

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 September Open Day was pretty busy but October was even better, mainly due to a group of photographers and a mini bus from MOTAT's tramway section.

We ran out of sausages and bread – again!

Many thanks to all who turn up and help make these days a success. We were visited by Adrian Douglas from NZ Transport Agency. He seemed happy with us.

The Peckett ran very well and is used on the lower section of the line. This means an engine change as the train returns from the Glen Afton end of the line.

A successful man is one who makes more money than his wife can spend.

A successful woman is one who can find such a man.

—Lana Turner



—Elliot Baptist ©



—Elliot Baptist ©

IN THIS ISSUE

• Open Days..... 1	• Battery Electric Hut 2	• Peckett 1630 3
• Upcoming Dates 2	• Flat Top Wagon ex West Mine..... 2	• From the Chairman's Desk 3
• Charter Trips 2	• Climax 1650 2	• The Gallery..... 4-5
• Trackwork..... 2	• No. 3 Car 2	• Contact Details..... 5
• Caretaker..... 2	• Crane 256..... 3	

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

The last for 2013 will be held on 1/12/13. Santa will be present. As usual after the open day, we will be having our 'feast'. Please bring something to help with this.

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	24th	November
Sunday	29th	December
Sunday	26th	January

Please turn up and help maintain our railway

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

We have had two mornings of these: a couple more kindies and two senior citizen groups.

We have another kindy enquiry and another for January or February next year.

Thanks to all who help with these trips. They are an important source of income for the Club. Usually those helping are Jan, Beryl, Bob, Bruce and CJ.

T R A C K W O R K



Just after our August open day, we found a broken rail in the siding outside the woodwork shops. This was changed within two hours of it being spotted. Those involved: Ian B, Bruce, Russell and CJ.

Our community work crews have been at the Junction a couple of times since last newsletter. Work has now been completed but we have discovered a rail that needs replacing.

Russell has continued with his work around the Junction. He has even started cleaning some areas down the line and planting natives in these areas.

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

Work continues with the refurbishment of this hut. A large working bee was held on Sunday 13/10 but I'm not sure what was done.

F L A T T O P W A G O N E X W E S T M I N E



Work continues on this. The two replacement bogie side frames are in place but are waiting the cross bracing to be fitted.

C L I M A X 1 6 5 0



Richard, watched by Guy, spent a day drilling out the holes for the new firebox, the side stays in the patches welded into the firebox, and outer wrapper.

The bloke working on the underframe in Te Kuiti has been at the Junction three times recently for some bits and pieces. He told Russell that the cylinder assemblies are bolted to the new frame.

N O . 3 C A R

Good progress with the tongue and groove on this car. A lot more has been nailed in place by Robin and Derek.

(Continued on page 3)

CRANE 256

Work continues with the dismantling of this crane. Ian B, assisted by Russell, Ian J and Bruce have done most of the work so far.

5.1 tonnes was taken away recently and there is some more to go.

All lifting of the heavy pieces of this crane are done using our 1874 hand crane. We have sold the boiler to a bloke in Wanganui.

PECKETT 1630

This loco continues to run well. We have two main Firemen and one trainee who are getting the hang of firing the loco with a variety of coal. As they have found out, it won't steam if there is much slack in the coal. We recently had to re-screen the coal but we got a credit on the slack the next time we got some more.

The smokebox has been painted in a hi-heat black paint.

-CJ

From the Chairman's Desk

First off a bit of club history. Many years ago as some members may well remember OPERATING STAFF could get a cut lunch on open days which had been made fresh that morning by the ladies of the club. These lunch packs were made early in the morning while the steam engines were being fired up for the days running. As time went on it was getting harder for the ladies to get together to do this job and there was always the uncertainty of the numbers required. Eventually the BBQ was started as a means for the Club to make a little extra money as we were not in a position to offer any other kind of food for sale to the public. The committee decided that the lunches would cease and that OPERATING STAFF

could instead have a free sausage or two from the BBQ. The club purchases all of the consumables for the BBQ including gas and profits are never outstanding.

