



# BRANCHLINES

NOVEMBER 2005



## GALA OCCASION.

No trouble with choosing the front page picture this month.  
Mrs Beardsley officiates with the cutting of the ribbon to complete the  
commissioning of 'B231'.

Newsletter of the Canterbury Railway society Inc.  
PO Box 13-039, Armagh, Christchurch, New Zealand.  
Web site: <http://www.trainweb.org/ferrymeadrail/>

# 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**

## **Next Months Issue.**

With the festive season about to hit, next month's issue will have to be compiled in record time. At this stage, I have no firm ideas on the content. With many stories in the offing, there's no outstanding items I know of to deal with urgently. There's a story from Dave Gorton that I have held over and that's all so far. If there's anything you have in mind, please let me know by the closing date below. Sooner if possible please. 'K'..

**Please note change of editors email address**

## **Notices**

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 3RD DEC. 2005**

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## **Lost Locations.**

Dear me, we have a heavy correction for the Waiau Line. Paul Markholm alerted me to the discrepancy, and I reproduce part of his letter with the corrections.....

Oh dear, I dont want to get a reputation for being a goody goody, who only fronts up when things are wrong, without participating in the quiz in the first place.

However I did see some stations missed out in the 'Lost Locations' which are as follows for the Waiau Line.

please insert Kainga after Chaney's

After Ashley, - Sefton, Balcairn, Grays Road, Greneys Road, Glasnevin, Waipara.

After Balmoral, - insert Pahau.

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### Answers to OXFORD BRANCH

Rangiora, Bells, Fernside, Stoke, Springbank, Cust, Bennetts Junction, Carelton, Oxford East, Oxford West.

I had one verbal and one written correct answer last month.

This month it's Cheviot Branch. 13 locations, from and including Waipara.

I would hope that I do rather better this time. There were no less than three factors causing the failure for Waiau and I was one of them. Apologies, 'K'.

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## **Presidents Notes**

Summer is here and with it longer daylight hours and warmer evenings so we have reintroduced Wednesday night works parties.

The Railway Heads of Departments is yet to finalise the tasks to be undertaken but it is likely to include rail recovery and pattern sorting.

Roads 1 to 4 in the carriage shed are to be lengthened to the back of the shed to allow all of our restored stock to be housed under cover. We have committed to store the Rail Heritage Trust's vehicles and the Federation railcar Rm56 under cover and must honour those agreements. Hence the need to sort the patterns, some of which will be offered to other heritage railways, some of

whom have expressed an interest in caring for them.

So, all are welcome after about four thirty each Wednesday. On wet or fine.

On a sad note, the Society lost a friend and supporter this week with the death of the Green Part politician Rod Donald. We have forwarded our condolences to his family.

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## *The Commissioning of B231*



The guest of honour at Moorhouse Station.



The train at Ferrymead Station.



Storytelling time. L to R Alan Burney, Max Anderson, Graham Inwood and Pat ('Pantograph' editor) Corkery. The story told was unprintable !



RIGHT AWAY! Graham Inwood with a mouth full of whistle signals the right away for the return trip from beside 'B231'. Best I get on board.



Helping themselves to afternoon tea we see Max Anderson and Alan Burney. The platform was usually too crowded to get such a picture.



Let me finish this look at the festivities with a very traditional picture of the locomotive running around its train at Moorhouse Station.



Here's a couple of pictures taken during the night run of Friday the 14th Oct. Sent in by Glen Anthony to share with our readers. Thanks very much Glen.



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## ***F13 Centre Drive Wheel Set***

Thanks to Nigel Hogg, who thoughtfully asked for some pictures of operations from A & G Price, we can here show some of the machining taking place on the centre drive axle of our locomotive. Nigel offered them

for publication subject to the picture credits going to A & G Price, which I am pleased to do.

The picture below shows the axle itself being turned in a centre lathe.



This next shot shows the fully turned axle being held on the bed of a milling machine, in the vees of a pair of matching vee blocks.

The operation shown is the making of the keyways for the eccentric sheaves. This operation has to be absolutely accurate as the slots have

to align with the keyways cut on the outer ends to position the drive wheels. Thus the eccentrics which operate the valves are timed exactly with the pistons, via the connecting rods, crossheads, piston rods and pistons themselves. In much the same way the camshaft is timed with the crankshaft in a car engine.





With the axle fully machined and keyways cut, the drive wheels have then to be pressed on, ensuring as this is done, that the wheels finish up the correct distance apart. This is known as the back to back measurement.

This measurement is absolutely vital, as it must match the track measurements in important places like points and check rails. The pressure to force the wheels on is very high for obvious reasons.



The next operation is to bore the crankpin holes. Again, the placement and sizing of these is vital to the engines safety and performance. The positioning has to be exactly correct in relation to the eccentrics and to the opposite wheel. As the crankpin holes are at 90 degrees to each other, this

operation is known as 'quartering'. It is customary for the R.H. crankpin to lead the left. The boring of the second crankpin hole will be done at exactly 90 degrees to the first. Then the crank pins will be pressed home in those holes. Again, the pressure required to achieve this is very high.



