

# OAMARU STEAM NEWS

Issue 2006/1

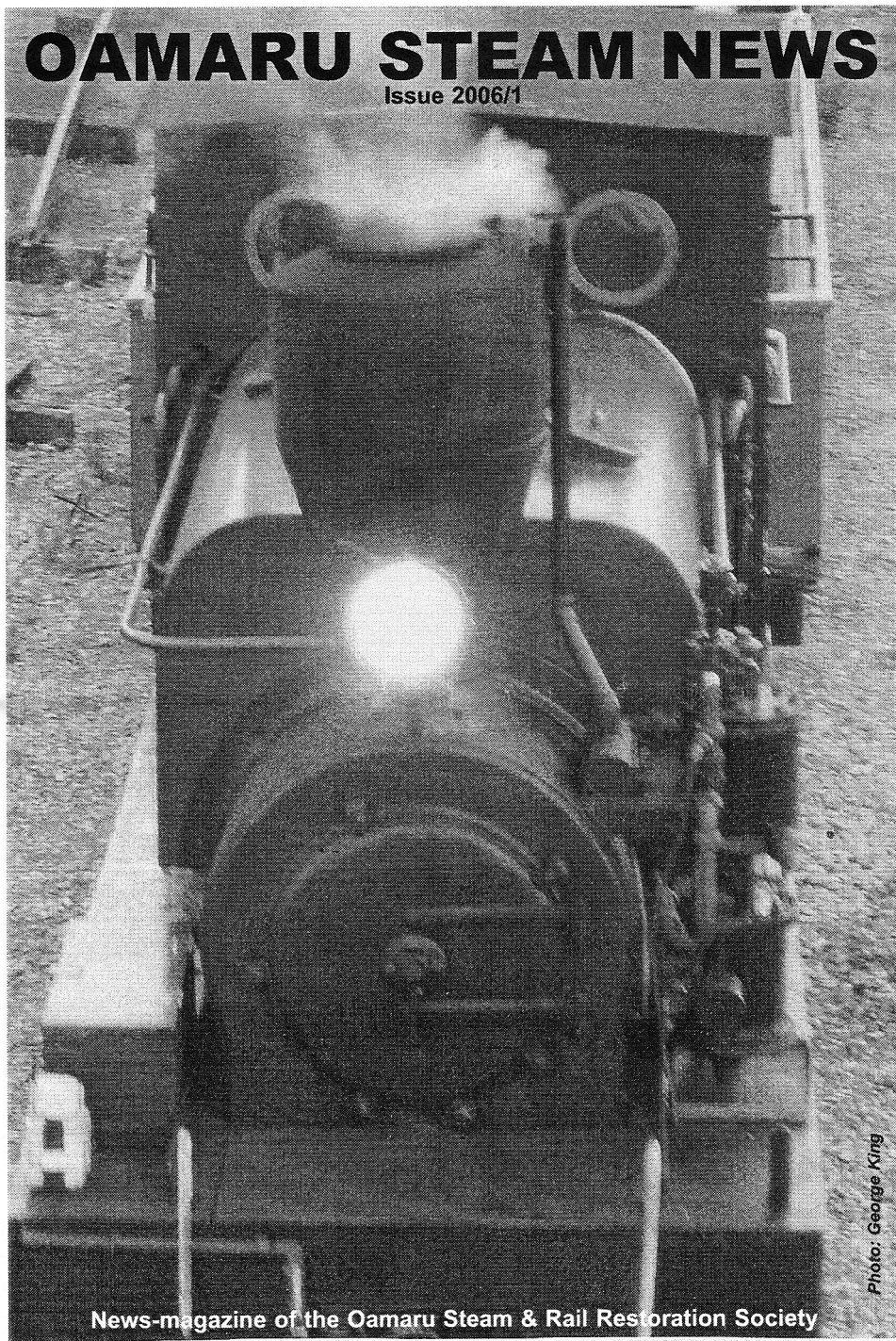


Photo: George King

News-magazine of the Oamaru Steam & Rail Restoration Society

# OAMARU STEAM NEWS

Issue 2006/1

## OAMARU STEAM AND RAIL RESTORATION SOCIETY INC.

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### CHRISTMAS CHEER

The Oamaru Steam railway had a very successful Christmas/New Year. Over the 10-day period, 1,519 passengers were carried, compared with the previous 2004/5 period of 1,236 passengers – an increase of over 22%.

