

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 .

OPEN DAYS :

The July Open Day was a reasonably quiet day with the weather being overcast.

The August Open Day was extremely busy and a very healthy banking resulted, however two things marred the day:

1. The Peckett wasn't steaming very well on the new batch of coal.
2. Our sausages for the BBQ didn't turn up until 2.30pm because of a car breakdown. Trev went into Huntly for some sausages but they quickly sold out so Gail went for some more.

We were visited by the Mini car Club of Waikato. It was very impressive to see approximately 14 minis all parked by the station.

We could do with some more people to help in the shop, selling tickets and souvenirs. Thanks to all who turn up and help.



It only takes a room of Americans for the English and Australians to realise how much we have in common.

— Stephen Fry

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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, please.

Sunday	6th	October
Sunday	3rd	November
Sunday	1st	December

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	29th	September
Sunday	27th	October
Sunday	24th	November

Please turn up and help maintain our railway

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

We had two kindies early in July and have another three booked for the Monday morning after our September Open Day. We also have one booked for mid-October.

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

This was held on Sunday 28th July. The turn out of members was quite good but more would have been much better.

C A R E T A K E R :



Russell continues to do an amazing job around the junction and the railway. He has started a nursery and has heaps of young trees and shrubs growing. He has planted some out around the Junction.

He has also cut down some Wattle trees near the coal cutting that had sprung up close to our line.

T R A C K W O R K :

Ian B and Teresa spent two afternoons checking and replacing any track markers that needed attention.

Our community work crews have spent two days at the Junction since the last newsletter, replacing sleepers within the Junction yard. There are more to do so they are booked to come out again later in August.

A S S E S S O R :

The annual assessment of our railway was carried out on Sunday 23/6. Fortunately, nothing was found to be wrong and he seemed pleased with our operation.

B A T T E R Y E L E C T R I C H U T :



Work continues on this refurbishment. Robert spent a day painting the inside, while Trev has spent at least two days working on the power points and lights. I'm told he has fitted some lights inside but don't know if they are working yet.

N E W S H E D B E H I N D T H E W O O D W O R K S H O P :

Chris and his crew continue to work on the earthworks needed for the siding into this shed. Unfortunately the weather has turned against them, so work has slowed on this job.

To protect the future shed, all wattle trees growing on the bank behind were removed and cut up for firewood.



They have also started to repair/replace the bogies under our large flat top wagon ex West mine. This has been parked at the bottom of our line for a few years. A bearing in one of the wheels had collapsed. They towed the wagon up to the Junction with the battery electric loco and have since jacked the wagon up and removed the offending bogie. When we obtained this wagon, we also obtained two bogie side frames so they will go under the wagon.

P I T :



Our welder has been back and done another days welding but still has more to do.

F I R E W O O D :



We have just received a truck load of lighting up

WANTED:

Reasonable second hand corrugated iron sheets from 1.8m up to 4.0m as long as the galvanising is in good condition. Don't worry about the odd dings as the sheets will be re-rolled to make them uniform again.

wood. Some was cut up by Russell & CJ the day it was delivered & stacked in the firewood shed.

The price was right and so was the delivery charge.

Although some is rather thin, it will be used for getting the fires started.

P E C K E T T 1 6 3 0 :



Chris came down for our working bee on 23/6 and tried the Peckett out, using the Mines car, all over our line. The Peckett certainly steamed well.

It was used by itself on the July Open Day to haul the two cars up from the bottom terminus and performed very well.

Bruce drove the loco on August open day but because of bad coal, it did not perform at all well. In fact it only did two trips and even then had to be assisted by a diesel loco.

There are a few jobs that need doing on it.

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CLIMAX 1650:

Quite a lot of work has been done on this loco. Richard and Guy went to Te Kuiti and riveted the new doubling plates onto the new frames. The frames have since been assembled.

The two of them and Derek spent a day riveting some angle iron onto the boiler.

Ds 361:

Bruce, helped by Russell, has been working on this loco. He has tried to get the engine to start but hasn't been successful yet.

No. 3 CAR:

Robin continues with this car. Some tongue and groove has been nailed on the side and one window sill is in place. Bob has painted some T&G and Gail has been cleaning the paint from the window catches.

HAND CRANE:

We have been very fortunate to have received a grant for \$873 from Pub Charity. This grant is to paint the underframe and put a new deck on our 1874 hand crane.

Many thanks to Pub Charity for the grant.

From the Chairman's Desk

It has occurred to me that many members may not even know who I am. I have been a member of the BTC for approximately 28 years now. I am employed by Solid Energy, working at the Huntly East mine. I started as an apprentice carpenter in State coal days back in 1977 and worked at Rotowaro and Huntly workshops before going underground at the West mine in 1986. I moved to the East mine in 2000.

I have always had a soft spot for the local railways and often took the miners train to Glen Afton during the school holidays to stay with my grandparents.

After so many years as a member of the BTC I now look back at all of the changes made in that time and I can say that the Club is doing well, but there is still more to do.

Around the Junction now

This year we have had a good clean up of scrap from the site with a reasonable return for the effort involved. 30 tonnes have been sold so far.

The club's steam crane has not had any takers after being offered up to any group that may have been interested. The result is that it will be broken up and sold with the proceeds going towards the cost of the new carriage shelter to be erected opposite the station. At approximately 45 tonnes it will make quite a considerable contribution in dollars to this project provided that it can be dismantled economically. Following a visit to the Field days, I have received three quotes from shed construction companies with all three being fairly close in price. The plan is for a shelter 45m long which will be long enough to cover three passenger cars.

Many members may not realise it but the railway has almost reached the end of the line towards Glen Afton. The re-sleepering has now progressed past Colin and Jan's house making a line length of over 3 km. I would like to suggest that members get up to that end of the line and have a look at the work if they can.

The question now is "What do we do when it's finished?"

Our resident caretaker Russell Webb is transforming the Junction into a very nice place to be with hundreds of native trees replanted, the lawns looking

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smart and tidying up many other areas track side. Russell is also a great PR man, showing many casual visitors around our station area during the week.

The shanty needs to be reroofed as it is leaking. One quote has been received to date. The price also covers the cost of insulating the roof space as well. It is hoped that the kitchen unit can be replaced, if anybody has one or knows of a good second hand one (1600mm to 2100mm long with at least 1 row of draws). The old shanty has served the BTC well but

is in need of some serious TLC.

Many thanks to those that help out on our open days which are noticeably busier with the return of Steam powered trains. Thanks also to those working away behind the scenes.

That's it for now.

-Bruce McLuckie
Chairman

The Photo Gallery



This photo, from Trev Terry's collection, was taken in June 1979. It is looking up the yard at the Junction from about the trap points. Note the three loco's in steam!! The hall is in good condition. For those of you who know the area now, there have been massive changes.

-CJ



Another look at the July Open Day. There were some nice fine spots throughout the day that helped keep the day warm and the visitors happy, especially the photography club that came along that day.



After a long search for a new home, the hard decision has been made to dismantle the club's steam crane for scrap. Here you can see the arm has been gas cut at the base and is now resting on its runner wagon

The Photo Gallery *Continued*



Although some of you may cringe at the sight of the Peckett with a silver smoke box, I (EB) still thought it worth putting in a few images of what it was doing during the July Open Day. **Top Left:** rolling off the pit after an oil top-up just after mid-day. **Top Right:** steaming up from the Rotowaro end of the line with the 1:30 train, sans-diesel loco. **Bottom Left:** preparing to do same with the 2:30 train. **Bottom Right:** parking up at days end.

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