



BRANCHLINES

SEPTEMBER. 2005



The Red Terror as it is presently constructed. This picture was taken on the day it had it's first run with the present motor.

On the left is Ray Shearman whos tenacity saw the vehicle come alive again and with him is Peter Whitlow who came over from the next door Fire Department to give a hand with all the work that had to be done.

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

So who got all the last locations on the Waiiau line correct?

My list says; Christchurch; Addington junction; Riccarton; Bryndwyr; Papanui; Styx; Belfast; Chaney's; Kaiapoi; Eyerton junction; Flaxton Southbrook; Rangiora; Ashley; Waikari; Hawarden; Medbury; Balmoral; Culverden; Achray; Rotheram; Waiiau.

Now let's try Oxford Branch. 10 locations, including Rangiora. Go for it!



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

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Absolute deadline for the next edition: SATURDAY 12TH JUNE. 2005

Exciting Times

September and October are shaping up to be rewarding and exciting months for the Society. Since the last edition of Branchlines we have received five grants to assist us with the continued development of our railway.

First, we received a donation from the Eureka Trust for the purchase of timber and fastenings for use in restoring the 'R' class bogie freight wagon.

A further grant was received from the Lion Foundation towards the purchase of a metal linisher for the workshop. As this grant did not quite cover the full cost of the machine the committee funded the balance from our reserve funds.

Two further grants have been received from the New Zealand Community Trust and Pub Charity. Both of these are to be used to purchase sleepers, which we have ordered for delivery during the next couple of months.

Finally, the Ministry of Tourism has granted us \$4750 to fund the establishment of a walking tour of the Ferrymead Railway. This will consist of weatherproof walkways, signs and a leaflet so that people can guide themselves around the railway. It is very gratifying to be recognised by the government as worthy of this donation.

We are grateful to each of these

funding agencies for their support and assistance.

Spring is here and with it an increase in activity for the Society.

October promises to be a very busy month. On Saturday the 8th the National Railway Museum at Ferrymead will be officially launched. The keynote speaker will be Sir Neil Cossons, chairman of English Heritage who is visiting Christchurch as the principle guest for Carter Heritage Week.

All members are encouraged to attend this momentous occasion which will take place at Moorhouse station at 1.30pm.

As a further contribution to Heritage Week, we are holding a public open evening similar to that held last year. This will take place on Friday October 14th between 6 and 9pm and a large number of members will be required as hosts and train crew for this event.

Saturday October 22nd will see a more relaxed function to reintroduce car/van B231 into service after its recent extensive overhaul. All members are invited to attend a short recommissioning ceremony at 2.30pm, followed by some photo runs and afternoon tea.

I hope that each of you will participate fully in these events.

Bruce Shalders

Work on W192.

By Nigel Hogg

Work has been quietly ticking away on W192 in the steam shed over the last couple of months. The W was withdrawn from service after the April running day for its annual survey.

For those that don't know, the annual survey consists of a complete washout of the boiler which involves removing all the washout plugs and the mudhole door and thoroughly flushing out all the scale from the boiler, may involve cleaning the tubes with a tube brush, clean all the soot from the firebox and smokebox, may involve removing the grate, and remove and strip a couple of essential boiler fittings. The boiler is then visually inspected by the boiler inspector.

The boiler inspector will visually inspect the internal space of the boiler through the washout plugs checking the condition of the stays, plates, and tubes. They will also check the various fittings stripped for examination, and may climb inside the

firebox and smokebox for inspection. After reassembly they visit again when the boiler is in steam to check the operation of the safety valves, water columns, and injectors, as well as for any leaks.

This year we also replaced 4 leaking boiler tubes. The whole fire grate was removed and replaced, as was the brick arch. While the brick arch was out, the opportunity was taken to have the welds inside the firebox magnetic particle tested which it positively passed. We were able to use some Ww firebricks we had stored to manufacture the brick arch, using some left over fire-cement from the D's restoration to join the bricks.

