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Pukemiro Junction

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



The Peckett at Pukemiro Junction – July 2021 Open Day (Nampu Akira)

GREETINGS & WELCOME TO ANOTHER SCINTILLATING BTC NEWSLETTER**2021 OPEN DAYS**

Unfortunately, we haven't been able to hold any Open Days since August because of Covid 19 getting into the NZ community again causing long lockdowns.

The next ones are planned for November 7th & December 5th, 2021.

If we are unable to hold these, we will let you all know. For the December Open Day (assuming it is held) we be holding the usual nosh-up at the end of the day. Please bring something to help with the feed.

Charter trips: Once again, we haven't been able to have any but we have had several enquiries.

2021 SAFETY REFRESHER/ TRACK WORKING BEE

As previously advised a Safety Refresher course is planned to be held on Sunday 24 October, starting at 10am, followed by a track working bee.

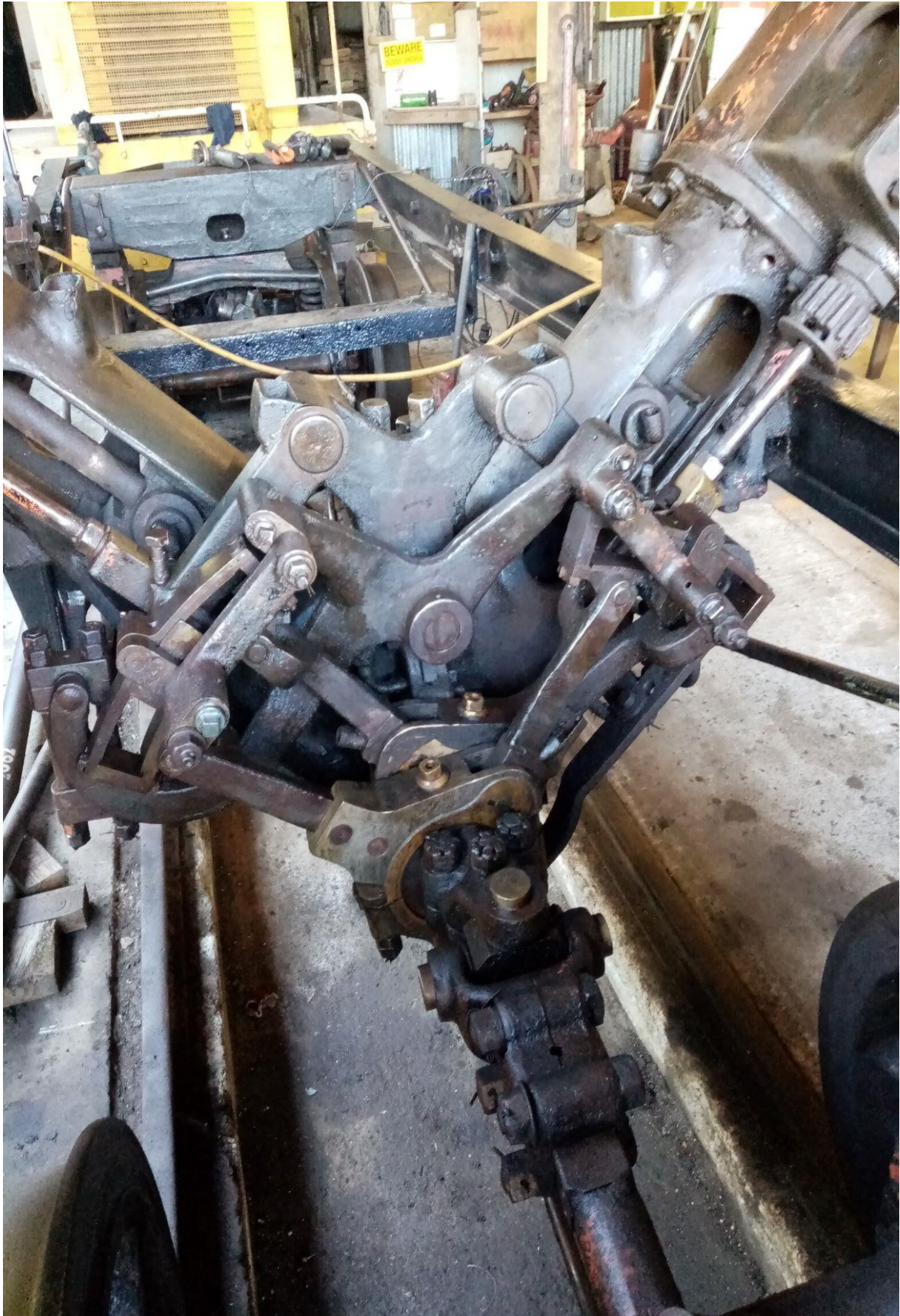
In view of the current Covid issues in the Auckland & Waikato regions, an email will be sent to all members prior to the day advising whether the Refresher/Bee is going ahead or not.

HEISLER 1082 FUND

This fund continues to grow, albeit slowly in recent times. We have several members who contribute regularly. We have also been extremely fortunate to have received two grants: \$2000 from the MOTAT Society in Auckland & \$3000 from the Waikato Railway Society in Hamilton. Many thanks to all who contribute to this fund.

