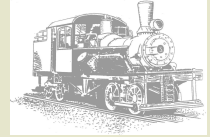
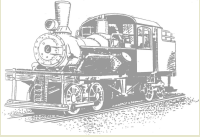


“Pukemiro Junction”

Voice from the Bush



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

GREETINGS FOR THE NEW YEAR

Greetings for a new year - 2011 - not really sure where 2010 went as it seems no time since it was Christmas/New Year last time.

were very valuable members who could be called upon to do all sorts of jobs - and then carried them out much better than expected.

The start of the new year also means the start of a new financial year for the Club. We hope that all members will renew their subs and help keep the Club moving forward. Remember all donations over \$5 are tax deductible. It is important that the renewal notices be checked for accuracy and any corrections made, or your sub cannot be processed. If you subs aren't renewed by the end of March, your name is removed from the mailing list.



Dave took on the job of newsletter editor and sent out publicity for open days. Without these jobs, the Club cannot keep members up to date or inform the public, and prospective passengers, of our train rides.

At this stage we are not too certain who is willing to undertake one or both jobs. Any volunteers ?? Both take up quite a bit of spare time but, as stated, are very necessary.

In the last newsletter there was a small piece at the end, where Dave Scott announced his resignation from the Club. We are extremely sorry to lose Dave and Isobel, as they

Dave and Isobel - your help and input into the Club is really missed but don't be strangers to us.

The only way to keep your health is to eat what you don't want, drink what you don't like, and do what you'd rather not. - Mark Twain

OPEN DAYS

November open day was fairly busy while December was pretty quiet. Hope our new Santa didn't scare our passengers away in December as he seemed to get bigger and bigger as the day went on and his lolly sack seemed to need frequent refilling. He certainly didn't give me any. Thanks to all members who regularly turn up and help on open days.

Some 'swap around' has become necessary in the station and we could do with a few extra helpers there.

December open day was followed by our usual end of year 'feast' and feast it certainly was. Quite a lot seemed to be having second helpings of both courses.



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CHARTER TRIPS

These have continued with one more to come before the end of 2010 and one booked for mid January.

Probably the best we have had for some years was a visit by Hamilton Tin Lizzie

Car Club - Model T cars. A very impressive line-up of 28 model T's, including a couple of Model A's, were on display. The oldest was a 1910 Model T and the youngest I saw was 1923. They really enjoyed themselves at our Club.

**BUSH TRAMWAY CLUB AGM****Early Warning**

attached to this newsletter.

The Clubs AGM will be held at the Junction on Sunday 27th March 2011, commencing at 1.30pm.

The morning will consist of the annual safety refresher course, starting at 10am.

Formal notice and relevant documents are

All operating members are required to attend this.

DIESEL LOCO 402

The bad news continues with the engine out of this loco. We have been told a 40 thou bend has been found in the crankshaft and it is away in Taupo being straightened. At this stage we are not exactly sure where the bend is or how it could have got there.

Richard went to Albany to see the engine – it is in many bits with a lot of the work farmed out to other firms. New pistons

and liners are on the way out from England. Lets keep our fingers crossed that nothing more is found wrong with the engine. Bob and William spent a day scrapping the 'gunk' off the engine bay. It certainly needs a good cleanup, before the engine comes back.

**BATTERY ELECTRIC LOCO**

Congratulations are due to Chris and his team as the overhaul of this loco is 99% complete. The overhaul would not have been possible without the grant from NZ Lotteries Board – now all spent. The job took 8 years. – I don't think Chris kept a list of the man hours involved – woman hours as well.

We have now applied to NZ Transport Agency for a variation to our safety system to have the loco included as a passenger carrying vehicle on our railway.

And then Chris and Marilee go away to China for 3 months or so !!

PECKETT

Quite a lot more progress on this loco. The last of the weld repairs to the boiler have been checked by our NDT experts with no faults found. This was the last requirement of the boiler inspector before he witnesses the hydraulic test.

All sealing faces on the inside of the boiler shell where the small mud hole doors fit have been welded and ground flat. This job took 1½ days. The main mitre in the cab and steam dome cover have been fitted and all nipples and fittings on them are now in place.

The new/reconditioned small mudhole doors are due

shortly – may be fitted by the time you read this – fingers crossed. A new washout plug was found to be needed in the smokebox tubeplate and has been machined. The steel for the stepped studs that will hold the blowdown valve onto the boiler shell is due very soon. These few jobs are all that is stopping us filling the boiler with water for its hydraulic test. Part of the air brake pipework has been fitted under the cab floor.

We have had very little success with trying to sell steam crane 256 and one offer for the ex-Ohai diesel loco.

*"When choosing
between two
evils, I always
like to try the
one I've never
tried before."
- Mae West
(1892-1980)*

GRANTS

We have been fortunate to receive a grant of \$1000 from Sky City Hamilton towards the cost of materials etc. for a new computer setup Elliot has in the stationmaster's office. The computer has a lot of railway photos on a disc which can be printed off and sold. A lot are of Club locos, rolling

stock, trains and buildings. These have been taken by and collected over the years. It is well worth a look at Elliot's efforts. This is one of the more unusual sides of our Clubs' activities but is already drawing interest.

