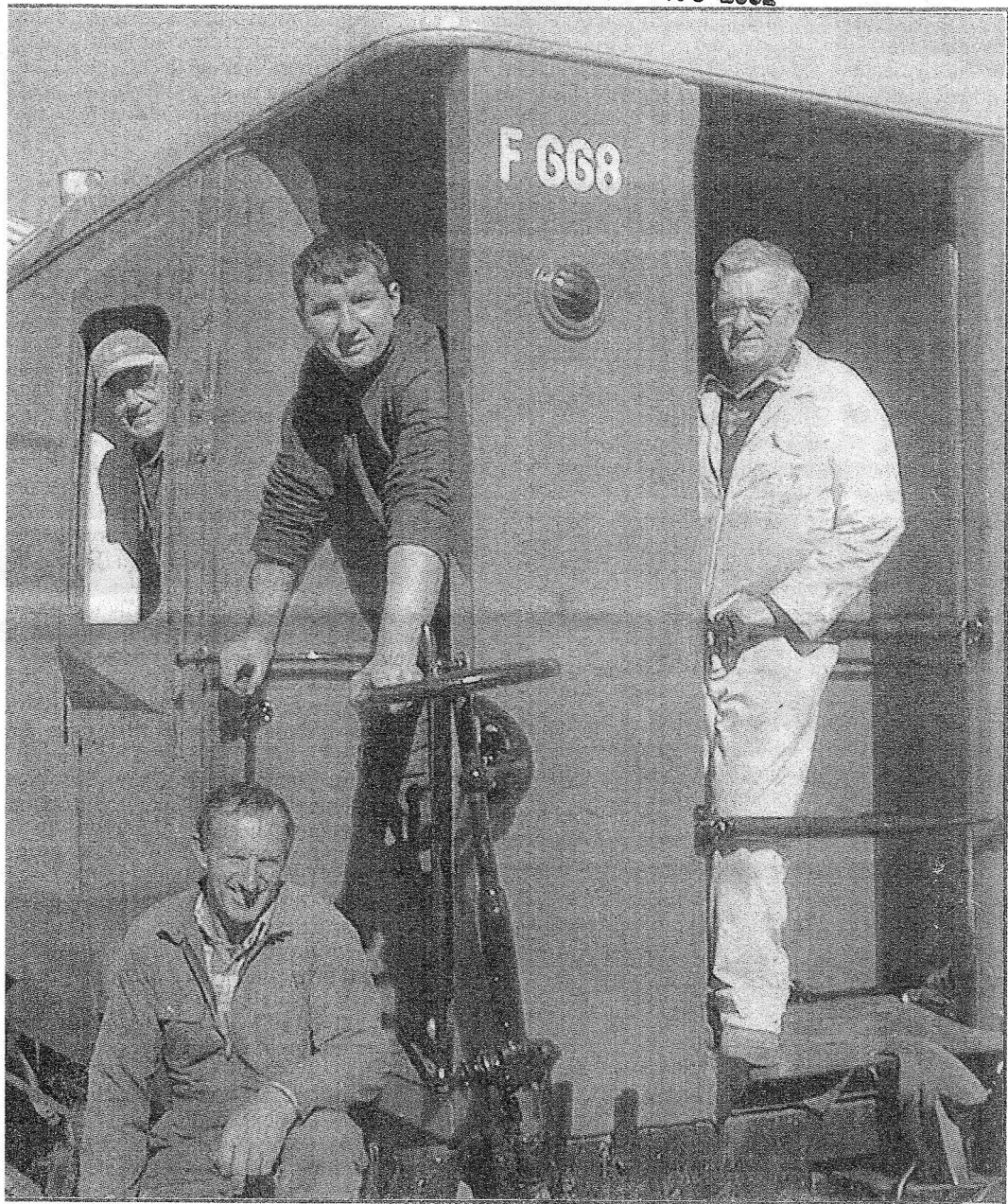


OAMARU STEAM NEWS

Issue 2002/2 **22 AUG 2002**



**IN THIS
ISSUE:**

Guards van
restored

The Great NZ Rail Heritage Trail
PLUS NEWS, FEATURES, ETC.