OPERATING STAFF are the people who are "DIRECTLY" involved in open day running, be it train crew, shop staff, station officers, committee members attending to the clubs business through attending the committee meetings. It doesn't include members who are just visiting or working away at their own projects with visitors on projects.

It was drawn to my attention following the November open day that one of our members thought it was ok to feed "HIS" team (who were not involved in the operations that day) free sausages from the BBQ. THIS WILL NOT BE ALLOWED TO HAPPEN AGAIN. If you invite people to the railway they are not entitled to anything from the club free. If you want to feed them then put your hands in your pockets and pay for it. I am expecting a donation forthwith for the BBQ sausages.

Progress Mr Chairman:

A new gate has gone up at the bottom side of Hangapipi road crossing in an effort to stop locals driving down the railway and dumping rubbish. PLEASE be aware that this gate is there and is locked. You won't miss it as it stands about 5 feet high. This was installed by Russell, Colin J and I with the aid of a visiting Corrections Dept. worker.

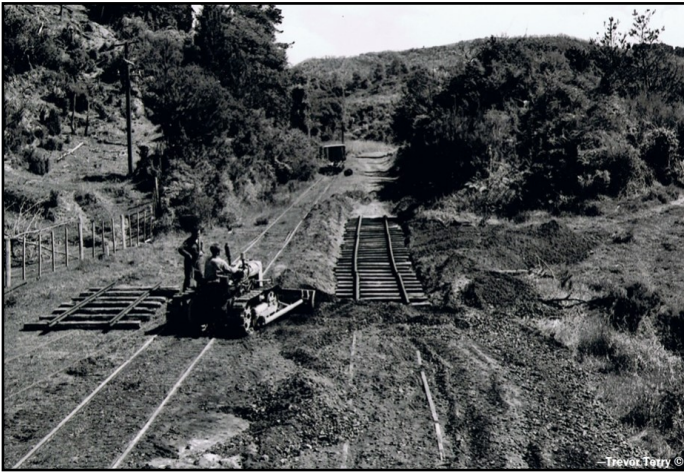
The breaking up of the steam crane has slowed up due to smaller pieces currently being removed. The boiler has been sold to a steam engine machinery collector in Wanganui and will be picked up shortly. It is intended to sell the counter weight separately as well. At 8 feet by 5 feet and 2" thick it is a serious piece of steel. Remember that all of the proceeds from this are going towards the new carriage shelter.

Just in the last two days the new track set for the Price "E" was built and ballasted. This is next to the driveway behind where the coal wagon sits. It is hoped to have the Price "E" on the track set shortly prior to some cosmetic TLC and a cover being built over it.

The Open Day on Sunday was very colourful indeed with steampunk group members visiting us and being photographed by the many members from Auckland photography clubs there for the event. A big thank you to all who helped out with the running of a very successful open day.

—Bruce

The Gallery



The image on the left shows the main line being re-laid in the area beside the old water tank stand foundations. When we took over the railway, the whole of the main line within the Junction yard had been removed. The little Bristol bulldozer was owned by

Colin Ewing but lived at the Junction. The photo was taken at the end of October 1979. Note the lack of the large pine trees!! The image on the right is where our loco shed/workshop is now situated. It was taken in June 1979. -CJ



Returning to the present, we see the trackset for the Price E.

And here is the Climax frame from another angle. Looking good!



Here we see the September open day and, of course, the Peckett! On the left we have the Peckett moving to replace 402 on the

front of train for the lower leg of the trip. On the right is some fiery mid-air slag from the firebox!

The Gallery *Continued*



Those of you thinking “if I see any more images of the Peckett in this newsletter, I’m going to pass out!” Had better take a seat, because, surprise! It’s the Peckett again! So here on the left we

have the September open day crowds admiring the marvel of steam we call the Peckett. On the right we have that same marvel being paid almost no attention at the end of the October open day.



Taking a sneak peek at the next newsletter, we see some of the members of the two steampunk groups that visited us on the November open day. The gentleman in the left image in particular

seemed well suited to the task of lighting up a steam loco, if not ‘firing’ it himself! (ha ha ha ha...) I’ve heard they are keen to visit again regularly. -EB

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