

“I had a monumental idea this morning, but I didn’t like it” – Sam Goldwyn

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Pukemiro Junction

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



The Swan plant attracts caterpillars outside the Shanty – (R. Ellis)

GREETINGS & WELCOME TO ANOTHER BTC NEWSLETTER

We welcome all our new members – we hope you will get involved!

OPEN DAYS, CHARTER TRIPS & GROUP VISITS

The March Open Day was pretty busy. Because of the earthquake trouble up the line, we can only run over 1.8 kilometres at present. The trains were hauled by our two Meremere diesel locos. We ran trains every $\frac{3}{4}$ of an hour.

April: This was a bit busier than the March Open Day & we had a few more members helping out. The Peckett was on the front of the train & was followed by a diesel loco to the top end, it then hooked onto the train & piloted the train to the bottom of the line. There the diesel unhooked & the Peckett hauled the train back to the Junction, followed by the diesel loco.



Coaling the Peckett before the April Open Day (Photo: R. Ellis)

About halfway through the day, the Peckett had to go & get the fire cleaned & the ashpan emptied. While getting up air pressure on 401, the fusible plug in the torque converter blew so that was the end of 401 for the day. Tr 105 was called upon to shunt 401 into the loco shed & for a while it looked as if it would be

needed to be the second diesel loco on the train. Luckily the Peckett was very nearly ready for use again so it took its place at the head of the train again. We ran trains every $\frac{3}{4}$ of an hour. On both these days the café was very busy. Thanks to all who come & help make these days a success, including new member Richard C who spent time helping out in the café in April.

Charter trips: During March, we have had two of these & have enquiries for another four.

During one of the charters, we were told that a couple of the older ladies couldn't get up off the toilets & had to be helped up. Bruce McL has put a hand rail in both the ladies toilets now. The men's toilet already had one.

Thanks to all who come & help out with these trips.



Summerset Down the Lane group in February had a charter at the BTC

NEW MEMBERS

We have had quite a few new members lately. Some of them are already helping out on open days or are training to carry out the various jobs involved with operating our railway.

A. G. M.

This was held after the April Open Day and was attended by a healthy number of members. The committee is the same as last year: Chairman Peter Cairncross, Ian Jenner (Treasurer), Richard Ellis (Secretary), Richard Stratford, Ashley Turner, Guy Coker, Geoff Boyle & John Soffe form the rest of the committee while Colin Jenner is still General Manager.

Nothing really contentious was brought up. Teresa B made a batch of shortbread bikkies for afternoon tea.

TRACK DAMAGE

Following on from last newsletter, we still haven't received a quote from our contractor. The earthquakes were certainly felt by people living in Glen Afton. A water tank at our GM's house in Glen Afton shifted almost off its stand & had to be pushed back.

Further inspections of the sandfill area have shown that the track has moved a bit more but seems to have stabilised now. The land beside the track has slumped a bit more but also seems to have stabilised.

You may wonder why this area is called the sandfill. In NZ Railways days in the 1960's the embankment was washed out when an animal had drowned & blocked the culvert. Two houses below the embankment were flattened. NZR repaired the embankment by filling the area with a mixture of sand, gravel & scoria.

After NZR closed their Hamilton office, the late Trev Terry was going through the plans & correspondence files when he found a drawing of a cattle stop. These were used at each side of a level crossing to stop animals getting onto the railways. On the back of this drawing was a sketch of how the sandfill area was fixed. I still have this sketch amongst my plans.

The last cyclone brought down a couple more slips onto the top end of our line.

ALONG THE LINE

Dave M & CJ have been spraying the pampas that is growing alongside our line. So far we have sprayed all of one side from the Junction to the bottom of our line. We have used up a 200 litre drum of spray. We have trimmed back a lot of lineside growth in this area as well.

