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# Pukemiro Junction

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



**THE NEXT OPEN DAY IS ON SUNDAY, 3rd MARCH 2019**

# JANUARY OPEN DAY OVERWHELMING

## GREETINGS / SUBSCRIPTIONS / NEW MEMBERS

Greetings, the first two months of 2019 have almost already been & gone.

Subscriptions: These are now looked after by John Soffe. He reports that approx. 70% of our members have renewed. This is very pleasing.

Remember that any donation over \$5 is tax deductible.

Members who haven't paid by the end of June are automatically removed from our mailing list.

At the February committee meeting, 5 new members were approved. Welcome to our Club & Railway. We hope you will join in the activities of our railway.

## 2019 OPEN DAYS / CHARTERS

**January:** We can only say – where did all the passengers come from? We were very much overwhelmed by the numbers. Because only our Meremere diesel locos can be used during the summer, we are restricted to using 2 carriages on a train. This day we carried 524 passengers - this must be a record for our railway. A posting on Facebook after the event by a passenger stated there were 118 people on the train she caught, which was about double the seating capacity. Food for thought for the Committee as to how to cope with these busy days.

**February:** Again this day was a busy day but not quite as busy as January. All our trains up to 2pm train were full.

Many thanks to all who come & help run these days in any capacity – you are all needed.



The battery- electric loco was recently and unusually seen in action at the Junction.....(R. Ellis)

### **GRANTS**

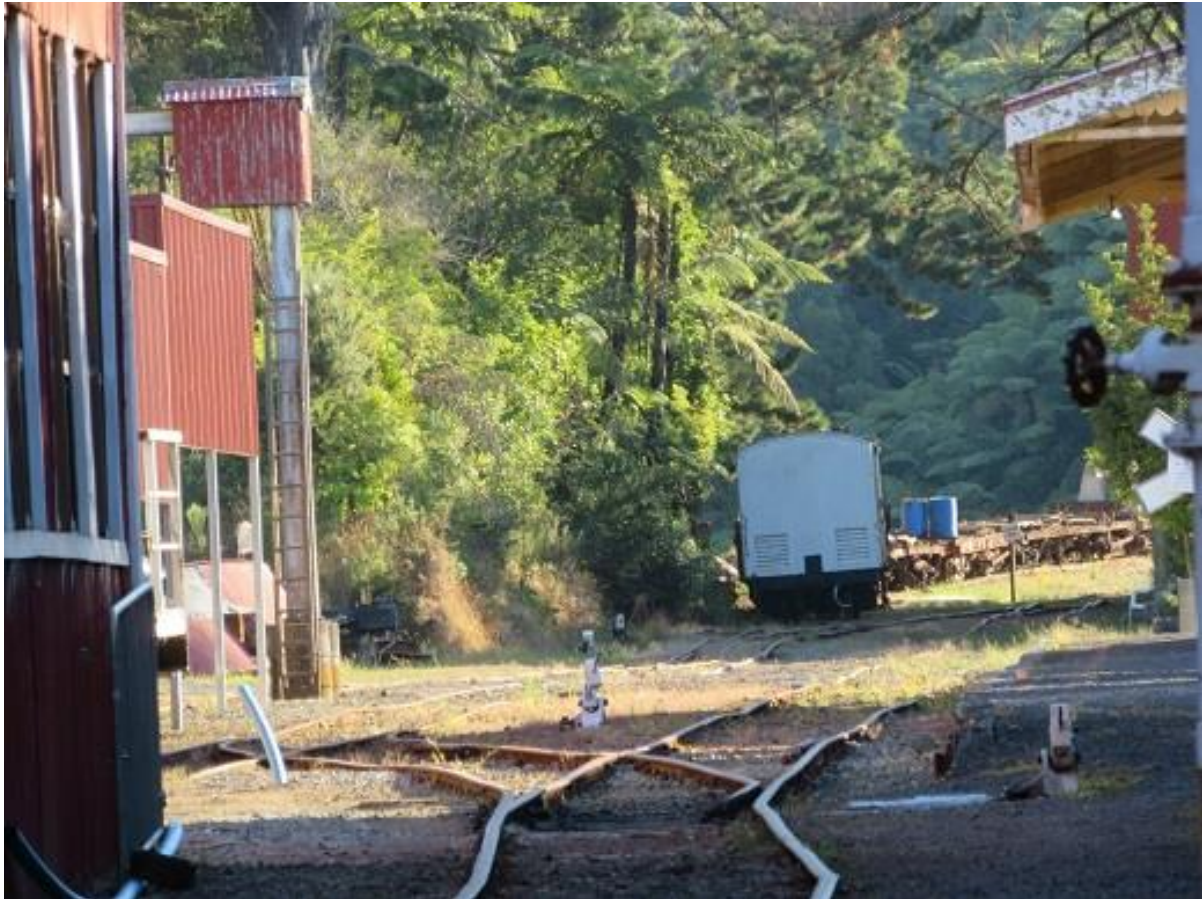
We recently received a grant from WEL Energy Trust to purchase 2 water filter units. These were installed by Richard S & the power connected to them by Trevor T4. One unit is at the shanty & the other supplies the Rec Room café.

