

OAMARU STEAM NEWS

Issue 2005/1

INSIDE

**The history of the B10.
Realignment completed.
Plus, news, photos, etc.**

News-magazine of the Oamaru Steam & Rail Restoration Society

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Issue 2005/1

OAMARU STEAM AND RAIL RESTORATION SOCIETY INC.

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All photos by Tony Cardy, unless otherwise indicated

NEWS

B10

Hudswell Clarke B10 continues to give good service, and it is hoped to use it up to Queen's Birthday on June, before changing to diesel operation for the winter.

DSA 234

Work continues on the ex-Ohai diesel DSA 234 (purchased from Pukeuri Freezing Works by Harry Andrew). The near-new Rolls Royce 12.1/2 litre turbo motor has been fitted, together with a replacement compatible gearbox, and compressors. Plumbing is about 50% complete.

CARRIAGE A 796

New embossed aluminium ceiling panels are being fitted to this 1905 carriage. These were obtained from the Australian manufacturers at a cost of \$2200. Quotes are being obtained for the seats, for which the original 1903 drawings were obtained by Arthur DeMaine. Assistance to help Graham Anderson on the project would be appreciated.

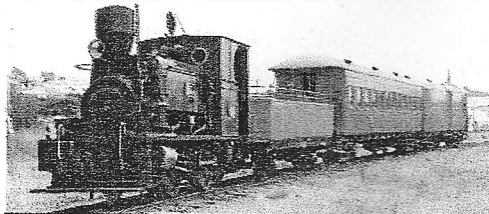
CARRIAGE A 687

Restoration is planned for A 687, built in 1901 at Addington as a 2nd-class passenger carriage and converted to a full postal car in 1904 for the Dunedin-Invercargill service. From 1932 it was held at Dunedin as spare for the Dunedin-Christchurch service. Converted in 1933 to spare brake van it was written off in 1958. Used as a storeroom in the old Railway Goods shed in the Oamaru Goods Yard, it had its wheels and brake gear removed. In the late 1960s it was sold to Mr Alastair Allan who used it as a store shed on his Kakanui farm. He donated it to Oamaru Steam & Rail in 1991. It is hoped to restore it as a former postal car as it is now the only South Island postal car left in New Zealand.

ENGINE/CARRIAGE SHED

To stop water coming into the shed, a concrete apron and verandah have been completed. Yellow safety lines have been painted on the floor, and one inspection pit has been covered by timber. Long-term aim is to extend at the rear of the shed to allow all locos and carriages to be stored under cover, plus a possible Workshop Museum, for which a grant could be sought.

OAMARU STEAM AND RAIL



Adult

out

return

The new photo-style ticket design now in use

COVER PHOTO: B10 steams out of Harbourside Station on the realigned track, 27 Feb 05

(News continued)

TRACK

The re-alignment of the track is now basically complete (*see photos*). Some work re-packing sleepers and finishing realignment will be completed by the contractors. Community service workers are replacing the track on the siding loop at the side of the shed.

QUARRY SIDING

Yellow lines have been painted on the concrete platform edge, and the area has been tidied up. The Society would like to obtain a shelter, perhaps a Railway Station portal. Any ideas?

NEWS OF MEMBERS

Ken Wiseman and Pat Crombie are working as drivers in Australia, based in Kalgoorlie but for different operating companies. Wayne Brunton has commenced work as a driver in Junee near Canberra, and is accompanied by his wife Juliet - their past involvement in the activities of Oamaru Steam & Rail is much appreciated and their absence is putting extra pressure on the remaining staff.

VOLUNTEERS

Urgently needed for operational duties, workshop help, painting, etc. Call at Harbourside Station any Sunday between 11am and 4pm - you will be most welcome!