We are still marking & laying out sleepers that need replacing on the bottom

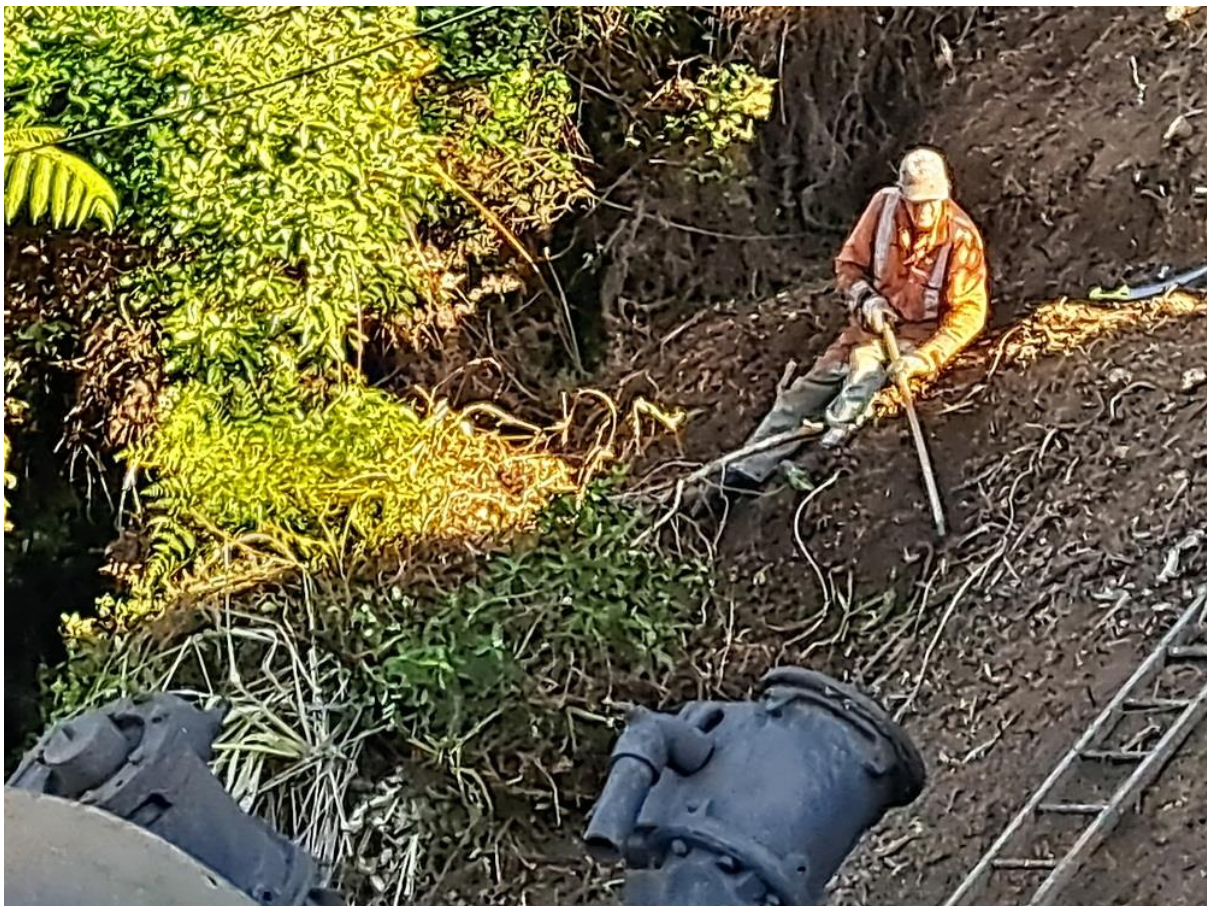
section of our line.

Dave M has been weed spraying on the top section of our line above the sandfill. Unfortunately weeds keep growing & the only access at the present is on foot.

AROUND THE JUNCTION

Russell W has spent a lot of time sorting out our driveway as the metal has been washed out by the heavy rain we have had lately. He has cut a lot of run offs into the side drain so that the rain water runs into the side drain rather than down the driveway. Hopefully this will stop the metal getting scoured out.