We are presently working on getting 2 large pieces of hardwood for the headstocks. The old ones were oak timber & obtained from the Drury area & fitted by our very early members. Dave M continues to spend a lot of time cleaning the mainframe & bogies of the loco.

See our website for details as to how to make a donation....every little helps!



The Heisler chassis clean-up is well on the way – the unique V-twin steam engine is featured in the foreground (R.Webb)

ALONG THE LINE

Dave M & CJ have been replacing some fish plate bolts, one lot just above the sand fill area & the other lot on the long curve close to the top gate, just above Hangapipi Rd level crossing. They have also marked out some sleepers to replace in the latter area. We have also marked some fish plate bolts that need replacing on the main line in the Junction yard area whilst Dave M has spent some time tightening fishplate bolts in the yard.

AROUND THE JUNCTION

Dave M & Russell W continue to tidy up the driveway up to the Junction. At present, they are concentrating on cleaning out the drain beside the drive on the bank side. Russell has planted some flax on the sides of the drive to reduce erosion of the bank.

Russell, Lesley & Maarten have been tidying up the various gardens around the yard & buildings.

We had to purchase a new knapsack sprayer as the diaphragm on the old was leaking badly & we couldn't replace it. It was recently tried out by Dave M & Russell W.

Russell W & Dave M continue to keep the lawns mown but are presently helped by some white woolly coats. A couple of our farmer neighbours' sheep & lambs got out of their paddock.



A seat at P.J. constructed using a cowcatcher from an old "F" loco by Bruce McL some time ago has had a re-paint (R.Webb)



Dave M & Russell W have been working on the drive, including plantings of flax by Russell (R.Webb)_

PUKEMIRO MINE DUMP

Members may be aware that the old Pukemiro mine has been used as a dump for Auckland's demolition material for several years, and that the trucks cross our line just above the top end of the Pukemiro Junction yard. This dump operation has recently been sold to the Green Gorilla Group in Auckland.

They are asking us if they can extend the concrete level crossing & widen the road where it crosses our railway. They also want to build a bund to stop any vehicles going over the side & down the very steep slope into a deep valley.

We look forward to working constructively with Green Gorilla.

LOCOMOTIVES

Tr 105: The train brake system is almost at the test stage. A duplex gauge is yet to be installed in the cab. Whether the reservoir capacity will be adequate remains to be seen, an extra air reservoir may be required.

MAMAKU JIGGER RESTORATION

Ian J and Marlene M continue to work on the latest Mamaku jigger restoration in Auckland. Many new components including a replacement cab have been sourced.



Photos above and below show the restoration in progress (I. Jenner)



The Mamaku 4w-6wPM jigger seen in its days at Mamaku (P. Cairncross)

ROLLING STOCK

#3 car: Dave H & Russell W have continued to work on the interior of this car. Dave has completed a significant percentage of the interior wall lining & trim & has installed wiring for the ceiling lighting whilst Russell has been prime painting the lining. Floor & seating next!



No.3 car interior – a work in progress (R.Webb)

Large flat wagon: Ian B has been working on couplings at both ends of this wagon. He has also just been told that there is some donated steel ready for him to pick up to make the ramps so the digger can get on & off the wagon.



The large flat wagon is being worked on so that it can transport the digger to do track work in the future – blacksmiths shop on left - (R. Webb)

INTERNAL AUDIT

This has been carried out by Chris M. The committee have a couple of his recommendations to talk about.

LEVEL CROSSING SEMINAR

Colin J recently attended a seminar about level crossings. It was organised by Tracksafe & Kiwi Rail. It wasn't really aimed at our type of railway & was attended by Tracksafe, Kiwi Rail staff, NZTA & the local council's road bosses.

A couple of interesting things came out of the seminar: It may be possible to get some money from NZTA to upgrade our level crossings. Another interesting fact came up regarding Sec 169 (2) of the Public Works Act 1981. This states that no access across a railway needs to be provided for sub divisions even if the sub divided land will be land locked. Not that a sub division is currently likely near our line!

