

Volume 15 - Issue 4

Established 1965

July 2021

# Pukemiro Junction

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



Colin Jenner & Dave Mann spray the line with weed killer, June 2021 (R. Ellis)

GREETINGS & WELCOME TO ANOTHER BTC NEWSLETTER
---



The Cb seen at the May Open Day (G. Coker)

## 2021 OPEN DAYS

**May:** This was a pretty good day. We had a busload from MOTAT visit us & a minibus load from Summerset retirement home in Rototuna, Hamilton, visit us as well. We ran the Peckett & mines car on the lower half of our line & the two Meremere diesels & two cars on the top half. At the start of the day the main Eftpos machine was found to be not working. Luckily, we have a 2<sup>nd</sup> machine in the café which worked OK. John S took the non-working machine to Auckland, got it replaced, & spent most of the working bee day installing it.

**June:** The Open Day was busy with a welcome increase in visitors compared to some earlier months. The café, ticket and souvenir sales were excellent. The train was limited to the Peckett, one Meremere diesel and two carriages due to problems with Meremere 401 (since fixed, hopefully).



John Soffe fires the Peckett at the May Open Day (G. Coker)



The June Open Day train passes Meremere 401 as it approaches Pukemiro Junction (R. Ellis)



The Peckett & Mines car set off towards Glen Afton – June 2021 (R. Ellis)

## ALONG THE LINE

Dave M & CJ have spent a lot more time trimming back the lineside growth on the top half of our line. This job came to a quick halt after the fusible plug in 401s torque converter blew again.

John S has continued inspecting our culverts. Because of the type of country our line runs through, there are many culverts under it.

The Community Work crew spent a day replacing sleepers just down from the Junction recently. This was their first visit since February 2020 &, hopefully, not their last. John S screwed the rails down to the sleepers.

### AROUND THE JUNCTION

An extremely good working bee was held on the 4<sup>th</sup> weekend of May. Eleven members turned up & the main job was to complete the removal of the old hall floor. The floor was ripped up using our new loader after it had been cut into sections. The area is now bare except for a couple of piles of timber.

We still have some firewood for sale @ \$100 per trailer load.



Members at the May working bee cut up the old Hall floor (R. Ellis)

Russell W has been cutting the lawns & doing up the driveway after it was scoured out by heavy rain again. He has also tidied up some of the gardens around the shanty & station.

Dave M & CJ weed sprayed the top half of the line recently but just as we finished it started to rain!!

Woodwork shop lean to: John S & Pete C spent a good day laying the last concrete blocks for the rear wall. The centres of all the blocks have since been filled with concrete.

## N.Z.T.A.

Most of the required amendments to our safety case & safety system that were needed after the NZTA annual assessment have now been approved by them. We still have the new inspection check sheets for the track to complete yet. A tremendous amount of successful work has gone into addressing the NZTA findings.

## LOCOMOTIVES

Peckett: The Peckett loco continues to run well. The loco is overdue a clean, the boiler bands polishing, and needs some routine running maintenance tasks to keep it running well and looking good.

The Peckett handled the two cars on the top section on its own on the last open day. Pete and John managed to get to Colin's bridge with the two cars which is quite an achievement.



Chris Mann seen in the Peckett cab at the May Open Day (G. Coker)

Tr 105: Richard E has been able to come over again & recently spent a couple of weeks at the Junction. Some work was done on the new airbrake system on

this loco by Maarten R.

Meremere 401: This loco blew the fusible plug in the torque converter again. The plug was re-metalled by Richard S & new oil was put in by Dave M & CJ.

Meremere 402: Pete C obtained a new air pressure regulator so this loco can supply air to the carriage brakes. This has been fitted & Dave M & CJ are working on the remaining pipework.

Heisler: Work continues by Alastair on the boiler of this loco at Paraparaumu. A new smokebox has been made & attached to the boiler.

Richard S has welded up a crack in the mainframe of the loco. This crack was there well before we obtained the loco.

Dave M has continued with cleaning & painting the underframe.

Work on the Heisler loco continues, with the committee having a very good year of fund raising. Alastair has fitted the new smokebox using round headed bolt heads to look like rivets. The NDT technician has also visited the boiler and confirmed that there are no cracks in the crown sheet around the stay holes. This is excellent news. The smokebox has been measured up for a new spark arrestor.