OAMARU STEAM AND RAIL RESTORATION SOCIETY INC

P.O. Box 37, Oamaru, Nth. Otago

General Manager: Harry Andrew (434.7525)

President: Ormand Gerken

Secretary: Dave Clark

Committee: Bruce Bouterway, Juliet Brunton, Jim Caldwell, Tony Cardy, Graeme Clark, Don McGrath, Bert Owen, Rusty Rusbatch, Tim Shanks.

Guards' van restored

The Oamaru Steam and Rail Society's crack workshop crew are fast approaching the end of the tunnel as restoration of a 1941 guards' van nears completion.

A team of about six society members have spent the last four months restoring the Addington Workshops built van, which will be modified to allow wheelchair bound people the opportunity to experience steam rail.

The society's general manager, Harry Andrew, said a luggage compartment in the van had been earmarked for the specific purpose of carrying passengers in wheelchairs. A special ramp for wheelchairs to board the van was also being developed.

The 'tin belly' (on account of its tin paneling) van, which was originally destined for Southland before ending up in Auckland, was one of very few

remaining in New Zealand, he said.

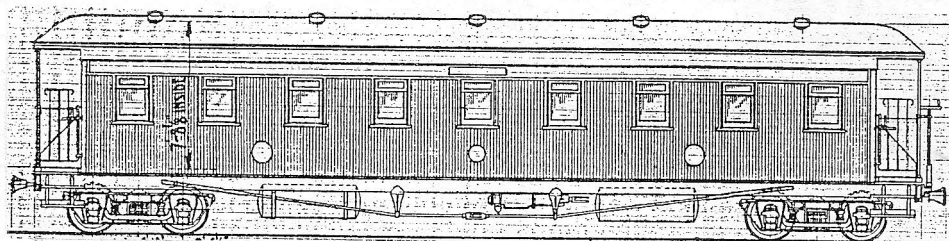
Mr Andrew and his hard working crew have been clocking up about 100 hours a week on the project for the past four months, but the labour of love was nearing completion.

"I'm just pleased to have a team working ...it's a team effort," Mr Andrew said.

But there would be little time to stop and admire the handywork as the team's next project, a 1923 Invercargill to Christchurch mainline car, was already waiting its turn on the next rail along from a now swanky looking bright red guards' van. "Give us a year with that and we'll see what we turn out," Mr Andrew said, peering into the run-down hulk of the mainline car.

Oamaru Mail 8/4/02

Footnote: The guards' van is now completed and in regular use.



The next project. Restoration of an 80-year-old main-line passenger carriage.

COVER PHOTO:

The light at the end of the tunnel. The restoration of the 80-year-old guards' van nearing completion. Workshop crew (l to r) Bruce Bouterway, Harry Andrew, Tim Shanks and Orm Gerken.

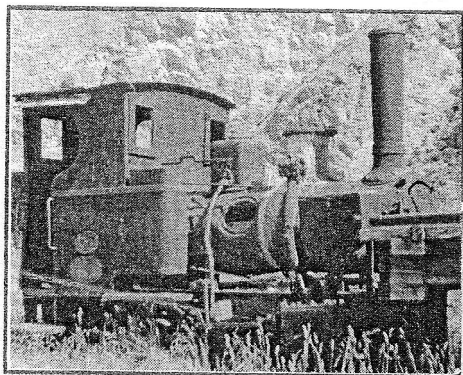
Acknowledgement: Cover photo by Phil McCarthy (Oamaru Mail)

FWLER TO BE RESTORED

In 1985 the Society became the guardian of the small Fowler steam engine PWD 535. It was formally owned by the Oamaru Harbour Board, from which it had been purchased by a benefactor and donated to the Borough Council for display in the childrens' playground of the Oamaru Public Gardens. When restoration was considered, it was found to be beyond the financial resources of the Society. The Fowler has since been stored in the yard outside the Society's engine shed. An agreement has now been made to transfer the loco to McLeans Island Steam Club in Christchurch, which already has other Fowler locos and has the expertise to undertake a comprehensive overhaul to working order. McLeans will be responsible for the cost of restoration, after which they will be compensated by having the use of the loco for a period of time. This agreement has the approval of the owners, the Waitaki District Council, and the Fowler will ultimately be returned for use here under the guardianship of Oamaru Steam & Rail.

