

Pukemiro Junction



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

GREETINGS

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Welcome to another newsletter and another year!

The start of a new year also brings about the start on another financial year for the club which means that subscriptions are now due.

Renewal forms will go out shortly. This year you can either send us a cheque with your renewal forms or use internet banking. If you use internet banking please put your membership number as the reference. The Club's account number will be on the form.

You must return the signed renewal form by post.

*Always be wary of any helpful
item that weighs less than its
operating manual.*

-Terry Pratchett

OPEN DAYS

November was reasonably good passenger wise. Unfortunately the day was warmed by a bad fire at the bottom of the line. (details later in newsletter –Ed.)

Thanks to our fire crew on the day, Ian B, Mike, Guy, David and Sebastian for their efforts.

December was not as good passenger wise with the days takings only increased by a group from the Wai-kato Vintage and classic car club who arrived and caught the last train. This was the only trip of the day that the carriages were full. To cope with the demand Trevor had to cook a lot more sausages.

Thanks to all who turn up and help with these Open Days as without you we couldn't run.



50TH ANNIVERSARY

2015 marks the 50th anniversary of the Club and 100 years since the railway reached Pukemiro Junction.

Teresa B. is working out a programme for just about every month. The first event will be on **anniversary weekend Sunday 25th January** when we hope to give the station building a good going over.

END OF YEAR BBQ

After our last train for 2014 we held our usual "nosh-up" and very pleasant it was too! As usual there was too much grub so a lot ended up getting taken home.

NEW MEMBERS

We have recently gained some new members. Welcome to our club. One new member has already been to two working bees.

CHARTER TRIPS

We had a very large charter for a group of photographers supported by Steampunk people.

There is a charter booked for February and an enquiry for another.

Many thanks to all who turn up and help with these trips. They really are the cream on top of our Open Days.

AGM

This will be held on **Sunday 22nd March 2015**. Formal notice will go out later.

Bruce has indicated that he will be standing down as Chairman (after many years of hard work –Ed.). This means that we will need a new Chairman and a Treasurer as he was doing most of the financial stuff as well.

A safety course will be held in the morning prior to the AGM.

AROUND THE JUNCTION

The Junction looks good with lots of flowers in bloom.

Russell and Richard Ellis recently replaced all the rather rotten weatherboards on our car and wagon store with corrugated iron. They also replaced the iron on the roof then painted the whole shed after pulling down the carport that was alongside.

Russell has since planted gardens at both ends of the shed.

UPCOMING WORKING BEES

Working bees are held on the Sunday of the 4th full weekend of the month and are very important in keeping our railway running.

We have some special ones coming up. They are:

Sunday 25th January

Anniversary Weekend and Station Clean-Up

Sunday 22th February

No 4th full weekend so Working Bee is on the 3rd full weekend

Sunday 22th March

AGM and Training Day with Family Social BBQ

Sunday 26th April

Nothing special as yet, check the next newsletter

Please turn up and help keep our railway in good order



One of Russell's lovely gardens!



The day the wall fell (thanks to some handy hammer work)

David Mann cut all the growth along the bank opposite the railway station. It was carted up to Russell's burning area by Gail, Derek, Alun and Colin J.

MOTOR CARAVAN ASSOCIATION

We are now an authorised stopping place for camper vans belonging to the above association.

They must be self-contained units. The charge is \$10 per van per night, we have already had one camper stay overnight after the December Open Day. They reported that they had a very peaceful and quiet stay.

There are now combination locks on the gates at the bottom of the drive and on the gate at the station. These are for MCA members who might arrive after hours to gain access.

SHANTY

To all members who stay in the shanty, it is your responsibility to keep this place tidy. When you leave, all your food must be taken out of the fridge and not left for someone else to clean up.

A supply of soft drinks is in the fridge. The prices on the box containing them in the fridge. A dish has been provided for the money.

Please, if you want one of these drinks, pay for it. (it wasn't me! -Ed.)

CARRIAGE SHELTER

We have been very fortunate to obtain a grant of \$21,500 from the Pub Charity towards the cost of building the new shelter. With two previous grants from Trust Waikato and WEL Energy Trust along with what we have got from scrap recently, we have enough to build the shelter.

It will be located on the back road opposite the station extending from the forge shelter towards the gantry crane and will be 47.5 metres long. A large deposit has already been paid to the builders (Totalspan) and they will be starting on it in late January.

This project has been under the guidance of Bruce.



The new look shed pre-gardening



Such a striking shed shining so serenely in the summer sun

QUIZ:



Where might these young adventurers be?

Clue: it's not too far west of Taupo

TRACKWORK

We have had a few more visits from our community work crews, they have twice dug the toe off the slow moving slip up the line.

Just below Hangapipi Road has been a very slow settling slump under the line going back to NZR days. Russell and Bruce loaded, dumped and spread a Yb of ballast across the area and the track was jacked up and packed by a C/W crew. This is about the third time we have had to do this to this piece of track.

Ian B has carried out his six monthly track inspection and marked a few things that need attending to.

TRACK TO GLEN AFTON

No further progress with the re-sleepering. David has spent two days cutting the willows and scrub on the lower part of the final cutting into Glen Afton. We have applied for a grant to complete the overhaul of this last bit of track.

PECKETT 1630

This loco was in steam and on the train for the November Open Day but was in pieces for its annual survey by December Open Day with the inspection booked for 11/12/14.