The loco was steamed for inspection on 12th June and passed, which was a relief as it was required to run a night charter the following evening. Thanks go to Alan Burney, Carl Pumpa, Dave Newman, Andrew Lorimer, and Murray Blair who were all involved at various stages.



4th.July 2004.
Picture, 'K'.

Photo right shows Carl Pumpa inside the firebox on 30th April removing the leaky boiler tubes. The brick arch and fire grate had been removed, and the white paint is all the welds that had been magnetic particle tested.

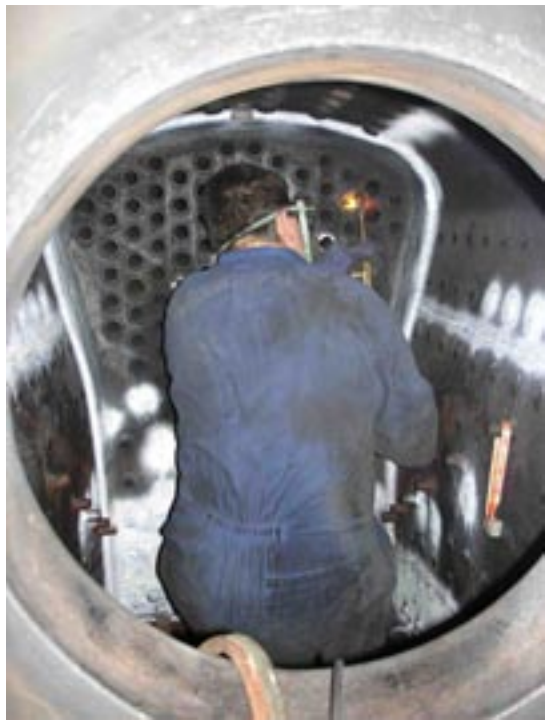


Photo below is the W on a test run at Ferrymead Sunday (12th June) after successfully passing its inspection in steam by the boiler inspector.

Both photos Nigel Hogg.



The Red Terror. Part II.

Well, we've caught up with the early history of our Red Terror. Now I'll have to come forward to it's time with The Canterbury Railway society. I recall seeing it languishing in the carriage shed long before I became a member. I was always curious about this unusual looking Leyland for servicing the overhead wiring and cherished a hope that some day I would see it mobile again. So it was with great delight that I learned that Ray Shearman was set to get the motor changed and with help, get the car running again.

This included reworking the exhaust, improving the battery arrangements and what turned out to be a major task, the brakes. Just the removal and refitting of the rail wheels was a dicy undertaking at best. The entire brake system (hydraulic) had to be dismantled and reconditioned. The master cylinder proved to be a real headache. When first returned, it had been assembled incorrectly and had to be removed again (an act

in itself) and returned for correction. This after many fruitless hours trying to bleed the system.

The rear brakes were quite a can of worms too. When finally opened up, it was found that the hand brake was an entirely separate set of shoes within the drum, operated only by the long handbrake lever. All the shoes had to be removed to get at the rear slave cylinders and that was a job on it's own.

Every Thursday, the unit would appear in the workshop and a wheel would be removed to get at the brake gear. This was the routine for many weeks as the system was reworked. Some wheel nuts had frozen to the studs and had to be gas cut to free them. This necessitated new wheel studs, the heads of which fouled the brake shoes, with the subsequent grinding back of the heads to give clearance.

Let me show you a picture of the dual rear brakes.

Not a great picture, but you can pick out those two sets of shoes, the outer being the hand brake set. The slave cylinder is at the top and behind the inner shoes.

The brake drum is a dreadful weight and takes two to get it into place.



Of interest too, is the way the axle (half shaft) drives the wheel hub. It was certainly new to all of us. The outer end of the axle does not have the usual flange that bolts to the wheel

hub. Instead, it ends in a star shaped set of dogs that sit within a matching recess in the outer flange that bolts on separately.



