



Newsletter

August 2022

Excursions

2022-2023 Season

Planning is underway for the excursions for next season.
More details will be here as they become available and on our website at
www.gcvr.org.nz/bookings/

Workshop Catch-up

Wa165 Maintenance

The cold boiler inspection was carried out at the end of July. The next boiler inspection will be the in-steam full-pressure check, due in November.

The new fire bricks are being fitted. The main requirement for this job is someone small enough to get inside the fire box - the “volunteer” this time was Geoff. It must be noted that larger steam engines such as the Ab and Ka series engines have much bigger fire boxes!



Firstly, to make it easier to work inside the fire box, the fire bars (which co-incidentally Geoff had previously cleaned) were refitted.

Here the front fire bars have been fitted (and are being used for kneeling on) and half of the rear fire bars are also in place.

The ash pan can be seen underneath the fire bars.



Here, all of the fire bars are now in place.

The boiler tubes are still visible as the brick arch has not yet been fitted.

Some of the studs which hold the arch in place on the right-hand wall can just been seen.



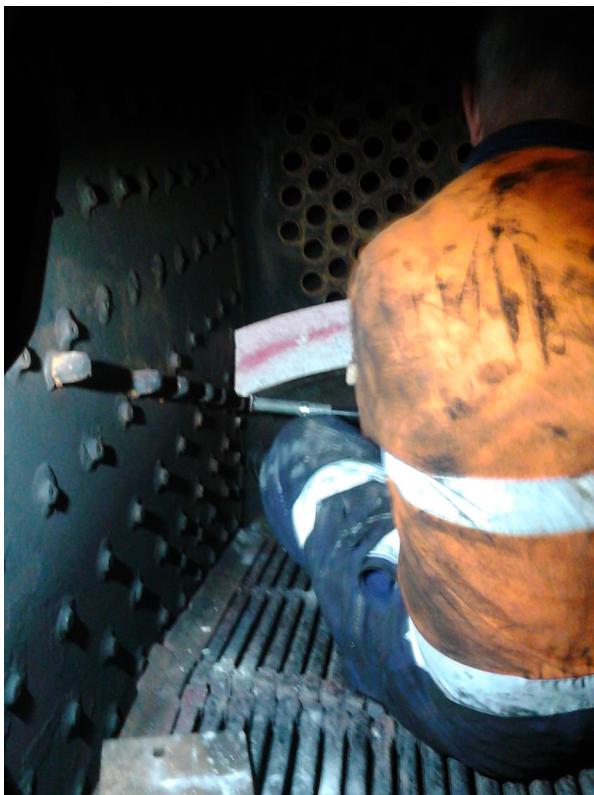
The fire bricks themselves are individually moulded.

The bricks are all curved. The left-hand ones (one of which is shown here) have a protruding piece that fit into a slot on the right-hand ones.

These fittings, together with the curvature of the bricks and the wall studs that they sit on, ensure that the bricks form a self-supporting arch, restricting the area that the fire can occupy.

There are 8 fire bricks fitted inside Wa165 – 2 bricks in each of 4 rows.

A metal frame and wood packers (see below) are used to temporarily support the left-hand side brick until the appropriate right-hand side brick is slotted in to place.



In the left-hand photo, the left wall supporting studs can clearly be seen. These studs are positioned higher at the rear of the fire box and descend at an angle towards the front of the fire box.

In the right-hand photo, three complete rows of bricks have been fitted and only the final right-hand brick remains to be fitted. The left-hand brick of the final row is supported by the metal frame and wood packers at the moment.

As can be seen, overalls tend to get rather dirty while carrying out this job!

The boiler plugs (with new anodes) have now been refitted.

DSC2759 Maintenance

The new brake hoses arrived towards the end of last month and have now been fitted. (Some jobs are easier to do than others!)



An “interesting” point about the thinking of NZR (as it was then) is that due to the size of the fittings, 1250psi hose has to be fitted, even though only 100psi pressure is required. The 1250psi hose is of course dearer than 100psi hose!

A complete check of all the lubricating points on the running gear has been carried out. Some of the lubricating points were blocked by ages-old grease and dirt, so they had to be cleaned out properly. In some places this entailed the removal of some linkages and pins – not what was originally planned!

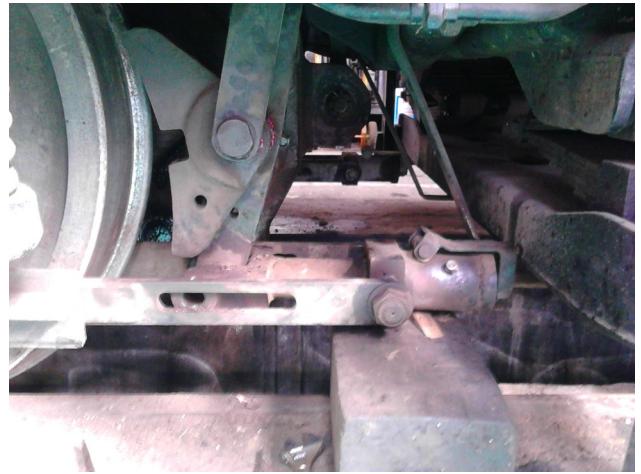
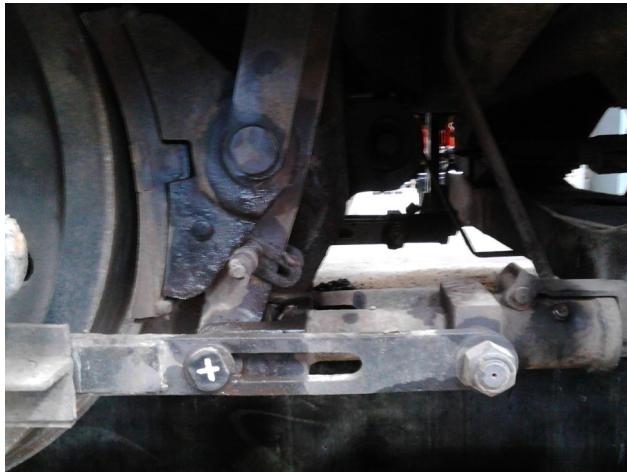


Work in Progress



Lubrication Completed

A close inspection of the brakes revealed excess wear on one of the brake caliper assemblies. The assembly was dismantled and some replacement items had to be manufactured in the workshop (see below).



Further inspection has revealed that some of the other locating pins also need to be replaced.

Train Maintenance



The output piping from the fresh water tank on the service wagon has also been receiving some attention.

Despite the water tank being used to carry only rain water or, occasionally, treated and filtered town supply water, an inspection revealed a build-up of sludge in the output piping. Not a good idea for this sludge to end up in the boiler of Wa165!

So, portions of the external piping and associated fittings have been replaced with new items.

A problem with the Public Address System in one of the carriages has been traced to a loose wire in a terminal block and fixed.

Off-Site Work

The hi-rail recently made a trip to Muriwai by road to fill the fresh water tank (which provides water for the toilets) and to remove the moss from around the picnic area.

Snippets

It appears that the rail bridge across the Turanganui River (which we use to access the port to load/disembark cruise ship passengers) is currently considered unsuitable to carry the train. A suggestion has been made to us that cruise ship passengers may be taken by bus from the port to a location near The Senator and board the train there.

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.

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