

Pukemiro Junction



T H E G L E N A F T O N L I N E

GREETINGS

Page 1

Welcome to the last newsletter for 2017, Another year has raced by.



Image Guy Coker

OPEN DAYS

The next Open Day is on December 3rd 2017.

With the popularity of some recent Open Days, we need as many of our members to attend as possible. We also intend to run Jan/Feb/March 2018 so get ready now! Contact secretary@bushtramwayclub.com if you can help over the Summer period.

September open day was a fairly quiet day. We were able to run the trains to the normal hourly time table.

The day was marred by the derailment of the train at the 2.250km mark on its return from Glen Afton. It was the 2nd to last trip of the day. Both carriages came partly off the track.

Luckily the train was not too full, as the passengers were taken back to the station either in the leading diesel or in the Mamaku jigger.

The problem was that the gauge of the track spread. The line is closed until this track is repaired from the 2.2k mark, except for very light vehicles. The carriages were rerailed the following Sunday and work on the track commenced as soon as they were clear.

October open day was literally a wash out as heavy rain fell for most of the day. We had only a small number of passengers that day. The Peckett ran the full length of the available line with a diesel as pilot loco downhill.

Again, thanks to all of those who turn up and help to run these open days.

In our expanded Café we now have Bacon and egg rolls, hot chips, pies and savouries. These are selling well. We often have our 2 young members serving here.

CHARTER TRIPS

We have had several more enquiries. We have had to cancel one as they kept changing the date.

DECEMBER OPEN DAY

The last open day for 2017 will be December 3rd. As in previous years we will be having the usual end get together and dinner after the last train. So bring a plate. (With something on it)

2017 CALENDARS

We have some "Railfan" calendars for sale @ \$20 each. Be in as we sold out last year. They are on sale at our souvenir counter. We are currently working on expanding our souvenir range. There are now new key rings featuring the Mamaku Jiggers

TRACKWORK

Following the derailment during Septembers open day, we organised a working bee for the following Sunday. The main purpose was to re-rail the carriages and check and re-gauge the track in this area. It was decided to replace all the ½ round sleepers on the curve in this area, about 70 altogether. The track was re-gauged on all the square sleepers.

So far as I write this (mid-October) the Community Work teams have been out and replaced 56 out of 70 half round sleepers. It has been decided to replace all of the ballast in this area as it is contaminated with a lot of mud that was coming from the troublesome slips in this area.

The only damage found on the carriages was to the car-vans' air train pipe where a bogie wheel had pushed the pipe up and cracked a "T" joint, this section of pipe has been replaced.

Dave M has done a lot of prep work towards getting the half rounds replaced. Thanks to all who turned up to help. This was the best working bee for many years.

Thanks to Richard E and Russell for cooking a superb lunch for us on the day. It was most appreciated.

Our CW crew have completed re-sleepering the point at the top end of the Junction yard.

Peter C has done a track inspection of the lower section the line and has noted a few areas that need attention. Some of these were attended to recently on a Wednesday by Bruce, Dave, Colin and Bill R.

As with any railway there is always track work to do. Without the track in good order we can't run.



Image Guy Coker

LOCOMOTIVES

Peckett 1630. This continues to run very well and is used on each open day.

Cb117. This was in steam during the September open day.

Heisler. Our 2 members from Rotorua Malcom and Paul M have now got the cab roof off this loco. Dave M has continued to mark out the boiler with squares so the metal can be thickness tested.

Climax 1650. Richard S has started work on the loco boiler again and it is now back in the workshop.



Climax boiler undergoing work – image Chris Mann

Diesels. Ian B has adjusted the idle on Meremere 402 but it still needs a bit of tinkering with to get it right.

Price “E”. Bruce M and Dave M continue to work on this loco as time and other work permits. They have put the bunker/water tank in place. We have purchased some angle iron which will be used to strengthen the bottom of the cab. Work is ongoing, and the cab should

be mounted shortly. There are plenty of smaller jobs that need doing on this project. The steps need repairing and painting along with one of the cab brackets these are sitting on the work bench in the forge shelter waiting for attention

F216:

This loco arrived at Pukemiro Jct. many years ago as a steam engine converted to a diesel shunter. It finished it's working life at Horotiu freezing works near Hamilton and spent a bit of time at Goldfield's Railway before coming to the Jct.

It never ran at the junction so just sat rusting away in a back road.

It was originally built in 1888 by Neilson's of Glasgow for the Kaihu Valley Railway and ran from Dargaville eventually to Donnelly's Crossing in Northland. When this line was taken over by the NZR the engine became F216 and worked at various locations.

A University friend of Chris Mann's has purchased a derelict café at Donnelly's Crossing with a view of reopening it as a café, He heard about F216 and purchased the original remaining parts of it. He came and collected the wheels and other smaller bits over a period of time and the last section was transported on 9th October. He plans to get it all cleaned up and put on display at his café which is next to the original Donnelly's Crossing station site.

ROLLING STOCK

Xp van. Dave H continues to work on this & so far he has re-clad one side and one end, He is now working on the other end. New timber for the floor has been purchased for this project, and folded metal components have been donated by a Hamilton company.



La wagon. This wagon has now been used 3 times for carrying our CW teams up the line to the area of the derailment. Bruce has made and fitted some strong catches so that the gates can't be opened by children.

A1319. Richard E has been over again and by the time you receive this newsletter will be back again. Work carried out on the carriage has been the installation of the seats, the fitting of the servery area and work done on cleaning, painting and fitting of the hand rails etc on the end platforms. If you have not seen what Richard and his team have been doing then please take the time to have a look.



AROUND THE JUNCTION

Russell W continues to keep the station and it's surrounds neat and tidy but has been frustrated by the continual wet weather. Dave M has removed a large tree from up the bank behind the forge shelter.

Richard S and Dave M have fitted a point frog into the head shunt at the far end of the woodwork shop area, this is to help get access to the Battery Electric shed.

SHANTY REFURBISHMENT

Mark P has turned his hand to carpentry and completed the wall above the sink. Russell, Dave M and Richard E then went into our paint store, closed their eyes and picked out any paint they put their hands on. The result is a subtle coloured kitchen which looks very pleasant. Finally, Sue B tiled the area above the sink. This is the first touch up since we had a PEP scheme in the early 1980's which just happened to include Chris Mann and Neil Purdy. Both of them of course are still with us.



The Shanty refurbishment is awash with colour! – image Elliot Baptist

Want to volunteer at the BTC? Simply send a message to "aroundthejunction@gmail.com" and join our working members' email group. Find out who will be where & when!

Newsletter script by CJ.

The Gallery



Elliot demonstrates how to get inside a boiler – lose weight!Image Chris Mann



Bruce has recently made a new seat using an “F” cowcatcher...Image Elliot Baptist



The Heisler goes for an excursion courtesy of the Peckett – Image: Chris Mann



Unusually the Peckett goes about some shunting work...image Chris Mann



Rerailing the Car-van recently as the sun setsImage Elliot Baptist

FINALLY.....A BLAST FROM THE PAST.....DELIVERING CJ'S BRIDGE BY RAIL IN 1984!

Image – Richard Ellis

