

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 with the new year already well gone.

SUBS

Thanks to all who have renewed their subs to the club. Special thanks to those who included a donation.

OPEN DAYS

Our first Open Day for 2016 will be on Sunday 3rd April. We have arranged for a Jazz Band (see last newsletter –Ed.) to come and entertain us. Why not join us in enjoying the show!

The following Open Days will be 1st May and 5th June.

It would be good to have as many people as possible to come and help to run these Open Days.

*Before I refuse to take your questions,
I have an opening statement.
—Ronald Reagan*

Notice

AGM: 13th March 2016 at 1.00pm

Steam engines

PECKETT 1630

This loco has been in bits and pieces for its annual survey. The first inspection was passed in January and it has now been re-assembled prior to its steam test.



The F makers plates returned (Image: via Ian Bettison)



Post water-tower-stand-moving relaxing by the members, some more extreme than others (Image: Teresa Bettison)

CB 117

This loco has been out of service since August when its boiler ticket expired. Some thickness testing of a small part of the firebox has been carried out.

HEISLER

No further work by our boiler man since his last visit. Ian B. has been overhauling some of the boiler fittings and punching out the remains of the bolts that hold the smoke box front ring onto the smoke box.

TRACKWORK

Our CW crew spent a day replacing sleepers on a curve at the 2 km mark. They have also spent a day replacing sleepers on the line to Glen Afton



The slip (Image: E.B.)

Very heavy rain on New Year's eve caused a slip to come down and block a deep culvert. Our friendly digger driver will be on the job as soon as possible. The old hall was knocked off its piles at the exact same time of year many many years ago by heavy rain that started a slip. Dave Mann continues to work on the Glen Afton end of the line.

We are currently talking to rail contractors with Hi-rail gear about cleaning the drains and mud off the sleepers. Approximately 20 m of the end of the line is still covered with mud. We are getting the Glen Afton area surveyed so we can see exactly where the loop will fit in

The next job is to put culvert pipes under the track where the water passes under the track just ahead of where the line has been re-sleepered to.

Rolling stock

Nearly all of our annual checks have been completed on the carriages and wagons that we use during the year.

CAR A1319

The main emphasis on the project this last visit by Richard has been on gluing and patching some of the internal wood panels. The other job is designing and making fibre glass patterns of the curved roof ends for above the platform ends. (Images in the gallery)

UPCOMING OPEN DAYS

Our next Open Days will be on:

Sunday	1st	May
Sunday	5th	June

From steam loco drivers to diesel driver trainees and photographers for the newsletter, we always need as many members as possible to come and help out on these days.

UPCOMING WORKING BEES



These are getting a bit of a shake up from the usual "turn up and do your own thing" working bees that we have had for so long. Now each working bee will have a specific task for members come along and help with, along with a contact person to point them in the right direction. This initial lot focus on making our railway ship shape for the new year's passengers.

Why not join in?

Sunday	27th	March
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Cleaning the Carriages inside and out with Russell Webb. Steam locos leave lots of sooty spots.

Sunday	24th	April
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Painting the Toilet Block with Russell Webb.

Sunday	29th	May
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Cleaning the Station with Russell Webb.

Come along as there is now something to do!

If you have a job you think ideal for a working bee, send a brief description to secretary@bushtramwayclub.com



Glen Afton goes green as the weeds take hold of the cleared area (Image: E.B.)

MAMAKU JIGGER NO.2

Ian reports that this is coming along very well. The engine has been bolted in place now so he can concentrate on the drive shaft.

Projects

SMALL LOCO SHED

Trevor and Alun have been out to the Junction again working on the side wall blockwork, Most of the blocks have been filled with concrete.

WATER TOWER PROJECT

After many months working at home, Bruce’s new water tower stand was brought to the junction and partly assembled. It is stacked by the Price E ready to be erected on the existing concrete foundation after the next two pine trees have been cut down.

Around the Junction

WOOD WORKING MACHINES

Thanks to the generosity of Mrs Peel in Huntly we have been given a 6” Tanner buzzer and a quite decent sized Bandsaw with spare saw blades for our wood work shop. It was collected by Russell, Derek and Bruce. They will need modern stop switches fitted before we can use them. Ian B. is sourcing these.

STATION AREA

As always Russell keeps this area very neat and tidy.

KITTY CAT

“Kitty cat” (as Jan called her) was born at the junction. Her mother was “Shanty Cat” a stray that was dumped and found her way to the Junction, Kitty was one of the second litter of kittens. After Shanty Cat passed away Kitty continued to live at the junction, mostly in her house that Richard Stratford built for her. She could be seen hanging around the Shanty. She did not like strangers and would usually vanish on Open Days until all was quiet then she would come home. Jan would go twice a day on her motor scooter to feed her. Over the last 3-4 months she was still eating very well but was getting very skinny. Visits to the Vet showed her kidneys were failing. She passed away towards the end of January and is buried on top of the hill overlooking her home for all of her 18 years.