We received a grant from the Lion Foundation to overhaul a fuel pump / injector set to replace the set on diesel loco 401.

Without these grants, we would not be able to progress our railway as we wish.

We have received quotes to push the present main line over towards Glen Afton village & construct a platform. We have just applied for a grant from Transpower to cover part of this work. Thanks go to Linda for working on the submission.





View towards Glen Afton from the loco shed (R.Ellis)

### **AROUND THE JUNCTION & ALONG THE LINE**

Our CW crews have cleaned out/ deepened the drain that runs the length of the yard behind the carriage shelter & the workshop/ loco shed. Dave M drove the tractor to take all the spoil away.

Dave M has been weed spraying the yard, whilst Russell continues to mow the lawns. We need someone who is prepared to keep our gardens weeded & tidy. Any takers??

Our CW crews spread the GAP 40 metal over the clay left behind in the yard by the cable trench & the carriage shelter extension. Russell spread the rest on the drive up to the Junction.

Our CW crews recently dropped off sleepers up past Campbell's crossing where some have been marked for replacement.

**DIESEL & PETROL**

**Meremere Loco 401** – 401 has had its injector/ fuel pump set replaced by an overhauled set from the spare engine we have in the woodwork shop. As far as we know, the engine has never been overhauled since it was built in 1956.

**Planet diesel** - Rob, Richard & Russell from the carriage group have repainted the loco in “Bullseye” (red) & “Smooth Cream”.

**STEAM LOCOMOTIVES**

**Peckett 1630 & Cb117** - : Both had their boiler inspections on 30/1/19 & have been largely put back together again. Richard S has welded the screen door of the Peckett that let go & caused the fires during December open day. The necessary work on these boilers was carried out by Chris M , John S, Richard S & Pete C.

**Climax 1650** - Alistair from Wellington was up between Xmas & New Year for a week & has seal welded all the new stays that have been fitted.

**Heisler 1082.** - Dave Mann has steam cleaned the “greasy” parts.

**ROLLING STOCK**

**Af1047 car van** - We found some of the Perspex in the windows was crazing- so badly that you couldn't see out. Richard E & the carriage team have removed 3 x main windows & 2 x fan lights, new safety glass has been fitted & the windows refitted. Bruce McL has removed 2 of the seats from this car as the springs were almost sticking through the leather covering the base. These will be repaired & refitted.

**A1319** - We have found the new windows made by a contractor have not been constructed as they should have been & are coming loose on some of the corners. Richard E has been drilling holes then fitting 100 mm long screws into the corners to stop them working loose.

**A1477 (#3 car)** - Work on this car continues but is largely unseen. Richard E has spent another 2 weeks at the Junction with the carriage team & they have mainly been doing maintenance work on other jobs. However Rob & Sue have been working on various parts of A1477 and are well on with the windows.



Work on the LA17313 wagon roof proceeds (E. Baptist)

**La 17313** - Bruce McL & Jordan S. spent a day attaching timber to the steel roof supports to give the roof screws something to bite into. Bruce spent part of a day painting the steelwork of the roof supports.