STOCK MOVEMENT

A start has been made on returning rolling stock which has been on loan ex



The PWD Fowler 535 at the harbour quarry prior to its removal to the Oamaru Public Gardens playground.

Ohai Railway Board in Waero in Southland. Two ballast wagons and an LA waggon have already been transported by McDowell's Transport. Next to go this year will be the plough van used as a guards' van, plus a ballast waggon. By the end of March next year passenger car No.A525 will be returned, followed by the passenger car No.A294. The lost stock will be replaced by the newly restored guards' van and, in due course, the 1923 mainline passenger car A1514 currently being restored by the Society. Anyone with practical carpentry ability would be most welcome to assist in this project. A Lottery Board Grant has been applied for to help funding.

ANOTHER RESTORATION PROJECT

A suburban passenger car (No.A795) currently sited as a store shed in Kakanui has been donated by Shirley Radford. It will be uplifted and transferred to Oamaru for renovation, for which a set of bogies has already been obtained from the Taieri Gorge Railway.

HELP NEEDED

The Oamaru Steam & Rail Restoration Society needs help in its running and maintenance. Even if you can only help occasionally, there is always something worthwhile that you can do. Come and join the team. It's friendly and fun! Phone Harry at 434.7525 or come and see us any Sunday at the station.

WE CARE

When Don McGrath was 'under the weather' recently, Society members Bruce Bouthenway and Rusty Rusbach visited him and shifted the outside stack of firewood so that Don did not have to battle a cold southerly in order to fire-up and get warm. It's just another case of 'mutual support'.

MEN AT WORK

Bruce and the team have also put in some hours at the Woollen Mills helping to earn funds for the Society.

WHEELCHAIR ACCESS

The Otago Masonic Charitable Trust has granted the Society \$1800 towards a new ramp for its restored guards' van. The ramp, for wheelchair access, is being made in aluminium by Gillies Foundry. It will be placed in the van and used when needed.

COMMEMORATION SEAT

The new station seat which adds to the authentic appearance of Harbourside Station was funded by a donation from the late James George Sutherland; the seat bears a commemoration plaque to this effect.

EXTRA STATION FACILITIES

The Harbourside Station will soon have toilet facilities on its platform after completion of the council project adjacent to the Information Centre. An 'historic' - but operational - red telephone box has also been installed.

GRANT FUNDS NEW PLATFORM

The Oamaru Steam and Rail Restoration Society received a \$10,000 grant from the Community Trust of Otago. It will go towards the construction of a new platform at the Quarry Siding where the steam trains stop to offload passengers at the Red Sheds near the Harbour. A start has been made on construction of the platform: the old foundations have been pulled out and new foundations are being laid. The grant will also fund construction of a Dangerous Goods Shed (see below).

DANGER CONTAINED

A Dangerous Goods Shed is being constructed adjacent to the clubrooms. It will be used to store oil, petrol and other inflammable liquids. Its \$1,000 cost is being funded from the Community Trust of Otago grant (above)

B10 REPAIR

The repair of the Hunslet B10 steam locomotive is proceeding. One of the boiler tubes is being replaced. In due course another 57 will need to be

replaced but this will have to await future funding. The B10 is expected to be back in operation before Labour Weekend in October. In the meantime trains are being hauled by the blue vintage TR diesel engine, which recently had a \$6000 overhaul including axle and wheel repairs.

