

MARCH 2006

BRANCHLINES

NEWSLETTER OF THE CANTERBURY RAILWAY SOCIETY INC.



WWW.CANTERBURYRAILSOCIETY.CO.NZ



Edwardian Sunday.

Our operating environment is not simply that of the New Zealand Railways about the turn of the century. We are in fact, a part of an entire village which comes to life in its entirety on high days and holidays. At these times, it is a chance for members to really become a part of a much larger environment. There is something very special about being present when the whole park comes to life..

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.

Answers to Little River.

Lincoln Junction, Greenpark, Motukarara, Kaituna, Birdlings Flat, Little River.

Next Month is rather a long list. We undertake Christchurch to Ashburton.

Christchurch to Ashburton has nineteen locatiions, from and including Christchurch.

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: NOTE! PLEASE READ, 'NEXT MONTHS ISSUE' ON PAGE 3

From Our President

I would like to follow up my comments in the December newsletter by saying that there has been a noticeable improvement in the appearance of our railway. Thank you to each of you who have made an effort to ensure that the site is clear of litter.

In February we received a donation of \$9,000 from The Canterbury Community Trust. This is to be used for ongoing repairs and maintenance and we are very grateful for this ongoing funding from the Trust.

Mobile phones have a place in society these days but please be aware that they do not fit the heritage image that we are trying to portray on

operating days. Please keep them out of site. Also, whilst walking around the railway with your head lowered while text messaging is extremely dangerous. Please be responsible for your own safety

I have recently been approached by members offering to fundraise for the Society. While this is a commendable sentiment please be reminded that anyone wishing to promote or represent the Society must have any promotional activity authorised by the committee. This will ensure that efforts are not duplicated and that a high standard is maintained.

Bruce Shalders

Notice of Annual General Meeting

Notice is hereby given that the Annual General Meeting of the Society will be held on Thursday 27th April 2006 commencing at 7.30pm in the Moorhouse railway station.

Agenda:

Apologies
Minutes of Previous Annual General Meeting
Matters Arising from those Minutes

Presentation of Annual Reports by:

The President
The General Manager

Presentation of the Annual Accounts and Treasurer's Reports:

Election of Officers
General Business

A.M. Lorimer Secretary

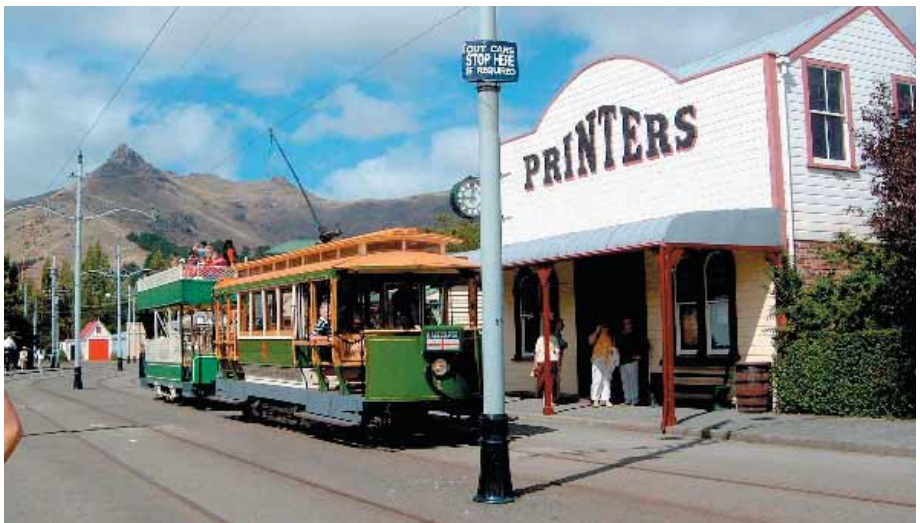
Next Months issue.

This next month will be exceptionally busy for me and I will have but limited use of this machine. Please send contributions for the newsletter as early as possible to assist me. I have held over a very interesting article sent by Peter Jenkinson which will be in for next month. 'K'.

Edwardian Sunday.