**XP Wagon** - Dave H. continues to work away on this wagon & is presently cutting & fitting the new floor timbers. Dave M painted most of the underframe while it was easy to get at and greased various parts.

### **CHARTERS**

We have three planned – one in February & two in March.

### **N.Z.T.A.**

Fixing the non-compliance of our annual diesel loco check sheets was carried out while Elliot was at the Junction over the New Year period including the process of clarifying how to go about doing the checks. The committee has agreed to accept the 2 NZTA recommendations.



**BATTERY ELECTRIC LOCO SIDING**

Dave M has been busy getting the sleeper side of the siding sorted out. He has string lined the siding & placed all the square sleepers. Rob has done more work on marking out the curves whilst Trevor T, Robert H and Alun B have done another working bee recently focused on bending the rails.



Robert, Alun & Trevor lay the sharply curved battery electric loco siding in February 2019.....(R. Ellis)

**TEA & CAKE ON A1319 CARRIAGE “MARY”**

This is usually staffed by Marlene, or when Marlene is unavailable by Beryl & Jan. This is another money spinner & a novelty for our passengers

**REC. ROOM CAFÉ (THE “ROTOWARO CAFÉ”)**

Russell has completed painting the floor. The new chip cooker was in use during the February open day & certainly makes things easier & the chips crisper. A fume extractor hood is on the way. This area is flat out on open days. Trev W is busy just outside the Rec Room BBQ'ing sausages. This operation is taking anything up to \$900 per Open Day.





Above: Russell & Sue test the new chip fryer (G.Coker).

Below: Trevor our sausage specialist in action (G.Coker)





### STATION BUILDING

There was a lot of lightning one night just before Xmas. It knocked out the phone in the Station Master's office & also the public address system. The new gear was fitted & tested by Richard E.

### WASTE OIL

Thanks to all who have brought some to the Junction. We could do with some more yet!!



### GLEN AFTON - IN SCOTLAND!

*Flow gently, sweet Afton, among thy green braes..... – an interesting contribution by our long-standing member Neil Purdie.....*

*Afton Water is a gentle stream that flows from the hills of Ayrshire, down the valley to the village of New Cumnock, before joining the River Nith. This glen, Glen Afton, was a familiar place to both Robert the Bruce & William Wallace. Robert Burns loved the area and immortalised Afton Water in his poem.*

*New Cumnock was a coal mining town from the 1870's to the 1960's with a*

*number of underground mines. New Cumnock Collieries Ltd worked 6 mines prior to nationalisation in 1947 extracting 500,000 tonnes per year between the wars.*

*Knockshinnoch was the largest mine by 1947, employing 650 people. The mine manager or “Agent” was John Bone. John Bone’s granddaughter Anna was married to the Mine Surveyor Robert Arbuckle.*

*The mine had steep seams ascending at gradients of up to 1:2 and interconnections with other mines. The “Main” seam ascended to within 200ft of the surface.*

*On September 7<sup>th</sup> 1950, the mine collapsed as the shallow upward drift in the No 5 Heading penetrated a peat bog, flooding a section of the mine. 116 miners were trapped and 13 miners killed.*

*Escape through the old mine was not possible due to methane, and attempts to ventilate the disused drifts proved unsuccessful. Fire brigades from across the country supplied their Salvus breathing apparatus and 87 sets were obtained. After 3 days of waiting, the rescue attempt succeeded with miners escorted out of the methane filled mine. One miner with athsma was medicated and stretchered out on his third attempt.*

*My grandmother Janet Purdie lived in her miner’s cottage in New Cumnock until the mid-1970’s; she was the daughter of the mine manager, John Bone. I remember the tiny rooms, and beds that were 5 ft. long. My Aunt Anna and Uncle Robert moved to Edinburgh following the disaster.*

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Neil Purdie

We look forward to seeing you all at the railway this year. Do come and 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!

**FOOTNOTE**

I’d like to acknowledge the continuing contribution of Colin Jenner for providing most of the text. Please send your contributions & photos to [secretary@bushtramwayclub.com](mailto:secretary@bushtramwayclub.com), .Richard Ellis