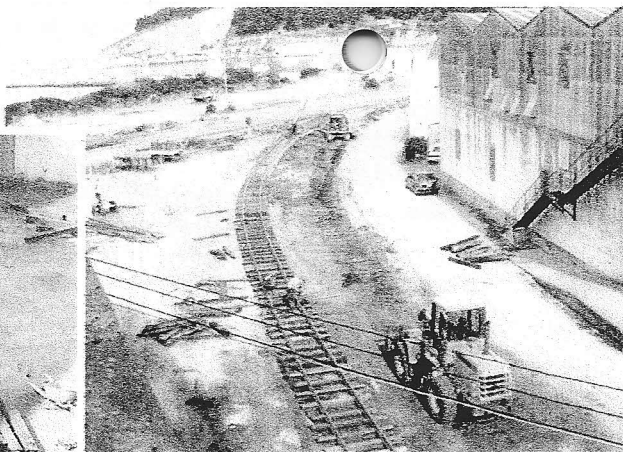
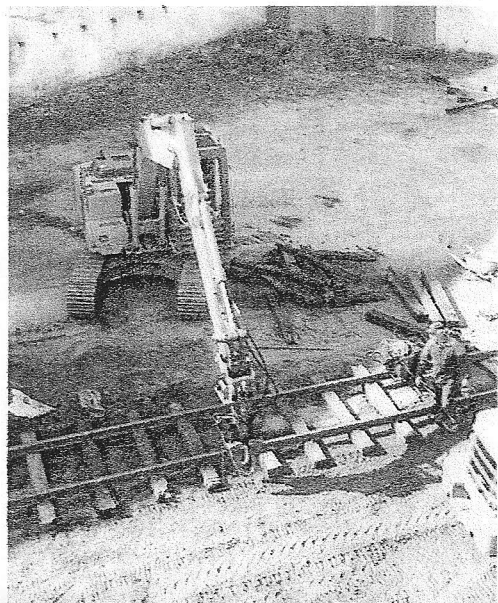
Contractors, watched by Oamaru Steam Society members Bruce Bouteray and Rick Ramsay, check the gauge of the track alongside Harbourside Station. The realigned route can be seen cutting straight across the Humber Street crossing at the top of the picture, with the end of the curve of the former route on the right.

Photo by George King

REALIGNMENT

Below: the contractor's digger working on the track behind Harbour Street.

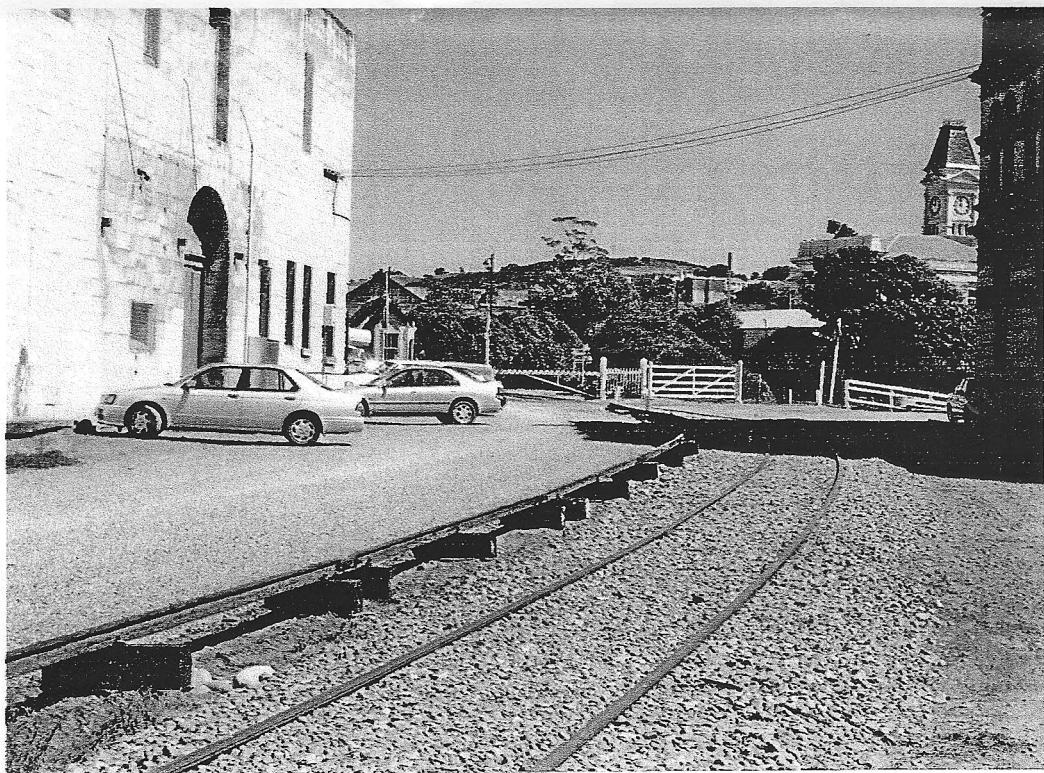
Photo by George King



Above: A view from the top of the Elevator Building looking towards the quarry, showing the eased radius of the realigned track.

Photo by George King

Below: The job completed, with track ballasted and the guard rail in place.