Maarten R has continued clearing part of the bank beside the end of the loco shed. This is a very big job as it hasn't been done for a very long time. We have a lot of flax plants to plant in this area which Maarten has just started planting.



Maarten R has spent many hours clearing the bank behind the loco shed (R.Ellis)

We have recently had to replace the lock on the shanty door as the old one was playing up. Some of the older or more used keys don't seem to work the lock even though it is the same as the old one. If you have a key to the shanty, you need to try your key & if it doesn't work the lock, let me know & I (CJ) will get

you a new key cut. Don't throw the old key away as it is still the key to the main lock on the station door.

We have just got rid of 3.5 tonnes of scrap so the money has just gone into our bank.

The drain from beside the oil store has been completed, piped & the ground above the pipeline laid back down.

LOCOMOTIVES & ROLLING STOCK

Steam locos:



Chris M working on the Heisler bogie at the April Open Day (R. Ellis)

Heisler 1082: During the April open day Chris M, Mike C & Dave M completed dismantling the front bogie. Dave M has since spent a lot of time cleaning the accumulated grease & muck off the parts of this bogie.

Peckett: The boiler on this loco passed its open inspection on 6/3 & its' in steam inspection on 22/3. The loco was back in use during our April open day.

Cb 117: The boiler on this loco passed its open inspection on 6/3 & its' in steam inspection on 22/3. It was running in the yard during our April Open Day.

A tremendous amount of work & time goes into getting the locos ready for inspection & then putting them back together for the in steam inspection.

Price E 111: Richard S has attached the new smoke box & the chimney to this loco. He has also painted it.

Diesel locos:

Tr 459: The painting of this loco has been completed & the loco looks very good. It is often started & run around the yard.

Dave M & CJ have been undercoating parts for the new Tr's that were made by GT Engineering in Huntly.



Tr 459 has been repainted (I. Jenner)

Tr 105: The engine in this loco didn't want to idle properly. A check was made & it was found that one of the decompression levers was pulled so the engine was only running properly on 5 cylinders. Richard E spent most of his recent visit working on this loco. It is often started & run around the railway.

Battery electric loco:

Work is needed to be done on the airbrake leaks.

Carriages:

A1319 “Mary” – Trevor T has managed to revive the battery for the lights in this carriage which should be useful for the darker winter Open Days. A solar panel has been fitted to the chassis to trickle charge the battery.



View up the yard from the interior of “Mary” prior to the April Open Day (R.Ellis)

COAL RANGES — BY BRENDAN GAFFNEY

Today we have available some ‘new’ household technologies like induction cooking, electric-powered transport, insulation, streaming audio-visual . . .

A century ago electricity (lighting being the first use), radio and running hot water were new.

Cooking in the NZ pioneering era was done on an open fire – potentially hazardous and fuel hungry. A safer and more economical method was to use a ‘cooking range’ – a mostly cast-iron appliance featuring a closed-fire, a hot top offering a range of temperatures and an oven.

First developed in Europe in the early 1800s, imported ranges were available here for those who could afford them – however they did not perform well on NZ fuels. From 1870 local foundries developed an improved indigenous range, and with coal being the driver of the 19th century, they became known as a ‘coal range’ – but, of course, could run on any solid fuel. Not only could it cook, the range provided heating, drying, hot water, a rubbish incinerator, a comfortable foot-rest at the end of the day as well as a cat/lamb refuge.

In the period up to 1940 we had at least 18 range manufacturers. Four of these rose to national prominence, becoming household names, publishing regular catalogues and pricelists: Shacklock, Brinsley (later Radiation) and Barningham [all Dunedin], as well as Scott Brothers [Christchurch]; makers of the *Orion*, *Champion*, *Zealandia* and *Atlas* ranges respectively.