Those involved in the work on the survey were Chris, Neil, Ian B. and Colin J.

Richard Ellis recently spent a couple of days fixing steam and air leaks on the Westinghouse systems

PRICE CB 117

This has been in steam running up and down the yard most Open Days.

The Cb will be spending the summer at MOTAT along with the Mاما-ku bush jigger.

STEAM CRANE 256

Ian B continues to battle away on dismantling this, the runner wagon bogies were sold to a private buyer in Wellington.

NO. 3 CAR

Robin and Bob continue to work away on this car. The timber above the windows is now in place with the covering flashing being nailed in place.

FIRE ON THE NOVEMBER OPEN DAY

A fire started just after our third train of the day left the bottom terminus. It could have been started by a spark from the Peckett but as the two diesel locos were doing 99% of the work it is rather a mystery. The fire was not noticed by us but was reported by a passer-by on Rotowaro road approximately half an hour after the train had left.



The current end of the line. Onward into the bush!



Emptying the tanks for the road-trip



Looking 'flash' (ha ha!)

Our fire train immediately went down and called out the fire brigade and requested a helicopter. Both ourselves and the fire brigade were able to control the fire but not put it out before it got beyond the reach of both lots of hose. One helicopter arrived two hours later and could also only contain this fire but not put it out, so a second helicopter was called out .

The fires were finally out and the helicopters flew back to Ardmore at 7:30pm. A large portion of an adjacent pine plantation was burnt through.

-CJ

PIPES WITH A HOLE FOR STUFF (NOT SMOKING)

Here's some army pipe specifications to help those of us (eg. me –Ed.) understand the true nature of pipes. Oh the time I'll save by buying pre-rusted pipe!

1. All pipe is to be made of a long hole, surrounded by metal or plastic centered around the hole.
2. All pipe is to be hollow throughout the entire length – do not use holes of different length than the pipe.
3. The ID (Inside Diameter) of all pipe must not exceed the OD (Outside Diameter) – otherwise the hole will be on the outside.
4. All pipe is to be supplied with nothing in the hole, so that water, steam or other stuff can be put inside at a later date.
5. All pipe should be supplied without rust: this can be more readily applied at the job site.
NOTE: Some vendors are now able to supply pre-rusted pipes. If available in your area, this product is a recommended thing, as it will save a great deal of time at the job site.
6. All pipe over 500ft (150m) in length should have the words "LONG PIPE" clearly painted on each side and end, so that contractor will know it's a long pipe.
7. Pipe over 2 miles (3.2km) in length must also have the words "LONG PIPE" painted in the middle so the contractor will not have to walk the entire length of the pipe to determine whether or not it is a long pipe or a short pipe.
8. All pipe over 6ft (1.83m) in diameter must have the words "LARGE PIPE" painted on it, so the contractor will not mistake it for a small pipe.
9. Flanges must be used on all pipe. Flanges must have holes for bolts, quite separate from the big hole in the middle.
10. When ordering 90 ° or 30 ° elbows, be sure to specify left-hand or right-hand, otherwise you will end up going the wrong way.
11. Be sure to specify to your vender whether you want level, uphill or downhill pipe. If you use downhill pipes for going uphill, the water will flow the wrong way.
12. All couplings should have either right-hand or left-hand threads, but do not mix the threads, otherwise, as the coupling is being screwed on one pipe, it is being unscrewed from the other.
13. All pipes shorter than 1/8in (3mm) are very uneconomical in use, requiring many joints. They are generally known as washers.
14. Joints in pipes for piping water must be watertight. Those in pipes for compressed air, however, need only be airtight.
15. Lengths of pipes may be welded or soldered together. This method is not recommended for concrete or earthenware pipes.
16. Other commodities are often confused with pipes. These include: Conduit, Tube, Tunnel and Drain. Use only genuine pipes.
17. Scottish Regiments in the Army, use Army pipes in unusual ways. These are not approved of in engineering circles.

The Gallery



Top Left: A look at some of the fire damage as seen from the line on the day. Several of the pine trees later turned brown.

Top Right: The second helicopter dousing the fire from on high.

Above Left: There was one winner out of this however. Ian B. managed to score a ride in a helicopter to show the pilot suitable water sources for the bucket. Lucky fella!



Left: Russell showing the muscle!

Right: Some hard workers relaxing at the end of a day at the club. Including our Australian resident of a secretary, Richard Ellis.



SOCIAL MEDIA

For those who don't know already, the Club has it's own Facebook page:

<https://www.facebook.com/TheBushTramwayClubInc>

Hop online and have a look. Perhaps even to post an image or comment for past or future visitors to see. The images and info there are much more recent than those on the current Club website, making it a more suitable place to send potential visitors.

We may not have to put up with the current website forever though...



QUIZ ANSWER:



Why it's a bridge over the Mangawhero River formerly part of the Bennett & Punch Tram at Ohakune. Located a few hundred metres after where it crossed the Ohakune Mountain Rd. The explorers in the 1965-66 photo were from left: Allan Spalding, Colin Jenner (our hard working GM), Peter Jones (former BTC auditor) and Bob Shilton (now deceased) with Ian Jenner behind the camera. All of them founding members of the BTC. These new images also come courtesy of Ian Jenner who, having tried unsuccessfully a number of times over the years, managed to find the bridge once again with the help of an intrepid explorer friend.

Thanks to Richard Ellis, Ian Jenner and Bruce McLuckie for their contribution of images for this newsletter

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