

FEBRUARY 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTUBURYRAILSOCIETY.CO.NZ



Unloading the two bogies for carriage A222. These arrived quite some time later in the day after the body had already been lowered onto spare ones we had. It looks like Tr54 had brought the crane in. Not so. Tr22 (out of shot to the right) was doing

the honours. Having the bogies arrive separately has allowed us to overhaul them prior to fitting. Pictures and the story of the arrival of the carriage body are inside. The crane is Ransomes Rapier 277.

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

Cheviot Branch.

Waipara, Omihi, Spye, Scargill, Greta, . Ethelton, Tormore, Dommett, Nonoti,
Mina, Phoebe, Spotswood, Parnassus

Little River Branch. Six locations. From and including Lincoln 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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Absolute deadline for the next edition: SATURDAY 12TH MARCH, 2006

From the Presidents Desk.

Happy New Year. I trust that each of you has had an enjoyable and relaxing time over recent weeks.

For many of our number it has been 'business as usual' as we have run an intensive service for the Park during January. Some work has also continued in the workshop as usual and Peter Jenkinson has been particularly busy maintaining and lengthening our track. Thanks to earlier grants which were used to purchase materials the 'Valley' line is at last advancing towards its destination.

Some of our storage roads in the carriage shed are about to be lengthened and to make way for this, a start has been made on sorting the large collection of patterns which have been untouched since they arrived many years ago.

You may have noticed also that one of our ex NZR workman's huts

has disappeared. Fear not for its wellbeing. It has been delivered to the SIT for restoration as announced in the December issue of Branchlines.

On the museum front, I can report that the committee has appointed a consultant to prepare a fundraising plan. Work also continues on the design of a logo and the refinement of the building design. Mention of which, we have indeed been fortunate to secure the services of well known Christchurch architect Peter Beaven. A specialist in matters heritage, his input to the project will be invaluable.

I can advise that the Society's AGM will be held on Thursday April 27th.

This year looks like being just as busy as last year and everyone's input and help will be welcome. As the Telecom ad says "are you coming with us?"

Bruce Shalders

CRS New Website. – www.canterburyrailsociety.co.nz

For those who don't know already, just after our last newsletter our new website being created by Canterbury IT Limited came online. It features many areas including a gallery of old and new images of the locomotives and Ferrymead railway complex, a calendar of events, ways to contact us and more important to you, a members only area. This area features the latest rosters, events and activities from within the society, the newsletter in full colour and a discussion forum where you can join up and join in on discussions, make suggestions and become more involved and have your say in the society you are part of. Even if you don't live in Christchurch, you can still

know whats happening day to day. Please email webmaster@canterburyrailsociety.co.nz for the username and password to the members area or contact any committee member who will supply it to you.

There are still new areas of the website to come online, namely an online store where the society can display the books, badges, mugs etc for sale and a ways & works section.

So when next on the internet, check out our new website and let us know what you think of it. We hope to see some of you on the forum and get to know you better.

Communications.

You probably didn't even notice. While you weren't noticing, work was in progress involving the telegraphic communications in the place. How many saw the OLB Bedford double cab P&T truck parked beside the first pole beyond the signal box towards Ferrymead Station? Our erstwhile Dave Hansen has been at

work, weaving his black magic with the phone lines. Not only that, but thoughtful soul that he is, he took some pictures from up the pole, giving a new vantage point for recording the weekend activities of our group. Let's see what we can arrange here. The pictures were taken on successive Saturdays.



A whole new pictorial aspect and the 'De' to boot.



'De' & Truck.

The 'De' you know, the truck is a 1951 OLB double cab Bedford.



Dave writes that the pictures were taken either from the ground or atop a new P & T pole opposite the church.

Again that new vantage point, but this time Rm 56 heading past the signal box on Saturday January the 21st.



Again, another of those unlikely pictures. Remember too, that the railcar is twelve years older than the truck.

My thanks to Dave Hansen for taking the pictures in the first place and for thinking to forward them to me in the second.

'F13'.

It is indeed a pleasure to be able to report on the progress made with the rebuilding of the mainframes and axles on 'F13. Roger has been putting in a power of work and thought, to enable really good progress to be

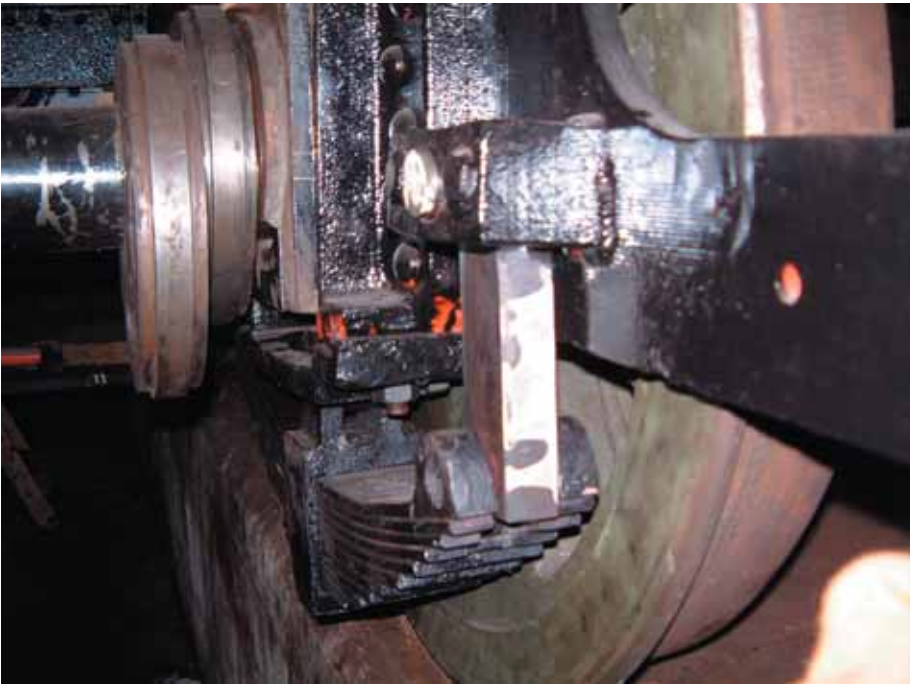
made on the engine. Actual pictures of the work being done are but few in recent issues of Branchlines, so let me make amends now with some from my collection.



