

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

Page 1

We are quarter of the way through 2014, where do the days go.

SUBS :

Many thanks to all who have renewed their subs. If you haven't, this is the last newsletter you will receive.

We have several new members. Welcome to our club. We hope your stay with us will be long, enjoyable and productive.

OPEN DAYS :

April open day was a lot better than our usual first open days and a healthy banking resulted. A couple of our usual helpers in the shop were away on holiday so the Ladies roped in a 'ring in'. Thank you Michelle. Everything went very smoothly.

Thanks to all who turned up to help.

CHARTER TRIPS :

These are starting to come in. By the time you receive this newsletter we will have run two.

One was for Easter Saturday afternoon and was for the NZ Model Railway Guild annual conference in Hamilton. The other is for a new kindy in Taupiri.

*Common sense is genius dressed
in its working clothes.*

-Ralph Waldo Emerson

(Continued on page 2)



QUIZ :

Where might this be?



Answer on page 5

AGM :

This will be held on the **25th May at 1.30pm**. This meeting is a very important part of the club so all members are urged to attend. An official notice has been sent out.

The morning will be taken up by a shunting or safety school.

SECRETARY :

Colin Swabey has resigned as Secretary. We have co-opted Richard Ellis into the job. Richard lives in Thirlmere NSW which means a bit more work for Bruce and myself but we're grateful to have him on board.

TRACKWORK :

Ian B has carried out his annual foot inspection and has noted a couple of things that need doing. His second track working bee wasn't well attended so He and Bob W spent the day on maintenance work on the air compressor in the track wagon. Whatever they did to the engine unit seems to have worked as it emits no black smoke now.

Strangely enough the day after the track inspection I ran a large diesel loco over a section of track that is part of the point at the top end of the yard and noticed an unusual bump. On inspection I found that a section of the web had rusted through and collapsed. A new rail was cut to length and then put in by our C/W crews.

AGM / SHUNTING SCHOOL

Sunday 25th of May

Shunting School starts 10am, AGM starts 1pm

UPCOMING OPEN DAYS

Our next open days will be on:

Sunday	4rd	May
Sunday	1st	June
Sunday	6th	July

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

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:

Sunday	25th	May
Includes shunting school followed by the AGM		
Sunday	29th	June
Sunday	27th	July

Please turn up and help improve our railway!

Our Community Work crews have been replacing sleepers at the Glen Afton end of the line. One day was spent by Russell and his chainsaw cutting wil-lows that were growing on the formation. The trunks were cut up for firewood and the branches dragged well out of the way. These trees mark the start of the last curved cutting before Glen Afton which is pretty well over grown.

JUNCTION AREA :

Russell continues to keep the area looking like a park. There has been a lot of activity around the junction lately.

On Sunday 13/4 the crane section of Eric's steam crane was loaded onto a transporter for a private collector in Wanganui. To be able to get the crane onto the ramp meant everything stored in the area had to be shunted well up the line out of the way.

(Continued on page 3)



Blocking and adjusting the ramp and the end of the transporter took about an hour and a half while the actual loading took just a few minutes. Then everything had to be shunted back again. This shunting also enabled the Wellington and Manawatu carriage to be pulled out.



It is to be picked up off its bogies during Easter weekend with the crane and transporter booked for early on Tuesday. This car is off the Wellington to join the other two remaining WMR cars of this type.



PECKETT 1630:

This loco passed its annual survey and was checked in steam on the Friday before the April open day. It ran up and down the yard during the open day as the countryside was to dry.



Richard Ellis was over from Oz and pulled the air brake system apart to fix some air leaks.

PRICE "E" LOCO:

Ian Jenner arranged for a very high pressure water blaster to come and give the "E" a good clean up. They have spent a day so far and need another day to complete the job. While the crane is on site to lift the WMR car, we hope to lift the "E" onto its display track. The cab and bunker are off the loco.



CB 117:

The welding of the boiler shell around the two small mud hole doors has been completed.

CARVAN AF1047:

What started out as a small job replacing a few rotten tongue and groove boards turned into quite a major one. As the T&G was pulled off more were found to need replacing. Then we found some of the windows weren't in the best condition. New ones are presently being made.

All this meant that the carriage needed an external paint job. Russell spent about three weeks on this job. The T&G was replaced by Russell and Bruce.

HAND CRANE:

Thanks to a grant from the **Pub Charity** this crane now has a new deck. While the deck was off the opportunity was taken to clean and paint all the steel work normally hidden. Even though the new timber was stored inside it twisted badly before being put on the crane. One of the C/W workers carrying out his sentence at the junction fitted angle iron to the sides of the decking and drop down platforms. This looks really good.

FLAT TOP WAGON:

The bogies were re-gauged by Richard, Russell and Guy and it is now back at the very bottom of our line.

NO. 3 CAR:

Some of the windows have been painted while Robin has been sorting out the sills and side pieces that hold the window in place.

NEW SHED:

Chris Lucas and his crew are still progressing with this job. They are presently boxing up the shed floor

area. They propose to lay the rails then mix and pour the concrete. A truck load of metal for the siding has arrived and is partly in place.

**LOADER:**

This very necessary piece of gear has had a few problems lately. First one of the rear tyres gave out and was swapped for one we had at the junction. The tube had patches on patches so was replaced.

The alternator decided it had had enough and burnt out. As I write this it is in the process of being replaced (with a proper one this time).

TREES:

For the last part of 2013 some trees at the top end of the line were hanging down very close to our trains. These were dealt to by Russell, Bruce and the chainsaw. The trees were cut up for firewood.

SHANTY:

Thanks to a grant from the **Lion Foundation** this building now has batts insulation in the roof plus a new roof. The work was carried out by a local plumber.

Thank you very much to these charity for their generous grants.

—CJ

From the Chairman's Desk

I will keep this short as I need to have something for the Chairman's report to the AGM.

(Continued on page 5)

‘Very busy’ is how I would describe the last few weeks at Pukemiro Jct. The car van was finished in time for the first open day although there are a few other jobs to do that will have to wait until next Summer. It was a bit of a rush to get the Peckett together but it is all go now.

Recent activity has seen the WMR car craned onto a transporter and taken to Silverstream in Wellington. Eric’s steam crane has gone to John McClunes’ in Wanganui to a very happy new owner who intends to have it operational in very quick time. It is now in a shed. John will pick up the jib at a later date.

Have not done much with the other crane lately as we have been tied up on other jobs. It is hoped that more will be cut up soon. We have sent away what we had on the flat wagon for a good return and took the op-

portunity to dispose of two Q wagon under-frames as well.

It is great to have the Price “E” moved onto its track set, we were able to make use of the crane that was on site to lift it over. Weighed in at a hefty 15 tonnes without the cab and bunker. A shelter to go over the top is planned for the not too distant future.

The AGM is approaching and it is hoped that some of you might consider joining the committee to help us run our railway. Despite what you might think it will not take up much of your time and it would be great to be able to spread some of the work load that a few of us have been lumbered with.

Until next time. Work safe. Be safe.

—Bruce



The Gallery

Here we see Lindsey Benbrook and Janet Weir during their recent trip to the Junction during the April Open Day. Can we assume from the cameras in hand the Club will be in an upcoming “Rail Scene” video?

QUIZ ANSWER:



Why, it’s the Ongarue Spiral!

This was part of the Ellis and Burnand Ongarue Tramway from which our own Climax 1650 (pictured) and Price E 111 locos worked. It has now been restored as part of the “Timber Trail”, an 83 km cycleway that forms part of the New Zealand Cycle Trail. Much of the “Timber Trail” follows the track bed of the former tramway.

—EB