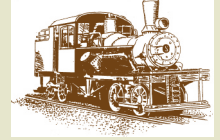


# “Pukemiro Junction”



T H E B U S H T R A M W A Y C L U B I N C .

## GREETINGS

Welcome to a new year, one we hope will give good progress at the Junction. This time of the year is the start of a new financial year for the Club so that means all your subs are due.

We hope that all will renew their subs, please remember donations over \$5 are tax deductible.

## OPEN DAYS

The November open day turned out to be a very wet day and one of the worst, passenger wise, we have had for many years.

The December open day was our 'Santa' day. We took the opportunity of advertising in the Hamilton Press and giving up to two kids per family free trips. The day started off wet and got even wetter as the it progressed. A reasonable crowd turned up and the first couple of trains were full.

The day fined up towards the end, just in time for our 'after the last open day' function. This was the usual feast, a lot of members had second helpings of first and second courses! There wasn't a lot left over at the end.

Thanks to everyone who turns up to assist with any part of our open days. Without you, we couldn't run.

*"Whether you think you can or whether you think you can't, you're right."*

*—Henry Ford*



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**OPEN DAYS :**

**April 1st**

**WORKING BEES :**

These are an extremely important part of keeping our railway running. Please turn up and help, there is always heaps to do.

**January 29th**

**February 26th**

**March 25th**

**SLIDE EVENING**

Unfortunately Jan and I couldn't attend this event but I am told about twenty members really enjoyed themselves.

Old slides of Tony Hinton's, taken in 1980's, were shown plus some more from Richards collection and a couple of Bob Mann's old movies.

**CHARTER TRIPS**

The handicapped school in Hamilton had their Christmas outing at the Junction on the Wednesday after our December open day and afterwards stayed to have their lunch.

We have another charter trip booked for mid-January as part of a 'school holiday' programme.

**SPECIAL MEETING**

The advertised special general meeting was held after our December open day and the Clubs 2010 accounts were ratified.

**AGM**

This will be held on **Sunday 18th March** starting at 1:30pm. It is important that as many members as possible turn up on this day to hear what the committee have to say. Remember, all positions on the committee are open for election, perhaps some more members may be willing to stand!

**SHUNTING SCHOOL**

Our annual shunting school will be held on the morning of 18th March, starting at 10:30am. It is important that ALL our operating members turn up for this school.

**QUIZ**

What railway is this?



**Clue: It is the oldest railway in New Zealand and was originally horse drawn on wooden rails.**

**Answer on page 4**

**INTERNAL AUDIT**

This is another requirement of the Railways Act 2005. Chris Mann has just completed our first and has one recommendation. Thanks for this Chris.

**NEW BUILDINGS**

Two new buildings are just about at the drawing board stage.

Robin is working on the design for a carriage shelter, 50 metres long that will take up most of the back road, opposite the station. Our working carriages will be kept in it. Before this can be built, all the gear presently stored on this track will have to go.

Chris Lucas and helpers are working on the design of a 'lean-to' shelter behind the woodwork shop. They have already surveyed the required siding into this building, which will mean a couple of very very tight curves but should be suitable for the Mamaku jigger and Goodman battery electric loco.

**TRACKWORK**

**Culverts:** For some years we have been troubled by two blocked culverts on the top end of the line. The blockages were caused by silt washed down by rain from the coal mine above our railway.

We have had many attempts at trying to find the inlets to these culverts using a couple of contractors with diggers.

The outlet to one of the culverts has always been clear with some water flowing out of it.

The valleys that these culverts drain are not very large but are very deep.

Trev Townsend and helpers even rigged up a system of siphon pipes to keep the pond levels down. The major problem with this is that when the pond emptied, the system stopped until he came out and restarted the siphon again. At least it reduced the water level in the ponds.

After a lot of digging, the culvert pipe of the one nearest to the Junction was found in late November. A riser was put on top of the culvert and backfilled to the top. Even this wasn't an easy job, as each digger bucket of slop had to be handled three times.

Lance, our latest contractor, has measured the depth of the outlet of the second culvert below rail level, it is 16.5 metres. Transcribing this to the inlet side means the culvert is approx. 3 metres below the mud level. In this case, the depth means there is nowhere to put the slop as it is dug out unless you want to move it about five times.

Present plans are to dig down through the edge of the embankment until we find the culvert, bust into it, then put risers on the culvert. This pond had been dry for approx. two months but very heavy rains in mid-December has filled the pond up again.

All this work has cost the Club many thousands of dollars, even with a very generous discount from Grant.

A couple more visits from our CW crew have meant we can extend our running line another 20 metres towards Glen Afton.

**TREES**

Robin and Gail have been busy planting new trees around the Junction but I think they have been eaten by wild pigs!

**LOCO ANNUAL CHECK SHEETS**

Guy and Elliot have been working their way through these and still have a couple to go.

**NO. 3 CAR**

The remaining studs were 'dismantled' during the November working bee. The new headstock has received two coats of black paint. Derek has cut the new studs to shape.

**PECKETT 1630**

The lagging for most of the boiler is in place but it turns out to be only 1 inch thick rather than the required two inches, so more was needed.

**CLIMAX 1650**

The boiler for this loco was officially inspected early in December. There are a couple of patches to be welded into the outside of the boiler, where the boiler mounting brackets were bolted on plus a few areas to be built up with weld.

Just before Christmas, Richard was noticed inside the boiler needle gunning the inside and checking all firebox stays. I hear there are a few that need replacing.

All in all, the inspector was pretty happy with the boiler.

David Mann continues to visit the Junction and is usually busy scraping caked on oil off the underframes.

**MAMAKU JIGGER**

Ian continues with the overhaul of the second Mamaku jigger. He has had two new front springs made and has fitted them to the frames. He has also had the bad areas of the frames cut out and new pieces welded in.

**QUIZ ANSWER**

The Bay of Islands Vintage Railway, operating out of Kawakawa in Northland.

**T H A N K S**

A big thanks to Rob Beaumont for his work surveying the track for the lean-to shelter behind the woodwork shop, and to Blue Wallace Surveyors for lending the equipment.



Thanks also to New Zealand Post for supplying us with 200 free post envelopes, and to Waikato District Council for a grant towards new firebars for our steam locos.



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