### WORKSHOP/MUSEUM

A 23-metre x 10-metre extension is being built onto the back of the main running shed, for use as a workshop-museum. Post holes had to be driven in to a depth of up to 6 metres in order to reach solid ground base. Piles were then put in to a depth of one metre and concreted into place – using 7.5 cu. metres of concrete. The work is being carried out by a team of volunteers, ably assisted by willing PD workers.

### FWOLVER FOR DISPLAY

The existing two tracks will be extended into the new workshop and an additional short length of track will be laid along one side to accommodate the Fowler PWD 535. This loco 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 children's playground of the Oamaru Public Gardens. In 1985, the Fowler was donated to the Society by the Council, and was stored outside the Society's engine shed. The Fowler is currently dismantled but it will be reassembled and cosmetically restored as a museum exhibit.



**Piles being driven in for the shed extension**

(Photo: Arthur DeMaine)

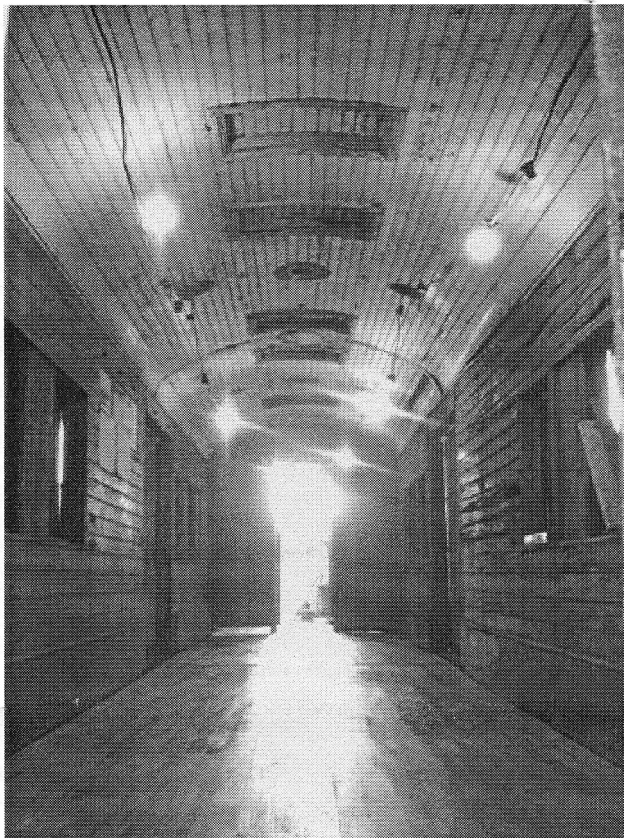
## CARRIAGE RESTORATION

Carriage A796 was rescued from a field in Kakanui in a rotted condition. It has now been completely refurbished, seats installed, ceiling finished and the exterior freshly painted in NZR red. Nameplates have been fitted, including the carriage number, class indication, and an end plate reading: 'Mosgiel – Port Chalmers only'. It just requires finishing work on the bogies and the coupling up of the brakes.

Outside in the shed extension area is the next project: A687 - an ex NZR postal car. It was originally a 'turtle-back' passenger carriage from 1901 to 1904, becoming a postal car until 1933, and then as a guards van. It was used as storage shed at Oamaru Goods Yard from 1956 to 1960, when it was purchased by Alistair Allen for use on his farm at Weston, near Oamaru, until being donated by him to the Oamaru Steam and Rail Restoration Society. It is being rebuilt as a postal car using the original blueprints, obtained from NZR archives.

## STATION

Harbourside station has recently been repainted. The original NZR colours have been retained.



An interior view of postal car A 687, showing work in progress.

Photo: George King

## VISITING RAILFANS

200-250 rail fans on a Steam Incorporated excursion, returning from the Dunedin Railway Station centenary celebrations, will be staying overnight in Oamaru on the Tuesday after Labour weekend (24 October). The Society is putting on a special running day, using the B10 for daytime and evening runs. The excursion, expected to be hauled by two J Class locos, is scheduled to arrive at 2.30pm, and will leave Oamaru mainline station the following morning at 8.10am for the next leg of its return to Auckland.

