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# Pukemiro Junction

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



The Peckett arrives at Glen Afton, December 2018. Photo: B. McLuckie

## **GLEN AFTON RETURN!**

**A HISTORIC MOMENT FOR THE CLUB.....**

**THE NEXT OPEN DAY IS ON SUNDAY, 6<sup>th</sup> JANUARY 2019**



## GREETINGS / SUBSCRIPTIONS

Greetings and a Happy New Year to all.

The start of 2019 means that your subscriptions are now due. Renewal notices have been sent out via e-mail and in some cases via the normal post system.

We hope that all members will renew their subs. It is important to let us know of any changes to phone numbers, addresses etc. Every time we issue a new newsletter a couple of them “bounce” due to email address changes we don’t know about!

## 2018 OPEN DAYS / GLEN AFTON OPENING

November -This was very well patronised by the public. Like October all three of our operating carriages were needed until the 2pm trip and they were full. The Peckett was able to run on the bottom section of the line assisted by a diesel loco.

December -This was again very well patronised but was slightly quieter than the November Open Day. There are a lot of competing “Xmas” events at this time of the year.

The 1pm train was the first passenger train to run to the new terminus at the top end of the line. We now run all the way to Glen Afton. This was the first passenger train since 1972 to reach this final point of our line.

To celebrate the occasion the Peckett led the train and was helped by the two Meremere diesel locos at the rear.

Founding member Colin Jenner had the privilege of driving the train on this very special occasion.

Before the trip set off our Chairman Peter Cairncross gave a short speech and this was followed by a few words delivered by the WDC Mayor Allan Sanson. Then it was all aboard and we set off for Glen Afton. The train was welcomed to Glen Afton by a bagpiper and a number of interested residents. We also had our local Councillor Shelley Lynch with us on the train.



Pete Cairncross, Colin Jenner, Mayor Allan Sanson & Councillor Shelley Lynch and an adoring crowd prior to the first train to Glen Afton (R. Ellis)

Unfortunately, the Peckett disgraced itself on the return journey and started several fires about half way between Pukemiro Jct. and Glen Afton. These were mostly put out by our members but one got away and we had to have the assistance of the Huntly Volunteer Fire Brigade. Luckily, they were able to get close enough to help put out the fire.

While this was going on our trains continued to run on the bottom section of the line.

Thanks to all who come and help on our Open Days. You are all needed.

End of year get together - This was held after the last train on the December Open Day. It was well attended and those present enjoyed themselves.

### 2019 OPEN DAYS

We are running during the Summer with Open Days on 6<sup>th</sup> January, 3<sup>rd</sup> February and 3<sup>rd</sup> March. We have enough members prepared to come and help but could do with some more help if you can make it.

### DECEMBER 2018 WORKING BEE

This was attended by Geoff Boyle, John Soffe, Bill Redmond-White and Pete Cairncross. Their first job was to check the right front end of 402 which had developed a “droop” They found that the split pin on the spring hanger had vanished and the adjusting nut had slackened off. This was easily fixed. Next job was the removal of the Peckett’s ashpan and fire bars.



“The Gang” at a recent working bee.....why not join them in 2019? (R. Ellis)

**GRANTS**

The carriage shelter extension is now completed thanks to the generosity of the Waikato District Council. As prices had increased a bit since the original quote was received the Club made up the balance. We can now keep 4 carriages under cover.



(Left) The carriage shelter extension



(Right) Teresa & our resident bagpiper with the carriage shelter behind. (R.Ellis)

We received two grants for getting a larger power cable put in between the main switch board in the loco shed and the Rec. Room with this work being done in mid-December. These grants were from the Harcourt Foundation and the Mazda Foundation.

While the trench was open the opportunity was taken to put in a length of pipe for the water line to the new water tank up the yard

We are extremely grateful for these grants.

Linda spends a lot of time working out who to apply to and what project we would like the application for.

We are presently working on costings for our station complex at Glen Afton. This will involve digging out some of the bank on the village side, slewing the newly overhauled track over and then building the platform. A run round line will be built later.

#### ALONG THE LINE

We have purchased a new push lawn mower, motorised that is! Russell uses it to mow the areas that he can't cut with the ride-on machine.

He weed sprayed the whole line during mid-November. The dry dead grass on the track as a result of this was partly the reason for the December Open Day fires.

David Mann continues to trim the line side growth, a never-ending job. He helps out with all sorts of other jobs. He has recently weed sprayed the whole of the Pukemiro yard using a back-pack sprayer. We have recently purchased a truck load of Gap40 metal. A smaller size of gravel than we usually get, it is needed largely to cover up the clay left in the yard as a result of our recent contractors' work. Dave Mann would like a hand to help spread it.

Our community work crews have been back on a couple of occasions and are presently replacing sleepers in the cutting above Campbells' crossing.

#### DIESEL & PETROL

**Meremere Locos 401 & 402** – Continue to run reliably.

## STEAM LOCOMOTIVES

**Peckett 1630** - This is now out of service for its annual boiler survey. It has been a reliable locomotive in 2018.

**Climax 1650** - Richard Stratford has been at the Junction doing further work on the boiler. All new stays are in place. He has trial fitted the new smokebox and has drilled all the bolt holes to attach it to the boiler and to fit the front to it. Alistair has been up from Wellington for a week seal welding the new stays and was due back again over the Xmas period.



