the channel iron frames to lie flat on a base. Most

of the flooring is either gone or useless and the original outer steel panelling has been stored inside. Getting interior pictures is a hazardous occupation, but while it was still outside, I took the opportunity to get what pictures I could. The best access was in fact, to go up through the missing floor, roughly in the centre and to one side of the car.



Left; The amazing amount of internal bracing.
Right; Some panelling in excellent condition.



The corridor, fully intact.



The Royal mirror no less.

SPECIAL CAR A1617 **(MINISTERIAL CAR)**

BUILT BY; NEW ZEALAND
RAILWAYS WORKSHOPS –
ADDINGTON
DATE BUILT; 1927
PURPOSE; TOUR OF DUKE &
DUCHESS OF YORK
ALLOCATION; SOUTH ISLAND
MAIN TRUNK & BRANCHES

By 1927 most of the existing Special Carriages had become outmoded, so it was decided to build new coaches for the tour of the Duke & Duchess of York (later King George VI & Queen Elizabeth).

Loading gauge limitations in the South Island demanded a compact vehicle for the purpose, and as the royal couple were not required to sleep overnight on the train, the design did not need to include a stateroom. A vehicle with a total length of 47.5 feet and a maximum width of 7 foot 10 inches resulted, with a quite revolutionary appearance (for New Zealand carriages.)

The exterior of the carriage was steel paneled, with a rounded “chariot” end containing large observation windows. The main entrances on each side were offset from each other, and led directly into the lounge area. Larger than normal windows were fitted complete with coloured “lead-light” top lights. The lounge (15foot 8 inches by 6 foot 10 inches wide) accommodated a chesterfield,

and four lounge chairs. At the leading end was a dining table with five chairs. A corridor lead off the lounge along one side of the carriage to access two bedrooms, each containing two bunks, a bathroom, and a kitchen. The kitchen was capable of cooking for 12 persons. The interior of the carriage was panelled with polished mahogany, and all metal fittings were of oxidized silver. Electrical equipment included fans and cigar lighters.

At the conclusion of the Royal Tour, the carriage was set aside for the use of Members of Parliament.

It 1953/54 it was used as a support vehicle on the South Island Royal Tour Train of Queen Elizabeth II and the Duke of Edinburgh.

After 26 years of service the only improvements made were to fit new carpets (taken out of Vice Regal car A1825) and some additional electric fittings. The bogies were also upgraded to Timken 25330 roller bearing type.

A1617 and A1655 (the General Managers Carriage) were both written of in 1958, and were to have been put up for tender for sale, however by the early 1960’s it was decided that they would become the property of the NZR Welfare Society, and be placed at Arthurs Pass to be used as holiday cottages for railway employees. They both remained here in a corner of the railway yards until 1992, when they were both disposed of.

Since that time A1617 has been

moved about several times. Initially it was placed on the platform at Moana station as part of a short-lived tourism venture, before being moved up to an empty section overlooking the lake. The next move was to a block of land north of the Moana township. By this time the weather conditions experienced in the area were taking a toll on the exterior of the carriage.

In 2003 A1617 was purchased by a Dunedin based businesswoman, Cushla Martini, who had the carriage trucked to Dunedin, where it was

intended to rebuild the carriage as part of a tourist train venture. Work was started, but had not progressed very far before Ms Martini was diagnosed with cancer . She died in 2005. Ms Martini's husband decided that the carriage should go to good home in one of New Zealand's heritage railways, the final decision being for it to be given to the Canterbury Railway Society, operators of the Ferrymead Railway, and the National Railway Museum of New Zealand. It arrived there in March 2006.

Research and text by Colin Dash



On bogies and parked.

Picture from Ian McDonald



Left; Porcelain handles on the kitchen drawers. Lift the bench top and the sink is underneath.

Right; A portion of what appears to be the kitchen.



Left; The present flooring is of the 'see through' variety.

Right; Take your pick. Shower and handbasin perhaps?

EDITORIAL; You want an editorial too? Get real. Ain't no room. My excuse anyway! Because The Ministerial carriage will soon be in the carriage shed, there will be little future prospect of getting the pictures shown here for future articles. Thus have I held back two stories for later issues. Cheers, 'K'.