

Σ OAMARU RAILWAY MAIL Σ

Oamaru Steam and Rail Restoration Society Inc

Official Newsletter

October 2013

Issue No 2



On the 19th of May we held the official welcome of the return of our steam locomotive B 10. His Worship the Mayor in attendance for the first steaming day for B 10.

The above photograph taken by David Oakley of Ashburton showing B10 at Harbourside Station on Queens Birthday Sunday awaiting passengers from the Frons Conference.

A BIG THANK YOU TO THE PUBLIC OF OAMARU AND OTHERS THAT CONTRIBUTED TO THE RESTORATION OF B 10.

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OAMARU WINS TWO AWARDS AT THE FEDERATION OF RAIL ORGANISATIONS OF NEW ZEALAND CONFERENCE

During Queens Birthday this year Frons (The Federation of Rail Organisations of New Zealand) held it's annual conference in the Oamaru's Opera House. During the award dinner on the Sunday night it was announced that Oamaru Steam and Rail had won two awards.

The first, KiwiRail Infrastructure Improvement Award for the installation of Crossing Alarms at Humber Street Level Crossing.



Ian Cotton from KiwiRail presented the Infrastructure award to Harry Andrew, General Manager Oamaru Steam and Rail during the Award dinner on Sunday night.

Shantytown Steam School - Steam Locomotive Restoration Award was the second award won by Oamaru Steam and rail.

This award was presented by Ian Tibbles from Shantytown, Greymouth.



Ian Tibbles from Shantytown presented the Award and is seen here with Harry Andrew, General Manager and George King, Head Driver.

Well done to Harry and those involved with both projects. Also thanks must go to those people that assisted with the Conference. Also thanks to the Train crew and Station staff on Sunday for looking after the Conference people who rode the train.

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THE RESTORATION OF B10

Hudswell Clark 1542, B10.

Hudswell Clark 1542 was built in Leeds, England in 1924 to the order of Armstrong and Whitworth along with sister engine 1543. these two engines were used in the construction of the East Coast main line based in Tauranga. She was sold in 1927 to Milburn Lime and Cement and moved to South Dunedin where she worked until the 1960's. B10 was on sold to Waitaki New Zealand Refrigerating Company at Pukeuri north of Oamaru in the mid 1990s B10 was swapped for two DSA shunter's and so came into the possession of Oamaru Steam and Rail Restoration Society. B10 has been a successful attraction the many visitors to the Victorian Heritage area.

In 2007 B10 suffered from a series of blown tubes and as the 10 year survey was approaching and it was decided to take the locomotive out of service and carry out this overhaul, remove the boiler, the funnel, generator, injectors lift the water tank off.

Tube extraction draw gear was machined up and the tubes removed over a period of time, these were found to be pitted and no longer serviceable,

The original copper firebox had been replaced with a steel one, in about

1950's and the steel was in very good condition with negligible wastage.

Tenders were called for making and fitting a new front tube plate and supplying and fitting new tubes. Scott Engineering of Christchurch were awarded the job.

While the boiler was away the frames were water blasted and given a through inspection. The valve gear ie; expansion links, rods and straps, horn stays, side rods and the brake gear and hangers were all removed and the loco lifted off its wheels and the frames landed onto a flat wagon.

The spring and brake hangers checked and 6" added to the back of the cab floor, to give more room for the crew The Air brake aux .receiver repositioned to under the footplate and main tanks opened up for an inspection, a previous repair was not satisfactory and had to be redone using boiler plate, and pressure tested and certified by the marine inspector

Another milestone, frames and wheels reunited. Excitement short lived as when con rods were replaced a 3mm difference was discovered in the right hand side, A visit to Ferrymead in Christchurch and talking to the staff there decided

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to remove the wheels and start from scratch again.

The cab front and side sheets had been cleaned down and a dummy assembly carried out to make sure that everything fitted, also during her life various holes had been drilled and brunt through the plate work and those no longer required were welded up. On the fireman's side the sliding panel was welded into the closed position as bunkering could now be carried out easier with the cab extended.

The Boiler was returned from Christchurch, landed on the frames ready to have the smoke box bolted on and not riveted, it was lowered by jacks into position, several hole required re drilling at the smoke box end to obtain a secure mounting. The lagging was applied and new cladding fitted Cab front bolted into position and new tank offered up, cab sides and rear spectacle plate fitted. An extra section had been added to the fireman's side on the rear plate this was removed and the steel work positioned to give equal spacing each side. Doubling straps have been made and fitted to cover up rough joins and round head bolts used to represent rivets

All the boiler fitting have been stripped, cleaned lapped in, polished and presented for survey, all passed and have been replaced The blast

pipe and steam pipes replaced as was the blower ring.