CARRIAGE RESTORATIONS

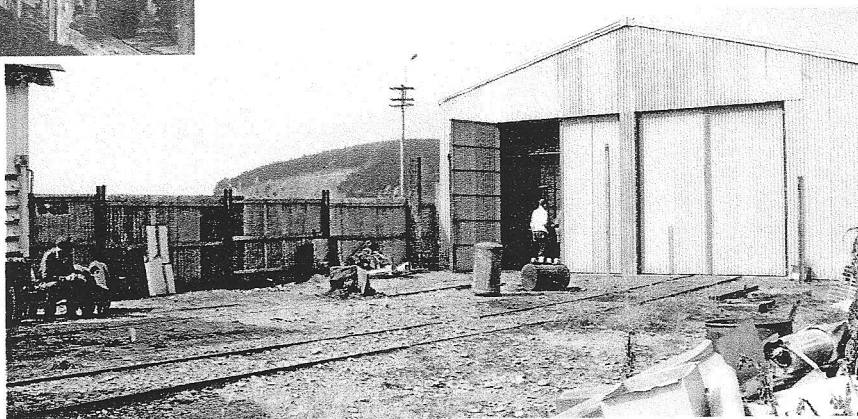
Above: Fitting a decorative panel to the ceiling of carriage A796. Ryan Craig (left) assisted by Graham Anderson and Harry Andrew (right).

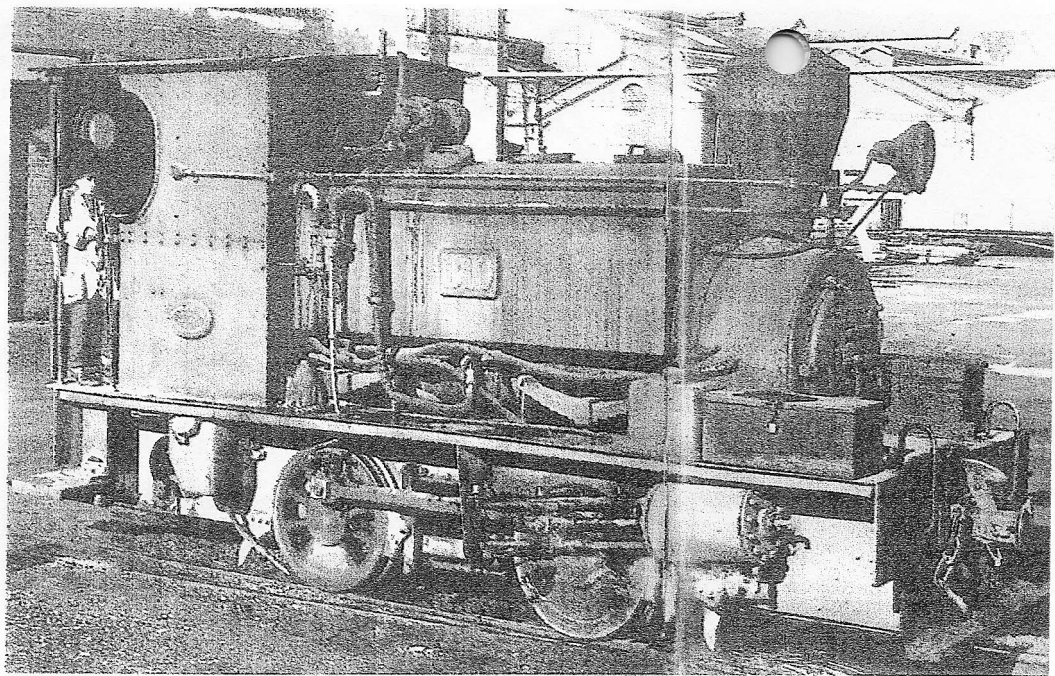


Left: The 1901 A 687 carriage needs much further attention, as demonstrated by Les Boaden holding a piece of rotted external woodwork. A covered working environment would certainly aid restoration (see below).

ENGINE/ CARRIAGE SHED

Right: The area at the rear of the shed where long-term covered development is planned.