The whole process of getting the vehicle into good working condition took some months, yet there's still some items yet to complete. The two side doors needed new wooden frames and those who have seen vintage cars restored will know what a

job that is. Our celebrated carpenters were equal to the task and the doors are now nearly finished. For now we are running carefully, sans doors. Here's a shot of the lads on the day it first drove out under it's own power.

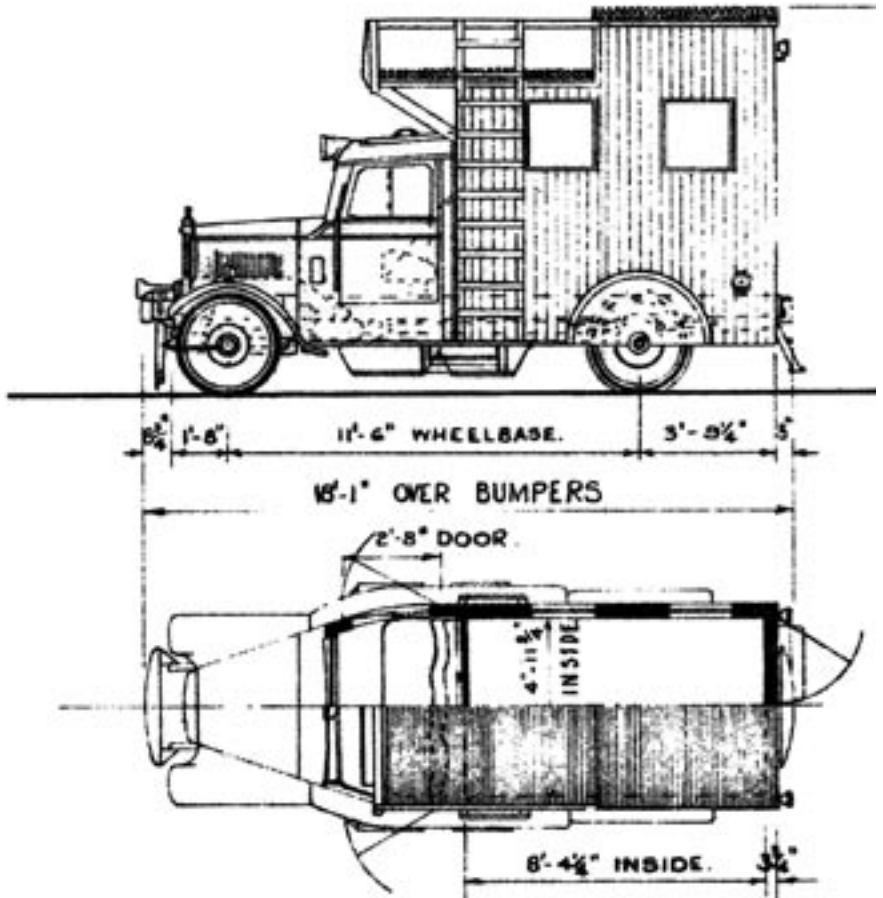


Ray Shearman left and Peter Whitlow right.

Red Terror continued.

Herewith another drawing from Colins archives, showing the Red Terror in its present guise. The condition of the whole vehicle is very good. The timber construction of the addition for overhead servicing has lasted well. What is not readily seen, is

the turntable underneath the vehicle, for turing it about at thend of each run. This too has been reconditioned. The front doors are all but finished and we look forward to seeing the vehicle completed before too long.



My thanks to everyone who assisted with this story. Do remember, like so many of these articles, they

are an open ended affair. I would be pleased to publish further details on any of the subjects that appear here.

Photo gallery.

'B231'. The Gas Lamps have just been installed.

Keith Brown tries the gas adjusting handle for size.

I do wish these pictures were in colour, as the effect of mounting these gas lamps is absolutely stunning.

