

Volume 12 Issue 5

Established 1965

September 2018

Pukemiro Junction

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

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Image: Jordan Shortt

**THE NEXT OPEN DAY IS ON SUNDAY
7th OCTOBER 2018**

GREETINGS

The year is racing away again. The weather has been mostly very wet with the odd fine day.

WORKING BEE, SUNDAY 21st OCTOBER

A working bee is provisionally planned for October 21st, to do some lifting and tamping down at Rotowaro Loop.

Contact Peter Cairncross or look out for messages nearer the time on email group "Around the Junction" for details.

NEW MEMBERS

We have got several new members, welcome to our club. We hope you will come and help run our railway. We are always looking for extra help in every section of our operation.

AUGUST OPEN DAY

August open day was very wet, it rained most of the day and all the operating members got very wet. We were pleasantly surprised by the number of passengers that turned up for rides. We had a visit by a Triumph car club along with a few Morris Minors. Thanks to all those who come along to help and make these open days a success.

SEPTEMBER OPEN DAY

The weather forecast for our September Open Day was not encouraging with heavy rain expected. The day was Father's Day which often in the past has seen a good turn-out of families & so the forecast was a major disappointment.

The day dawned damp & steadily got worse with some very heavy rain showers during the morning. Despite that the visitors did turn up, although not in the numbers hoped for. For the first time in recent history 3 carriages were in use, with a good load of passengers on the first train. During the day the Peckett crew grew in confidence & decided they could haul all 3 carriages from the Rotowaro end of the line, something the Peckett had never previously done. You can only imagine the broad smiles when they arrived at Pukemiro with the diesel following on behind. Ian ran the No 2 jigger for the first time since May, taking passengers for an enjoyable run up the line.

Despite a lower attendance that hoped for the Club's funds have benefitted by more than \$3900.00, & everyone went home happy.

Thanks to all members who participated to make the day a success. *Ian Jenner/ Treasurer*



The BTC has now sufficient carriages to operate a 3 coach train... GM Colin Jenner featured – September Open Day (Bruce McLuckie)

GRANTS

We are very grateful to have received the following grants.

\$10,500 from the Chisholm Whitney Trust towards the extension of our line to Glen Afton.

\$5,500 from the Lion Foundation to overhaul an injector fuel pump set for one of our Meremere diesel locos.

\$3,500 from Waikato District Council towards our carriage shelter extension.

\$1,000 from Harcourts towards our new 3 phase power supply to the Rec. Room/ Cafe.

We are extremely grateful to these organisations for their fabulous support. Without this kind of support, we could not progress as we wish to.

ALONG THE LINE

A lot has happened in this field.

Dean has continued re-sleeping our line towards Glen Afton. As I write this, he still has approx. 150 metres to go to the end of the line.

He has also re-shaped the tight curve on the “sand fill”. This section of the line had moved as a result of heavy rain. So far 4 x Yb wagons of ballast have been dumped and spread in this area. The slumps in the track have also been levelled and packed.

Dean has also worked to sort out a few of the very sharp joints on a section of track we laid about 35 years ago. The NZR had lifted the track in this area before we took the line over.

Russell continues to keep our lawns cut while Dave continues to trim the line side growth. This is a continuing job.

The advertised working bee held on the 22nd July saw the team jack and pack several joints on a slump area just down hill from Hangapipi road level crossing. Peter C drove our new (to us) ballast tamper. It works well but is very slow work.

Our Community Work crews have been out a few more times and have been replacing sleepers in various areas on our line.



Dean McQuoid working on reinstating the track all the way to Glen Afton – here seen at the future Glen Afton station site (Richard Ellis)



Dean McQuoid has been supported by Dave Mann & the BTC works train at Glen Afton (Richard Ellis)

STEAM LOCOMOTIVES

Peckett 1630 . Has been used each open day hauling our trains on the lower half of our line. Chris M and Dave spent a lot of time working on the right-hand cross head brass. This is part of the drive gear just out from the cylinder.

Climax 1650. Alistair from Wellington has spent another week working on the boiler. Richard S has fitted a lot of fire box side stays. Alistair has seal welded the rest of the boiler tubes and then welded a lot of the stays that Richard S has peened them over.



Volunteers prepare the Peckett for the September Open Day (Linda Cooper)

Heisler 1082. Richard S and Alistair removed the cab from this loco. Richard along with Chris M and Dave M have spent a lot of time grinding off the heads of the stays that have to be removed.

DIESEL & PETROL

Meremere 401. The fuel pump/injector set was removed from the spare engine that we have. It is at Shaw Diesel's workshop in Albany for an overhaul. Once it has been repaired it will be fitted to 401.

We have purchased a spare air compressor for these diesels. We presently have one away being overhauled.

Mamaku Jigger No.2 Ian J has decided to get some brake lining bonded onto the cast iron brake blocks on the front bogie. This job was carried out for free by Waikato Bonding Services. Ian fitted the brake blocks back on to the jigger but it has not been used yet apart from a trial run up and down the Junction yard.



Meremere Diesel 402 at the September Open Day with its train (Jordan Shortt)

THOUGHT OF THE DAY- *“the second mouse gets the cheese”*

ROLLING STOCK



A1477 is being worked on by our dedicated volunteer carriage restoration team.....early days!! (Richard Ellis)

A1477 (#3 car) . Our carriage restoration team have been busy working on this car. The tongue and groove timber has been replaced on the side that is under overhaul. Rob, Sue, Russell, Dave and Richard E are the main members working on this car.

La 17313. Ian B and Bruce have worked on getting the roof frame welded together for this wagon. A long piece of box section steel has arrived for the ridge support. The bent door opening frame was cut and welded in an effort to straighten it up. The frame is currently sitting in the wagon.

KITCHEN & STATION

The kitchen area is really a high light of our operating days. We sell hot chips, pies, savouries, tea, coffee, biscuits, toasted sandwiches and our sausage sizzle. Why not come along and sample our food. This area is proving to be a financial success and really helps our open day takings.

Mention must be made of our station staff, Ticket sellers, souvenir sellers and others who just go where they are needed.

T H A N K S

As temporary editor, I'd like to acknowledge the continuing contribution of Colin Jenner for providing most of the text, & Bruce McL for computerising it. Please send your contributions to secretary@bushtramwayclub.com, R.Ellis

Gallery

This month we have a number of pictures from the “old days” supplied by Richard Stratford.



American practice log load-out facility on Matahina Tramway with a log loader and bogie wagons for the pulp-wood logs in the early 1950s (EF Burns) & (right) Price Ca knocked about at Steel Bros Mamaku 1955 (PJ Mellor)



Heisl 1063 at Ngahere prior to dismantling & (right) Washout day at Ongarue. Climax 1650. (KT Cullen)



Ka 953 and Ka 956 at Huntly & (right) three Bb class at Huntly in 1966 (KT Cullen)



Send your photos & observations for the November newsletter to secretary@bushtramwayclub.com



Climax 1650 in Ongarue yard Nov 1955. The NZR station agent is texting train control. Driver Pat Herlihy. (PJ Mellor)& (right) David Black and Richard Stratford in cab of Price C loco at Taringamotu at Easter 1967 (K Bennett)