



# BRANCHLINES

OCT. 2005



## AIN'T SHE GREAT?

Who could not be impressed with 'B231' when it was rolled out into the light for all to admire?

In recent weeks, the final fittings, plates and adornments have really brought the carriage to life. Little remains to be done now before it is ready to commissioned on Labour weekend.

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

## Booklet

“40 Years of the FERRYMEAD RAILWAY”

A nostalgic look at the first four decades of a mighty enterprise.

(Illustrated with approximately 100 black & white photos).

\$10.00 ea.

Beer Mugs - \$8.00 ea.

Coffee Mugs - \$6.00 ea.

Drinking Glasses - \$4.00 ea.

Also available “the Heritage Train” booklet - \$10.00.

Available at the Ferrymead Station on Running Days, or Contact Dave Lorimer Phone 384 4281. Members outside of Christchurch can forward their orders to Publications officer PO Box 13 039 Armagh ChCh.

All mail orders will include Postage & Packing... Within N.Z. \$1.50. Overseas \$3.00

## Lost Locations.

From John Robb.

Last month - RANGIORA, Bells, Fernside, Stoke, Springbank, Cust, Bennett's Junction, Carelton, Oxford East, Oxford West.

Next Months quiz

CHEVIOT BRANCH.

There's thirteen locations from and including Waipara

## 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.

**Please note change of editors email address**

## **BRANCHLINES**

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Letters, Articles and Photographs are welcome.

Post contributions to the Editor C/o Cauty Railway Society PO Box 13-039 Armagh Christchurch New Zealand

Absolute deadline for the next edition: SATURDAY 12TH NOVEMBER, 2005

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From our patron Garth Beardsley.

Hear Ye - Hear Ye.

There has been a marked decline in the number of used drink cans coming to our door lately. These (preferably crushed) and any scrap non ferrous metal are our main means of finance for the 'domestic' side of our enterprise, here at the birthplace of railway operations in New Zealand.

So on behalf of all dedicated workers here, I ask you to bring those cans etc. in for us to keep a pot of tea etc. always ready.

Yours in anticipation'

Garth B.

Your Patron. (provider.)

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Attention Please.

*Steam Locomotive Driver  
Qualifications*

Members who submitted details of their old Ministry of Transport (or Marine Department) qualifications to me may be wondering what has been happening since then.

Trevor Burling of the Federation of Rail Organisations NZ (FRONZ) reports that they have not heard anything more about this issue lately and there is no contemplated change to the status of the old qualifications for the time being. This is in part due to the relevant officials being tied up

with the implementation of the new Railways Act.

FRONZ now holds the qualification details of all those who submitted their information to me. They plan to forward those details to the N.Z Road Transport & Logistics Industry Training Organisation who are now responsible for issuing the steam driver qualifications. In the event that a change takes place, action will be able to be taken quickly given that the relevant information has already been compiled.

Nigel Hogg.

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We have another qualified steam locomotive driver

Strange how some things happen. Last week on the smoko room table, I picked up the newsletter from the Ocean Beach railway and to my surprise I read that our Nigel Hogg had passed his qualifying test to become

a qualified steam locomotive driver. They don't give those qualifications away in Weetbix packets, so I'm sure we all wish Nigel well in his new role and congratulations on his achievement.

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Next Months Issue.

Suddenly, this months issue filled to the brim. So it will be next month before we deal with the profile on the Pie Cart. What else? There's something on the wheel sets for 'F13', then I don't have the foggiest notion. 'K'..

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*The first sod is turned for the N.Z. National Railway Museum.*

The morning of Saturday the 8th of this month came as a disaster weatherwise. Low temperatures, a biting southerly wind and lashings of rain. After lunch, conditions began to ease somewhat. It was therefore rewarding to see such a good turnout for the ceremony to mark the turning of the first sod in what will be a very significant project for our society and for the whole of Ferrymead park.

The addresses were given in the Moorhouse Station, where a well stoked open fire did much to ease the discomfort of those present. The introductory address was given

by our President, Bruce Shalders, followed by an address by Euan McQueen, Chairperson of the New Zealand Rail Heritage Trust. Then we heard from our guest of honour, Sir Neil Cossons, Chairman of English Heritage, the government body for the historic environment in England, who was in Christchurch for Heritage Week. Sir Neil gave an excellent address, praising the society, outlining the importance of the preservation of our past and sharing some anecdotal evidence to support this. Concise and to the point, there could be no one who was not impressed .





After the speeches, we all went outside to see Sir Neil officially cut and turn the first sod, using the specially provided, plated spade, as seen above. After a run in the train to Ferrymead station and return, (Sir Neil driving on the return run.) afternoon tea was served and very well received. There were a number of special guests such as local M.P.s and others who had come some distance to be a part of the event.

The weather further relented during the afternoon and everyone enjoyed the opportunity to ride the train on a number of runs to Ferrymead and back. I particularly enjoyed the good humoured company of a great number of people and the pleasure they showed at being a part of the occasion. Now it is time for the hard graft to get the museum from concept to reality. 'K'.



