

Volume 14 - Issue 6

Established 1965

November 2020

Pukemiro Junction

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



Heisler 1082 at the Bush Tramway Club, mid-1980's (Image R. Ellis)

We have for sale some train calendars for \$20 each. These are the ones that were produced by Railfan magazine & are now combined with NZ Railway & Loco Society.

GREETINGS

Welcome to another BTC newsletter. Spring has certainly sprung with the hot weather we have had recently. All NZ is now at Covid level 1 – lets hope it doesn't get & about again.

SAFETY MEETING

On Labour weekend Sunday: 25/10/20, it is intended to hold a safety meeting in the morning, starting at 10.30am & then overhauling the carriage brakes on two of our cars after lunch. The easiest way to overhaul the brakes is to put the cars over the pit otherwise you have to work on your back under the cars. This work can only be done in fine weather.

2020 OPEN DAYS

September was cancelled because at level 2 we couldn't guarantee to keep the required spacing in our carriages.

We had a very good open day in October. Our passengers started coming pretty slowly at the start of the day but increased very much until they started fading away from 2pm onwards.

Quite a healthy banking was the result.

Once again, the Peckett with the Mines car ran the bottom section of the line while the 2 diesels ran the top section with 2 cars. The Mamaku jigger fitted in as it could. The Auckland Vintage Car Club visited us with approx. 30 cars. A group of cyclists also came up to us.

Thanks to all who turn up & make these days a success. See our website www.bushtramwayclub.com or our "The Glen Afton Line" facebook page for more details of our events. All assistance, however small, is very welcome.

CHARTER GROUPS

We had one in mid-September from the Tauranga Mini car club. The other one booked for September cancelled because they couldn't get the numbers they had hoped for. We have one booked for December.



The Peckett with train – October Open Day (Photo:C.Mann)

CATERING

Russell W has decided to relinquish his role managing the catering on Open Days. Catering has been built up into a significant operation both in terms of financial turnover and customer satisfaction. We wish to thank Russell for his valuable contribution over many years.

ALONG THE LINE

Dave M continues to “scrub cut” the sides of our railway, assisted by CJ at times. He has also weed sprayed a good portion of the line.

AROUND THE JUNCTION

We recently had a very well attended working bee instead of our normal open day. Approx. 20 members turned up. All sorts of jobs were carried out. The track tamper was used to tamp a couple of areas of our line. A lot of gardening was done. Russell put on a very good & welcome light lunch.

Work continues on the old hall. Dave M has almost finished sorting out the nuts & bolts from the racks in the hall. The lawns are kept under control by Russell & Dave M.

The siding behind the woodwork shop: Ian J & Richard S spent most of a day measuring up & marking out the shed extension that will house the Mamaku jiggers & other light vehicles. Subsequently Rob & Sue B have been working out the levels for the foundations.



Rob & Sue in action: Photo T. Townsend

A lot of metal has been spread & more ballast heaped up to be put into the existing siding.

SAFETY SYSTEM

Chris M has compiled all these documents into 3 folders that are now in the back room at the Junction. The 3rd folder is filled with all the drawings & additional notes that form part of our safety system. One of the folders also contains copies of all our training sheets.

This job has meant a lot of work for Chris M.

WAIKATO UNIVERSITY ENGINEERING STUDENTS

We recently welcomed a group of engineering students from Waikato University to Pukemiro Junction. The students, the Dean of Engineering, and support staff were shown around the Junction and then taken to Glen Afton. The intent of the visit was to explore if the Club could provide engineering projects for the students. The final year students have to complete design and research projects for their course work. These may include civil design for drainage and earthworks (for example, the Glen Afton Station area).

A chance meeting with the Dean of Engineering of the Waikato University Engineering School at an Open Day earlier this year led to this interesting visit. Elliot B met the students at Waikato Uni, and presented an outline of the club's activities. Bill R-W also supported this through his university links. John S and Dave M joined Chris M for this day.



The Waikato University group examine our line near Glen Afton (Photo: C. Mann)

LOCOMOTIVES

Tr 105 (367) Diesel: Our community worker that comes out on a Wednesday has spent about 3 weeks straightening the rear footboard of this loco. It had a bad buckle in it – obviously as the result of being hit by something at some stage. The job has been completed & the footboard is back on the loco.



The Heisler boiler & chassis, the "Pink" diesel, the Peckett & the Meremere out & about (Photo: C. Mann)

Heisler: Work on this loco is proceeding. The water tank and cab floor were removed in September. Thanks to Dave M, John S and Bill R-W for helping with this. The frames under the water tank and cab floor were in better condition than expected, and some minor weld repairs (see below) and a coat of paint is all that is required for the frame. The water tank will be placed in the workshop when the Climax boiler is sent to Te Kuiti.

