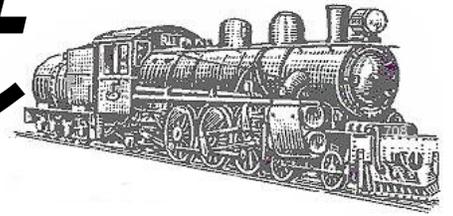


The Tablet



The newsletter of the Waitara Railway Preservation Society Inc.

No.18 Christmas 2013



Dear members and friends,

Well, once again Christmas is almost upon us. Last night we held our WRPS Christmas party at the station, and I think I can safely say that a great time was had by all. It was great to see young and old mixing together with various guests and visitors. A special thanks go to all the catering team for what was a great supper. (that helps to explain my athletic physique!) I've really noticed the "social" side of the society really come on leaps and bounds in recent years, and it's good to see all sorts of people mixing together, not just the hardened train buffs (not that there's anything wrong with those!). Long may it continue and improve.

Whatever your plans this Christmas, stay safe and have a very happy Christmas and New Year.

Adam

Contact Details

Waitara Railway Preservation Society
Inc.

PO Box 104
WAITARA 4346

Email: wrps.charters@yahoo.co.nz

Newsletter items / comments only to:

Jenkins5279@googlemail.com

GENERAL MANAGERS REPORT.

December 2013.

Seasons greetings to you all.

As usual it is time to reflect on how our railway has performed over the last 12 months, & to see how other societies in our domain, not only in New Zealand, but abroad as well, are doing.

To you all the best wishes for next year, broadening one's horizons & help is worthwhile. Many thanks.



- • The Fringe Garden Festival was an unmitigated success on a lot of fronts. As far as we are aware, we at the WRPS are the first to tackle this type of operation.
- • Working along side the heritage machinery groups & gardens was well worth while, & we could show case what we do across the board & what can be achieved to make a heritage

railway exciting to visit over a range of focused activities that we carry out.

- • Working & interacting with other volunteer groups via the NP District council's deputy Mayor Heather Dodunski on workshops & functions, & allied to that theme being involved with Waitara Alive on a local level with functions & dealing with local businesses who are very supportive of us, & of course locals & other groups.
- • Sure it can be hard to fit in time wise at times, but the all round rewards are priceless.
- • A de brief document was E Mailed out to the WRPS staff who willingly put their all into the 10 consecutive days of the Fringe Garden Festival - a HUGE thank you.
- • This document was also presented to the Taranaki Garden Trust who we were thrilled with it.

GENERAL

- • Noel Arthur & Jim Blyde have rebuilt one of the material trolleys (see Jim's report later) into a multi use attractive vehicle which seems to be chosen over the run of the mill flat top trolley's. I wonder why!

- • The 2 Bagnall locomotives are well underway along with Tr407, into major repairs, wiring renewals & fitting ditch lights.
- • The wiring layout, drawings, materials & methods are all prepared into kits for each individual locomotive.
- • Track maintenance is getting back to full swing now that Mike Zeier is back from his stint in the UK, with the funding applied for, to finish the Waitara yard & sleeper replacements on the hill,
- • The garden & ground maintenance crews are doing a mighty job on how we present ourselves to our customers. •
- • The catering crew under Eileen, have been busy & the catering for the Garden Festival went very well. To you all a big thank you.
- • The same can be said for the train crews who went out of their way to assist with passengers & catering, good team work, & many thanks.

Safety Initiatives.

- • As noted earlier, ditch lights are being fitted to 2584, 414, Portland # 11 & 407.



- • This is being driven by kamikaze drivers at rail crossings who cannot read S T O P. Simple enough I would have thought, is it our education system ? I am the master of what I do & no consequences? Dare I say it, THICK & ARROGANT? (multiple choices).
- • At the last safety meeting with the LTANZ we left them in no doubt that we are fully fed up with no follow up from the authorities over compliance with this matter. Why do the rail operators have to go the extra mile to carry out our obligations under our operating licences & the road users get immunity? Go Figure!