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## *A Circuit Breaker Story*

I wonder if I could christen Mr. Corkery as 'Pantograph Pat' ? I haven't asked yet so I'll leave it for another time. From where I stand, there's enough effort in writing for

just the one newsletter, without making regular contributions to other peoples. So I have no hesitation in saying 'Thanks mate' to our Pat for this story.

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Part of the traction substation at Moorhouse consists of an 11 kV switchroom with several circuit breakers that supply, among other things, the railway electrification. When the electrification is powered up part of the procedure is to go into the 11 kV switchroom and close the circuit breaker that supplies the rectifier in the DC switchroom at the other end of the building. Circuit breakers have rituals all of their own, besides tripping and closing, there's racking in and out, and in some installations, feeder earthing. (This places a dead short to earth onto the cable making the equipment safe to work on.)

This particular episode happened at the New Plymouth Power Station on a 6.6 kV switchboard. These were Hitachi air circuit breakers, and they just plugged in – they didn't have to be racked in and out. Application of a feeder earth was a bit more complicated however. The breaker had to be removed from the cubicle, extensions fitted to the feeder plugs, a shorting bar fitted to the bus plugs, the feeder shutters in the cubicle propped open, the breaker placed into the cubicle so the plug extensions fitted into the feeder spouts and the shorting bar contacted the cubicle earth, the breaker then closed using the closing handle, and a cover locked over the tripping button. It was a procedure that was supposed to be carried out under supervision as so many people got it wrong.

But this night John was removing

a feeder earth and he got this wrong also. We were in the smoko room, and we noticed the lights dip momentarily. Next thing there was an avalanche of footsteps down the stairs from the control room, and the Shift Supervisor, the Plant Supervisor, the Senior Unit Operator, and someone else sprinted past the smoko room and round past the instrument shop. We thought – we'd better go and see what's happened.

When we got to the switchboard we found the circuit breaker out and the Shift Supervisor on his hands and knees in the cubicle, John with a silly look on his face, and the last wisps of smoke wafting up past the fluorescent light fitting above. What had happened was that John had taken the earth off OK, and replaced the breaker correctly, but then he tried to close it in the service position with the closing handle. This breaker supplied a big motor direct on line, and when the contacts met, it fizzed a bit as the motor tried to start, so he let the handle go. Now the circuit breaker was interrupting starting current, and it spat at him.

The circuit breaker was checked over and returned to service, but soon an instruction came out that the closing handle was no longer to be referred to as such. It was to be referred to as the "Maintenance Handle". But to us it was always the "Donovan Handle".



Here's something of a gap filler. The picture was taken during Easter this year. Early in the day, some steam's up and the blower is being used to good effect on 'W192'.

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## *Some history on carriage D26.*

The following information was taken from a conservation plan drawn up by Bruce Shalders. My thanks to Bruce for making this available for our newsletter.

### *CARRIAGE D26. HISTORY AND DESCRIPTION.*

Taken from the conservation plan drawn up by Bruce Shalders.

Built in 1874, this vehicle is an example of the railway carriages that helped transport the population in the late nineteenth century. These carriages were used throughout New Zealand and D26 one of only two thought to survive.

It is a four wheeled two compartment composite first and second class carriage, built by the Oldbury Carriage Company, Birmingham England in 1874. It provided longitudinal seating for sixteen passengers and each compartment had an oil lamp for lighting.

Construction was of timber except for the underframe which includes some steel. The exterior cladding was of hardwood and the interior paneling was cedar.

The first class section had plush leather seating whereas the second class compartment had plain wooden seats.

In December 1906 this carriage was converted to a second class carriage and the seating capacity increased to twenty by replacing the first class seating with plain seating.

Being no longer required, it was written off by the railways on 27 May 1916 and sold to the Homebush Brick, Tile and Coal Company and used to transport miners to and from work in the coal mines at Bush Gully.

At some stage, it was removed to the Kirkstyle homestead where it was used as a sleeping hut. When the Deans family sold Kirkstyle and moved to Tara, the carriage was moved and used as a changing shed for the swimming pool.

It was transported from Tara to Ferrymead in 1967 after being donated by Mr. Hugh Deans to the then Canterbury Branch of the New Zealand Railway and Locomotive Society, forerunner to the Canterbury Railway Society.

A primary source of information has been an article publishing the research of John Agnew in the February 1984 edition of Rails magazine and Mr. Hugh Deans, a former owner, supplied additional information.

### *HISTORIC SIGNIFICANCE.*

Carriage D26 has a long association with the development of Canterbury. After being declared surplus by the railways, it was an integral part of an early Canterbury industrial enterprise, being used to transport workers on the private railway of the Homebush Brick, Tile and Coal Company.

The carriage has survived with much of its original fabric intact.

Of particular technological significance are;

- the combination steel and timber underframe.
- the ventilator fretwork.
- The use of hardwood.





D26 seen here after being assembled into the heritage train for the first time. Standing with the train at Moorhouse station



D26 assembled into the heritage train for the first time as a complete train. D140 has smouldering waste in the firebox for smoke for an official picture.

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## Obituary.