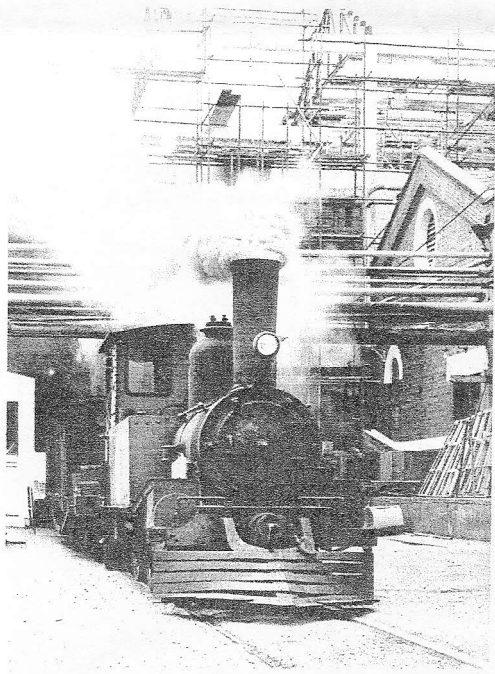




Oamaru Steam & Rail's Hudswell Clarke loco B10 working at Pukeuri Works in October 1970

From Leeds to NZ East Coast, Milburn and Pukeuri to Oamaru - the history of B10

The steam locomotive operated by the Oamaru Steam and Rail Society was built in Leeds, England, by Hudswell Clarke & Co Ltd in 1924, as works No.1542. It was brought to New Zealand by a private contracting firm which was involved in the building of the North Island East Coast railway. When that job was completed around 1925 it was sold to Milburn Cement near Dunedin. In the mid 1950s the loco had boilerwork and major repairs carried out by Dunedin Engineering. Around 1967 it was sold to the Pukeuri Freezing Works near Oamaru, and in 1990 it was acquired by the Oamaru Steam and Rail Society. The Society now has the blueprints of B 10's boilerwork and last year celebrated the loco's 80th year of active service.



B10's stablemate at Pukeuri in 1970. D Class 2-4-0 tank locomotive, built by Nielson & Co., Glasgow, in 1878. Now at Pleasant Point.

Both photos from 'The Spirit of Steam' by Roy Sinclair

Full steam ahead for harbour

About 70 Oamaru rest-home residents enjoyed a train trip to Oamaru Harbour yesterday afternoon.

They boarded the Oamaru Steam and Rail Restoration Society's carriages at the Harbourside station in Ichen Street travelling to the red sheds.

On the way back the train stopped at the society's workshop so the residents could view restoration work being carried out on carriages.

Left: Sandringham House manageress Linda Cant and resident Colin Clyne, a life member of the Oamaru Steam and Rail Restoration Society, prepare for a train ride yesterday.

Article and photo from the Otago Daily Times 23/2/05



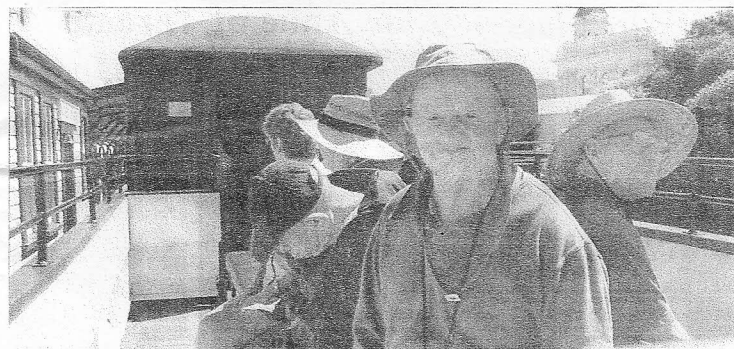
Riding the steam train a great day out for 76 local senior citizens and IHC

There were among 76 people from IHC and seven North Otago rest homes to take a ride from Ichen Street to the Oamaru Harbour quarry siding and back.

Society member Orm Gerken said a ramp donated by the Otago Masonic Charitable Trust was utilised for the first time to get everyone on board, complete with walkers and wheelchairs. "It has come in very handy for things like this. When you see it getting used like this and the look on the oldies' faces, it makes my day."

Left: John Robertson and Colin Smith (right) enjoy the sunshine on the train.

