

# “Pukemiro Junction”



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

## GREETINGS

Yes its hard to believe that another year is almost over. Where do the days go to?

## OPEN DAYS

The October open day was reasonably busy, although our passengers faded away after the 1:30pm trip.

The November open day will be in the next newsletter.

## CHARTER TRIPS

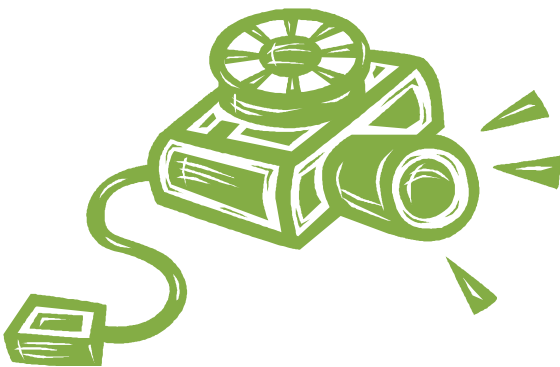
We have run one, for a handicapped school in Hamilton.

The school enjoyed it so much they sent us some letters of thanks with photos and have booked for another pre-Christmas trip and lunch.

Thanks to those who turn up and help with these trips.

## SLIDE EVENING

On Saturday 3<sup>rd</sup> December, the day before the open day, club member Tony Hinton will be putting on a slide show, mostly of the earlier days of the Club. Start time 8pm. Please bring something to help with supper.



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**OPEN DAYS :****November 6th****December 4th****WORKING BEES :**

These are an extremely important part of keeping our railway running. Please turn up and help, there is always heaps to do.

**November 27rd****None in December as it would be on Christmas day****January 29th****DECEMBER OPEN DAY**

This will be held on the 4<sup>th</sup>. As soon as the open day is over, we intend holding a special general meeting to ratify our 2010 accounts.

Following this, we will have our usual end of year function.

Please bring your usual goodies for the feed.

**NZ POST**

We have just received 200 postage paid envelopes from NZ Post. Many thanks to them.

**GRANTS**

We have recently been successful in obtaining a grant of \$2000 from Waikato District Council towards the cost of new firebars. Many thanks to them for this grant.

Now that we have our annual accounts for last year, we can put in for other much needed grants to help our steam loco and carriage projects along.

**TRACKWORK**

Ian B has carried out his 6 monthly inspection over ½ of our line so far. He picked up a few things that need doing but none that really hinder our running.

Bob, William and CJ spent a good part of the October working bee day attending to a lot of the jobs.

Richard, assisted by Guy and Chris Lucas spent most of a day weed spraying the whole of the line. This time he pulled all the derelicts from the top of the line down to the Junction. He says the evening was perfect to spray. The next afternoon CJ and Derek pushed the derelicts back to the top of the line again.

We have been fortunate to get a couple of CW crews at the Junction recently and have been putting in sleepers at the top end of the line. Their work enabled us to extend our running line another 60 metres towards Glen Afton. Derek and Gail spent a large part of the October working bee day oiling all the points in Pukemiro yard.

**QUIZ**

Where was this photo taken?



**Clue: It is north of Pukemiro Junction**

**Answer on page 4**

**NO. 3 CAR**

Work on this car progresses slowly. The last section of the new bottom plate is all marked out ready to cut to size and cut out the places that the tongues on the studs fit into. Part of the old framework was 'dismantled' leaving only the studs in place.

The new headstock was bolted into place during the September working bee.



**DIESEL LOCO 402**

This loco is settling in well after its engine overhaul and is used every open day and for charter trips.

**PECKETT 1630**

A major milestone was passed early in October when the boiler passed its hydraulic test. The next job is to lag and clad the boiler, then the side tanks can go on plus the cab top and then all necessary plumbing. Richard put the last of the ferrules in the firebox end of the tubes.

**MAMAKU JIGGERS**

Ian reports that the overhaul of this is well on the way. He has just had the main frame returned from a local engineering firm after several patches were welded in. His next job is to pull the wheels off the axles and do the diff up.

He already has a 'new' cab sitting in his warehouse.

The front bogie is also at the local engineering firm getting some repairs done to it.

**CLIMAX 1650**

This loco is owned by Bob Mann and has been in the Clubs collection since day 1. It was last used by Ellis and Bernard in the 1960's when they got our Heisler going and put the Climax out to pasture.

Chris has decided to get the loco done up to working order. Richard has pulled the loco apart with the frame on a couple of carriage bogies and took the boiler off it. He has ultrasonic checked the boiler plates and it looks in amazingly good condition. It did 40 years work, all at Ongaue.

Dave Mann spent approximately 3 weeks at the Junction scrapping all the caked on grease etc. off the bogies, under-frame and engine unit. Still heaps more to scrape off but it now looks a lot different.

The bogies and cab have gone to our engineering works in Te Kuiti for dismantling and overhauling.



**QUIZ ANSWER**

MOTAT in Auckland.

Much of the club's rolling stock was located there in the early days before moving them to Pukemiro Junction.

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