ENVIROLANDFILL TRUST

This is the trust that owns the coal mine & construction & demolition landfill and form our neighbour for 1.5km.

They have recently been granted resource consents to mine the rest of the coal on their property. While the actual mining will not be close to our railway, other aspects of this operation will be. Part of their consent is to install risers at the entrance to two culverts at the Glen Afton end of their

property. These culverts are under embankments on our railway. Once the risers are installed, to a given drawing, they intend filling the rather large gullies with mine overburden. The construction of these risers to their drawing is a condition on their resource consent.

Just to get these conditions into their consents involves a lot of time, discussions and attending the consent hearing.

TRACKWORK

The very hot weather has certainly slowed the amount of work done in the area. Richard has weed sprayed the whole line. Derek and Gail and Dave cleaned up the steps down to the exit of one culvert. This involved a lot of scrub cutting.

Derek and Gail then spent another day doing the same to another culvert plus spraying both steps and some gorse on the lineside.

Many months ago the rails in a back siding collapsed when some old bogies were pulled out. The replacement rails we carried in some time afterwards. To do the job, even the gas set had to be dismantled, carried and re-assembled before any cutting could be done.

After 3 days work in the hot sun, the siding has been repaired. The repair is 60 foot long, 2 x 30 ft. 55 lb. rail sets, and 30 sleepers.

Every time we were there a Tui was in the top of a nearby pine tree, sounded as if it was laughing at us.

All this work was done by our CW crews. Another job for them recently has been to shift 90 new square sleepers and stack them in two places on the railway.

THE PIT

One of the last jobs for this project was to dig a storm water drain from the pit to the culvert riser in the middle of the car park. This also picks up rain water off the Shanty.

Richard did the job watched closely by Guy, who had a chair close by!!



Is this what is commonly called 'scaling back' ??

WE'RE ON THE WEB!
WWW.BUSHTRAMWAYCLUB.COM

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

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April	3rd	September	4th
May	1st	October	2nd
June	5th	November	6th
July	3rd	December	4th
August	7th		

Working Bees: These are a very necessary part of running our railway. November one wasn't well attended.

The next ones are: Sunday January 23rd
 Sunday February 27th

S O U T H A F R I C A N S T E A M L O C O M O T I V E S S C R A P P E D
F O L L O W I N G D A M A G E B Y T H I E V E S

There has been a lot in various club newsletters and newspapers about the theft of steel in NZ but I think this article beats anything we have heard of before.

The 27 locomotives, which belonged to South African National Rail and Steam Museum, a non-profit preservation group, were gifts from the former South African Railways and various mining houses and industries that had once used them on their private railways. The collection had been stored on tracks on an open space near an industrial township west of Johannesburg. Some of the locomotives dated back to the late 19th century and included sole survivors of their type.

Museum secretary Mike Dyke told TRAINS that visitors to the Chamdor site two weeks ago saw thieves with professional cutting equipment torching parts of the locomotives in broad daylight.

"Our own security people were chased away by scrap thieves wielding firearms," Dyke said. Police allegedly told the museum they could do nothing.

The museum is little more than a stretch of reclaimed mining land next to a rapidly growing informal settlement.

Metal theft is an endemic problem in the country where unemployment tops 25 percent and much of the population lives in poverty. National rail operator Transnet Freight Rail loses almost half a mile of overhead catenaries wire every day to scrap thieves, resulting in delayed and cancelled trains as sections of the electrified network are closed for repair.

Rail fans, angry that the preserved locomotives were not guarded, said the museum had been previously warned that the locomotives were at risk from thieves. Dyke said museum officials had applied to government for funds to build a wall around the site but had been rebuffed.

Following the reports that illegal scrapping was taking place, the museum was quoted 25,000 rand (about \$3,570) a day to place 24-hour armed guards on the site. A survey showed the locomotives were too badly damaged to restore; in most cases the thieves had cut the frames to get at the valuable brass and bearing in the axle boxes, and museum officials called in local recycling firm Reclam to cut up what was left. "There was no alternative," Dyke said.

At Chamdor, scrapping is proceeding rapidly. Amid the swirling dust and smoke and the hiss of cutting torches, four guards with shotguns patrol the site night and day, keeping the scrap thieves at bay.

"More than 40 guys ran away when we arrived, leaving all their tools behind," said Reclam Outside Projects Manager Mathew Spangenberg. "We told them to come back and collect their tools. As they did so they said they would be back later with 9mm pistols."

The company expects to finish the job by Monday. "We are doing it as quick as we can," he said.

The museum plans use the proceeds to improve the security for other its remaining steam locomotives that are stored at other sites.

South African rail preservation groups battle with shortages of funds and volunteer labour, and many restoration projects are unlikely to ever be completed.

"There are just too many locomotives out there," said Chris Janisch, chairman of the Heritage Rail Association of South Africa. "There are enough resources to save a limited number. The rest must go, in the name of saving the others."

(excerpt from an article written by Paul Ash, published: September 28, 2010)