

Pukemiro Junction



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

HOLD ON TO YOUR HATS, IT'S A BUMPER ISSUE

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Welcome to another newsletter with the year already a third gone.

OPEN DAYS

Our first Open Day for 2015 was on Sunday 5th April. Because it was Easter we were pretty short of helpers but just managed to get through. No steam locos were available. The Cb is still at MOTAT and there was no driver for the Peckett. Our passenger count was quite good. Helped by a kid's birthday party being held at the junction.

Our new EFTPOS machine was in use and recorded seven transactions.

Thanks to all those who turned up and helped. William was dressed up as a cat and was selling Ginger bread man biscuits for a donation. He had made himself (with help from Bob). Well done William.

CHARTER TRIPS

We've had two charters so far this year and a third will have been run by the time you receive this newsletter. Thanks to those who turn up and help run these trips.

When your hobbies get in the way of your work - that's OK; but when your hobbies get in the way of themselves... well.

-Steve Martin



You just can't keep the Bettisons away from the track



The first of many Open Days of this special year

AGM

This was held on the 22nd of March 2015 and was very well attended.

Bruce McLuckie stood down from the chair this time round.

New faces have appeared on the committee. The committee is :

Chairman. Elliot Baptist (Yours truly –Ed.)

Vice Chairman. Richard Stratford (As from first committee meeting)

Treasurer: Ian Jenner

Secretary: Richard Ellis

General Manager: Colin Jenner

Committee: Ian Bettison. Russell Webb. Jan Jenner. Guy Coker. Bruce McLuckie.

No really contentious issues were raised.

Before the AGM our annual shunting school refresher was held, also well attended. One new shunter passed their test.


50TH ANNIVERSARY PROGRAMME**SATURDAY JUNE 6TH**

Friends & Family Play Day in the afternoon. All members, members families and past members are invited to attend. No charge.

Have a friend or family member you've always meant to show around the club? Here's the excuse you've been waiting for. An 'Open Day' just for our family and friends.

There will be a basic sausage BBQ lunch (bring extra if required), pot luck dinner followed by a **Film Evening**. Just remember something warm, hot cuppa available.

JUNE 7TH & JULY 5TH

Normal Open Days

AUGUST 2ND

Normal Open Day: We hope to have our operating steamers available. We are trying to get some other

UPCOMING OPEN DAYS

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

Sunday 7th June

Family & Friends Play Day on the Saturday (6th) with film evening

Sunday 5th July

Sunday 2nd August

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. Next Working Bees are:

Sunday 24th May

Sunday 28th June

Sunday 26th July

As always, it would be nice to see you turn up and help keep our railway in good order

SUMMARY OF 50TH ANNIVERSARY EVENTS

Saturday 6th June

Family & Friends Play Day with pot luck dinner and Film Evening

Saturday 24th October

Current Club Members Fun Day

Sunday 25th October

Celebration Luncheon at Metcalfes Conference Centre

Sunday 6th December

100 years of the line with Mayoral visit and piper

Come and celebrate with us!

unique equipment on-site to make it a special day.

SEPTEMBER 6TH

Normal Open Day: All out to encourage all generations to attend as it's **Father's Day**.

OCTOBER 4TH

Normal Open Day

LABOUR WEEKEND:

SATURDAY OCTOBER 24TH

Current Club Members Fun Day at Pukemiro Junction. Our own 'Open Day' to have fun playing trains!

It is intended to unveil the Price E display stand at the entrance way to The Junction, our iconic symbol commemorating fifty years of creating a 'bush tramway vintage railway club'.

SUNDAY OCTOBER 25TH

Celebration Luncheon at Metcalfes Conference Centre ([website](#)) at 292 Ginn Rd ([Google maps](#)) just seven minutes from the Waikokowai Rd turn off. This outing consists of lunch, extensive gardens, outdoor games such as mini-putt, petanque, croquet, soccer, volleyball, giant Jenga, quoits and a swimming pool (although it might be a bit on the cold side). This venue also offers paid optional activities such as archery and clay pigeon shooting. We meet at Metcalfes at 11a.m. and have the venue until 4p.m.

Cost is \$50 per head, school children under 12 charged by age. There will be strictly limited places available and we are expecting attendees to be life or current members. **Please indicate your interest as soon as possible!** Contact Teresa Bettison direct or send a message to:

secretary@bushtramwayclub.com

NOVEMBER 1ST

Normal Open Day

DECEMBER 6TH

The Mayor (Allan Sanson) is to close our anniversary year. This date is also the closest to the actual operation of the first coal train run on The Glen Afton Branch line, one hundred years ago in 1915! There will hopefully be a piper to pipe out the first passenger train this day. We intend to have people come in period costume dressed as coal-miners, bush-men and railway personnel. As many of our members as possible are invited to participate. We will be inviting other dignitaries in December to round off our year's activities and look forward to another 50 years of Bush Tramway Club involvement.

-Teresa Bettison (with additions by me -Ed.)



There's plenty on offer at Metcalfes. Images sourced from their web site

CARRIAGE SHELTER:



Rapid construction underway by Totalspan

This was erected over eight days in early March and now holds the Bunk car and our two working carriages with a little room to spare. This is the first time in their long lives that the cars have been stored under cover.



It's surprising how much bush is visible over the top

Thanks Bruce for getting this project going. The shelter is a real asset to the club.

