

Pukemiro Junction



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

GREETINGS

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Greetings members. Welcome to another newsletter with 2016 ¾ gone already. Where has the year gone.

OPEN DAYS

September can only be described as an extremely busy day. We had **551 passengers!** By the time the 10am train had gone to the top end of the line and was passing the station at the Junction on its way to the bottom end there was already at least another train load of passengers waiting so we just threw the timetable out the window and ran as often as we could. The next train to go at its advertised time was the 2pm train. Needless to say we hauled a very good total for the day. Luckily the weather was fine.

Everyone was rushed off their feet, so special thanks to all who helped us cope with the crowds. The only place left on our site to park cars was on top of each other. (it would be great to see more members cars squeezed into the member's carpark -Ed.)

The October Open Day was a lot quieter. Could have been due to the extremely heavy rain early in the morning although the rest of the day was cloudy with only a couple of showers. We were fortunate to have some members of the Horseless Carriage club and a Morris Car club turn up with their cars. A very good display.

All trains departed as set out in the timetable except for the last train where the Peckett took only the Mines car and ran the whole length of the line.

For both these days we needed parking attendants (I'll be unavailable for the next two Open Day's so a volunteer replacement would be great -Ed.).



A selection of visiting Horseless Carriage Club vehicles lined up at the station by '402' and the Peckett on the busy October Open Day
(Image: E.B.)



Many thanks to all who turn up and help on these days. Once again we believe the good passenger numbers were largely due to our Facebook page.

CHARTER TRIPS

A morning of charter trips was run on the Monday just before the October Open Day. A good attendance of passengers meant a healthy banking.

A very big charter (Steampunks again –Ed.) is planned for the last Saturday (29th) in October. At this stage we don't know how many are coming but it could be in the 100's.

ANNUAL SAFETY MEETING

A very good attendance at this resulted in some very good discussions, particularly about NZTAs' latest assessment report. The item from the assessment that will affect our operating members is the requirement for refresher training.

GLEN AFTON PROGRESS

No further physical progress on this but a lot of work has been going on in the background. We have applied for two grants, one for the sleepers and screw spikes and the other for work required to get the line to the end plus other jobs.

TRACKWORK

The problem slip up the line hasn't moved even though heavy rain has continued in our area. Keep your fingers crossed.

The slump in the line below Hangapipi Road has not been fixed yet. We have spoken to the WDC and they think the problem is theirs but we have not had a reply to our talks or correspondence. We have received a quote to repair the slump.

Our Community Work crews have spent another day or so at the railway. They have replaced some sleepers in the cutting just above Hangapipi road crossing and dug a couple of drains just downhill from the crossing to stop any water getting to the area of the slump. They have also completed cleaning out the drain in coal cutting.

Dave has done a lot of lineside pruning on the sides of our line from the Junction to approximately half-way to Hangapipi crossing. He is

UPCOMING OPEN DAYS

Our last two for 2016 will be held on:

Sunday 6th November

The Blue Rooms at Glen Afton are holding a Show and Shine day on this day starting at 2 pm. This event attracts all sorts of cars, all really polished up for display.

Sunday 4th December

Afterwards we will be having our usual end of year gathering.

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 poorly attended lately but admittedly the weather has been against outside work. The next working bee will be:

Sunday 27th November

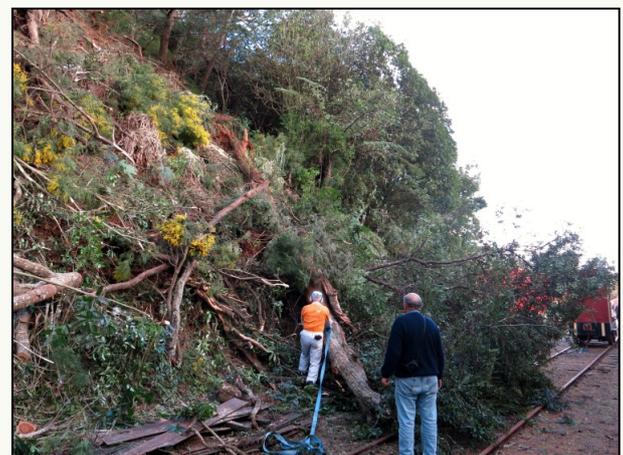
There wont be one in December unless you are keen to come out on Christmas day!

Some examples of things to do are:

- Oiling the points
- Giving the locos a good clean
- Helping keep the weeds down
- Picking up the rubbish left at the bottom of the drive



The slump below Hangapipi Road (Image: E.B.)



Handy having the pulling power of a railway on hand for clearing trees (Image: E.B.)

cleaning the growth back approximately two metres from the rails where possible. Ian B. has spent most of a day giving the top half of the line similar treatment.

During some very high winds in September, a large wattle tree blew down just down from the station yard and blocked the line. Ian B., Dave, Russell and Pete C. spent a week cutting up the tree and splitting it for loco firewood. We ended up with ¾ of the firewood wagon full of firewood. To get to the tree to cut it up, a lot of other smaller trees had to be removed.