- • Pretty one sided I would venture.
- • Dsc 2584 will be the first one fitted with ditch lights & is nearing completion.
- • This locomotive was quite complex to figure out a good & cheap system to deliver using 24-volt truck parts, drawings etc.
- • 2584 being a multi voltage system, adding another voltage was going to be tricky, but a completely separate stand alone system was evolved to get around this problem & so far is coming along fine & nearly ready for testing.
- • All the locomotives being fitted are using common parts, nothing like standardisation.

MUSEUM.

- • To be fair this has been a start stop affair due to various circumstances but now that the container has been finally moved so that the power can be put in, it will be a big step into it getting opened.
- • The heritage trail followers were very interested (mainly women) & the display, although not finished, was well received.

LEYLAND 902 ENGINE.

- • Originally fitted to the Dsc class, I am going to retrieve this engine for our museum display. It is going to be difficult to shift out of the boiler house at the Transport museum at Kent Road, & a frame on castors will have to be built to shift it.

A BIG THANK YOU TO ALL OUR SPONSORS FOR YOUR CONTINUED SUPPORT - The WRPS committee & members wish to deeply thank you all.

Cheers & a happy Christmas to you all.

From the members of the WRPS..

Denyse.

Jim's report on TR 407

Saturday 05th.

Saturday, between Brian and myself, we managed to prepare and weld the replacement top on the left side of the cab window. There are some gaps, which will need bogging as they are too wide to fill with weld.

Using the mig welder is still taking some getting use to. The cleaner the area to weld the better.

I went in search of some window rubber and searched on the left hand side of the Zp. I did manage to find some rubbers but

these are of no use as they were cracking with old age.

Will get a team to continue the search on the right hand side for window rubbers.



Saturday 12th.

Noel, Keith and myself had a look through the Z^p wagon for more window rubbers. Unable to any, Keith decided to look through the Takapau Guards van. Keith came across some and passed them out. I think these belong to the Drewry shunter.

Noel mentioned that there were some window rubbers in the shed between the trolley sheds. The rubbers left over from today's exercise will go into the above shed.

After my smoko, assisted by Noel and Carl, we tried installing the window rubbers. This job was completed, with some help from Jamie a bit later in the day. We cleaned the sliding tracks and glass channels. A block of wood will be cut for under the window frame to help hold it up. Will require some sealing under the frame on the outside. Noel is make inquiries about some Perspex for the fixed frame.

Denyse took me on a tour around the engine to refresh my understanding about the engine etc. Sounds as though that the engine could be started next Saturday, if the batteries are Ok.



Saturday 19th.

Finished working on the window frame, by inserting the wooden block under the frame to hold it up.

Sorted through the six-volt batteries from the D^{SC} 2584 to try and get the best ones and put them on charge. Carl gave me a hand to make some repairs to a jumper lead as the cable was all but broken through. I did make a start to check the batteries with the hydrometer and showed some cells either flat or half charged. When the charger was charging the amperage was about five amps. Later in the day the charge rate had dropped to four amps. When I left the yard the charge was set for about 4 – 5 hours.

Started to check the air cleaners. The oil element for the compressors was removed and will be cleaned. There was some difficulty with the engine element as it was tucked in the front off the engine room. With some help from Carl this we managed to extract it. This will also be cleaned and returned.

Later, we will be making some inquiries about paper elements for both '407 & '414 compressors and engine air filters.



Above:- Carl is soldering the lead to the handgrip

As I have no report for the D^{sa} 414, Carl dragged me to catch up with what he has done so far. With the mock up board he has installed some switches and fuse carriers.

Saturday 26th.

Noel and I were the first ones on site! Once everyone had settled down we all progressed to our respective jobs. I asked Dave if he could wash the engine air cleaner with some old diesel. Once I got the air cleaner ready to nut up, reloaded the oil to the bath. Then nuted up. Removed the hand pump and covered where the pipe went into the tank with some rag. The pump and pipe work is in N°3 shed. Removed the battery box. This is rusted out at one end. After some very deep discussion we decided to rebuild the box with timber. I asked Noel if he could do this for me. He agreed to do so.

Saturday 02nd.

It is nice to be-able to have the car by the locomotives as this will save some effort in carting my tools to my work area.