TRACKWORK

A few more visits by our community work crews has seen more re-sleepering carried out.

Ian Bettison has carried out his six monthly track inspection and noted one area that needed urgent attention. A CW crew came out the next Saturday and re-gauged 22 metres of track. In that area they also replaced three sleepers. The job was finished by lunchtime, so after lunch they went down the line and replaced two sleepers.

They have dug out the drain behind the new carriage shelter.

Ian Bettison has seriously (read *permanently* –Ed.) pruned a Hawthorn bush that was growing very close to the track at the top end of the line.

Notices

GUARDS

We desperately need more members to train as guards for Open Days and charter trips. The job isn't too difficult. Anyone interested should contact Colin Jenner.

CLUBS NAME

At our AGM it was suggested that our railway may need to have a name change to reflect more what we are. A heritage railway. Currently we call ourselves the "Pukemiro line". Suggestions are "The Glen Afton Line", "Glen Afton Heritage Railway" or something similar. The main catalyst for the change is that people have difficulty finding us when they use GPS as they end up in Pukemiro village. Also "The Bush Tramway Club" does not say that we are actually a railway. We will all remain members of The Bush Tramway Club Inc. but will operate the railway under a new running name.

Please let us have your thoughts on this. -CJ

You can submit your idea for a potential new name to:

secretary@bushtramwayclub.com

The current plan is for the committee to review the name submissions and choose the top picks for a membership vote via email and post.

(My personal thinking is that the name should include where we are (Glenn Afton), what we are (a railway) and why we are different (we've always been the "Bush" club), making my current favourite choice "Glenn Afton Bush Railway". However it is up to the membership proper to decide. Please let us know your ideas, this is something we must decide together. -Elliot)

If you would like to post a notice here, for example asking for helpers to paint a loco or any spare corrugated iron for shed repairs send it through to:

secretary@bushtramwayclub.com

LINE TO GLEN AFTON

Our CW crews have spent 3 days working on this track. One day digging the mud off the top of the sleepers and 2 days replacing sleepers.

David Mann has spent about two weeks solid clearing the willows and scrub off the line. He is presently about 250 metres up from the start of the cutting. A very worthwhile job. This is very physical work, all manual labour as well. Russell and Bruce brought up a small flat top material trolley for David to use on the track he is clearing. This is the first rail vehicle on these lines in 40 years. (see images on right)

LINE SIDE SLIP

For many years there has been a slow moving slip onto our line about halfway between the junction and the top of the line. The toe of this slip has been dug back to clear the line many times.

One idea to repair this area is to dig the toe right out punch in some steel posts and then lay old concrete power poles behind them. The power poles have arrived and been put on a flat wagon. The next job is to cut some old rails for posts.

ABOUT THE YARD

Russell Webb has completed doing up the last of the line side huts at the Junction. This involved replacing some timber, water blasting and then painting the shed. Our trio of sheds now looks very respectable.

While Russell was helping Bruce clean up around the water tower foundation with the loader an old base from a brass miner's carbide lamp was uncovered. On further investigation the top half was recovered as well. This was likely used in the Pukemiro mine and has probably lain where it was for 60 or more years after being thrown away by a miner. (see it in the Gallery section –Ed.)

FIREWOOD

Our firewood shed is presently full to the roof. We need some steam locos going to burn some of it.

PECKETT 1630

This was put back together by Chris Mann, Neil Purdee and Colin Jenner. It was passed in steam by the Boiler Inspector on 31st March after being tested on Sunday the 29th.



The track to Glenn Afton is in there somewhere...



Looking back on the same section as above, transformed!



Once cleared the track can be re-sleepered



So continues the ballad of David and his trolley, into the bush!

XP 474

Derek and Gail Morgan continue to dismantle parts of this wagon. The aim is to assess exactly what needs doing to this wagon so a grant for its restoration can be applied for. This wagon can then be used to store the drums of steam oil, currently in the open La wagon, out of the weather.

TR 217

Mike Andrews has been out a few times and continues to battle with this loco. He eventually got the engine started. (no easy feat –Ed.)

A 1319 - EA 1628

Richard Ellis has spent another two weeks at the Junction working on this car. This visit he and Russell have demolished all the second side and fitted all new framework, also putting on all new T&G on that side. Both ends of the underframe and head stocks have been replaced by a contractor from Huntly.



Another side completed! On right Richard and Russell unveil the culmination of their latest efforts.

The Gallery



Ian Jenner has been working on the second Mamaku jigger and has sent this shot of his marvellous progress so far.



Russell's Birthday Party - March 2015 - Chris, Russell, David & Alex enjoy a beer around the fire after a fabulous feed from the BBQ. -Richard Ellis



As mentioned earlier, Russell and Bruce found this old miners lamp by the water tower foundations. Who knows what other artefacts lie buried around the place.



From UK based member Anthony Hinton comes these two shots taken during two days on "Moorborrow" which he describes as "very much a rattle and roll engine". Quite a different looking operation.

IMAGES :

Thanks to Guy Coker, Richard Ellis, Anthony Hinton, Ian Jenner, David Mann, Bruce McLuckie for their contribution of images to this newsletter. Please send any images to: secretary@bushtramwayclub.com

THANKS :

Further thanks to Huntly Plumber for the donation of a new toilet seat and pan. Some mystery remains about the fate of the last one. Sources investigating this say they have "nothing to go on".