UPLIFTING OF TRACK

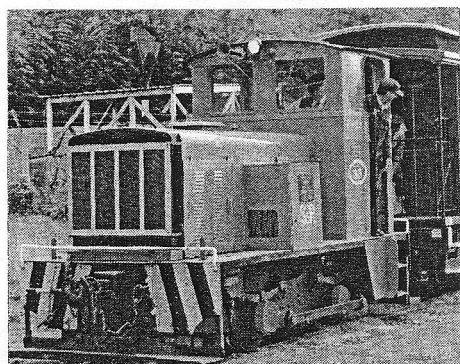
Tranz Rail are ceasing operation of the lower yard from 30 September. The track will be uplifted by Simms Pacific and removed, together with reclaimable ballast.

COUNCIL BUYS RAILWAY LAND

The Waitaki District Council has purchased the Oamaru railway goods yard for \$420,000. The yard which was used by Tranz-Rail has a modern goods shed and is located between the historic precinct of Harbour-Tyne Streets, King George Park and the Oamaru harbour. The council regards the property as vital to its plans to further develop the harbour and historic area. Options for use of the land include creating a park and expanding the vintage steam trail track.

(Oamaru Mail 24/5/02).

Footnote: The rail track to Holmes Wharf is still in situ and can be utilised by Oamaru Steam & Rail. Society members Harry Andrew and Orm Gerken are currently defining the rail corridor.



A good workhorse. Oamaru Steam & Rail's TR diesel back in service, deputising for the B10 steam loco.

Photo: Jason Brunton

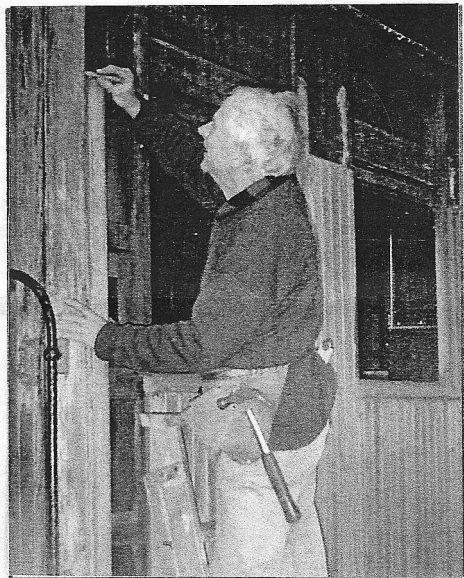


PHOTO ROUND UP

Top: Southerner Swan Song. Trans-Rail's final south-bound passenger service passes Oamaru Steam's Harbourside Station.

Right: Making a start. Society member Geoff Murray from Dunedin working on restoration of 1923 mainline passenger car A.525.

Below: Heading South - by road. Two ballast waggons and LA waggon loaded onto McDowell's transporter for return to Waierō.



Photos: Bruce Boucherway and Tony Cardy

A Runaway Train

A story from the time of the original Oamaru station, built in 1876 at the foot of Wansbeck Street. The Oamaru Steam and Rail Restoration trains pass the site of the old station, closed when the new station and deviation from Humber Street was opened in 1900. (Excerpt from 'Beginnings' - the early history of North Otago).

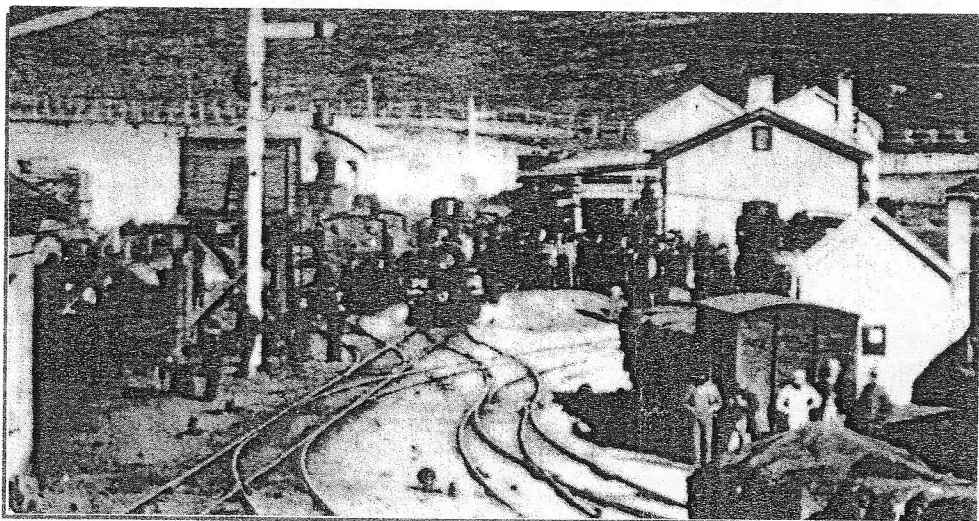
Before the advent of the Westinghouse brake, the stopping of trains was always a matter of very fine judgement, as the old drivers only had the hand brakes of their engines and the one on the van to rely on.