We have just received a grant of \$5000.00 from WEL Energy trust towards the cost of overhauling the boiler. One of our members has donated the cost of the new steel for the stays for the crown sheet. Donations towards the overhaul of the boiler are coming in. Thank you very much to those members who have donated to this fund.

Alastair MacIver was on site this week for some welding work on the Climax boiler. While Alastair was at Pukemiro, he completed repairs to the Heisler loco frame. A small crack on the lower side of the frame was ground out and built up, and some areas with corrosion were cut out and replaced.

Climax 1650: Alastair has welded up a crack just above the foundation ring. To get at this area, a few rivets needed removing. The welding has been done & the rivets replaced. The boiler has had a hydraulic test & leaks are being followed up. Richard S sealed many of the leaks in preparation for the hydro test.

At Te Kuiti, John Pitcorn, Murray and Paul have made good progress on fabricating the bunker for this loco. The bunker has been generously supported by the Chisholm Whitney Trust. The timber for the cab floor has been machined and is now on site at John's workshop.



Chris Mann with the new Climax bunker at Te Kuiti – September 2020

John collected the last of the brake rigging from Pukemiro at the October Open day, and will shortly complete the brake systems.

Peckett: This loco continues to run well. The next job for our community worker is to extend the air brake pipe across the front of this loco.

The loco has not operated on many days this year due the Covid lockdowns, but has performed well when it has been steamed. The scope of work for the annual inspection at Xmas has now been agreed with the boiler inspector.

The loco is generally given a good clean on the Saturday before the Open Days, and then a fire placed in the loco to warm it up. Thanks to Pete C for cleaning the loco prior to the October Open Day.

THE 5 AXLE RAIL TRUCK

Ian J has rescued a couple of brass bearings from this truck. They are so worn that they can only be used as patterns to get new patterns made & then new bearings cast.



The 5 axle rail truck chassis recently seen at Ian Jenners' workshop in Auckland (Photo: I. Jenner)

ROLLING STOCK

A 1477: Rob B & Ian B have been removing the old lino from the floor. This is a very slow job as the lino must be heated in very small areas & then scraped off.

HEISLER LOCOMOTIVE 1082 APPEAL



Heisler 1082 at the BTC in the mid 1980's

This rare Heisler geared steam locomotive was made in Pennsylvania (USA) in 1903.

This locomotive worked at the Taupo Totara Timber Company in the heart of the N.Z. North Island from 1903 to 1945, then went on to work for Ellis & Burnand in Ongarue between 1945 and 1966.

The locomotive was then purchased by The Bush Tramway Club and operated on the Glen Afton Line near Huntly until its boiler safety certificate expired in the 1980's. We have now begun its restoration.

About the Heisler 1082 Appeal

As members will know by now, we have launched a fundraising appeal to restore our Heisler locomotive. The above information comes from one of our flyers.

This locomotive was used by the BTC until the 1980's when it was laid up after its boiler tubes became worn out and it was perceived that the firebox stays were in poor condition. Mechanically it was worn but not unusable. Recent close examination of the boiler shows that the stays & tubes need replacing. We

have the new tubes, and thanks to generous donations we have purchased stay material and stay manufacture has commenced. What we need right now is \$40,000 to get the boiler fixed.

Thanks to a \$5,000 grant and roughly \$3,000 of donations from a small number of members (you know who you are, and we are very grateful for the hundreds of dollars that each of you have contributed!) we are underway to restoring this locomotive. It is a very significant locomotive, not just because of its history, but because it will romp away with 3 carriages on our line once restored.

What we need now is some commitment from our members to contribute to our fundraising....even \$5 or \$10 is welcome....So please forgo a bar of chocolate or a takeaway coffee and send a donation now!

HOW YOU CAN HELP?

Every dollar counts! If you can make a donation to the Heisler 1082 Appeal we will be very grateful.

Please send your donation to the ASB Bank...The account number is 12-3039-0311256-00. The account is: "Bush Tramway Club Inc." Put "Heisler" as the reference.

Or you can send a donation to Box C10, RD1, Glen Afton, 3771.

Alternatively, simply make a donation at our ticket office on one of our Open Days making it clear that it is a donation to the Heisler Appeal.....

If you would like a tax receipt please email:

treasurer@bushtramwayclub.com with your name, address and how much you donated & when.

See our website www.bushtramwayclub.com for more information or our facebook page "Heisler 1082 Appeal"

Thank you for your kind donation – the BTC Committee.



This newsletter was produced by Richard Ellis, with most of the text from Colin Jenner and Chris Mann.

It is heartening that there is increasing text input from others. Photos are still needed. Send your contributions for future editions (including images/photos) to secretary@bushtramwayclub.com.