Sunday the nineteenth of February was indeed a gala occasion for Ferrymead Heritage Park. The Edwardian Day Carnival, usually held in Hagley Park came instead to Ferrymead for the day. Good weather gave the park the opportunity to really come to life and give of its best. I know this is a Rail Society newsletter, but it

travels widely and I feel it is a good opportunity to share what the whole park can offer with those not resident in Christchurch and environs. If we can help attract visitors to the park, it is in our best interests too. So it is with that in mind, that I offer an issue with the accent on our 'Open Day'.





Far left upper; The D backs down to its train

Far left lower; Tram number 1 passes down the main street with the double decker in tow.

Above left; A coal range warms the photographer as he checks out the rear of one of the houses.

Above right; The drawing room is very representative of the period.

Below right; The washhouse out the back. Monday was wash day right?

On the back lawn, (No picture) Tables and chairs were set out and Devonshire teas were being served. Scones straight from the oven!

This is but one of many houses which you will have seen in the street when visiting. At these times, they are all 'lived in' and everyday life is the theme. In one kitchen, soup was being made, pears were being bottled and other cooking was being done also. All the rooms are suitably furnished and good access is offered to view the entire house. Life becomes somewhat crowded in the kitchen, but the 'residents' are very happy to explain their situation. Outside, the flower and vegetable gardens are tended and the whole presents an air of everyday life as it was then. In the street, trams, bicycles, horse drawn carts and pedestrians all mingle peacefully and you can believe you are in another time. Don't forget too, the bakery. It is very hard to go past without buying something.





I say old chap, a jolly fine show. Eh what? By gad sir, they don't do it like they used to. The country's going to the dogs!

Three generations of family await the train to Ferrymead.



The Antique Cycle Group had a fine display of velocipedes and attracted many interested visitors. Members could be seen cycling everywhere in the village area. Penny farthings being very popular.



How about the Hadedashery then? I could have taken enough pictures in here to fill the whole issue. Nothing to do with railways admittedly, but there were a great number of very fine garments and accessories here. The high quality was a surprise. This is not a hasty collection of wares indeed. How would I know? My Wife does a lot of needlework and I can appreciate this collection very well. The counter staff were most obliging to this intruding photographer. If you are visiting with your Wife, I suggest you show her this emporium, for it is very well done.





Above; 'Croc' (Alistair) Wright is usually the Crossing Keeper. As seen here, this is a responsible job and he's not there for window dressing. People do some remarkably silly things near moving rolling stock and it is his job to maintain safety.

Below; The first shot rips from the stack of 'D140' as it begins to urge its train towards Ferrymead Station. Alan Burney's cracking the whip.





Above; Two gentlemen attired in the height of sartorial elegance, debate the issues of the day in front of a stand which will soon be vending hot sausages with bread, onions, and sauce to taste. Bakers Cycle & Motor Works has an interesting display of period motoring and cycling bits and pieces.

Below; The same two gentlemen have engaged the village blacksmith in conversation of yesteryear. Regrettably, photography inside the smithy is not a happening thing. Far too dark. A visit is most rewarding though. There's a live working collection of gear in there. Gear that will take many of us back to our Grandparents time.





Peverils Progress.

I just couldn't close the picture gallery without including this picture of 'F13'. ('F13' is named 'Peveril'. Many of the 'F' class locomotives were given names initially.) It is indeed rewarding to see our project now with the side rods on. All credit to Roger for his patience in showing us the tricks of assembly, for there are many pitfalls for those who have not done this before.

A Reminder From David Lorimer.

Members are reminded to fill in the forms sent out when renewing their membership. Please note that the original forms did not get lost, it was decided to combine the two forms into one.

Please take good note when addressing the return envelopes. Please address for attention of; **THE MEMBERSHIP SECRETARY** whether handing in or posting. This is to ensure your information is secure and restricted to only those who need to handle the form. This is for your protection and privacy.

Additionally: If your subscription is not paid by the Annual General Meeting, then you are not eligible to vote.

The April newsletter will only be issued to those who have paid, so please help us by getting your subscription paid in early.

A Mystery Solved

By Jocelyn Teague

It's a great time of year to get out and about; to leave the city behind you and head out to the open landscape, maybe Arthur's Pass, maybe following the ghost rail to Little River (soon to open as a cycle trail - good one - but that's another story).