SHANTY

A major revamp of the kitchen area of the shanty has started. The old cupboards below the sink have gone and new boards are at the back of the sink and the electric stove is in place. The stove is not working as the electrical supply to the shanty needs upgrading. It is hoped to get this work carried out shortly.



The last of four water tank stand pieces being assembled (Image: E.B.)



The water tank stand pieces ready for action once the pines are down. (Image: E.B.)



FOR SALE:
One bedroom cat lodge. Non smoker.
BTC Realty



The Shanty’s newly styled racing sink. Guaranteed to making washing dishes 43.29% faster! (Image: E.B.)

BARRY BRICKELL

Barry passed away at the end of January aged 80 years, Barry was one of the very first members of the club and would occasionally come and stay at the Junction with Les Bodle. He was famous as a potter and builder of a narrow gauge railway at his home on Kennedy Bay road just out of Coromandel.

He used to take some of the local junction clay home with him and return it made as pottery cups. Some of these can be seen in the station. He liked very dry red wine.

-CJ

Some words from David Mann About Barry:

It is with sadness that we acknowledge the passing of Barry Brickell the well-known potter, engineer and enthusiast. Barry was a participant in the Bush Tramway Clubs first Working Bees clearing scrub on the lower reaches of the Pukemiro line in the summer of 1975-76.

He wore his famous bush working uniform of Roman sandals, shorts and singlet. He had his own area of scrub complete with wine storage area and secluded siesta clearing. Barry brought with him a wealth of knowledge and enthusiasm. He was a "Doer".

He was well known through his eccentric activities in and about Coromandel at his first property, making and selling earthenware with clay brought across Sid Savills adjacent property by 10 ¼" gauge railway.

In 1974 he relocated up the road to Driving creek railway and potteries where he started to build his 15" gauge railway. One of his first tenants was Les Bodle whose shanty was located in a prominent place there. Les decided to move on and became the caretaker/engineer at Pukemiro Jct. in late 1976. So Barry would visit Les Bodle and no doubt some drinking, talking and "doing" took place.

Barry was bringing rail from around the local mining district across to Driving Creek and stories abound of midnight loads with illegal vehicles. No names supplied.

Barry was instrumental in saving the Club's Price Cb in the 60's along with Richard Stratford and David Black.

The Driving Creek Railway and Pottery provided a unique venue for trips. Amongst the many groups that visited were the Auckland Steam Society who visited on a regular basis to view his "under fired multi boiler" and see various clay processing gear in operation. Later Les Bodle inherited a 4hp locomotive boiler from Barry which he incorporated into his truck (turning circle unknown but probably half the North island) which grew at the top end of the yard in Les' last house by the top road crossing. Barry was friends with many Club members including Dave Robertson, Bob Monk and Colin Jenner among many others.

The sign by the shanty door about Les Bodle, Engineer was painted by Barry.

Barry will be missed and as the saying goes. "They don't make them like that anymore"

-David Mann

THE F 185 MAKERS PLATE STORY

I grew up in Rotowaro in the 40's and was fascinated by the steam locos that worked the Huntly to Glen Afton branch line and the three tank locos that worked the various screens at Rotowaro.

On one occasion when checking out F 185 I strayed into the loco shed and noticed the plate protruding from a pile of ash on the shed floor. The fireman, shunter at that stage was Ted Simpson, who I knew, and I recall him telling me that it had been removed from the bunker due to some minor bump that had required some "panel beating" and that it would probably go out to wherever with the ash!

(continued next page...)

Notices

FIREWOOD

We still have a large quantity of split pine for sale at \$60 a 6x4 trailer load. Thanks to those people that have already purchased some.

MISSING PHOTOGRAPHS

Some large colour prints recently went missing from the back room of the shanty. If someone knows where they ended up and could bring them back it would be appreciated.

If you would like to post a notice here, send it through to:

secretary@bushtramwayclub.com



The makers plates (Image: via I.B.)

Even then I realised the significance of a maker's plate so retrieved it and have been the "custodian" of it ever since. It has been a display item in my model railway den until now and even though F 185 might be in temporary retirement I feel it's time and am pleased to be able to hand it on.

-Paul Brown

The Gallery



The Dirty Miners & Dog of the 50th Anniversary Open Day (Image: T.B.)



Does it count as mining if the coal is already in a pile? (Image: T.B.)



The Glen Afton cutting is a nice bit of bush. I'm looking forward to driving through it, just not to doing the gardening (Image: E.B.)

After 3 months perched on the roof of A1319, David has his meditating pose down pat. Perhaps it's time we let him down... (Image: R.E.)



Windows? Interior decorating time (Image: R.E.)

Some of the interior panels need a bit of TLC (Image: R.E.)



The main span of the new roof is Coloursteel with curvy balcony roofs of fiberglass (Images: R.E.)



Surgeon Russell making "delicate adjustments" to the new fiberglass balcony roof which is bonded to beams fabricated by member Peter Cairncross. A better ladder would be appreciated (Image: R.E.)