The rewarding sight of the frame resting on its axles at last.



Looking down on Roger and Brian fitting the leaf springs.



May be hard to distinguish, but taken from the pit, we see the axle with eccentrics, the spring below the axle box and the link from the spring end to the anchor on the main frame.



Another 'awkward' picture. Taken from the cafeteria landing, looking down on the frames, showing that they have been swapped with 'R14' which is now to the rear end of the shop, giving us access to the pit. (And more light!)

Arrival of carriage A222.



Thursday Dec. 15th saw Carriage A222 arrive on site while we were having morning tea. We see our Colin walking over to check that we have received the correct goods as ordered. There is a second crane parked beyond the cab of the truck.



As the bogies for the carriage had yet to arrive, we had hurriedly brought out two spare ones we had in storage which matched the carriage mounts and had them sitting on the Valley Line. The crane drivers could see the king pins and dropped the carriage neatly onto the bogies in no time flat.



After a bit of enterprising effort on the part of our Colin, we burgled the joint. Well, we gained access anyway. Here we see Roger taking his ease and devoted historian/rail personality, John Robb surveying the scene. Those seats surely aren't original? Under the covers are two Tylers tablet machines and sundry other 'spares'.



Pushing the carriage off the roadway (Where's Tr22?) we see, Keith Brown, Colin Dash, yours truly, Ray Shearman (not driving for a change) and John Robb. This picture from Ian McDonald.

Track laying on the Valley Line



This probably looks an odd sort of picture to start with, but it is offered to remind those using powered equipment to do the pre-start checks. A few minutes doing this saves hours of grief later on. If this runs out of fuel even, it takes a lot of wasted time to get it refuelled, bled and restarted. This while others just have to stand around and wait. Colin Dash doing the honours.



Peter Jenkinson seated, directs the efforts of (L to R) Reuben Blair age 12, Blake Haddon Peters age 18 and James Gobbe age 13. Here seen setting and mounting the inside rail. Never underestimate the contribution younger members can offer. They worked here as a well rehearsed team. This work is on length. number two. It is thanks to much physical effort and forethought on Peters part, that this work is going forward. What many don't notice also, is the work he has done to repair existing track. .



Afternoon tea time and the train sits for the first time on length two, with a runner carrying sleepers for length three brought forward. By the end of the day the sleepers for length three were placed and predrilled for the next length of rail.



The scene by the end of the following Thursday. Three lengths have been completely laid. A second lot of ballast has been spread. This is how it will probably stay for a while, as there is the alignment to be done, as well as another track to cross the roadway, continuing from under the Dg in front of the ballast heap. The whole level crossing has to be raised about 9 1/2 inches. Where did all the volunteers go?

Good news!

You will be pleased to learn that there will be no load of old cobblers from the desk of he who contrives to assemble the information herein.

To the good fortune of all concerned, there has been too much else of interest to report. Another one of those 'win win' situations.

Subject: Dunedin Station Centenary Progress Report.

Its about time I gave everybody an update on progress with the Dunedin Station Centenary event in Labour weekend 2006.

- The Friday 21 October 2006 Dg/Dj locomotive hauled Taieri Gorge Limited to Middlemarch has 112 passengers booked.
- The Sunday 22 October 2006 Steam excursion to Middlemarch is booked out (340 passengers)
- The Monday 23 October 2006 Steam excursion to Invercargill has 332 passengers booked (capacity 400)
- The Tuesday 24 October 2006 Dg/Dj locomotive hauled Seaside to Palmerston has 96 passengers booked.

Inquiries and bookings are coming into the booking office everyday and I must say inquiries for Picton to Dunedin and return are above expectations and these inquiries are being passed onto the groups concerned. Even with these above trains filling fast and eventually being booked out the remaining trains (Sawyers Bay shuttles/Hillside open day shuttles/Daily tourist trains) have capacity of around 5000 more seats to be taken up. (bookings are already coming in for these.)

I am currently working on the operating plan for the weekend and I will hopefully have this completed before the FRONZ conference (May) so I can discuss requirements etc with the groups concerned at a meeting at this conference.

I have been in discussions with TollINZ/Solid Energy/ONTRACK and they have been very supportive and are working to make the event happen. The Dunedin City Council has also been very supportive and progress is being made for other events around this weekend.

If you have any questions please don't hesitate to give me a call.

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