Have worked out the radiator may be leaking at the top half of the core. It is not very fast but will need to be watched.

After some discussion with Denyse, we have worked on a way to site the alternator, which will be on the rear end of the generator. I have worked on a pulley to fit. This was sleeved and grub screwed with a screwdriver. Denyse is not in favour with this situation as the pulley shaft hole is longer than the generator shaft. This may cause the pulley to work loose. Did discuss more options and these will wait and see.

On dropping Noel at his home we were again discussing things as we do. He showed me a pulley which may replace the one that was secured on the generator today. Denyse to site and his opinion required.

Battery box, which Noel had manufactured, is all ready to bolt in. I have made up some bolts with a square washer welded at one end, (*These will need to recessed a few mills so that the batteries are not making contact on them*). These will be under the batteries and nuted up from under the running board with spring washers, to hold the box in place. I broke two of my drills with this job!

Denyse rang later in the week to suggest using the generator from the Drewry Shunter.



Saturday 16th.

Finally chipped away in the battery box for the bolts to hold it secure it to the running board. Looked at the battery leads and have enough to jump between the batteries. Bill and Carl have been busy with the valves, cleaning and painting them.

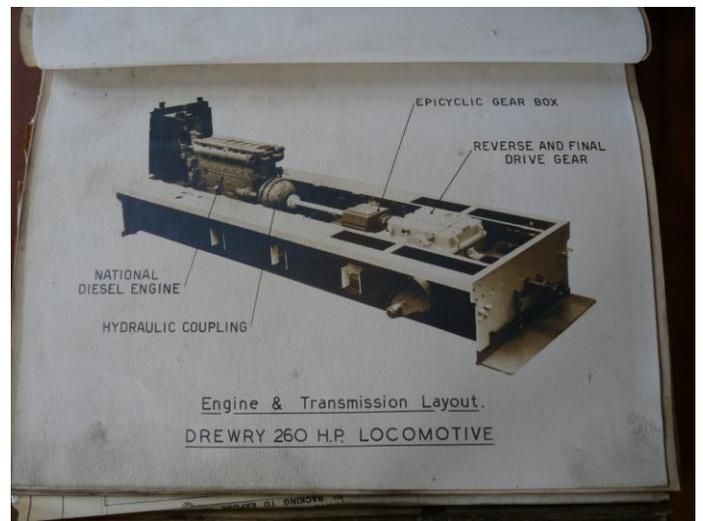


The battery leads have been uncoupled and the short leads will be used between each battery.

Jim

A BLAST FROM THE PAST.

Drewry Dsb in original condition fitted with a 7-cylinder National oil engine & SCG gearbox. Thank goodness for caterpillar engines & twin Disc torque converters.





Denyse

Hi folks,

2013 has seen a lot of progress for the Waitara railway with a number of projects being completed.

The Waitara yard is looking great with the new sidings laid which only require the points to be fixed and they will be back in use, which will enable the locomotive to be run around the train improving safety at road crossings.

Along with the new siding at Waitara rd yard, the wagons awaiting restoration have been moved off the loop, which can now be used for running around

the train as well. A big thanks to Jim Hook, Dave Oxley and Keith Hancock for help with the leveling and straightening out job on the Waitara rd loop, Jim in particular was unstoppable on the pickaxe in the hot sun!

Access to the new siding area has greatly improved with the addition of the boards in between the rails by Noel and his willing helpers. Also, a big thank you to Garry Loveridge for his great help at the Waitara yard and with the new siding. None of what has been achieved would have been possible without Garry and his digger.

Not to mention how the members and non-members turned out to help with these huge projects, what an improvement this work has achieved. The lunches that were laid on to keep the troops in fine fettle, thanks ladies. Trevor and Brian have got the new lawns in tip-top shape along with the new track going down to Magnolia glade station just in time for the Fringe garden festival.

Vance Hooper from Magnolia glade nursery has donated some more beautiful trees, all adding to the continual improvements along the line, thanks again Vance.

