

“Food is an important part of a balanced diet” – Fran Lebowitz

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Pukemiro Junction

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



BTC Guards Karleen & Alex– July 2022 – Photo – courtesy K. Kopa)

GREETINGS & WELCOME TO ANOTHER BTC NEWSLETTER

OPEN DAYS, CHARTER TRIPS & GROUP VISITS

July : This was reasonably well patronised. We had a lot of passengers in the earlier part of the day but there weren't so many after about 1pm. During the busier period, we ran trains as often as possible.

August: Again this was a reasonable day but we only needed to stick to our timetable. The diesel train left on the hour & the steam train left on the ½ hour.

The last train for the August one left at 3pm hauled by the Peckett towing the mines car. It went to the top of the line, A diesel loco followed the train up & then piloted the train to the bottom of the line. The diesel then uncoupled & the Peckett then brought the train back to the Junction, followed by the diesel which had to stop & lock the gates. This is the first time the Peckett has run the whole length of the line in one trip.

We have not had any enquiries for charter trips.

Mention needs to be made of the members who work before & after our open days getting everything ready & cleaning up afterwards. They are usually Maarten R, Russell W, Jan J & CJ whilst Marlene M spends most of a day baking all the cakes etc. before open day. She & Ian J also order all the necessary supplies to keep the souvenir shop stocked. Dave M & CJ ensure there is enough coal on hand & coal the Peckett ready for the open day.



A Meremere diesel up the line at the July open day (K. Kopa)



Above: Three photos of the July Open Day (K. Kopa)

TRACK WORKING BEES

As advertised, a good couple of days were held and further work was carried out by members on other days of the weeks.

The work needed was to replace 2 rails in the point on the loop road track opposite the station. We found 2 x 8ft sleepers that needed replacing as well.



CJ. JS & DM at work replacing a sleeper in the yard (G. Coker)

These were replaced while the rails were off. Russell W made a very welcome lunch for us.

We completed the job about 1pm & then had our lunch. Almost as soon as we went for lunch, the rain started & just got heavier as the day went on.

The other job was to replace 2 x 30 ft rails at the 0.660km mark, about ½ way down our railway from the junction. The rails were taken off the sleepers a couple of weeks before by Dave M. On the Monday before the advertised working bee, the 13 sleepers that needed replacing were dug out & removed by Dave M, Bradley & CJ. The next day, Dave M & Pete C spent some of the day working on the site. On the Friday, Pete C & Dave M spent most of the day putting the replacement sleepers in place & one of the replacement rails. The 2nd rail was found to have a bend in it so it wasn't used. On the Saturday, the advertised day, another rail was taken down plus the track wagon with its air compressor. By 2pm the whole job was completed, including packing ballast under the replacement sleepers.



July working bee scene (K. Kopa)

Those who helped on the 2 jobs were: Pete C, John S, 2 x Geoff's, Dave & Chris M, Guy C, Trev W & CJ.

We were able to run over this section the next day, open day.

Ian J spent most of the day cutting out wildling pines & woolly night shade trees around the Junction.



July working bee – John S in action (G.Coker)

AROUND THE JUNCTION

Russell W continues to keep the lawns cut & the driveway & station yard in good order & metalled.

Dave M has spent a lot of time up & down the line cutting out gorse & private trees. The aim is to let more sun onto our line & so keep the sleepers & track drier.

Maarten continues to keep his vege garden tidy. The plants are starting to show of growth as the weather warms up slightly.

We have had more than our share of rain this winter but, thankfully, our line hasn't suffered at all.

PECKETT

Chris Mann writes: The Peckett has continued to operate well this year. The loco is prepared and lit up on the Saturday prior to each open day, so that it is all setup for the day's running. The loco operates on the short, lower section of track, well suited to the locos' small firebox.

Regular maintenance is carried out to keep the loco running well. On the Saturday prior to the August Open Day, the crosshead pins were re shimmed to tighten them up. Wools were also added to some of the oilways on the valve gear.

There are always lots of small jobs to do on the loco on the Saturdays prior to the open day. We would welcome more members to assist with the steam locos.

CLIMAX 1650

Chris Mann writes: Work continues on the Climax loco at Te Kuiti. Richard Stratford has sourced all the steam valves from the US, so the pipework installation can now progress. The company installing the boiler cladding has been too busy to progress the cladding. Covid has not helped, as many staff members have been off sick.

John and Murray have continued to refit boiler fittings, such as the regulator handle and mount, the sand dome mount and steam dome mount, and have completed the support bands for the cladding. The cab wood work has been started, with the ceiling lining battens in place. Murray fitted the WHB pump in its final position. The pump is a very rare 6" pump, thought to be the only one remaining in New Zealand.

Design work has been completed on the regulator valve mount, a section of pipework that fits inside the dome, and supports the regulator valve. Alastair MacIver has agreed to fabricate the mount, and then John and Murray can complete the machining of the regulator valve.

Work over the next few months will focus on the boiler pipework, cladding, and cab woodwork. The electrical fittings for lights will fit around the cab woodwork.



The Climax work progresses (C.Mann)

HEISLER 1082 FUND

Not much has been done on this since our last newsletter as the boilermaker has been too busy on other jobs. We hope to get it back by Xmas.



The Heisler boiler awaits completion at Paekok (C. Mann)

PRICE "E"

We intend tidying this loco up. We are getting quotes to get a new smokebox rolled. This will be fitted to the boiler as the old one is well rusted & full of holes.

We hope to get a shelter over this loco in the near future.

CARRIAGES

Most of the older wooden carriages with the outside veranda have a large gap between the bottom of the gate & the outer edge of the veranda. Another railway very nearly had a small child fall through this gap while the train was travelling at a fair speed.

Most of our carriages have the same setup. We have got around this by bolting a piece of 3 by 2 inch timber to the bottom of the gate so that most of the timber fills the gap. Certainly a youngster would now need to be extremely small to fit through the gap. I have actually seen a small child sitting on the edge of the

veranda with his feet on the top step recently while I was the guard on the train. Ian B did most of this job.

SAFETY SYSTEM

The section that details our rolling stock & how it can be used has recently been updated & approved. Copies will be sent out shortly to all members that have copies of our safety system.

Pete C is currently overhauling the section that deals with our track.

SAFETY REFRESHER COURSE

Our safety system requires us to hold one of these course every year. This year it will be held on Sunday 25 September starting at 10.30.

ALL OUR OPERATING MEMBERS ARE REQUIRED TO ATTEND THIS COURSE.

GALLERY



Peckett and train at Glen Afton, August Open Day (P.Cairncross)



Above: Russell & Marlene celebrate a successful open day (G.Coker)

Below: The Cb in steam at the July Open Day (G.Coker)





The sausage sizzle is always popular – Melanie & Stephanie in charge (G. Coker)



Ashley & Pete enjoy the Open Day (G.Coker)



Blast from the past – members at PJ pre- Covid (Jeff Ansto)

This newsletter was produced by Richard Ellis, with much of the text from Colin Jenner – and others - send your contributions for future editions to secretary@bushtramwayclub.com.