A considerable variety of models were produced. From small stoves (no oven) suitable for huts, through to five-ton four-oven island ranges for institutions – capable of cooking for up to 350 people. The standard home range was three feet wide and was often produced with left/right oven options. Pre-1940 ranges had no gauges and two controls only.

Some learnings, often from childhood, were required to obtain satisfactory results – much more was required of the user than a 21st century electric stove. Performance was dependent on fuel quality [wet wood being a disaster], atmospheric conditions and the condition of the range itself [clean flues and no air-leaks]. It is said that having a range warmed you seven times [fell the tree, cut logs to length, split logs . . . clean flues, empty ashpan]. Good function followed from good routines. The range was ‘the heart of the home’.

Almost every dwelling had a range before the rapid uptake of electric reticulation from circa 1910. Many towns had electricity by 1920, with some

rural districts waiting until the '50s and '60s. An alternative cooking technology, in some 55 municipalities from circa 1860, was piped coal/town-gas – now superseded by natural gas. The 1945 Census records that 44% of dwellings had a coal range.

Between 1920-29, NZ Railways' Frankton factory produced hundreds of kitset 'railway houses' in a variety of designs. Each complete pre-cut kitset were railed around the country to provide modern affordable rental accommodation for staff and their families, often in remote areas. The houses were assembled by local builders. In a number of towns the houses formed a 'railway settlement', like Sunshine Village in Taumarunui. Every house included a back-to-back two-flued brick chimney – a recess for the range on the kitchen side and an open fire in the lounge on the other.

NZR also built several designs of "workmens' huts" which were also railed around the network as required. They were craned off and placed on the trackside – with no in-hut services. The larger 14 foot two-man hut, with a curved roof, included a stove. Later a smaller one-man hut, with a ridged-roof, had electric power if available. Workmen were issued with a copy of *Your Hut, Your Home* which included guidance on meal preparation as well as rest, exercise, diet, storage of perishable foodstuff, cleanliness and laundry.

In 1971, Shacklock was the last of the pioneer makers to cease range production. The company supported a staff member in establishing an independent business to supply spare parts [from the foundry pattern library] and maintain the countless ranges still in use throughout the country. Shacklock were acquired by Fisher & Paykel in 1985, when the Mosgiel staff numbered 800. Production was moved offshore in 2008, with the design department remaining in Dunedin.

Nowadays there are two 'wood stove' manufacturers in NZ, while hundreds of coal ranges continue to perform as well today as they did when first installed a century or more ago.

Author Brendan Gaffney is a coal range user and compiler of *The NZ Coal Range Handbook (2021)*

FOOTNOTE

Just as I (Colin J) am finishing writing this newsletter I spotted Ww 644 & its train drifting past on its way south. We can see the very top of all trains from our unit in Huntly. The loco & train were all from Glenbrook Railway.

GALLERY



Nampu sends off 401 with a violin solo at the March Open Day (T & I Bettison)



Rob & Sue B recently repainted R. Ellis's hut (R. Beaumont)



Dave M and Mike C at the April Open Day, seen here in the blacksmith's shop (R.Ellis)



Work progresses on the Price "E" as a static exhibit. New smokebox etc. by R. Stratford (I. Jenner)



Another view of progress on the Price "E" as a static exhibit (R. Stratford)



Ex-BTC Chairman Elliot B was at the March Open Day accompanied by Susannah (left). Seen here with Melanie M (I.Bettison)



Bb 635 T278 seen at Pukemiro Junction many years ago. WWS D2498 (R.Stratford)



The pit under construction many years ago (C.Lucas/R.Stratford)



Bb with passenger train in the past near Pukemiro Junction (P.J.Mellor/ R. Stratford)

BLANKET FOR SALE



A member has donated a “Hand-crocheted wool blanket, Queen-size” for sale with all proceeds to club funds.....

The blanket will be in the souvenir area next Open Day for viewing.

CAPS, SWEATSHIRTS & T-SHIRTS FOR SALE



We now have a variety of these items available for sale in our souvenir shop. Fresh stock just arrived!

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.