

Pukemiro Junction



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

GREETINGS

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Welcome to another newsletter

NEW MEMBERS

We have another couple of new members to our club and we hope you will come along and enjoy helping us run the club.

To all late paying members; If you receive this newsletter it means you have paid.

OPEN DAYS

July can only be described as a fantastic day. The weather was fine and the passengers just kept on coming. We actually had to run an extra train just to cope with the demand. Every train was full with passengers standing. We sold out of BBQ sausages pretty early.

August was also a very good day, again with fine weather after at least a month of rain every day. Once again our BBQ sausages were a hit with 16 loaves of bread being used. Trev was really run off his feet and was help by young Dillan. The ladies in the kitchen and shop were kept busy as were the train crews. For one trip alone, 67 Adult fares were sold. The Mamaku jigger was full for every trip.

Thank you to everyone that comes out to help run our Open Days. We cannot do it without you. We certainly need every one of you. We have even needed a couple of parking attendants for both days just to ensure cars were parked correctly to maximise the space.

NEW SPENDING RULES

To clarify who can spend what where, the committee has approved some (hopefully) clear rules for members buying necessary items with club money.

See page 4 for more...



The Peckett makes its first trip into Watercress Cutting, at least in recent decades! (Image: C.M.)



And the crowds just kept coming. The wonders of the internet! (Image: E.B.)

From all accounts a lot of this increased patronage can be attributed to the "Facebook" page (Glad I could be of service! - Ed.). Personally I wouldn't know how to even look for Facebook.

ANNUAL SAFETY MEETING

This is to be held on **Sunday 28th August at 10.30am**. It is very important that **All** our operating staff turn up. Part of the discussion will be on our annual NZTA assessment which contains some very far reaching items about the way we conduct our operations. (We've some important stuff to discuss, please attend -Ed.)

GLEN AFTON

The Glen Afton end of the line has seen some fantastic progress made. Our contractor, DCM, spent two weeks largely clearing all of the mud off the sleepers and removing other materials. He bought a side tipping Yd wagon with him to take all the mud and debris away. The condition of the uncovered sleepers meant that it was not possible to run a heavy wagon up to the top of the line.

He was helped by two other employees as well as David Mann.

DCM also spent a third week replacing sleepers from the present end of our running line until he ran out of sleepers. In all 155 new sleepers were put in and a few good hardwood sleepers were left in. This work meant that for our August Open Day we could run another 150 metres closer to Glen Afton. This leaves approximately 250-300 metres to go. It is now possible to see the houses of Glen Afton from the leading Diesel loco.

Again he was assisted by his workers and David Mann as well as Peter Cairncross.

We have now spent the large grant we received for the Waikato District Council. We still have part of a smaller grant that we received from them.

TRACKWORK

The tremendous amount of rain that has fallen in our area during the last couple of months has really affected our railway. A problem slip about 1 kilometre up the line from the station came down and blocked the line so that we were unable to run past in on the July Open Day. DCM and some of his crew and David spent 2 days cleaning up the slip removing approx. 250 tons of clay in the Yd wagon. This slip has moved slightly several times since and has been cleaned up. Luckily it has not been enough to block the line again. It will be watched to make sure it does not come down again. It is noted that it is still moving slowly.

We also have another problem area. This time it is just below the Hangapipi road crossing. A blocked roadside drain meant that the rain water ran down the tar seal road, down between the rails and then found a soft spot under the track making it slump about half a metre for just over four track sets. This has meant we couldn't run

UPCOMING OPEN DAYS

As you will have already read in this newsletter issue, we need as many as possible to help out on these days. Our next Open Days will be on:

Sunday	4th	September
Sunday	2nd	October
Sunday	6th	November
Sunday	4th	December

From steam loco drivers and diesel driver trainees to sausage sizzlers and carpark helpers, we always need as many members as possible to come and help run these days.

UPCOMING WORKING BEES

These have been very poorly attended lately. There is always something that needs doing and projects that need attending to. Monthly working bees for the next few months will be on:

Sunday	25th	September
Sunday	23rd	October
Sunday	27th	November

Some examples of things to do are:

- Cleaning the dirty operating carriage windows
- Helping Richard Ellis (back start Sept.) in restoring carriage A1319



DCM machines at work! Top: at the slip with David and the tipping wagon. Above: Watercress Cutting. (Images: G.C.)

past the level crossing during our August Open Day. DBM contracting has been asked to come and look at it and give us a price to repair it. The WDC has been informed of this problem.