Alistair McIver & Richard Stratford have been working hard on the Climax 1650 Trust boiler...Heisler 1082 in the background....(R. Ellis)

**Cb117** - This loco. was in steam during the November Open Day running up and down the Pukemiro yard. It is also now out of service for its annual inspection.

**Heisler 1082.** - Dave Mann has steam cleaned the “greasy” parts so that Alistair can give the boiler a good looking at without getting too dirty.

## ROLLING STOCK

**A1477 (#3 car)** - Work on this car continues but is often unseen. Richard Ellis has been for another 3 weeks to work on this car. He has largely been making some “adjustments” to the window openings on the side that had the new tongue and groove timber on it, and fitted new window guides. Rob and Sue Beaumont are working on the windows, fitting the new safety glass and painting them. Russell and Dave have been working on this project as well, whilst

Maarten Rekke has spent many hours removing the ceiling paint. Colin Jenner is working on rebuilding a gangway for the carriages.



A1477 & the XP wagon are progressing well – Dave Harrison has really got stuck into the XP wagon & it shows. Maarten Rekke has worked hard on cleaning up the ceiling on A1477 removing the paint with a blowtorch – a long and slow and uncomfortable job... (R. Ellis)

**La 17313** - The frame for the roof has been welded to the wagon sides. Recently fitted is the centre ridge steel that the curved roof will be attached to. Extra bracing to the frame is being fitted a present.

**XP Wagon** - Dave Harrison continues to work on this wagon. He has cut the new floor timbers to length. He is in the process of rebating them where they fit over the underframe. We are fitting a thicker floor as the original size timber is unobtainable new. Dave Mann has been painting the underframe before the floor is refitted. The aim of this restoration work is to provide covered storage for some of our spares and for the drums of steam oil that currently sit inside an open La wagon.

### C H A R T E R S

The last one for 2018 was run in November. It was for a group of home-schooled children and pre-schoolers. We have had a very pleasing increase in our charter trips this year. Thanks are due to the charter crew for running these trips.

### N . Z . T . A .

NZTA made their annual visit to us on 7<sup>th</sup> November. They found 1 non-compliance in that we had not done the annual checks on our diesel locos. These are now underway. The main section of the assessment was fire safety.

### BATTERY ELECTRIC LOCO SIDING

The siding for this loco is being worked on by Trevor and his team with a working bee he organised. One of the new rails has been crowed to the curve. Some surplus earth was recently removed from the siding foundation by Russell Webb & Dave Mann. Some square sleepers have been set in place ready for the new rail.



Dave & Russell clear the way for the new siding to the battery electric loco shed – bring your shovel in 2019!.....(R. Ellis)

### WAIKATO DISTRICT COUNCIL/HERITAGE GROUP VISIT

The council has placed in various locations around the district “mini libraries”. One is very close to our new terminus at Glen Afton. The idea of these is that you take a book out to read but replace it with another one. The little library at Glen Afton is cut out and shaped very much like our Peckett and is even numbered 1630: to get a book out you open the cab door!

We also welcomed the Waikato District Heritage Group at the Junction in late November. This group, supported by Council, consists of local museums & other heritage groups such as ourselves. A train trip & food was organised



(thanks, Teresa!) and the group had their quarterly meeting in the station building. It certainly put us “on the map” for some of the group who had never been to the Junction before.



(Left) WDC Book Exchange at Glen Afton.....(Right) Lianne van den Bemd (WDC) and Derek Morgan at the heritage day (R. Ellis)

### REC. ROOM CAFE

As I write this newsletter Russell is painting the floor. Whilst the Electrician was hooking up the new power supply, we had him install another heavy-duty power point for the chip fryer. This is probably our most profitable food line.

### STATION BUILDING

Now that the Rec. Room is our kitchen, the old kitchen in the station has been pulled out and fitted out as an extra waiting room complete with several arm chairs.

### WASTE OIL

Thanks to those who supplied some oil, but we could do with a lot more. This oil is used for oiling our point slide plates and oiling the axle boxes on our carriages and wagons.

### VISIT US

We look forward to seeing you all at the railway this year. Do come out to lend a hand. Also, let others know to look at our website [www.bushtramwayclub.com](http://www.bushtramwayclub.com) or our Facebook page [www.facebook.com/TheBushTramwayClubInc/](http://www.facebook.com/TheBushTramwayClubInc/). Our Open Days are a great day out, particularly for families with young children!



Cb propelling recently felled pine logs at Pukemiro Junction sometime around 2000.....(Photo I & T Bettison)



(Left) Gail & Ian discuss the likelihood of snow....(R.Ellis)



(Right) A group photo of the Waikato Heritage Group (Crystal Beavis)

**FOOTNOTE**

As temporary editor, I'd like to acknowledge the continuing contribution of Colin Jenner for providing most of the text, & Bruce McLuckie for putting it into "Word". Please send your contributions & photos to [secretary@bushtramwayclub.com](mailto:secretary@bushtramwayclub.com). We need more stuff! Richard Ellis