The Fringe garden festival was a great success, many staff were on hand and Eileen's famous baking is even more famous now so look out for next year..

numbers will probably double! We have a pretty flash yellow trolley that has been made by Noel but as much as I tried not to, it has got a bit dirty and some of the paint has been scratched.. it's a working vehicle now! Great job Noel.

Hopefully the society will have good news from the TSB bank community trust with our funding application for the repairs to the Waiongana river bridge. All going well trains will be using it again by June. It's been a long time coming but I feel it's going to happen. Keith Piper, Denyse, Dave Oxley and myself have been really pushing it along. We have also included in

the funding application a concrete service pit that Bill Batten has sourced. We just missed out with December's funding round and the next round is in February

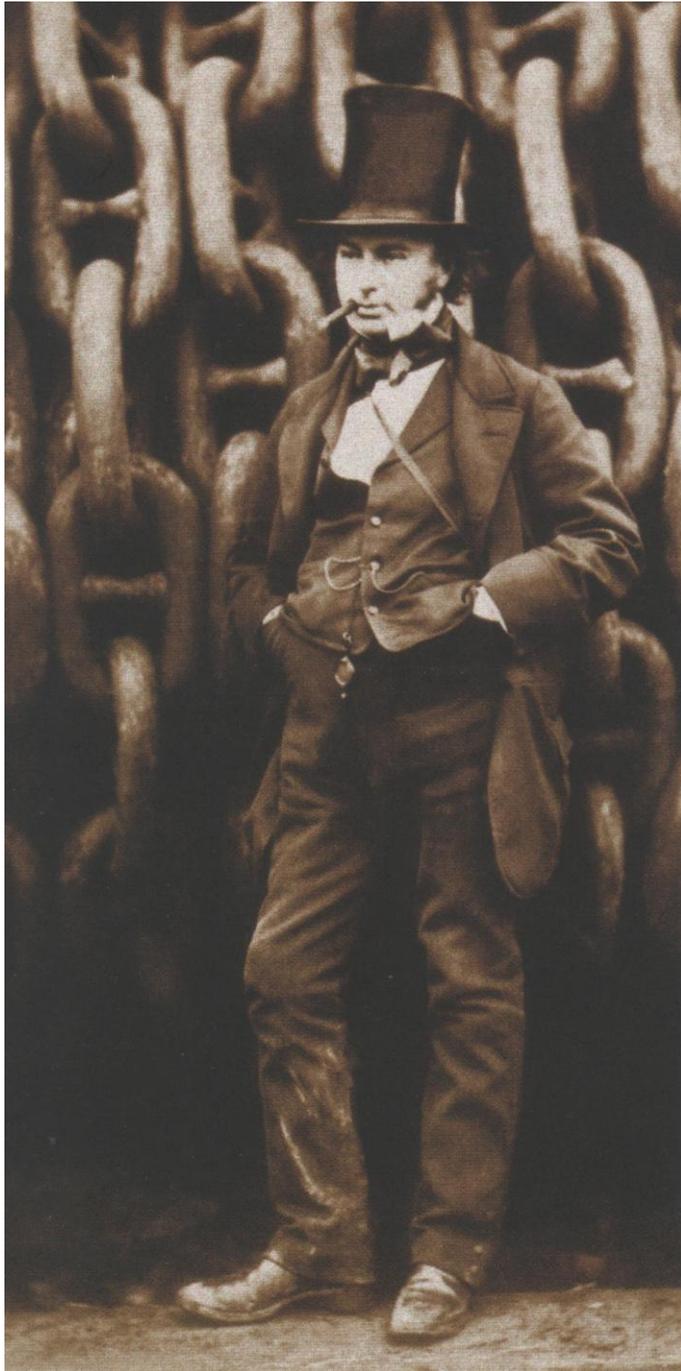
This will be placed beneath the new siding where the workshop will be built from materials ex Dave Oxley's bus shelter at Okato.

Re-sleeping of a set of points is underway at Waitara, a big job if anyone's keen.. the beer afterwards does taste better, that I can assure you! Any keen volunteers out there? The new track tools are more than proving their worth, the TET funding has been a godsend to the society. Keith Piper is in the process of applying for funding so more sleepers and ballast can be purchased. Onwards and upwards for the society.