## B10

The Hudswell Clarke B10 loco has had a dry survey by the Marine Inspector, who is "very happy" with its condition. It is planned to have it ready to steam again from 15 October.

## VOLUNTEERS

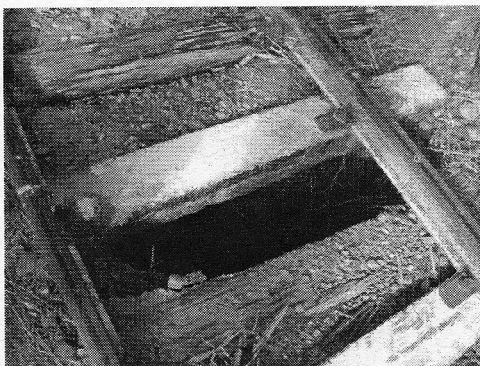
Helpers on any aspect of the Society's operation are needed and will be warmly welcomed. Make contact with a Committee member or enquire at Harbourside station on Sundays.



# Slips!

**Description and photos from Arthur DeMaine**  
(copyright)

A large amount of rain fell in Oamaru on Tuesday night and Wednesday, the 25 & 26 April, 2006. This caused slips and mudslides on the hillside by the railway near Quarry siding. In some areas the mud covered the track and there was a hole over a metre deep under the track. One of the slips was just past the hole towards the steam crane. The hillside was very wet and appeared unstable. Council was asked for an opinion on this section of hillside before machinery could be brought in and any major work commenced.



On Friday 28 April the ROMG decided that, in light of the condition of the track and the bank, it would not be safe to run trains and all operations were cancelled for the following two Sundays.

During the next week, PD workers worked to clear out drains between Waterfront Road and the Walking Track up the hill, also clearing some slips. On Sunday 7 May the hole in the track was still there and appeared to be much larger underground. Penguins, that had occupied the hole, were now out; the hole was covered by netting and fenced around.

The Waitaki District Council Engineer came on site and made an assessment of the hillside and the hole. The Council indicated that it would help to carry out repairs. ROMG decided that passenger train operations would be cancelled until 4 June (Queen's Birthday Weekend). Also the movement of all rail vehicles past Waterfront Road was prohibited unless authorised by the General Manager or Traffic Manager.

By Sunday 28 May there was good news. The slips had been cleared, the big hole filled and the track put back. The track had a few ups and downs in the area where the hole was located and there was still quite a bit of mud laying around but it was decided to start running again on 4 June, with a 5 kph speed restriction in place. With the invaluable help of PD workers, drainage has been enlarged, and the Council is to remove surplus soil and wash the area down.

## Photos

### Top:

The hole under  
the track

### Bottom:

A slip just  
before the  
walking track







Above: Hudswell Clarke B10 working at the Pukeuri Freezing Works prior to its acquisition by Oamaru Steam and Rail. Below: Society General Manager Harry Andrew at the controls of B10.



