

“Tolerance is only another name for indifference” (W. Somerset Maughan 1874-1965)

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# Pukemiro Junction

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



Compressor for Tr105 before re-installation (Chris M)

## GREETINGS & WELCOME TO ANOTHER BTC NEWSLETTER

### OPEN DAYS, CHARTER TRIPS / GROUP VISITS

Open days: July: This was a fine day & we were reasonably busy. We carried 232 adults, 69 children & 66 preschoolers.

The kitchen continues to be well supported by our passengers & we sold 144 BBQ sausages & 55kgs of hot chips. Our souvenirs are also selling well.

The train consisted of 2 carriages & the Peckett & a diesel loco. The Peckett was able to haul the 2 cars up the hill by itself.

August: This was a wet day at the start but fined up as the day went on. Our passenger numbers were slightly down on the July's number but we carried 198 adults, 32 children & 56 preschoolers. We didn't have the Peckett in steam as we had no driver for it.

The day was marred by the derailment of the car van about 60 metres up from Hangapipi Rd level crossing on its return journey back to Pukemiro on the 3<sup>rd</sup> trip of the day. The front wheelset of the trailing bogie of the car van derailed. The leading diesel loco, the front carriage & the front of the car van got across the area OK. We got all the passengers in the car van into the front carriage, unhooked the car van from the front section of the train & proceeded back to Pukemiro.

We collected jacks, blocks of wood & some members & everything & went down to the derailment site on the red Tr.

We ran the leading loco around the carriage at the Junction & operated that way for the rest of the day but stopping short of the derailment. The derailment was caused by a patch of bad sleepers that allowed the fittings to move sideways. Ian B & helpers re railed the car van & there was no damage at all to it. Thanks to all those who helped in this job. I'm told that Ian B ended up with a heap of bruises next day from crawling around on the ballast under the car van.

Thanks to all who come & help make these days a success.

Charters: We have no new enquiries to date.



“Mary” being propelled back to the station after the derailment (Kayne K)



Interior of "Mary" A1319 (Nampu)

## ALONG THE LINE

Sandfill: No new work has been carried out on this area. A few of our younger members took the digger up to this area during the day before the August open day & tidied up some lineside drains.

We have received a price for the engineering company to come & drill the sandfill area to ascertain exactly the soil types underneath this area. It is \$28,000 & another \$8500 to provide us with how to remedy the areas. The Waikato District Council have told us that they can't help with the costs so the jobs almost certainly won't get done.

The area of the derailment is closed until the bad sleepers are replaced.

Our CW crews have been out a few times lately & are presently re-sleepering in an area just below the pine trees at the bottom of Pukemiro yard. Dave M has spent a lot of time removing the ballast from the sleepers that need replacing there. This makes the job a lot quicker for the CW crews. They have also spent 2 days replacing sleepers in the carriage siding. There are a few more to replace in this siding but they will have to wait until the main line is sorted out.

John S has completed the annual inspection of the culverts under our railway.

## AROUND THE JUNCTION

Dave M has continued to keep the lawns mowed.

We have recently sold a lot of scrap. 2 x wool bales of aluminium & a few old batteries have been taken into our scrap dealer in Te Rapa & a scrap truck was due out a few days ago to take all our scrap steel. A lot of this is old rails that are well past their use by date.

## LOCOMOTIVES & ROLLING STOCK

Heisler: A very good 3 day working bee was held at the end of July. Those involved were Clive D, Chris & Dave M, Fraser R, Richard S, Alan U, Evan & Vinnie.



The Heisler firebox in 2022 – not far from completion and the money was donated 2 years ago to finish the job (C.Mann)

One of the important jobs was to collect up all the Heisler bits that were all over the place & store them all in the same place. This was done & they are all in the bunk car now.

The bogie axle bearings that were recently machined by Glenbrook Railway were trial fitted & spacers are needed to stop too much sideways movement. The bogie has been painted by Dave M. The section of the drive shaft that has the pinion on it has been fitted back onto its wheelset.

Tr 105: After a dismal effort to repair the air compressor heads by a supposedly competent compressor company over a number of months we resorted to

overhauling the compressor ourselves. Richard S has sorted out the problems & the loco was used on a couple of trips during the July open day. The Westinghouse air brake valve has since been taken off & has been sent away to be overhauled.

402: Richard S & Fraser R have been working on sorting out the air leaks on this loco. This is a job that is well overdue.

Tr 459: During the August open day the loco developed a fuel leak. This was found that a fuel pipe had cracked & it has since been repaired.

Tipping tray on low loader wagon: The hydraulic ram on this tray has been away for new seals as the old ones were leaking. This ram was refitted to the tray by Richard S & Fraser R.

## GALLERY



Tr459 with train seen recently at an Open Day (Kayne K)





Tr105 at the July Open Day (C.Mann)



Carriages at the station at a recent open day (Nampu)



Guy seen in the Tr diesel cab at a recent Open Day (Kayne K)

**NOTE: There will be a safety refresher course on Sunday 22/9/24. Starting at 10.30 am & afterwards we will almost certainly be replacing sleepers. All operating members should attend. CJ**

This newsletter was produced by Richard Ellis, with much of the text from Colin Jenner – and others - send your contributions for future editions to [editor@bushtramwayclub.com](mailto:editor@bushtramwayclub.com).