

Pukemiro Junction



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

G R E E T I N G S

Robert James Mann (Bob)

14/01/1929 – 22/03/2013

It is with great regret and sadness that I have to advise members of the sudden death of our Patron and past Chairman.

Bob was born in Greymouth on 14/1/29 and spent his early years on the West coast. As his mother suffered from bad health, he was shared between relatives on the coast until at the age of 12, when he went to the boys home in Temuka. During his time at the home, he learnt woodworking skills.

He left Temuka and drifted around for a while in Wellington, before coming to Auckland and working with a builder. Being an early riser, he soon looked for something to do and went to work with a milkman.

Before coming to Auckland, he followed his mates and joined the army 'J' force and spent 18 months in Japan. His time in Japan was to influence his later life.

He soon chucked in the building job and became a milkman around Newmarket.

He later went to work at Anchor's milk treatment plant in Epsom, living in a company house in Owens Road, Epsom.

*You've gotta dance like there's nobody watching,
Love like you'll never be hurt,
Sing like there's nobody listening,
And live like it's heaven on earth.*

—William W. Purkey

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He rose to 1st Assistant and relieved on the boilers and refrigeration plant.

I first met Bob on a Railway Enthusiasts trip in the early 1960's. We both became interested in preservation and began the railway section at Museum of Transport and Technology. Bob was the sections first Chairman.

Those of us who formed the rail section were: Bob, myself, Ian Jenner, Len Boyd, Peter Jones, Alan Spalding and Bob Shulton. We all decided to form this club largely because MOTAT didn't want to buy the Price E at Ongarue and Ellis & Burnand couldn't give it away. We all dug deep in our pockets and purchased the loco.

This club was formed in 1965 with most meetings being held at the Carlton Club Hotel in Newmarket.

We went on many trips in Bob's De Soto, photographing trains or inspecting various sawmills and tramways in the King Country.

In 1975 we decided to expand and purchased the recently closed Rotowaro Glen Afton branchline.

Approx. 25 years ago, Bob had a severe stroke and partly put his rehabilitation down to being able to come down to Pukemiro and work on our railway, often for a week or more. After his stroke he never worked or drove a vehicle again.

After his wife, Ruth, passed away, Bob became an even more frequent visitor to the Junction.

Approx. 10 years ago, Bob started taking holidays in Japan, usually visiting places he had been to with 'J' force.

Over the last 5 years, Bob did not visit the Junction as often, he was too busy with his life in Auckland. His last visit was during December open day.

Bob was a legend with his railway movie films, taken from 1962 to the end of steam.

He was actually booked to go to Japan again 5 days after his death.

The club was well represented at his funeral.

To his family, David, Carol, Chris and the grandchildren, our deepest sympathy.

OPEN DAYS

Our first for 2013 was reasonably well attended, largely due to a visit from the Hamilton Poodle Club and a kids birthday party. Some of our regular helpers were missing.



Thanks to all who helped in any capacity.

PECKETT 1630

February 13 was a momentous day as the loco was passed by the boiler inspector and a certificate was issued. The loco still has a few problems to sort out but was in steam during April open day, running up and down the Junction yard.





A large part of the year will be spent sorting out the problems and training our crews, who haven't ever fired a steam loco before.

Richard Ellis recently spent a week at the Junction and painted all the lower parts of the loco.

GLENBROOK VINTAGE RAILWAY

They held a railfans day on Friday 22nd March with MOTATs Y and L locos hauling the trains followed by our Mamaku jigger

On 23rd and 24th March GVR had two trains of their own in service with a train hauled by the Y and L and followed by the Mamaku jigger. The Y and L and Mamaku jigger only ran between Glenbrook and Pukeowaro. All in all a very good weekend.

CARETAKER

Russell continues to do an amazing job around the Junction. He is always willing to give a hand where required.

CARRIAGES

Derek and myself recently spent a large part of a day carrying out Westinghouse overhauls on our two passenger carriages. These then required air testing for brakes.

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During the Sunday before the April open day, the engine developed a knock, so wasn't used during the open day.