On the old water tank the suction strainers were inside the tank and were extremely difficult to clean them, so the filters have been fitted externally and the injectors have been positioned lower so this should give a flooded suction all the time, a great improvement. The tank equalizing pipe diameter has been increased as before the fireman could run out of water on his side, combination of too small a pipe and dirty suction filter.

On the right hand side running board (above cylinder) the sand box has been restored to its original position, this had been removed and a tool box installed The tool box has now been placed between the frames behind the front buffer beam

Lubrication has been made easier for the crew by repositioning the Mechanical lubricator to the right hand running board and installing wick feeders to the valve guides, Enlarged lubricators have also been fitted to the eccentric straps The Westinghouse air pump has been stripped, cleaned and bore calibrated, all valves cleaned and lapped in and now refitted to left side of smoke box. The brake pipe work was re run to suit the repaired air tanks and opportunity was taken to fit a straight air valve and gauges

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plus the necessary pipe work completed,

Headlight both front and back have been sand blasted and lacquered as was the porthole, Both lights have been mounted upon new brackets, a donated chime whistle has also been fitted. A lot of time has been spent on various small details and fittings.

B10 had been repainted in Brunswick green and lined out on gold.

The boiler was warmed through on a Friday and the fire relight on the Saturday and pressure slowly raised, the safety valves were set to the surveyors satisfaction and a certificate issued, After a check that both injectors were working the Westinghouse air compressor was warmed up and run to bed in packing. A check around and any slight leaks noted B10 moved under her own steam for the first time in six years.

This has been a very interesting exercise over the last six years, carried out by a group of dedicated volunteers that has included Frank Thomas, Frank Waller, Wayne Bunton, Wally Smail, John Paul and Harry Andrew, mention should also be made of Bruce and Orm who regretfully never made it to see the fruits of their labour's come to life in STEAM again. A great thank you to all organisations who have donated

towards the final outcome.

B10 should now provide enjoyment and hopefully serve an educational role for the younger generation.

Author John Paul and abridged by the Editor



B10 Harbourside Station awaiting departure. David Oakley



B10 heading around the Curve David Oakley

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Photo run under the cliffs, Bryan Blanchard



B10 Cab Bryan Blanchard



B10 with a train load of conference attendees heading for Quarry Siding and about to pass under the restored footbridge. David Oakley

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On a recent trip to Queensland we took the opportunity to ride the Steam train around Brisbane. This excursion is scheduled for the first Sunday of the month and is organised by the Ipswich Railway Museum and Queensland Rail who as I understand use this excursion to train steam crews. They run two trips on the Sunday morning around the suburban network. The trip takes just over an hour and is very popular. The train departs and returns to Roma Street, Station.



This photo shows the train departing Roma Street, station on the second trip of the day.
Photo Arthur De Maine

CONTRIBUTIONS FOR THE NEXT NEWSLETTER, WELCOMED

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The Society's AGM was held on Thursday 26th of September at the clubrooms and the following were elected :-

**President - Arthur De Maine Vice President – Mike McErlane
Secretary – Dave Clark Treasurer – John Dustin.**

**Committee – Frank Thomas, Barbara McErlane, John Lister,
George king, Wayne Brunton, Juliet Brunton,**

The meeting decided that the subscription should remain the same as last year. **Individual \$20.00, Family \$30.00, Junior \$5.00.**

Kaerin Schroder our Treasurer and Traffic Manager for the last couple of years was farewelled at the meeting. Juliet presented her with a framed picture of B10. Kaerin will be very much missed as she not only looked after the two positions mentioned she also looked after the office and shop.

The D.A. Ireland Trophy was awarded to Frank Thomas.

We are also looking for new members and especially to join our operating team. We will give you training on becoming a Guard on the railway. You maybe interested in becoming a driver of our diesel locomotives and from there to a steam locomotive driver.

To become a steam driver you must first pass your ticket to drive a diesel locomotive and then apply to the Management Committee to commence training for steam. You must first qualify as a Fireman before training as a steam driver. Full training for all positions.

We are also looking for members to work in the Station Office on a Sunday, just one Sunday a month would be a great help.

If you wish to join our team come down to the railway on a Sunday and talk with our members on duty. You would be most welcome.

Arthur De Maine, 1 October 2013

A REMINDER TO MEMBERS THAT YOUR SUBSCRIPTION IS NOW