Article and photo from the High Country Herald, 2/3/05



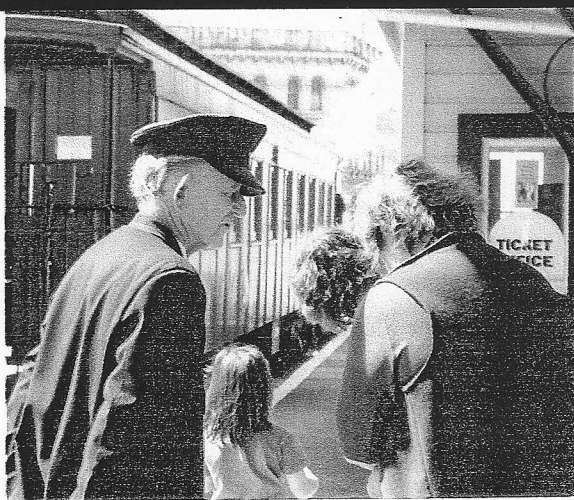
OBITUARY

Don McGrath 1918-2004

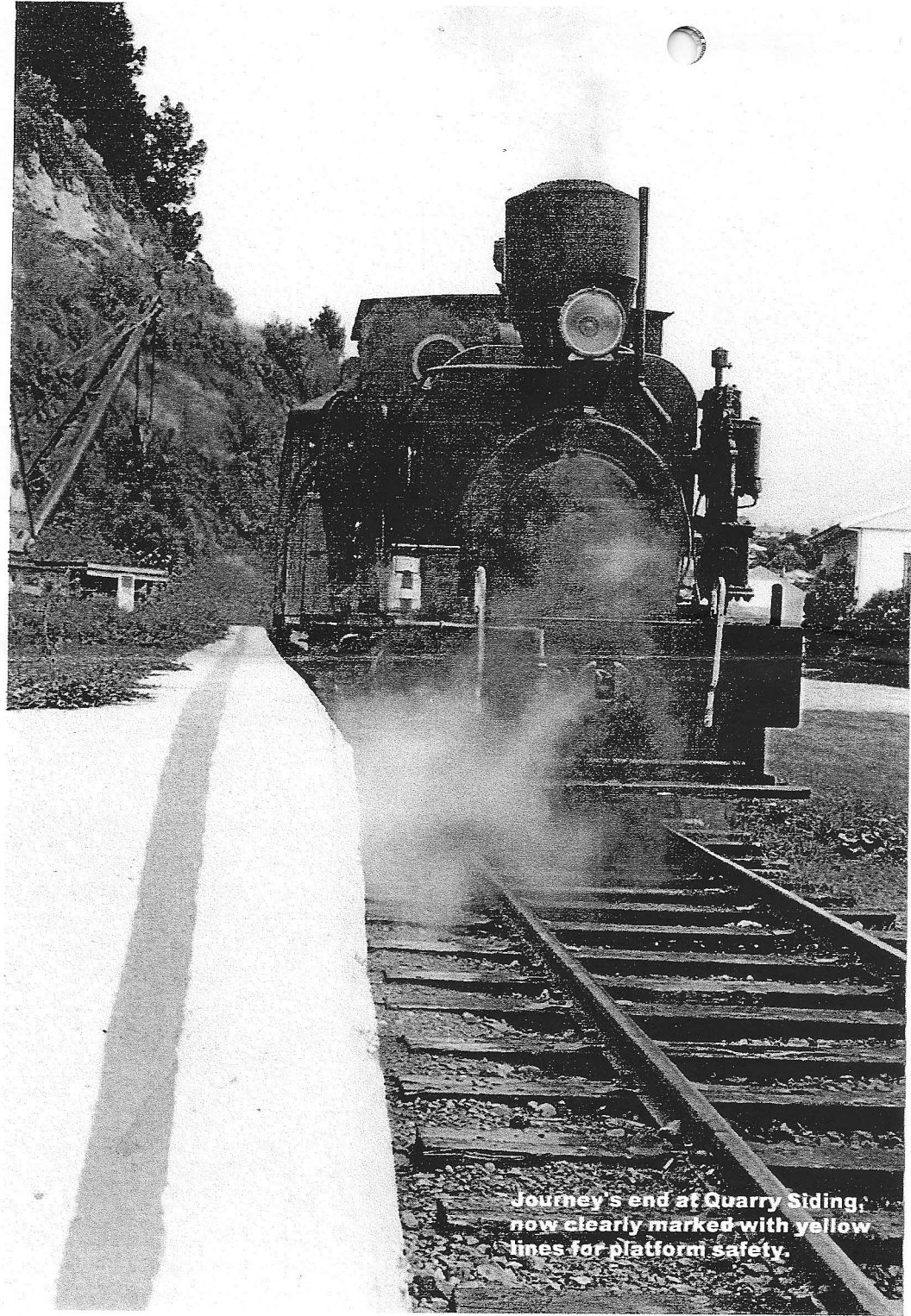
Don McGrath reached the end of his journey on Boxing Day, 2004. He was a long-term Oamaru Steam & Rail Restoration Society member and assisted in a number of capacities.

His life was celebrated at a Requiem Mass in St Patrick's Basilica, attended by family and Society members. Condolences are extended to his wife, Theresa, and his family.

Don's involvement in the activities of Oamaru Steam & Rail will be much missed.



Always willing to lend a helping hand



Journey's end at Quarry Siding:
now clearly marked with yellow
lines for platform safety.