On 10th April, David Shaw came down from Shaw Diesels, the Gardner agent who had overhauled the engine and said the knock sounded like No. 4 piston needed replacing and that he would like the engine

UPCOMING OPEN DAYS

We need as many members as possible to turn up and help run these days.

May	5th
June	2nd
July	7th

UPCOMING WORKING BEES

These are held on the Sunday of the 4th full weekend of the month and are very important in keeping our railway running. There are always jobs to do. The next ones are:

April	28th
May	26th
June	23rd

taken to his workshop in Albany, Auckland.

A lot of work that day by Bruce, Russell and myself saw the engine ready to lift out by days end.

David told us the job wouldn't take too long to carry out. The engine has only been in use 102.7 hours since its overhaul. The engine was lifted out on Sunday 14th April onto Ian Jenner's truck and taken to Auckland

TRACKWORK



Ian B has been and done his six-monthly inspection and noted a few things that need looking at, nothing urgent however.

Our CW crew recently spent a day replacing a few

(Continued on page 4)

sleepers that Ian had marked plus a few more that I found in the area we were working in.

We have had a few more CW crews at the Junction and they have been re-sleepering the line towards Glen Afton. We are now approx. 40 metres closer.

On Sunday 14th April, six volunteers from MOTAT arrived at the Junction to build us a loading ramp and collect all our 70lb rail and fittings. Two were to stay overnight and were expected to be here until the Friday. They brought down a very versatile digger and all sorts of equipment.

N O . 3 C A R



Robin continues with his work on this car and has nailed some more tongue and groove timber onto the side. Bob has been painting heaps of T&G before it gets nailed up.

A G M

This was held 31st March as advertised and was well attended. The Committee was reappointed with the additions of Russell Webb and Jan Jenner.

The issue of the future of our Price E was well discussed as we have received a request from Dept. of Conservation to do up the loco and use it as a show-piece at Ongarue for their new 'Timber Trail' walk-

way and cycle way. This walkway includes a large part of the Ongarue tramway.



As a result of the discussion at the AGM, the loco will stay at Pukemiro Junction and be overhauled as a static exhibit.

S H U N T I N G S C H O O L

This was held during the morning before the AGM and again well attended, three new shunters resulted from this day.

G R A N T S

As mentioned in the last newsletter, we have received two grants towards a siding and shed to go behind the woodwork shop.

Work has started on the earthworks with a drain pipe dug in and a new sump made to connect three culverts. The water storage tank has also been shifted.

As sufficient funding has yet to be obtained for the complete shed, latest rumour is that 1/3 of it will be built and the rest built when more funds become available.

C H A R T E R T R I P S

We have several booked so far this year.

If you know of a group that may want an outing, please contact us.

C B 1 1 7

This loco is still at MOTAT and has recently undergone its annual boiler inspection.

The Photo Gallery

Peckett Mania Edition



As you will have read earlier in this newsletter, the Peckett was out and about on the April open day, marking another milestone towards the completion of the project. These photos show the progress of the day starting with the top left, then top right, then middle left, and so on. Keep up the good work!



Guest caption by Teresa Bettison

Teamwork revisited: Graham Cullen (Lifestyle Research) and I are both very proud to have been the 'teamwork' behind The Club purchasing the rail corridor in 1998. Better still, having the Peckett in-steam and groups out enjoying the first open day of 2013. Graham's comments were that it was wonderful to see such development and restoration work going on at Pukemiro Junction and he well remembers the starting point of The Club's current positioning. Graham had a group of club members from The Poodle Club plus their excited dogs out for a train ride.



What do we have here? Why it's a nice new* outdoor rubbish bin! Thanks to the ever resourceful Russell, our visitors have an even better way to keep our junction clean. As long as the scrap hounds don't grab it for it's metal stand of course.

Message from the newsletter contributor (the one that turns the typed-up CJ script from Colin Swabey into the newsletter before you and writes the photo captions):

Hi all,

As some of you may have noticed, the newsletter got a file size bump this month. This is in order to present the many images within in a quality that better realises their potential. If you have any comments or complaints about this change, please send an email to:

secretary@bushtramwayclub.com

Enjoy the new high resolution Newsletter! Zoom in (or grab a magnifying glass) and have a look!

-Elliot

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* Actually second hand, but it's new to us!