## EARLY HISTORY OF OUR RAILWAY - HARBOURSIDE TO QUARRY SIDING

### PART TWO by Arthur De Maine

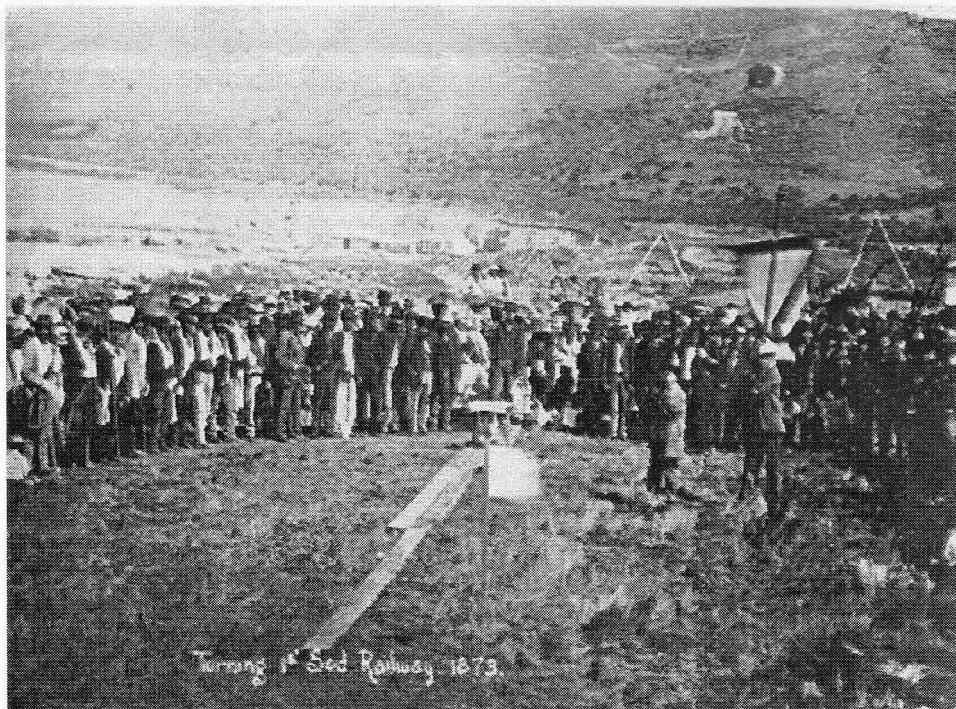
Before the event of May 1875 there were a number of other events of importance that took place around the area of our railway line.

The first event was the turning of the first sod of the Waitaki - Moeraki railway line on the 10th of March 1873 at a point between Tyne Street and the beach on the Esplanade. The occasion was celebrated by a public holiday and the roasting of a bullock on the Esplanade and also free beer provided by the Municipal Corporation. A space was roped off around where the sod was to be turned on the Esplanade and within that space a platform was erected for the ladies.

The turning of the first sod was performed by the mayor of Oamaru Dr. J.S. Wait after speeches given by My A.J. Smith agent for John Brogden and sons and himself. As the mayor proceeded to turn the sod the Volunteers fired off a volley.

This was really a grand affair with No 1 and 4 Volunteer Companies, the Loyal Alfred Lodge, the Sons of Temperance and members of Provincial Government all in attendance for the ceremony. Mr J. Kidd, Chaplain of the Excelsior Lodge, Sons of Temperance presented a bouquet to Mrs Wait. -

In actual fact this first turning of the sod was for the "Moeraki Contract" which had been won by Messrs Brogden and Sons for £134,000. They were contracted to build the line from Oamaru to Moeraki. The tender for the "Waitaki Contract" was won by Messrs Allan and Stumbles two or three days after the turning of the first sod for the Moeraki Contract. Their tender of £9,988 was for the formation only for the thirteen miles from Oamaru to the Waitaki River but work on this contract did not commence until 25 August 1873.



Turning the first sod of the railway in 1873.

The second event in mid 1874 which passed without any big fan fare was the completion of the first railway station at the bottom of Wansbeck Street. The station was build by J. Campbell of Dunedin and described as a neat wooden building situated close to the old Government flagstaff site. The station had a frontage to the street of 66 ft by a depth of 21 ft.

