

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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Another two months have passed, where do the days go?

SUBS

Thanks to all who have renewed their 2014 subs. Many thanks to all who have included a donation. Remember donations over \$5 are tax deductible.

Please remember to complete your renewal forms correctly and sign them.



ERIC BURNS

Born 4/7/1922 – passed away 6/1/2014

Eric was a long time member of our club and, until a couple of years ago, rarely missed an open day. He could be relied upon to light up and prepare our steam locos for Open Days and was one of our main loco drivers. He was always willing to train new firemen, drivers or guards. He was the clubs General Manager for a few years and was our shunting school trainer for a good number of years.

In his obituary in Yarn magazine, mention is made of a toilet window getting broken by trying to see how many people could be crammed into a carriage toilet. He came through and fined the culprits £10. Oops, I was one of those culprits!

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The clubs social evenings were largely his movies, not all of trains either. I remember meeting Eric during the early to mid 1960's when he was regularly taking film for TV around the Auckland volcanoes.

Mary and Eric had their own hut, an ex NZR single mans hut, which they stayed in during their times at the Junction.

Eric donated a lot of our wagons and carriages.

Eric will be sadly missed. The club was well represented at his funeral.

-CJ

An obituary written by Richard Stratford can be found on page 5.

Image courtesy of Anthony Hinton

OPEN DAYS

Some important changes have been made to Open Days:

- The first trip will be at 10am and then run on the hour until 3pm.
- Fares are increased to: \$15 per adult
\$5 school age children
Pre-school free

This is our first increase for many years and is the result of rising costs to the Club. For example, for the first time in our history we now have to buy coal.

Jigger and battery electric loco rides remain \$2 per person per ride.

We hope that you will all continue to support us with your help on Open Days.

TRACKWORK

Ian B held a track working bee on 19/1 which wasn't well attended, however Ian, Bob and William managed to pack some more sleepers and cut line-side growth back for a large part of the line.

Our CW crews have been at the Junction several times this year and have replaced some sleepers in the sand fill area, a few within the Junction yard and extended the line towards Glen Afton.

We can now run another 50 metres closer to Glen Afton as the phone line to the Jenners' house has been

It is not length of life, but depth of life.

-Ralph Waldo Emerson

AGM / SHUNTING SCHOOL

Sunday 25th of May

Shunting School starts 10am, AGM starts 1pm

UPCOMING OPEN DAYS

We need as many members as possible to turn up and help run these days, please. The first for 2014 are:

Sunday	6th	April
Sunday	4rd	May
Sunday	1st	June

UPCOMING WORKING BEES

These are held on the Sunday of the 4th full weekend of the month and are very important in keeping our railway running. There are always jobs to do. The last couple haven't been very well attended. The next ones are:

Sunday	23rd	March
Sunday	27th	April
Sunday	25th	May

Includes shunting school followed by the AGM

Please turn up and help improve our railway!

re-routed so it is clear of our railway.

A lot of line-side gorse and pampas has been sprayed.

A further track working bee was held on 16/2. Once again only Bob and William turned up to help. As the day was extremely hot, they decided to complete the work on the air compressor for trackwork.

The engine oil was changed and a new filter fitted. It looks as if we can't get an air filter for the air compressor easily.

JUNCTION AREA

Russell continues to keep this area looking like a park.

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FLAT TOP WAGON

The cross ties have been replaced on the new bogie and the wheelset regauged. The second bogie still needs re-gauging to enable it to run without derailling.

NO. 3 CAR

Good progress on this has meant that 99% of the T&G is now nailed in place, and some window sills fitted. Some window sashes have been painted. New steps have been fitted plus no-slip aluminium fitted to the top of each step.

STEAM CRANE 256

Work continues on the dismantling of this

PECKETT 1630 & CB 117

Both are out of service for their annual boiler surveys. Cb 117 will need some welding around 2 mudholes in the boiler shell.

NEW SHED

Chris and his crew have made very good progress with this project. The sleepers for the siding arrived just before Christmas.

The shed itself has been erected. The grant received from WEL Energy Trust only allowed a section of the shed to be purchased.

CARRIAGES

An emergency brake connection has been fitted to both our operating cars. This will enable the guard to apply the brakes if necessary.

Russell has water blasted the undergear of both cars and spray painted them black.

Bruce and Russell have been replacing some rotten T&G on our side of the car-van.

PADLOCKS

If you need a key to the new padlocks, please contact me. We were forced to change the padlock on the gate at the bottom of the drive when the old one was found broken by our neighbour coming home late one night.