The drivers of the trains from the south, when approaching the Oamaru station, were more fortunate than the ones from the north, as they had a long curve from the Elevator to the top end of the station to check their speed. The trains from the north had that long incline from about the gasworks, which tended to increase their speed into the old station.

One morning the mixed train from Timaru with a heavy load drawn by a Rogers engine of the 'K' class, thundered down the slope and into the station. The 'K' was a light four-coupled large diameter wheeled engine more suitable for shifting light loads speedily, or assisting behind the express engines, and could scamper when her throttle was opened to the full. Heavy loads, more especially trucks laden with grain, tended to push her past stations before she could be pulled up.

On this occasion when she got out of control the train rushed through the old station in a cloud of dust, leaving the stationmaster and the porters gazing open-mouthed at the van skidding along behind, and through the points at the bottom of the station, the whole train heading for the breakwater. Fortunately the line right through was always kept clear in case of such an emergency, and the train continued its course until old John Dunbar and his fireman brought it to a standstill with the engine level with John Mill and Co.'s store, and the carriages almost directly beneath the Old Man's Home.

With the assistance of a shunting engine the train was drawn back to the station and the badly scared passengers alighted with many sighs of relief, as it was rather a cold morning for a dip in the briny.

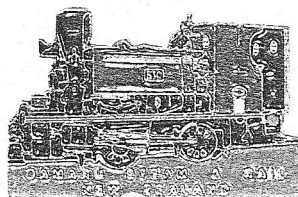


From 'Down At The Station' by J.D. Mahoney

Oamaru station, 15 May 1882. The North Express ready to leave with an American Rogers Class 'K' 2-4-2 at the head. (The same class as involved in above incident)

FOR SALE

All these items are available for sale at the Harbourside Station Ticket office (open 11am - 4pm Sundays). Buy as a souvenir for yourself or as a gift for friends or relatives.



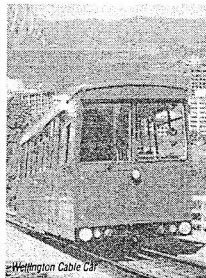
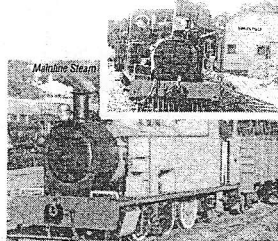
Loco badge - actual size

Loco Badges (B10, etc.) - pin or magnet	\$6.00
B10 Numberplate badges	\$5.00
Wine Glasses	\$8.50
Beer 'Handles'	\$8.50
Coasters	\$1.50
Fridge Magnets	\$1.50
Oamaru Steam & Rail Pens	\$2.00
T-Shirts	
"I Rode the Choo Choo" Sizes 2,4,6,7,8,10	\$14.00
"Vintage Steam Train" Sizes S, M, L, XL	\$20.00
Wall Plaques (DF Class, K88 Washington)	\$20.00
Builders Plates (Small - Baldwin & Am.Loco)	\$5.00
Books: South Island Steam Finale	\$12.00
NZ Steam Power - Large & Small	\$7.50
Twilight of Steam	\$18.00
Over the Garden Wall (Otago Central)	\$37.95
Train Lolly Tins (Blue, Green, Red)	\$10.00
Placemats (Oamaru lineside scenes)	\$6.50
Placemats - Set of 6	\$35.00
Railway Magazines (sundry back issues)	\$1.00
Souvenir Oamaru Steam News-magazine	\$2.00
Postcards: Oamaru Steam & Rail (2 types)	\$1.00
Harbourside Oamaru (4 scenes on 1)	60c



