



Newsletter December 2022

Excursions



Three sets of our new passenger boarding steps are now available for use at our Senator Motor Inn boarding point.

Wa165 is not able to cross to the port, due to the poor condition of the Tauranganui River bridge, which was built in 1923, so passengers are now being transferred by bus from the port to the train and back to the port again at the end of the excursion.

Discussions are taking place about building racks underneath the carriages to store the steps on, possibly similar to those used to carry

the wooden port boarding steps, but the new steps may be too big to fit underneath the carriages.



Muriwai School are back in full swing with their Kapa Haka being performed three times in three days – twice on 17th November and once on 19th November (pictured).

17th November saw 2 charter trips for the Vista-class cruise ship MS Westerdam, which can carry 1,964 passengers with 800 crew. A total of 197 passengers were carried on the 2 excursions.

Another 63 passengers from the Seabourn Odyssey were on the 19th November excursion. As that ship can carry 450 passengers and 335 crew, we carried around 11% of the ship's passengers each day.

Unfortunately the visit to Gisborne on 4th December by the cruise ship “Le Soléal” was cancelled. According to the Gisborne Herald, *the Ministry for Primary Industries ordered a “biofouling” inspection on the hull of Le Soléal.*

“A build-up of material was found that was beyond required limits in New Zealand waters while the ship was in Tauranga and the hull had to be cleaned before the ship could proceed,” a ship’s agent spokesperson said.

“That cleaning operation cost them a day and the Gisborne visit had to be cancelled so the ship could meet its schedule for the rest of its country [sic].”



DSC2759 was used to haul the excursion on 20th November which was a mix of the “A” car being chartered for a birthday party and the rest of the train being available for the public.

(DSC2759 pictured here on a test run to Muriwai in November 2021.)

The latest details of our planned excursions are available on our website at www.gcvr.org.nz/bookings/

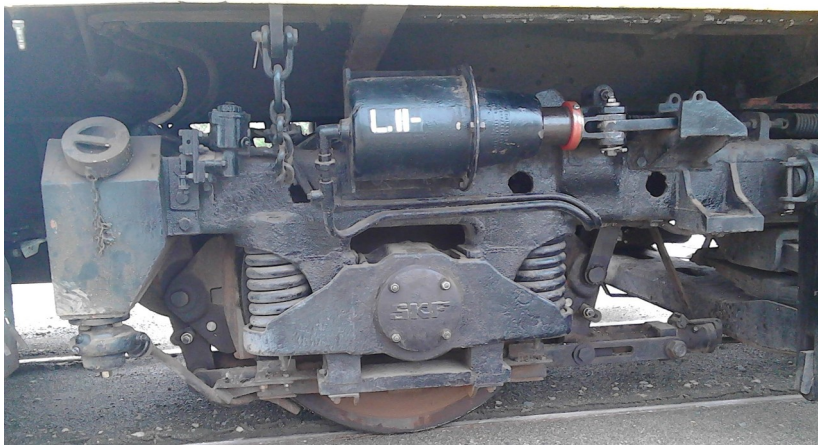
Workshop Catch-up

Wa165 Maintenance

The in-steam boiler inspection was carried out on 17th November after the second Westerdam excursion. As the boiler inspector had to get down to Hawkes Bay that evening, Wa165 was disconnected from the train at the railway station and DSC2759 was used to push the train around to the unloading point opposite the Senator.

DSC2759 Maintenance

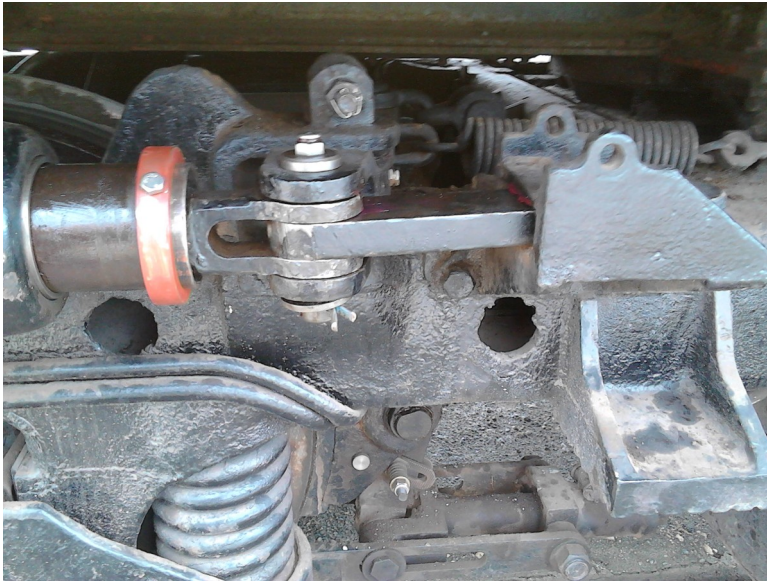
The annual inspection for DSC2759 has been carried out.



