

Pukemiro Junction



Voice from the Bush

PUKEMIRO JUNCTION

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

GREETINGS

Another couple of months have flown by and its time for me to put pen to paper again.

OPEN DAYS:

MAY:

Quite a busy day in fine weather. The Peckett was tried on the train but had to come off because of bad valve timing.

JUNE:

Not quite as busy as May but was certainly helped by a mini bus that turned up with people from Tauranga.

To all who turn up and help on open days – many thanks

CHARTER TRIPS:

We have had two mornings of charter trips, both for tourist companies. We have another two kindies booked in for early July.

Thanks to the few members that turn up and help with these days.

Be careful about
reading health
books.
You may die of a
misprint.
—Mark Twain



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U P C O M I N G O P E N D A Y S

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

Sunday	4th	August
Sunday	1st	September
Sunday	6th	October

U P C O M I N G W O R K I N G B E E S

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:

Sunday	28th July	— Safety school first
Sunday	25th	August
Sunday	29th	September

Please turn up and help maintain our railway

S A F E T Y T R A I N I N G :

Our annual safety training session will be held on **Sunday 28th July at 10:30am**. It is hoped that as many members as possible will attend this day.

M O T A T B O D S A T T H E J U N C T I O N :



What an amazing job they have done to our overgrown triangle area. They originally applied to us for all our 70lb rail and fittings and to build a ramp to cut down on the cost of returning our Cb to us.

We told them that we did not have the bods or the time to do any of this work, so if they wanted it done it was up to them.

Q U I Z

Where is this loco based?



Clue: Richard and Guy will find this one very easy

Proper clue: It's fairly close to a proposed new rail development

All told, they spent 3 ½ weeks at the Junction. They have cleared the whole of the triangle area, dismantled the stack of tracksets that were buried in the scrub, constructed the ramp and taken away most of our 70lb track and fittings.

The filling for the ramp was provided by our neighbours Puke Coal Ltd.

To shift all the rolling stock stored in this area, Richard stayed at the Junction most of the time and was assisted by Russell.

Also cleared was an area on the other side of the level crossing where we had stored more 70lb track. The 70lb tracksets all needed dismantling before the rails and point parts could be loaded onto our flat top wagon and then transferred to a couple of trucks. There is a quantity of very long rails for them to collect at some stage.

We owe them a very large vote of thanks for their work and they really seemed to enjoy their time at the Junction.

P H O T O S :

Trev Terry has sent us a collection of black and white photos, taken in the late 1970's and early 80's of the BTC as it was then. We will publish some in our newsletter occasionally.

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Thanks Trev for the treasures.

CARETAKER :

Russell continues to work his magic around the Junction area. He has put in some new gardens and really keeps the place tidy.

TRACKWORK :



Our CW crews have visited us twice since last newsletter and have replaced about 30 sleepers at the Glen Afton end of our line. The train limit board has been shifted about 30 metres closer to Glen Afton but the overhauled track goes on for another 150 metres.

19 fishplates bolts were recently cut out and replaced in 0.8km of our line.

NEW SHED BEHIND THE WOODWORK SHOP :



Our battery electric group have done a lot of the earthworks for the siding into this new shed. But there is more still to be done. They have purchased the kitset shed that will be 9.8 meters long. When they get more money, they will purchase the rest of the shed.

TRACTOR :

This is the most used item of equipment around our railway, usually driven by Russell. A bad hydraulic leak on one of the rear feet rams meant that the ram had to be removed and taken away for repair. Russell, Mike and Bruce pulled this apart.

PECKETT 1650 :



The loco was tried on the passenger train for the first two trips during the May open day but had to come off because the valve timing was way out.

A number of steam leaks to the Westinghouse air compressor have been attended to.

On Sunday 9/6, Chris came down and when the rain stopped, put the Peckett over the pit. Neil had taken the valve chest covers off the weekend before. He adjusted the left hand side valve, the lock nut had come off the valve spindle, the nut had backed off and there was approx. 1½" movement of the valve on the spindle. That would explain why the valve timing seemed to be getting worse.

He hoped to come down during our working bee on 23/6 and try the loco out.

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They returned the motor to us and it was lifted back into the loco using our hand crane by Russell, Derek and myself and refitted to the loco. The motor was test run and OK, so the transmission was hooked up by Ian B a couple of days later and the loco run up and down the yard.

It was used on the passenger trains during June Open Day.

402:

Last newsletter I reported on the problem with the motor for this loco. The motor was delivered to Shaw Diesels in Albany, Auckland and pulled apart. They found a set screw on a shaft for the pump to No. 4 cylinder had sheared off meaning that the shaft could turn and retard the fuel supply to that cylinder. They also found the delivery valve spring weak and the delivery valve sticky. These further retarded the fuel supply.

No. 3 CAR:



Work continues on this. Bob has painted more tongue and groove, some of which has been nailed onto the car. Robin has started cutting some of the window sills to size.

CLIMAX 1650:

Not a lot to report on this overhaul. The bogie wheels are still at Glenbrook railway getting their tyres turned.

I hear Richard and Guy will have been to Te Kuiti by the time you receive this newsletter, riveting the doubling plates onto the new main frames.

CB 117:

This loco is still at MOTAT and has been in use fairly regularly.

TR 217:



This loco has not been used for a couple of years because of a bad limp in the drive to the wheels. Mike spent three days getting the motor going and is presently looking at the axle bearing oil boxes. This was a very useful loco some years ago.

FEDERATION OF RAIL ORGANISATIONS OF NZ (FRONZ) ANNUAL CONFERENCE:

This year it was held in Oamaru, hosted by Oamaru Steam and Rail Society.

I was our delegate with Jan an observer. To get there we flew to Christchurch, we left home at 4.30 in the morning. A bus trip was organised to Oamaru in a 1977 Volvo bus owned by a Wellington tramway member who lives in Motueka. Lunch was at the railway at Ashburton with a ride behind K88 Washington.

During the conference, we received talks on building earthquake vulnerability, NZTA's annual presentation, an archival video presentation, NZ Rail Heritage Trust, National Rail Museum update, Rail 150 to be held in Christchurch during Labour weekend and social networking. All in all an interesting conference.

A side trip was looking at the remnants of the Ngapara branchline which went off just south of Oamaru. We did an afternoon trip over the Oamaru's railway behind this very recently overhauled steam loco, B10. The annual awards went to – steam loco B10 – Oamaru Steam and Rail, and best carriage to Nelson Railway.

On Monday, it was back on the bus for the trip back to Christchurch, this time with lunch at Pleasant Point Railway and a trip behind Ab 699. It rained all day.

The Photo Gallery



Here we have several people working on the pit during the June Open Day. The rail being worked on in the foreground had been lifted into position and is in the process of being fastened back onto the sleepers, pit plates, and reconnected to the rail before it. In the background is Ian and a welder working on the pit beams, with Ashley keeping an eye on them. Way down the back you can also see the Peckett, being worked on as seen in the picture on the front page.

Although it has been there a while now, the new woodwork shop sign is a nice little feature I (EB) have been meaning to mention for a while now. While the creator remains a mystery to me, at least they have put the 'woodwork shop'/'wood workshop' point of contention to rest!

Quiz Answer: MOTAT in Auckland

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