On the 30<sup>th</sup>. of October, John M. Bennetts hung up his guards cap for good. John joined the society in the early seventies, later transferring to the Weka Pass Railway after they began operations. He rejoined our ranks about two years ago and put in much effort, often with the younger members, sorting and stacking the vast quantity of track fixings outside road 8. John had a good knowledge of trackwork and track maintenance. He was often to be seen inspecting the laid track, noting any suspect fixings or joints. He was a good

friend to our young members and it was rewarding to see a good number of them at Johns funeral.

Good (and not so good) humour was Johns staple diet. My personal remembrance was that he never left to go home without alerting me to his 'thought for the day'. Good, bad, indifferent, we never parted company without a large smile each.

R.I.P. John. May there be a silver band and a heritage railway with you forever. 'K'.



Photo Colin Dash.

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## Busy Times

By the time you receive this edition of "Branchlines" the Ferrymead Railway and the Society will have been through one of the busiest periods in its history.

The normal operating day on Sunday October 2nd was the first of eight days on which the railway would operate during October. On the first weekend of the month we were also represented at the annual model railway show where Dave and Alison Lorimer, Colin Dash and Max Anderson were very successful in selling some old publications stock, in addition to a good quantity of current items. Thanks to each of you for a fine effort.

Heritage Week saw us scheduled to operate on three occasions, for the museum groundbreaking and on two open nights.

A group of touring American railfans chartered both a railcar and a steam hauled train on Monday October 17th.

Couple all this activity with three days of Labour Weekend and you will agree that we can be justifiably proud of our ability to staff and operate such a diverse range of services.

Congratulations are due to the woodworking group for the successful completion of the restoration of car/van B231 under the guidance of Keith Brown, who is planning to complete quite a different construction project over the next month or so. Keep an eye open for developments.

Meanwhile carriage and railcar maintenance and painting will be to the fore over the summer months. Painting will be under the tutelage and care of Max Anderson, who is our newly appointed 'paint monitor'. Phil Rowan has agreed to manage the restorative work on Vulcan railcar Rm56. Some of this work, along with other site work is likely to be done on Wednesday evenings.

In addition to the people I have named above, my thanks go to all of those Members who continue to give so freely of their time to maintain and further the development of the Ferrymead Railway. We have a few knockers out there, so keep up the high standards and most of all continue to enjoy the camaraderie of our great hobby.

Bruce Shalders

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## Wafflings from the workbench.

O.K. So what's the sermon on this time? Funny you should ask that. Usually I sit down here and have to come up with an idea, then expound my thoughts upon it. This time though, I have had the makings of an idea for a week or so. It just happened that I was walking the line beyond the signalbox with Keith Brown, with

the object of getting some pictures for a later issue. In conversation, Keith made mention of the wide variety of talents we had available for restoration. This really settled on the idea I had for this months spiel. I guess many of you have been down this road before, but I have only recently had a good think about this. As most

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will know, I can only be a Thursday member in the normal course of events, so can only comment on the people I work with then. However, I am very aware of the talents of those who come on other days too. I am working on expanding my coverage to include those with whom I do not usually come in contact and have by fortune come on a means to this end. Hopefully with the next issue, I ought to be able to expand my horizons to include a more representative selection of our members. Restoration is but one aspect of the work we do and I see other peoples work and admire it greatly. Getting to speak with and photograph these persons is something I really wish to achieve. For now though, let me deal with the skills of those folks with whom I share the time on Thursdays.

Let's start with those doing the woodwork. Presently, Keith, Graham and more recently, Bob. No one can deny the great care and workmanship to be seen in the all but completed 'B231' carriage. This is the first carriage I have seen done from start to finish and it has been a revelation to me. It is hard to believe it was a grotty workshop van when we began on it. Plain sides, no windows and an interior you wouldn't believe. Who can forget the effort it took to strip the paint from that clerestory ceiling? Now look at it! Don't forget that the running gear and brake cylinder have been removed and refurbished too. There isn't a person in the shop who hasn't contributed to the finished article.

How about the heavily damaged 'R14' wagon? Everyone has been involved in the repair of the underframe of that. A very good

example of why wooden framed wagons were outlawed from the main line. Funds have been raised and we can purchase the materials for the rebuild. Again the skills of both woodworking and engineering staff have been involved.

Then there's 'D140' and 'F13'. What a great variety of skills are being used there. Fitting, turning, welding, hand tools, you name it. Who can't be impressed to watch the mainframes being worked on? I for one, will never forget the weeks of effort it took to ream those cylinder mounting holes. But hey, that's what it's all about. All this could not take place without the back ground knowledge and previous experience of Roger Rasmussen the workshop manager and engineering director. (and many other things too.) On the carriages, Keith Brown has the background experience. Both Roger and Keith were high in the echelons of the former Addington Railway workshops. It is their experience that makes a proper restoration possible. The Heritage Trainset is a product of the Canterbury Railway society workshops and it would be hard to find a more fitting tribute to everyone involved than this unique, award winning collection of railway history.

There are many others whos highly creditable work needs to be mentioned and I plan to address this as soon as possible. 'K'.