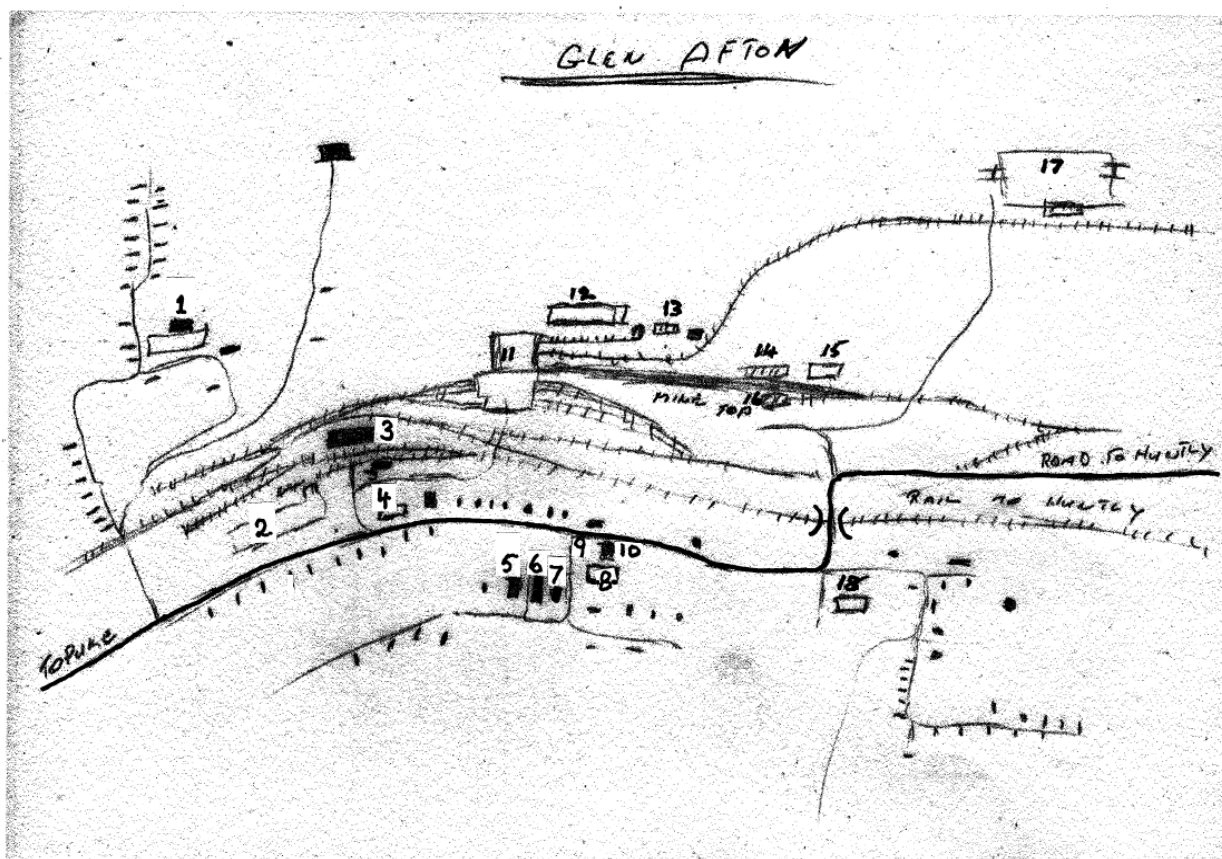
VALE

Ben: Those of you who come to our open days or charter trips will know Jan J's little dog Ben. He has turned up every time we have been running for over 11 years & has been looked at & patted by hundreds of kids & adults. He was always on the lookout for a free feed & was often seen hanging around the BBQ hoping a sausage would drop to the ground. Unfortunately, his health went downhill in August & he is no longer with us.

Alan Spalding: He was a very early member of BTC. He served his time as a boilermaker at Otahuhu Railway workshops. His nickname was "Stretch" because he was very tall & somewhat thin. He was always told that a boilermaker was just a fitter with his brains bashed out!! He went to UK on his OE with two other mates & got tangled up with an English girl & remained in UK. He passed away in mid-September.

GLEN AFTON REMINISCENCES

Russell W, who was brought up in Glen Afton and worked in the mine there has kindly drawn up a plan of Glen Afton township and his reminiscences of "what was where". See the next page for the diagram and index.



INDEX

1. The outdoor bowling club - we used to have visiting clubs and roll-ups on a Sunday, all through summer.
2. Stockyards - when there were sales at Waingaro this was a very busy place.
3. Station and Goods Shed
4. Stan Ferris' General Store
5. Post Office
6. Picture Theatre - movies on Sunday and Tuesday nights. The hall was also used for weddings and other functions.
7. Doctor's Surgery
8. Tennis Court
9. Plunket Rooms
10. Mine Office
11. Screens
12. Workshops - blacksmith, fitter welders and carpenters.
13. Lamp Cabin - you picked up your lamp in the morning and dropped it back in the afternoon. It was charged overnight for the next day.
14. Mine Stores
15. Bath House - you changed into your work gear in the morning and had your hot shower at the end of the day.
16. The Engine Shed
17. Football Grounds and Club Rooms.

18. The Glen Afton Citizen's and Athletic Club - better known as the Blue Rooms. The most popular place around. There was indoor bowls on a Thursday night, and drinks; a dance on pay Saturday night and drinks. In the summer they had a cricket team and a lot of visiting clubs and drinks. In the winter they had a football team, who would play rugby, rugby league or soccer. A lot of visiting teams from Auckland used to come down just for this. And of course drinks. The club had their own football jerseys. Their colours were black and gold hoops, and black shorts.



Peckett loco 1645& a Bb147 loco at Glen Afton (D, Cross - J. Agnew collection)

This newsletter was produced by Richard Ellis, with much of the text from Colin Jenner, and contributions from several other members. Photos & text to add variety are needed and much appreciated. Send your contributions to secretary@bushtramwayclub.com.