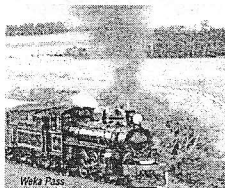
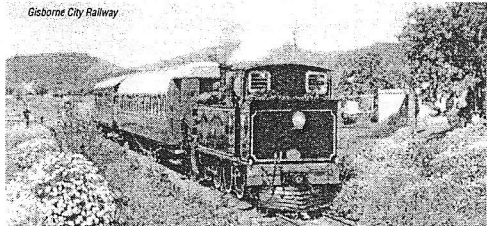
120 years after the 1882 photo of the old Oamaru Station in the feature 'A Runaway Train', Oamaru Steam & Rail's Hudswell Clark B10 loco approaches the former site.

Goldfields Railway

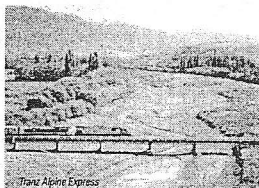


Wellington Cable Car

Gisborne City Railway



Waka Pass



Trans Alpine Express

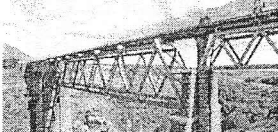


Shantytown



Reefton

Otago Central Rail Trail



Otago Central Rail Trail

Kingston Flyer

Taleri Gorge Railway

Invercargill Tram Powerhouse & Barn 'The Warehouse'

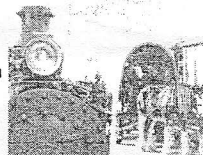
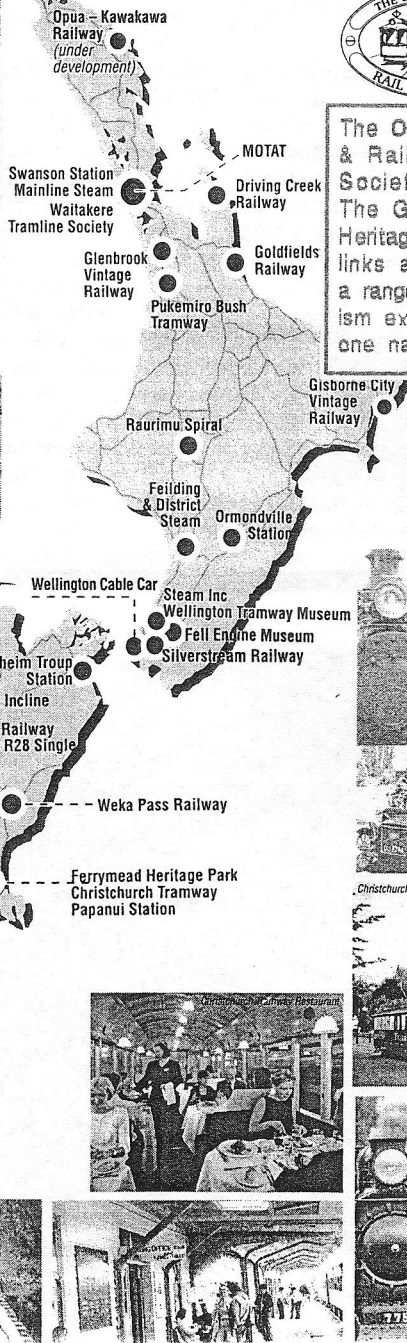


THE GREAT NEW ZEALAND RAIL HERITAGE TRAIL

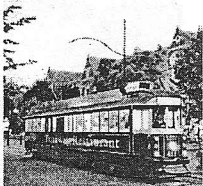
A SELECTION OF EXPERIENCES



The Oamaru Steam & Rail Restoration Society is part of The Great NZ Rail Heritage Trail, which links and promotes a range of rail tourism experiences into one nationwide trail



Christchurch Tramway Restaurant



Kingston