May I wish you all a very merry Christmas and a happy New Year,

Cheers,

Mike Zeier



A rare photo of our chief engineer, Mike Zeier, enjoying smoko...

Jim's report on the rebuilding trolley WW67734

03rd August 2013. After uplifting the trolley from Rodger John's property, along with another, which is in better condition, as well as another axle. Plus some other items of interest, these were left at the Waitara Road Yards except for the WW67734, which Noel took home so that we could rebuild it.



As the trolley arrived.

Work started early in September so the report will be a bit hazy, but will be a true and correct report where possible.

Noel has done most of the work. He stripped where it was needed, de-rusted, sandpapered, scrapped, chipped all the steel work. All the timbers were no good as they were split, rotted or non-existent. The axle bearings seem all Ok. When spun, hardly any noise could be heard. There is an identifying tag "WW⁶⁷⁷³⁴", which was nailed to the frame, this will be re-nailed back on. Jim suggested to Noel that there should be a tag to identify who did the rebuild and month date.

The frames of hard wood Noel had in stock. The deck is of the retaining wall timbers, which were cut to replace the main door on the station. The timbers had a bad twist but were alright for the short lengths of the trolley. The Steel frame around the edge of the deck is recycled hospital bed frame. The short pipes, which are welded to the frame, were supplied by Noel as were the welding rods and electricity. Jim welded these.

The steel frame is bolted through the deck and into the framework. The sideboards are of ply that Noel had left over. The pipes for these were supplied by Noel again. As were the bolts.

Jim has worked on some stencils, which will be refined a bit for the end product. These will be the trolley number, which will go on the opposite corners, on the end and side. And “W R P S”, for the headboards.

Noel will get the paint required and apply.

Noel asked Jim about having a raised center arc on the head and tailboards. Noel then cut some particleboard to have some idea of radius.

Between us we worked on the pipe and frame. Jim welded the pipes to the frames while Noel was doing his woodwork. The frame was a bit tight to fit but with some “gentle persuasion” we got the frame to fit. Continued with bolting and fitting of various parts until the trolley is ready to paint. Noel cut out a board to fit around the wheels so that when painting them the painting had a nice finish around the “edge”.

While out at the yards, Noel picked up a draw bar for the trolley, which will be identified to the trolley number.

Saturday 12th October the BIG DAY!!

On this day the trolley is delivered to Waitara Road Yard.

Carl and Bill helped Noel to unload the trolley from Noel’s trailer on to the rails.

Of course ***BILL JUST HAD TO USE IT FIRST TO TAKE HIS EQUIPMENT TO “HIS” SHED.***

Denyse gave the trolley a look and was very satisfied with our work with the restoration.

Later in the day Mike Z used the trolley for some more track work. BUT! Before he used it Noel said that Mike must wear his best clothing while using the trolley to keep in a tidy condition. Even I got into the act by asking Mike if he had clean hands.

So another project is completed at the WRPS.

Thanks to Noel, and Jim who assisted.



Well the day was cold, windy & wet at times, but you need to be rugged up real well. Nice smooth ride & quiet. Roll along at 20-25 KMPH, which is a good speed.

Powered by 18 HP Kawasaki petrol engines.

No need for braking down the steeper grades, actually one can go down on 1/2 throttle without problem. Almost dynamic braking.

Thanks to the CEO of Forgotten World Tours for sponsoring me this trip.

Denyse.



Dsc 2584 is the first of our fleet to be fitted with ditch lights.

A completely different design was evolved to be a stand alone manual system built up from mainly 24-volt truck parts, which works well.

Driven by two 24-volt sets of batteries coupled in parallel with each end & a built in charging plug in the cab charges both sets of batteries at one time.

This is also working well & now the modified engine management system which had to be devised from a combination of 12 volt & 24 volt relays can be disconnected from the main starting 64 volt batteries via a tap & wired into the ditch light circuits.

The 12-volt relay is powered off the power board & had to be beefed up with new components to fire up the 12-volt relay .

Once again adaptation is necessary to keep things going with a lack of original equipment now seemingly unavailable any more.

Denyse