The new Heisler smokebox is now fitted (Alastair MacIver)

The hand hole doors were found by Colin J in the loft and these have been sent to Alastair. Fitting these doors and the recent crack testing of the crown sheet were the last items to complete prior to fitting the crown stays.

Richard S has removed the head and tail stocks for replacement. These are timber items. David M has continued with cleaning the chassis and engine, and painting.

Climax 1650: Work continues on this loco at John Pitcorns' Te Kuiti workshop. Cladding of the boiler is planned for June/July and pipework will follow this.

The Main Reservoir has been fitted into the front of the water tank. The reservoir will be hidden from view, a difficult task given the size of the reservoir, but important to retain the look of the loco.

The old regulator casting is in a foundry in Washdyke, awaiting the patternmaker to start making the pattern. The foundry and patternmaker are very busy and it has taken some months to get this priced.

“F” locomotive: The F was recently moved out of the shed for the first time in 5-6 years. The move was to allow the Westinghouse brake pump to be removed. This pump will be used on the Climax locomotive. The F loco was reluctant to move after sitting in one place for so long. A lot of oiling got the loco over the pit where some more had the loco moving very freely. It was good to see this loco out in the sun again.



The Climax approaches completion in Te Kuiti 1 (C. Mann)





The Climax approaches completion in Te Kuiti 2 (C. Mann)



The "F" had a recent outing from the loco shed...seen here with a jigger and the battery loco in the yard (C. Mann)

## ROLLING STOCK

Large flat wagon: Ian B has completed cutting approx. ½ metre off each side of

this wagon as it was too wide for our loading gauge. The intention is to be able to carry our small digger up & down our line & clean out the lineside drains. We also plan on making a large box to fit on one end so the spoil from the drains can be dumped into it.

Thanks to Genesis Energy at Huntly Power Station for their sponsorship of the necessary oxygen & acetylene to enable all the cutting to be done.



The large flat top wagon with Ian Bettison & Richard Stratford cutting the edges off (Guy Coker)

#3 car: Dave H has been working on the new plywood that forms the interior lining on this car. Rob B has been working on the old bulkhead stripping paint.

### HEISLER 1082 FUND

This fund has had quite some success with several members making substantial contributions in cash (for which many thanks) as well as the BTC receiving a couple of very welcome grants. Funds raised so far total roughly \$20,000. Just a reminder: this is a Club locomotive so there are no “fairy godmothers” waiting in the wings who are flush with cash....

OBITUARY - GEOFF TOOKEY: Geoff joined the Club approximately 3 years ago & was a guard on our trains. He came out from UK where he was born in 1954 to work as an instructor to teach social workers. He taught at the Wananga in Hamilton & was very popular with his pupils. He was really into Maori culture & lived on the highway between Hamilton & Raglan.

He was a guard during our May Open Day but told me he had got out of his sick bed to come that day. He passed away the next Friday, 7/5/21, in Waikato Hospital from septicemia.

His funeral was at the Wananga in Hamilton where he had taught & recently retired from & he was buried in Raglan.

He turned up to most of our open days & working bees & was a great help in the running of our railway. Geoff will be really missed around our railway.

### TRAINING

We could do with more members to train in all aspects of running our railway. We are very short of guards. Contact Colin Jenner if you want to help.

### GALLERY



Our F185 and the Heisler as seen at MOTAT in the dim & distant past (supplied by K. Bennett)



Several BTC members recently enjoyed a mid-week evening meal at the (upper) Junction (K. Kopa).



Dave Mann with the remains of the Hall floor (Alun Bowen)



The PJ Hall area after the Hall floor had been removed (R. Ellis)



The café awning with appreciative patrons at the June 2021 Open Day (R. Ellis)



Richard Stratford in action in the loco shed (G. Coker)

This newsletter was produced by Richard Ellis, with much of the text from Colin Jenner, and a significant contribution by Chris Mann. Photos & text to add variety are needed and much appreciated. Send your contributions to [secretary@bushtramwayclub.com](mailto:secretary@bushtramwayclub.com).