My family and I have had a few trips west lately, one of them, before Christmas, was a cycle trip, in 9 hours on the road, to Arthur's Pass. Not, I hasten to add, by my husband or myself, but our two sons, who set up a challenge for themselves with us tagging along as support crew; not needing much persuasion to visit this alpine rail/plant enthusiasts' mecca.

On all our recent trips along the west highway we have been puzzled by some changes to the former rail yard at Aylesbury near the turn-off to Hororata. In this very bare, unused area, first a large wire fence went up blocking access to the railway and then appeared in the middle a large, square platform with steps leading up to it, complete with handrail. The purpose for all this we could not fathom at all, especially as it sat for months seemingly unused.

Finally, on Waitangi Day, as we headed to Kowai Bush, near Springfield, for some R & R, all was revealed and it is now in use. We were sailing along enjoying the day when a large sign on the fence caught our attention - Malvern

Lions Project - Plane Table. So of course, we backtracked and checked out a very good panorama of the mountains that most of us know and love so well - from Mt Somers in the south to Mt Thomas to the north. In the corner, to link in with its former rail connections, is a picture of a goods train derailment at Aylesbury in early 1942.

What a great place for a plane table - there are no obstructions to the view for miles - well done whoever dreamed up the idea. Pity the one at Chertsey on the main south highway has been spoilt by local shelter belts of trees blocking the view, especially when Aoraki/Mt Cook can be seen from here. The Aylesbury one also has our highest peak marked on the panorama, but I'm not sure it can actually be seen from there. Can anyone prove me wrong on that one?

Well, something to file away in the useless information part of your brain, but it's good to see some use being made of a formerly pretty uninteresting piece of rail land. How about another one near the Cass Bank or Mt White bridge - just dreaming! See you all on the Little River Cycle Trail when it opens soon.

(Good to hear from you again Jocelyn. 'K'.)

Workbench Waffle.

What's he on about this time? No prizes for guessing that the Edwardian Sunday would feature. Let's face it, that's what it's all about. As I remarked earlier, we are but a part of an operating heritage park. The more people we can impress, the more people they will tell and so it goes on. I know you know, but it's a fact that the more people we can attract, the more goes in the coffers and the more gets used on the park. It also serves to bring the park to the attention of those who contribute to our funding grants and local bodies who set a lot of the rules we have to abide by. The better the impression we can create, the better the funding and local body co-operation. If that's all old hat, then that's too bad, but never lose sight of the wider picture.

The Edwardian Sunday came out fine and everything that could operate did. I'm sure those who took the time to check out all the displays, the houses and other attractions were very well rewarded. Regrettably, I was unable to be present during the afternoon, so there was much I didn't get to see as the pictures will attest.

Naturally, I used the railway for transport and hugely enjoyed being with friends I usually spend time with in overalls. For me, it would be hard to overstate the sheer pleasure of travelling on a train with good company and the thought that I have contributed to the running. I had the good fortune to have a cab ride in 'W192'. Skipped by Carl Pumpa and fed by Blake Haddon Peters. To them my thanks indeed. 'D140' was piloted by Alan Burney and stoked by Dave Newman. Our gear was well turned out and the running was kept well in hand by the days operations manager. Who else but Colin Dash?

Restoration & track work.

Let's start with the dog box. Oops, sorry Keith, of course I meant the Dog Kennel. No trifling edifice this. Built to the correct drawings, this remarkable creation is the real thing. Placed before our adoring public, in time for the Edwardian weekend, the timing was spot on. You have to admit, it really looks the part, under the spreading chestnut tree. Or was it an Oak? I think the Chestnut tree stood by the village smithy. Well done those on road two of the workshop.

'F13' has been doing very well. Especially in view of the amazing problems that have surfaced in the course of rebuilding. Thanks to Roger, by the time Thursday rolls around, he has planned what has to be done and has been out and garnered the wherewithal to do it. Mounting the valve gear within the frames has been a time consuming task. Brian Frost has patiently worked away at setting the bearing clearances on the eccentrics, enabling the job to proceed.

The drone of power sanders these last few Thursdays bore testament to the paint preparation on one end of carriage A1177. I noticed one Thursday that Graham Inwood was determinedly sanding his way clean through the end door.



Another months really good progress. Nice one team! 'K'.