The last picture shows the setup to machine and size the crankpin hole. The whole performance of the locomotive is entirely dependent on the

accuracy of the above operations.

My thanks again to Nigel and A & G Price for the pictures.

## Saftey First.

Safety in connection with running a heritage railway is paramount. I know of more than one society that has been ordered to suspend operating passenger carrying due to failure to attend to safety issues. There is no safety matter more important than the condition of the trackwork. There is a register kept of all trackwork carried out and must be available for inspection by the L.T.N.Z. We are fortunate in having two Transfield persons in our midst and both are very competent in their field. Les Kemp is a force to be reckoned with and so is Rachel Tucker. I would like to introduce you to some of Rachels handiwork. There are two major point reconstructions south of Moorhouse station and they show skillful workmanship however you look at them. Below is the motor point for the loop. Everything is laid out accurately, the points operation is all set to a variety of gauges and the new (to us) point motor is set to operate to fine limits. There are a surprising number of settings involved in obtaining the correct relativity of operation between the motor and the point blades. All of this in turn, operates

interlocks, signals and lights.

At the end of the station platform is another point, allowing a turn to the covered shed presently used by the Diesel traction Group. Although manually operated, it also controls a derail blade on the line to the left, as well as colour light signals at ground level and pole mounted. (left) Again, there are a great number of rods, bell cranks and levers in the assembly. All very robust, yey operating with watchlike accuracy. There has been a great deal of work to set this point in place and incorporate the signalling and derail facilities. The picture on the right shows the layout of this point and below we see some younger members assisting Rachel, (seated in front of the lever) in making up the covering boxing for the installation. Junior members L to R; Michael Whyman, Blake Haddon-Peters and James Gobbe. Rachel Tucker is seated with back to the points lever. Rachel is very good with the younger members and they follow her about everywhere when she is on site.



Signalling and everything it encompasses is paramount in the issue of safety. Ignore it at your peril. Many lives were lost round the turn of the previous century when locomotive power and train size outstripped the safety standards of the time. Drivers took the blame, but it was the system that was at fault. Tylers tablet system and Westinghouse braking were

rapidly introduced to address the deficiencies in safety. Today, modern signalling is a far cry from those early days. A heritage railway we might be, but with the input of Les and Rachel, we have a system which is continually being updated and of which thanks to their direction, we can be justly proud.



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## *Filings from the Workbench.*

So what's the topic for this month's sermon? Well, there's something I have alluded to before and that's our Junior Members. I would like to commend them for the responsible attitude they have adopted in more recent times. We have seen them having fun often enough, but I have been impressed with the way those that have been given assigned tasks associated with public running events have taken their work seriously. I have watched as they have attended to the uncoupling and re-coupling during run rounds, stayed on duty when they have been boiler attendants and many other instances where they have stuck to their work in the face of other distractions. It is this attitude to these circumstances that will see them progress through the ranks as they prove themselves capable to the satisfaction of the examiners. I've said it before and I'll say it again, it is these members that will keep the society going in years to come. People who do not recognise this are selling themselves and the society short. We could and can use more help from all age groups younger than ourselves. Encourage our juniors and give them some of your time, that they may learn the disciplines that provide the foundation for the safe and enjoyable operation of our society.

The other item of interest I'd like to mention was the gathering on the evening of Wednesday the 16th to share the facilities of the tramway and railway societies premises and rolling stock, together with the work under restoration. We all met at the Moorhouse Station and after an introductory speech by John Shanks of the Tramway society, the gathering moved off to inspect the facilities of the Railway Society. Bert Coombes

had opened the doors to roads 7 & 8, turned the lights on and had shore supply power laid on too. Great was the interest in the collection of English Electric stock. Thanks for your effort there Bert. Road three of the carriage shed was emptied and there was keen interest in the heritage stock. The workshop had been opened and again there were many looking around with interest. Then the steam shed was inspected and enjoyed. A train ride saw everyone descend on the tramway shed and after an introduction by John Shanks, we were free to wander about and see the work in progress. Tramway members were on hand to explain the significance of the individual items and show us many particular things of special significance. Who could not be impressed with the standard of the workmanship of the car bodies and the on site manufacture of the Peckham Maximum Traction trucks? There were descriptions of many of the other trams awaiting restoration and their place in the history of the tramway fleet. Out side, there were return trips to the township and back in the Ch.Ch. number one tram and double decker trailer. Beautifully turned out and lit like a christmas tree. A highly impressive display and greatly enjoyed. Despite the chill of the evening, many hardy souls chose to ride the upper storey of the trailer. Finally another railway ride brought everyone back to Moorhouse station, where supper was served and again it was John Shanks who made the closing address. I heard it said that many would like this to be an annual event. I would heartily second that. Like many there on the evening, I have something of a foot in both camps. 'K'.