

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

Welcome to another newsletter in a year already partly gone.

SUBS :

Many thanks to all who have renewed their subs for another year and special thanks to those who have included a donation. There were some very generous donations.

Remember, all donations over \$5 are tax deductible.

Those that haven't paid by the end of March are removed from our mailing list. (You wouldn't want to miss our wonderful newsletter would you? –Ed.)

OPEN DAYS :

The first for 2015 will be on Sunday 5th April. This happens to be Easter this year and already some of our regular helpers have told me they will not be at the Junction so we will need as many helpers as possible to fill the gaps.

This year we are trialling the use of an EFTPOS system for ticket sales only. Next Open Days are 3rd May and 7th June. Remember that the first train leaves at **10:00 am** by the new timetable.

The major difference between a thing that might go wrong and a thing that cannot possibly go wrong is that when a thing that cannot possibly go wrong goes wrong it usually turns out to be impossible to get at and repair

-Douglas Adams



50TH ANNIVERSARY:

Teresa has worked out a suggested programme. It has been discussed by the Committee, more about it next newsletter.

AGM:

This will be held on 22nd March 2015 at 1.30pm. Formal notices have now gone out.

We must have someone willing to take on the position of Chairman and also someone to take on the Treasurer's job.

Current Chairman Bruce McLuckie will be standing down this financial year, Bruce has been Chairman for the past 8 years and de-facto Treasurer for almost as long.

A safety course will be held prior to the AGM starting at 10.30am

If you are at all interested in the club, please attend on this day.

CHARTER TRIPS:

By the time you receive this newsletter we will have run our first charter trip for 2015.

We have a van club booked for the first weekend in March but at this stage they do not want a charter trip just use of the site for the weekend.

AROUND THE JUNCTION:

The very dry weather has slowed the lawns down, much to Russell's pleasure.

The Station area looked and still looks a pretty picture with all the plants in flower.

CARRIAGE SHELTER:

The money has been paid, all necessary permits obtained and work on construction is due to start the 1st week in March. Everything should be finished in time for the AGM.

At 47m long it will be long enough to cover three carriages.

Bruce certainly had some rough moments with the various consent teams at the Waikato District Council.

To enable a footing for the builders scaffolding, the drain along the rear of the yard had to be filled in. It will need digging out again when the job is completed.

UPCOMING OPEN DAYS

Our next Open Days (with provisional 50th Anniversary events) will be on:

Sunday 5th April

Sunday 3rd May

Bands/Schools Day

Sunday 7th June

Family Play Day on the Saturday (6th)

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

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. They are:

Sunday 22th March

AGM and Training Day with Family Social BBQ (Bring a plate, yum! -Ed.)

Sunday 26th April

ANZAC weekend

Sunday 24th May

Sunday 28th June

Please turn up and help keep our railway in good order



A cleared space today, a carriage shelter come mid-March

WORKING BEES:

These are held on Sunday of the 4th full weekend of the month.

Last working bee was quite a good turnout. Gail and Derek along with Ian and Teresa gave the station interior a good clean. This included the 1st aid room and kitchen.

Ashley cleaned out the station masters office while Elliot and Guy did the same to the station shop. (In a good way, I promise! –Ed.)

Ian water blasted the station and the Rec-room. There is still some water blasting to do on the station then a bit of painting where the water blasting has taken some paint off.



The station doesn't just clean itself you know!

Bob was working on No.3 car while William worked on making F185 presentable, this will be his responsibility this year.

Please turn up and help keep our railway running and in good order.

We look forward to seeing a good turnout of members this year to help mark our clubs 50th anniversary year.

TRACKWORK:

We have had a few visits from our community work crews. They have completed the re-sleeping of approximately 1/2km just above coal cutting. About 30 sleepers have been replaced in this area plus a couple below Hangapi Rd level crossing.

They have also re-sleeped the section of the back road where the bunk car normally sits, as this area will be under the new carriage shelter. This piece of line was the property of Pukemiro Collieries and was maintained by them. This has never been touch by us and was last re-sleeped about 1959 using sleepers from the old Auckland Tramway system. some were just holes in the ground while a few were still in quite good order. The crew also replaced a broken rail in the back road of our rotten row area, the rail web had rusted through and collapsed.

Russell and Bruce spent a day trimming and levelling the two loads of ballast that had been laid on the Ramp road some time back. This involved moving the metal heaped in the middle of the line out to either side of the rails and trimming to sleeper height.

LINE TO GLEN AFTON:

David has spent another couple of days clearing the willows and scrub in the final cutting. All willows and scrub for approx. 50m has been got rid of. All of the willow was cut up for fire wood and the small branches and scrub dragged out of the cutting and disposed of. (The firewood shed is chock-a-block –Ed.)

Unfortunately the line in this area has been buried under a slip many years ago and cleared down to the level of the rail head. This leaves the clay needing removal down to the sleeper level before the sleepers can be replaced. A community work crew recently spent a day doing just that.

They have uncovered enough sleepers for a day's replacement work. At least the area is in the shade at present.

PECKETT 1630:

This passed its open boiler inspection on the 11/12/2014. A few parts have been put back on the loco so far but there is a lot more to do.

STEAM CRANE 256:

Ian continues to battle away at dismantling this. He has been successful in finally cutting out the main pivot from the centre of the frame. 5 tons of scrap was sold recently, though not all of it was from the crane.



The former location of Crane 256's main pivot

NO. 3 CAR:

Not much has happened on this car since last newsletter. Bob has finally fitted the curved piece of timber that forms the outer edge of the veranda roof. He has been removing all the hand rails from the veranda ends as one of the next jobs is to replace the end posts.

XP 474:

This was our track wagon until replaced by our present one in 2008, since then it has sat up in rotten row gradually rotting away. Derek and Gail have taken it on as a project to do up. It was cleaned out on the last working bee. It is hoped to be able to use this wagon for covered storage of the drums of steam oil that are currently in the black La wagon, which when empty could do with a clean-up and repaint as well.

E^A 1628 (EX A 1319):

This car was purchased by the late Eric Burns in 1981 but never used by the club. It had a rubber roof put on it many years ago but just sat in rotten row being used for storage.

Richard Ellis has recently taken this car over and spent 2 weeks helped by Russell completely replacing the frame work on one side. The car would have been un-restorable in a few year's time. It is currently parked at the station end of the Loco workshop to allow the replacement of both of the ends of the under frame by a contractor.

This is a private project funded by Richard. The car was built June 1913. The first class signage is still visible above the doors.



X^P 474 has seen better days, big job ahead

—CJ

THANKS:

Thanks to Ken Woodhouse of KW Auto for his assistance to the club

Further thanks to Richard Ellis, Teresa Bettison and Ashely Turner for their contribution of images

The Gallery

This newsletter's gallery shows the recent work on E^A 1628 by Richard E., Russell, CJ, David M. and Ian B. All images thanks to Richard. They reside on the next page...



It's taken a lot of work but the results are obvious Above you can see E^A 1628 as it was in January, frame rotting away and rust the only thing remaining of the ends. Above we see CJ and Russell being assisted by Zena while on Right we see David Mann cutting up the old timber in-between his work clearing brush up the line. There's still plenty to do but it's a lot less likely to fall down now.



THE BUSH TRAMWAY CLUB INC.