STATION PLATFORM

Ian B. and Russell have put new holding down bolts into 25 m of the wooden edging of the station platform. These sections of wood are hooked into a rail beneath the timber edging. This was last fully repaired over 20 years ago.



All chainsaws at work turning another problem into an asset (Image: E.B.)

Steam Locomotives

HEISLER

The only loco being worked on at present is the Heisler. Dave has drilled starter holes in all of the crown sheet stays at the firebox end. No easy job as he had to work above his head all the time. Johnny M. has recently been back and gas cut 12 of the stays and started to chisel out the remaining studs after the gas cutting. Again not an easy task, particularly gas cutting above his head. Becky meanwhile worked at sweeping out the inside of the boiler and removing any debris she found. Dave continues to clean up various parts of the Loco.



Soon you will be reunited little bush jigger (Image: E.B.)

PRICE E

Russell has painted the new cab. He along with Bruce and Maarten have put some of the fittings from the original cab on to the new cab. Maarten and Russell have made, painted and fitted a new apron plate onto the loco frame just under the smoke box. The plate they used was diamond plating saved from the old steam crane.

MAMAKU JIGGER #2

Ian J. is really pushing on with the overhaul of the second Mamaku Jigger. The motor, gearbox and drive shafts are all in place. The passenger compartment is complete. One of the most awkward jobs left to do is to make the new bonnet to cover the motor. We all look forward to seeing this one in action alongside Mamaku Jigger #1.



Russell and David testing out the prototype seat in front of the “art nouveau” door surround (Image: R.E.)

Rolling Stock

A1319

Richard E has spent another three weeks at the junction working on his carriage. By the time you receive this newsletter he may be back at the Junction again. All windows are now permanently fitted. A lot of the internal panelling had to be completely replaced but is all now fitted. A new seat design has been made and tested with the prototype being upholstered by Sweetmans of Huntly. The rest of the seating is away being covered. A lot of other work is being done on this car as well. Those that are helping Richard are Dave, Russell, Bob W., Beryl, Sue and Rob.



Windows in. Please keep all hand and feet inside the carriage at all times (Image: R.E.)



Water tank surround finished and ready for painting (Image: B.M.)

XP WAGON

The Xp wagon has had some more work done by Derek and Gail.

WATER TOWER

A lot of work is being carried out on this project. The wooden leg frame has now been bolted to the foundations by Colin and Bruce, a job that took most of the day. Bad weather has held this job up for a while. The tank base for the internal tank itself has been moved into the woodwork shop so it can be worked on in the dry with about four to five work days needed to get this job finished. All of the vertical boards are now up and four of the six steel bands have been fitted. The access door has been fitted as well. Three of the six steel bands are for holding it all together along with inside framing and bracing. Bruce has been assisted by Russell, Peter Stott and Tony from Christchurch.

Around the Junction

Russell now has a brand new ride-on mower thanks to a generous grant from "Pub Charity", now he can zap around the lawns. He continues to keep the lawns and gardens in pristine condition, they really look very nice at present with all the flowers blooming. He is still extending the gardens having recently made one in front of the Shanty and another behind the Rec room. He has planted out a lot of natives as well.

The old head stock from crane 256 is now positioned near the top of the drive way and has a welcome sign on it. It is Russell's plan to do some plantings around it.

We still regularly get camper vans staying for one or two nights. Maarten and Lesley have gone walkabout in their camper at present but have threatened to return soon for a week or two before going travelling for a couple of months.

As you have read in this edition of the newsletter there has been a lot happening around the railway. Come out and be a part of it.

-CJ

Notices

CALENDARS FOR SALE

We have for sale some "2017 Passing Trains" calendars @ \$24. These will be on sale until the end of our December open day. -CJ

COAT HANGERS

Still lacking in coat hangers, donations welcome in the shop. -EB

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



Painted headstock, check. New sign, check. Rainbow, check. The perfect welcome to the junction! (Image: E.B.)



Gardens everywhere bringing beauty to line (Image: E.B.)

The Gallery



September parking challenges. Space was at a premium at the bottom of the drive (right). However, one bloke just drove straight off the road onto his own private parking area! (left) (Images: E.B.)



Cool and mornings with a decent bit of rain seem to really bring out the steamy side of a loco (left). Not sure the same could be said of 'Albert' (right) (Images: E.B.)



Work around the place goes on. Here we have the new ballast packer being unloaded by Mike and Ian J. (left). Further up the line, the pine plantation by the Jenner's house is rapidly disappearing, bringing new light to that part of the line (right). (Images: E.B.)



A burst of drenching rain hit West Huntly after the October Open Day, closing the road from the club. Strangely only a few spots of drizzle were felt at the junction. (Images: E.B.)



This image shows A1328, identical to A1319, in ex works condition in about 1913. Note the gas tanks for the lighting sitting there ready to explode in a bush fire under the carriage.

Image courtesy of John Agnew via Richard Ellis