If you unlock the padlock, please close the padlock onto the chain until it is welded to the chain.

-CJ

From the Chairman's Desk

The Bush Tramway Club: Who are we and what do we do? Most people would not have a clue what we are about. If I may indulge and possibly inform the reader thus. The objects for which the Society is established are:

- (a) To operate and maintain bush tramways or railways with steam or other forms of locomotion.
- (b) To preserve, restore, operate and study steam engine and steam prime movers in all forms.
- (c) To compile information which is to be made available to members concerning the construction, restoration, preservation and operation of the steam engine and associated equipment under competent supervision.
- (d) To operate any other type of tramways or railways with steam or other forms of locomotion.
- (e) To beautify areas of land by the planting of trees, shrubs, flowers and by doing such acts or things generally associated with landscaping.
- (f) To do any act or thing which may appear to the Society to be incidental or conducive towards carrying into effect or attainment any of the objects of the Society.

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This is from the front page of the Bush Tramway Club rules which like the large volume Safety Case is seldom looked at or seen by most of the members.

It was written nearly fifty years ago by a group of people that were interested in preserving our industrial heritage in all forms. The late Bob Mann had told me that he wanted to have a working stationary plant exhibit as much as he wanted to see steam trains running at Pukemiro Junction. We are definitely running steam engines and other forms of locomotion but until very recently the stationary side has been forgotten. This could be about to change with one of our newer members wishing to work on bits and pieces of small machinery that has laid gathering cobwebs in the old hall for nearly thirty years. Some of it is still in place from the BTC 20th anniversary. Good man for stepping forward.

The landscaping is coming along nicely as well. Many natives have been planted or rediscovered in the line side scrub as it is cleared. I had it pointed out to me by Russell while on an evening stroll along the line the many Nikau trees starting to grow. Just look around the area and see the bush regenerating. What other railway group in NZ has got it so good.

Chris Lucas and team have erected the first 9m length of the small loco shelter behind the woodwork shop, almost time to start laying some track down. This shelter will be very handy when finished.



Russell and I have been replacing T&G boards on the side of the car-van. Started off as a small job but as always grew larger as the days went on. The job is almost finished with a complete repainting of all the sides and ends being carried out by Russell. It looks quite smart.

At a recent committee meeting it was decided that every effort is to be made to finally clean out and

demolish the hall. It is now in a dreadful state and is becoming an eyesore. This does not mean that every man and his monkey can hoe into it. This is to be a managed affair so unless you have good reason to be in the hall please **stay out**. Initially this area will be turned into a members car park.



Also the old paint store has been moved and will be dismantled in the coming weeks.

Hopefully by the time you get this newsletter the Shanty will finally have a brand new roof thanks to a grant from The Lion Foundation. This will allow the refurbishment of the interior to continue. The reroofing also includes installation of new batts in the ceiling.

The Price "E" is about to get some TLC as well. After the last AGM it was decided to do something with this "Lokey". It will shortly get a water blasting and a paint job. Watch for progress on this. If you would like to help out let us know.

We are still working towards raising funds for the new carriage shelter.

The area opposite the station will be rearranged with different bits of rolling stock as it is probably better that the crane we are demolishing is not in direct view as it is looking quite sad now.

Please take note: The clubs Safety scheme in section 11 says to effect that only qualified or persons under direct supervision of a qualified person may operate or use machinery or plant on our Railway. Due to some incidents just recently the committee has moved that this rule is enforced and therefore the loader is not to be operated unless by a suitably qualified person. I.E appropriate licences and endorsements. We view this as an industrial loader not a tractor and it is

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to be regarded as such.

Likewise locomotives and jiggers are not to be used for joyriding up and down the line. They are only to be driven for legitimate purposes.

Enough for now. See you all at the Open Day.

-Bruce

ERIC FREDERIC BURNS

1922-2014

Eric Burns, the consummate railway enthusiast, passed away on the sixth of January 2014. He was born in Auckland over ninety-one years earlier, on the 24th of July 1922.

The Burns' family home was at Selkirk Rd, Mt Albert, and its proximity to the North Line at Baldwin Ave no doubt played a part in young Eric's developing fascination with railways. An outdoor Hornby "0" gauge layout, with rolling stock modified to look like NZR, was established in the backyard of Selkirk Rd. His schooling was at the local Kowhai School followed by Seddon Memorial Technical College.