Another big job has been started, this one relating to the main brake cylinders. Normally these cylinders would be serviced at least once every year, but it is obvious that these ones (the DSC has eight of them – one for each wheel) have not been serviced for some years.

In addition to cleaning and

greasing the brake cylinders and their fittings, the pistons need to be rotated 90°. This is to prevent the weight of the piston from causing a flat spot to form on the bottom of the piston itself, which could lead to problems in the future.



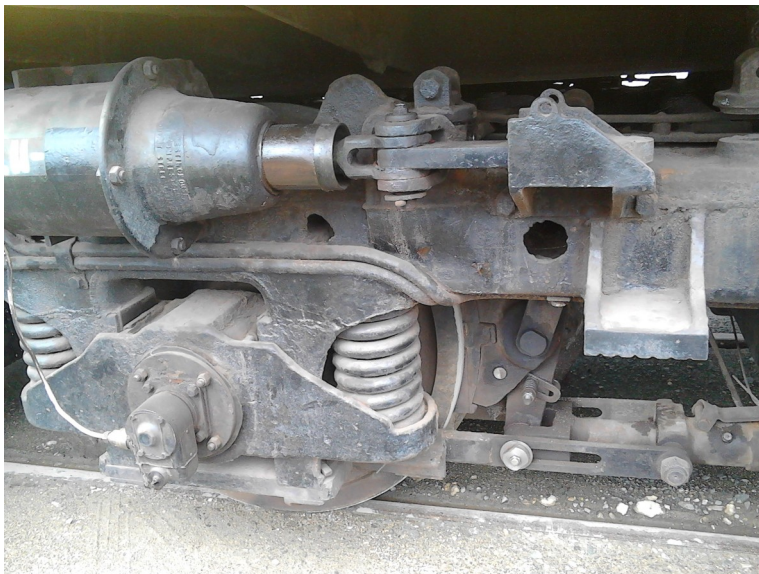
Overhauled Brake Cylinder – 1 done, 7 to go!

When the piston fittings are disconnected to rotate the piston 90°, the heavy-duty spring within the piston housing is normally retained in position by a collar (the brand new orange “ring” shown in this picture).

However, this retaining collar is missing from a few of the cylinders, which means that the spring can come out of the cylinder.

This spring is about 1m long if allowed to expand fully and devising a way to get it back into the cylinder when it “escaped” due to the absence of the retaining collar

was not an easy task. It was also necessary to manufacture and fit a new collar to replace the missing collar.



One of the seven brake cylinders that still require servicing.

Note the missing retaining collar and build-up of dirt etc. on the sliding arm.

Other Workshop Activity

Hi-Rail Truck.

The latest episode in the hi-rail truck saga has seen the fuel pump taken off the old engine and fitted to the replacement engine, making a big difference in performance.



This has meant that Graham & Glen have been able to get out and spray the track again. The recent wet and warm weather has made the weeds and other vegetation along the track grow extremely rapidly, as most of you with lawns will have noticed!

Off-Site Work
Bridge Pile Clamps



The clamps required to fit around the piles on the Customhouse Street bridge have arrived. These are to replace clamps which were fitted an unknown number of years ago – one of which is shown below.



The first new clamp has been fitted.

Christmas Function

The GCVR Christmas function was held recently at the Kahutia Bowling Club. Firstly a BIG “thank you” to Graham and Sally for organising it. Also another big thank you to Graham for doing all of the cooking on the BBQ on the day and to Bob for his work organising, providing and setting-up all of the serving paraphernalia. Additionally thanks to all of those people who brought salads and deserts etc. There was an excellent variety of delicious items to choose from. Finally thanks to everybody involved in clearing and cleaning up after the meal was over.

Snippets

We would appreciate any clean rags or old clean material, towels etc. that would be suitable for use as rags for use in the workshop and for cleaning the locos & train etc.

Fund Raising

Any ideas to Sally please, no matter how off-beat they may seem!

That's it for this newsletter!

If you have anything to put in the next newsletter, please let me know. Any ideas welcome. Send emails to gcvr.newsletter@gmail.com

Graeme Scott

P.S. This and previous newsletters are also available to view at www.gcvr.org.nz/newsletters
If you or anyone you know would like to receive our newsletters direct to your/their email address, please send an email to gcvr.newsletter@gmail.com