In the guards compartment, we see Graham Inwood hunting in the pigeon holes on the wall for some very small screws. It is to be hoped he finds them before we commission it on Labour Weekend.



'R14'. I took this to emphasise the drastic effect the 'shunt' had on the headstock. As can be imagined, the amount of movement transferred right the way back to the trimmer. (Next cross piece.) This sort of thing well serves to illustrate the reason for the railways outlawing all wooden framed rolling stock. In today's world, all these sort of vehicles would be firewood or less. Right at the rear, you can just make out Bob C'Ailceta preparing to fit the end timbers. Bob hasn't been with us that long, but he certainly has proved himself to be a very useful competent addition to the family.

Testing the coaling crane.

On a recent Saturday, when 'W192' was fired up after it's winter survey, it was decided to use the on board compressor to test the coaling crane that had been overhauled earlier in the year. The crane has been out of use for some time, as the locomotives in use, don't lend themselves readily to the use of the buckets on the crane

for adding coal. It was dark, overcast and late in the day when the crane was coupled up and tested, so a good picture was out of the question. However, Nigel did try his hand with the camera and sent along the following picture which I brightened up a bit.



Picture-Nigel Hogg.

Rather than using coal in the bucket to add weight, the simple expedient of blocking the drainhole and filling it with water was used. After a rather erratic start, it settled down and finally was working well other than a

slight leak-down if left with the bucket raised for some time. The picture is not highly defined I'm afraid, but I'm sure you will get the general idea and it's thanks to Nigel that we even have a picture to show.



This picture was sent to me by Nigel Hogg. I found myself fascinated with the toy train against the sun look of the picture. I asked Nigel if I could use it and he kindly agreed. So I now hope it comes out well in black

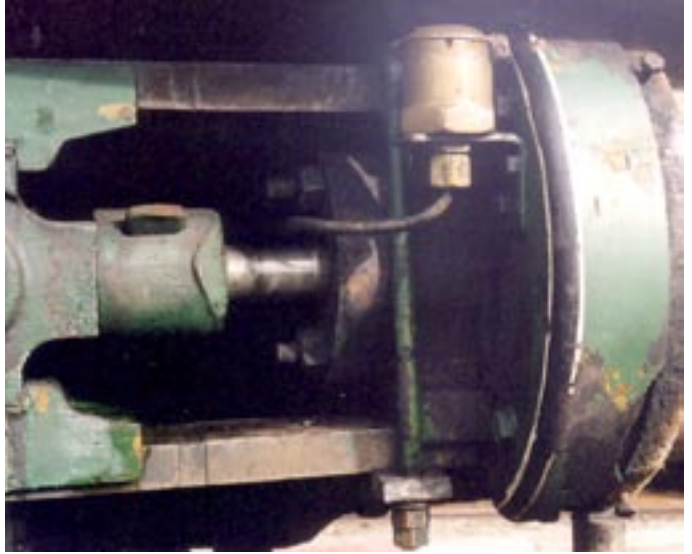
and white. The picture also echoes a branch line train at the turn of the previous century.

Thanks very much Nigel.

More worries from the workbench.

I don't have anything to waffle about for now, so thought a couple of pictures wouldn't go astray.....

F13. Showing the 'U' bolt that was used to make do after the lower guide bar bolt was stripped out of the cylinder end cover. I doubt it would get certified with such a device in today's world. The crosshead was very slack in the guide bars too. In fact, the engine was well worn everywhere and had long been in need of the rebuild it is now getting.



I have heard it said.....



.....that 'F12' and 'F13' never ran together in their time with the N.Z.R. Now I have proof that they came very close to it at Ferrymead. I couldn't resist this shot of the two consecutively numbered locomotives

together. (Well, sort of.) However, I'm sure I've seen a picture somewhere of these two actually working together during their service life. I can't find the shot in my collection though. Who can tell me if I'm right?