The Second World War broke out not long after he had begun work at Bill White's Triumph motorcycle dealership in Newmarket. By mid-1940 Eric had been called-up to serve, initially as a dispatch rider with the 3rd Auckland (Countess of Ranfurly's Own) Regiment. This posting entailed travel to distant parts of both the North and South Islands and he took every opportunity to observe and photograph the wartime railway system. After passing an army explosives course he was promoted to Lance-Corporal. However, a back injury suffered while unloading ordnance on the Auckland wharves saw him hospitalised for several months and this led to his eventual discharge from the army in 1943.

It was a terrible blow to Eric to learn that his need to wear spectacles precluded him from service in the NZR Locomotive Branch. In 1946 he commenced employment with the Auckland Transport Board as a tram conductor, and by early 1948 he had become a motorman. Around 1952 he resigned and purchased a taxi licence which he held continuously for the next 59 years. The taxicab was a 1939 Ford V8 and naturally enough, it made a number of special trips during the 1950s, loaded with fellow enthusiasts, to places

such as Cross Creek.

In 1955 Eric, coming home on the Wanganella from a holiday to Australia, met Mary Locarnini, a Queenslander contemplating a three month working holiday in New Zealand before travelling on to Europe. Mary never got any further than New Zealand. She and Eric were married in 1957.

The 1950s and 60s were a time when Eric was deeply involved in the railway hobby and a number of commercial enterprises. Beside setting up home at Rothesay Bay and raising a family, he was a foundation member of The Old Time Transport Preservation League, Secretary of the Auckland Model Railway Club, a long serving committee-man and President of The Railway Enthusiast's Society, and an early member of the New Zealand Railway & Locomotive Society (#274).

His interest in photography led to his joining the Auckland Cine League and soon after, he and Lloyd Edwards formed Colourcraft Films. Colourcraft was commissioned by Dorman Long to record the construction of the Auckland Harbour Bridge and later provided a similar service to the Auckland Metropolitan Drainage Board covering the construction work necessary to divert the city's effluent from the Waitemata to the Manukau Harbour. The partnership ceasing trading in the late 1960s and shortly afterwards Eric started Sunlander Films, producing both films and sound recordings. His prowess with a movie camera also found him in demand shooting newsreel footage for the fledgling TV station AKTV2. The 1970s saw Eric obtain an import licence for model railway equipment, and from a leased shop in Takapuna he traded for over a decade as North Shore Models.

Eric's passion for steam was rekindled by the maturing railway preservation scene and he sat his Loco & Traction Engine Ticket in 1979. He became a regular loco driver at the Goldfields Railway and the Bush Tramway Club and a regular crew member on Mainline Steam Trust excursions.

A large gathering of family and friends farewelled Eric in a moving service at Brown's Bay. His lasting legacy to future railway enthusiasts and historians will be the amazing films now deposited at the Film Archive.

Eric is survived by his wife Mary and son Ross.

- Richard Stratford

The Gallery



BTC goes after it's own coal. We now have a well themed spot for the little mine cart to be displayed. One more interesting static exhibit for the visitors.



The new deck on the hand crane. I'm not sure if it will match the original deck well enough to be recast in any more 'The Last Samurai' films!



Here we have the new roof being put on the shanty. The new insulation should be of great benefit to those who stay in it on cold winter nights.



The new roof being put on the shanty. The new insulation should be of great benefit to those who stay in it on cold winter nights.

Around the World!

As some of you may recall, I (EB) was on holiday at the time of putting together the last newsletter. Now I'm back I thought I'd share some of the more interesting railway related things I saw during the trip. See the next page for the goods!

Feel free to send in your own images of note from the junction and beyond for the newsletter. I try to make this publication one of interest.



Here we have the Santa Express service of the Naugatuck Railroad in Connecticut. For this they deck out the train with lights and play loud Christmas music over the top of children and adults yelling for Santa to come and bring them candy. At least the five-chime horn of the downhill loco sounded pleasant.



While further exploring Connecticut by car we stumbled across this old loco at The Connecticut Antique Machinery Association. The site had been that of a pig iron making business that ran until 1892. This loco however worked in South Carolina as part of Argent Lumber Co. based at Hardeeville.



Later in the trip we came across this monster at the New Hope & Ivyland Railroad in Pennsylvania. Seemingly a Mack Hiab-like truck converted to rail for track maintenance purposes judging by the sleepers on the back. Wouldn't one of these be nice!



Finally we have the mighty New York City subway! More specifically an "R" local train approaching 34th St. Herald Sq. station on the "NQR" line. It's a remarkably cheap network (\$2.50 city wide) and handles great volumes of passengers every day.

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