Our Community work crew came out the day after we discovered the slump and dug out the road side drains so that the water follows it's proper course. They also cleaned out most of the drain through coal cutting. They have spent the best part of a day dumping and spreading a Yb load of ballast just past the previous end of our passenger line. They also tidied up a couple of drains in the area

The sharp curve at the top end of the sand fill had that track cant eased by DCM who then packed the sleepers, and also lifted a bad joint on the same section. The CW crew was then able to spread a Yb load of ballast on the area.

Ian B and David have continued with their lineside pruning job aided by some new trimming gear.



Our local excavator Lance Slater has a trick or two up his sleeve. Here's the big machine transportation service at work. (Image: L.S.)

Steam Locos

PECKETT 1630

This loco continues to run reliably. Some work was done on packing the left hand crosshead and putting more packing in the piston rod gland.



Morning steam up with the Peckett and Cb on the August Open Day. (Image: E.B.)

CB 117

This loco was in steam during the August Open Day. It is nearly 20 years since Richard first steamed this loco in preservation.

HEISLER

David continues to work on this loco and has been painting the cab.

PRICE "E"

A new cab has been built by Dave Wright contracting in Huntly and delivered to the railway. The cab was set up on a timber frame so it could be moved in to the Wood work shop for painting and fitting of parts salvaged from the old cab/ Russell, Bruce and Martin have been working on this. There is still a cab floor to be made and repairs made to the bunker.



The Heisler looks lean, mean and increasingly green. (Image: E.B.)

Rollin' Stock

A1319

Not much progress lately as Richard E. hasn't been back in NZ for a while. The cold damp



Price E looking pricey. Sorry, I couldn't resist! (Image: B.M.)



The cab looking even better after painting. (Image: E.B.)

weather has meant that it has not been possible to do any painting and varnishing.

XP WAGON

Derek and Gail continue valiantly plodding away with this wagon. The job has consisted of reframing the sides at present which is a fiddley job as each piece is different.

Around the Junction

Russell continues to keep the area looking spic and span despite the weather. He has been planting more shrubs. He has also been working on the old head stock from steam crane 256, It is now sitting in wooden rails and is being cleaned and painted for eventual use at a "Gate Guardian" half way down the driveway.

CAMPERS

We have a rather long term camper bus staying at the junction for the winter. Martin and Lesley decided to stop over for the winter and help out around the Junction. We even got them on board as members.

There have been several others stopping for a night or two.

As you can read in this newsletter there has been a lot going on at the railway. Come on out and be a part of it. Look forward to seeing you there.

-CJ

Notices

FIREWOOD

All gone, sold out for now. We will be dropping more big trees in the summer time so we will hopefully have more to sell then. It has been a good wee earner too.

COAT HANGERS

We have plenty of t-shirts for sale but very few coat hangers to put them on! Coat hanger donations welcome at the station shop.

If you would like to post a notice here, send it through to:
secretary@bushtramayclub.com

NEW SPENDING RULES

Do you know how much you can spend and still expect a reimbursement? I didn't, so after some discussion the committee has approved some new rules for all member wanting to spend club money to clear things up. So here they are:

CLUB SPENDING RULES

\$0-\$99.99

Individual judgement that purchase is essential to club operation (e.g. replacement power lead for the station tea urn).
If unsure or purchase is non-essential (e.g. a gold plated dog bowl), confirm with two committee members.

\$100-\$399.99

Approval of five committee members required, inside or outside meeting.

\$400+

Approval by committee meeting, with discussion.

New regular items (e.g. loco diesel and Open Day sausages) can be approved once and subsequently purchased without further approval. These special cases are to be recorded in a register. Please let a committee member know about any currently ongoing cases of this so we can build up the list.

These rules to take effect at the end of September Open Day (4th) so everyone has a chance to read this or find out from other members.

Hopefully this will give everyone confidence in their future purchases.

-Elliot

The Gallery



The Yb tipping wagon being unloaded using the ramp. (Image: E.B.)



Top: One keen young passenger has his ticket ready! Shame it's a jigger ticket he's waving at the main train. (Image: E.B.)
Above: There seemed to be quite a few keen kids at the August Open Day. July too. (Image: E.B.)



With the overflow carpark nearly full during the August Open Day, even with some crafty car wrangling by Russell, we could do the some extra Glen Afton space! (Image: E.B.)



As the Peckett rested at the new passenger limit, the view up the line looks quite promising. Soon Glen Afton will be visited by steam again! (Image: A.S.)

Not a bad way to end a day. (Image: E.B.)



Another Open Day, another lovely fire in the fire-box and fire in the brazier. Metal has such an unfair advantage at fire dancing. (Image: A.S.)

