



# Newsletter

## October 2022

### AGM Follow-up

The GCVR AGM was held on Tuesday 11<sup>th</sup> October.  
All of the existing GCVR officers and committee members were re-elected for another term.

After a lot of serious thought, realising that a delicate balance is required between what passengers are prepared to pay and how much we need to continue to operate, it was decided to increase the Adult fares by \$5 to \$40 and the Family group fare by \$10 to \$90. The Child fares will remain the same. This decision was made in response to our rapidly increasing costs and is the first fare increase for over 3 years. The increases take effect on 1<sup>st</sup> January 2023.

### Excursions

The current list of public excursions for our 2022-2023 season is available on our website at [www.gcvr.org.nz/bookings/](http://www.gcvr.org.nz/bookings/).

Our first operating weekend of the new season was at Labour Weekend, with three excursions. The first excursion (which departed at 12:30pm to give the maintenance crews time to re-water and re-coal Wa165) was relatively quiet, but the second excursion was carnage – SteamPunk Convention Carnage!



The “Carnage” started at Gisborne Station at 4:30pm on Saturday 22<sup>nd</sup> October.

So many passengers dressed up in steampunk clothing, that it was difficult to tell who was the actor/actress and who was the passenger!

Fortunately, we had been given a sneak preview of “passengers” to watch out for!

The carriage left Gisborne Railway Station at 5pm to get across the runway before the air traffic controller went home around 5:30pm.



The train required some decorating, as did the crew!

As you have already seen, the actors certainly were ready!

Thanks to Sarah Olsen for the following photos ...



Sarah Olsen



Sarah Olsen



Sarah Olsen



Sarah Olsen



Unfortunately due to the ground conditions at Muriwai, road vehicle access to the platform area was restricted, so we had to scale back the range of refreshments that we had planned to offer for sale. However, the sausage sizzle operated by Bob & Graham was very well patronised.



On the return journey, air traffic assistance was provided by Andy Stephenson (who has helped us before). To complicate matters slightly, the steam train had to wait for ZK-POE (a Fairchild Metroliner) to take-off.

The excursion on Sunday was also fairly quiet, but it rounded off a busy weekend for GCVR.

Cruise Ship Excursions:

At the time of writing, we have eight confirmed cruise ship excursions.

Work has continued on preparing a means of access to be used by cruise ship passengers in the area in front of the Senator Motor Inn (see last months newsletter at [www.gcvr.org.nz/newsletters](http://www.gcvr.org.nz/newsletters)). After

some more investigation, it has been decided that steps will be more practical than ramps. They are currently under construction.

At this stage, the first cruise ship charter is scheduled for Thursday 17<sup>th</sup> November – actually two Westerdam cruises on the same day, departing at 9am and then again at 12:45pm. We are awaiting confirmation of another cruise ship 2 days later.

## Workshop Catch-up

Although there is “not much” to report this month, a lot of work took place to finish getting Wa165 and the train ready for the start of operations at Labour Weekend.

One of the “final” jobs was maintenance work that Joe was doing on the blower triple valve on Wa165 – not a quick or easy task!



Work on the output piping from the fresh water tank on the service wagon which is used to top up the boiler on Wa165, has been completed. Also a new visual water level pipe was fitted to easily see how much water is in the tank – it was getting a little difficult to see the water level in the old one!

Another inspection of the inside of the water tank was carried out before the 10,200 litre tank was filled from our rainwater tanks.

We have 6 water tanks which collect the rainwater off our large roof area.

### *Other Workshop Activity*

#### *Railway Jiggers & Hi-Rail Truck.*

Unfortunately the engine in the hi-rail truck (a Mazda T4600) needed major work, so it was decided to source a replacement engine. The replacement engine was fitted and other items such as the clutch were checked and replaced as necessary. However, the amount of work that had to be done meant that the return of the truck was delayed until the day before our first excursion. This made it considerably more difficult to re-lay the ground matting and refit the shade sails at Muriwai.



During the weekend it was found to be rather hard to get the engine started and various amounts of black and white smoke were observed coming out of the exhaust. It has been returned to the company which fitted the replacement engine to have more work done on it.

The original engine will be stripped to see if it is worth repairing or not.

It is also planned to modify the engine pre-heat system (no glow plugs are fitted to this truck) to enable easier engine starting in the future.

Meanwhile, a second motorised jigger (which has a tow-bar) was pulled out of storage.

Both it and the one used for the track inspection last month have been serviced in case they are required (again) before the hi-rail is back in use.

## Fund Raising

Sally has been **very** busy putting in applications for funding. She has had some success, but we still need more funding.

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](http://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](mailto:gcvr.newsletter@gmail.com)