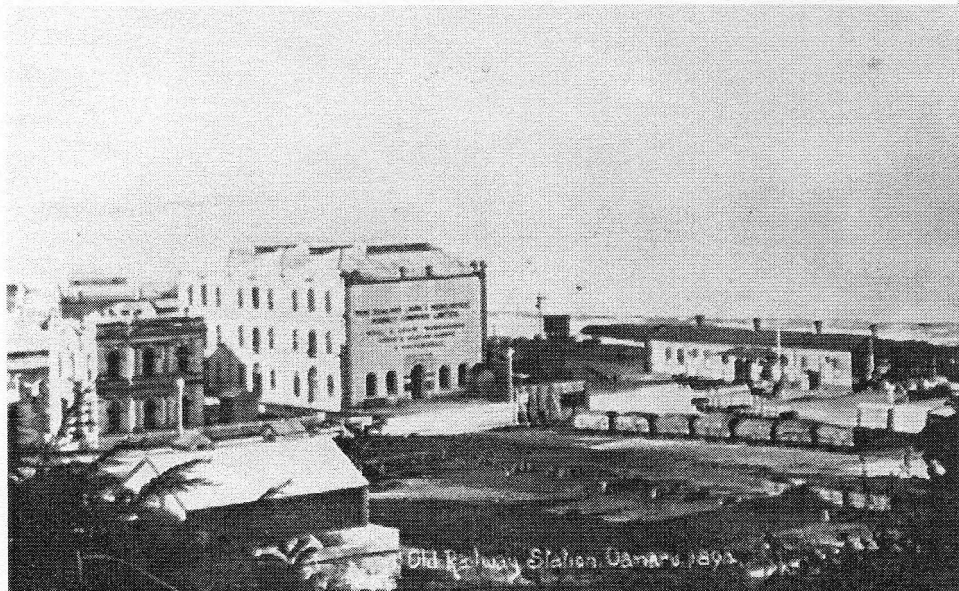
Entrance was by a pair of wide doors flanked by windows on either side. Through the doors was a lobby of 20 X 12 ft and on the right hand wall was a slide which opened into the ticket office, a spacious room of 20 X 18 ft. On the left hand side of the lobby was a waiting room. Adjoining this was a ladies waiting room with cloak room and retiring room attached. The platform was 165 ft in length and on the south end of the building was a lamp store.

In 1874 the mainline was not opened for traffic so the Public Works Department staff occupied the building and continued to occupy the building until mainline trains started running.

The site of the station and yard were to cause operational problems once through passenger and freight started to run. The drawback was that it was a dead end station. All through trains required another locomotive to be placed on the south or north of the train before it could continue it's journey.

This operational problems were recognised by railway officials before scheduled trains began running on the 9th of September 1878 The Commissioner of Railways W.M. Conyers in a telegram to the Oamaru Board said the best site for a new railway station was north of the gasworks, -with a curve connecting the south line crossing the Lagoon. When Oamaru businessmen and the public heard what was proposed a public meeting was called by the mayor, Mr W.J. Stewart and took place in the Volunteer Hall.

"A crowded and decidedly the most disorderly meeting we have seen in Oamaru for years took place last evening in the Volunteer Hall," was the way the North Otago Times reported the meeting. After four motions were put to the meeting and three been defeated the original motion was passed "That this meeting pledge itself to support Mr Conyers in getting the passengers' station north of the Lagoon". There was a large number of people for and against moving the station for various reasons but nothing came of the proposal until the late 1890s when work commenced on the present station and rail yards and the new station opened on it's present site on 29th of October 1900.



The old Oamaru railway station, at the foot of Wansbeck Street



# www.oamaru-steam.org.nz

The website of the Oamaru Steam & Rail Restoration Society went online on the 22nd of November 2005, since then it has been regularly updated. There have been many more 'hits' from viewers than expected (3,233 as at 22/8/06).

The webmaster, George King, is always adding more photos, news and other information. There is a large page of links to other railway related websites and more is added as he comes across them.

There are seven pages of photos - with photos of our locomotives, rolling stock, as well as NZR photos, and photos of our depot extension, plus lots more. There is also a detailed page on the history of our line, and a price list of most of the souvenirs we sell at the station.

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GUEST BOOK

## OAMARU-STEAM.ORG.NZ

Oamaru Steam and Rail Restoration Society Inc.

Vintage Railway, Oamaru, New Zealand.

### Welcome

Oamaru Steam and Rail is a small railway in Oamaru's historic precinct. It departs Harbourside station for the 'Red Sheds'. The round trip is about 30 minutes behind Oamaru's Historic Precinct, Through the old railway yard to the Oamaru Harbour with exciting things to see including stone carvings, wood turning, a blacksmiths shop and possibly a little blue penguin. When it is not possible to run our steam locomotive the train will be hauled by a vintage diesel.

### Contact Us

If you have any  
comments/questions  
[click here.](#)

### Site Last Updated

08/08/2006

### Visitors

You are visitor number

03197

Since 22 November  
2005

### Timetable

We are now running on  
our winter timetable.  
This means we only do  
five trips a day instead  
of seven. See timetable  
for more details.

