

# PUKEMIRO JUNCTION

VOLUME 19 ISSUE 2 — THE GLEN AFTON LINE — MARCH 2025



BUSH TRAMWAY CLUB — ESTABLISHED 1965



# CONTENTS

## **BUSH TRAMWAY CLUB REPORT – *PAGE 3***

JANUARY + FEBRUARY  
REPORT

## **1630 GETS A REFRESH – *PAGE 6***

PREPARING THE PECKETT  
FOR ITS INSPECTION

## **ODD JOBS – *PAGE 7***

TERESA B'S VIEW OF WORK  
AROUND THE RAILWAY

## **A VIEW TO THE PAST – *PAGE 10***

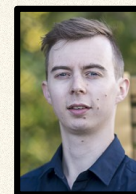
PHOTOS FROM THE HISTORY  
BOOKS

## **TRAVEL RECOMMENDATIONS – *PAGE 11***

TREVOR W ON THE GREAT  
RAIL/RAIL DISCOVERIES  
TOURS

## **UPCOMING DATES AND PROJECTS – *PAGE 12*** IMPORTANT – AGM AND SHUNTING TRAINING

# EDITORIAL



Hello all again for the second newsletter of 2025!

I've had a hectic couple of months and haven't found much time to come to the railway and collect material!

In saying that I extend a huge thanks to the members who reached out and sent photos and information via email, you've been a big help and will definitely see what you've sent in this issue.

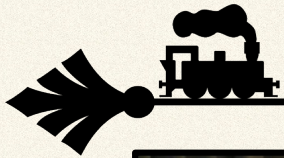
I recently had a job where I camped at and worked on an electronic music festival over the course of a week, and while it is very different from the railway, I very quickly realised the reason why the crew were there was very similar. There was a real sense of community in building essentially a little piece of "paradise" separate from the 'everyday' world. A positive for the mind for sure.

I'm hoping to include some stories from previous years of the railway in the May issue of the newsletter. Something newer members probably don't know that helped get the railway to where it is today, see me at the open day or flick an email if this sounds interesting to you!

THIS NEWSLETTER WAS EDITED BY KAYNE KNIGHT FOR THE BUSH TRAMWAY CLUB. IF YOU HAVE ANYTHING RELEVANT TO THE BTC, WHETHER IMAGES, ARTICLES OR PROJECTS PLEASE SEND TO:  
EDITOR@BUSHTRAMWAYCLUB.COM

COVER PHOTO: EVAN WALTERS FLUSHING PECKETT 1630 IN  
PREPARATION FOR IT'S INSPECTION (KAYNE K.)





# BUSH TRAMWAY CLUB INC

## REPORT

By COLIN JENNER



*402 waits at the station while visitors crowd between trains during the January open day (Kayne.K)*



*Above: Families watching as 401 ignores their stop during the January Open day (Kayne.K)*

*Right: Ashley and Jaidee at Pukemiro Station during the February open day (Teresa.B)*

### WELCOME TO ANOTHER BTC NEWSLETTER.

#### OPEN DAYS

**January:** This was a fairly fine day. We carried 245 adults, 54 children & 58 preschoolers. We received many complimentary comments about the way our team of volunteers make the day happen. Russell cooked 25kgs of chips. We ran all trains with Meremere locos 401 & 402.

**February:** The day was again fine. We did not expect a very busy day as February is normally pretty quiet. We were in for a few surprises as the first 3 trains were pretty full. We carried 182 adults, 34 children & 33 preschoolers. The trains were hauled by Tr 459 & 402.



02/02/2025





## CHARTERS

We had one on 1/2/25. Before Ian J passed away, he left instructions that he wanted his ashes scattered at our railway. 25 of his family & friends came that day to carry out Ian's wishes.

We have 2 x charters booked for March. One is a touring group from Ffestiniog railway in Wales & the other is a group of BSA motor bike enthusiasts who are making our railway their lunch stop.

Many thanks to all who turn up & help make these days a success. It's not immediately obvious how much work is involved in putting these days together & then cleaning up afterwards. Big jobs include stock taking as soon as the last train has been run, giving us an idea of what we need to purchase before next time, ensuring the locos have enough fuel, and sorting out the rubbish. These jobs take quite a long time.

## ALONG THE LINE:

### Trackwork:

A lot has been done on our track since last newsletter. John S has spent quite a few days working on the track at the top end of the sandfill that was badly damaged by the earthquake that was centred around Te Aroha in February 2023. He has been crowing, bending, the rails & packing the track up through the last 2 x Yb wagons of ballast that had been dumped there.

Richard S has made an attachment that fits onto the body of the gymcrow & takes a porter power.

A working bee was advertised for the first weekend in January. It was attended by new member Michael A & his son Hunter, Trevor W, Dave M, Richard S & CJ. We replaced 11 sleepers immediately uphill from the gate at the start of coal cutting. We had completed the job by 3pm. The Sunday was cancelled as heavy rain was forecast.

A CW crew had been out on the Friday of the week before & had replaced 6 sleepers in the same area. There was only 2 of them plus Dave M & CJ. This has tidied up an area of bad sleepers.

Evan & Trevor W spent a couple of days cutting down some more wildling pine trees at the top end of Pukemiro yard.



*Above: Richard S conducting weed spraying. With Evan W and John S. (Evan W.)*

*Below: Loading the digger onto the flatcar (Richard S.)*







## LOCOMOTIVES:

### Peckett:

This loco is out of service for its annual boiler survey. 2 working bee weekends have seen the loco stripped down & cleaned ready for the inspector who is booked for mid February. Insert Chris Mann's email.

## CARRIAGES:

Several small problems have been sorted out by Ian B.

**A 1319:** The end of a spring that holds the open/ shut lever on one of the gates on the veranda platform was loose. An inspection found that the piece of metal that the spring end hooks into had worn through. This was welded up.

**Af 1047:** For a long time the front roller of one of the sliding doors on the guards van section of the car, kept coming off its track as soon as the roller was put back on. We noticed that a wooden spacer that fits between the body of the car & the track was up against the track rather than have a small gap to allow for the doors roller to travel properly on the track. Ian B got a chisel & hammer & chiselled out some of the wood on the spacer & now the roller doesn't come off the track.

Dave M & CJ have been carrying out the annual inspections on the rolling stock that is used frequently.

**Xp 474:** This wooden wagon has been under going an overhaul for quite a long time but the pace has speed up lately as Bruce McL has recently retired & is able to come out to the Junction more frequently. A bit of shunting around found room to put the wagon in the lower end of the woodwork shop. This has permitted Bruce to erect scaffolding around the wagon so he can work on the roof. He has replaced most of the rotten wood on the roof & is presently removing the remains of the old canvas roof.



*Dave Scott and Richard Stratford at the station  
(Bruce McLuckie)*

## SUBS:

Thanks to all members who have paid their subs & in quite a few cases, enclosed a donation as well. We have had quite a few new members join us recently. WELCOME.

Some of them have already seen part of what it takes to keep our railway operating.

Anyone who hasn't paid up by the end of June, will be sent a reminder notice & if you still don't pay up, you will be removed from our mailing list.

## AGM:

This will be held on 23<sup>rd</sup> March 2025 at the Junction.

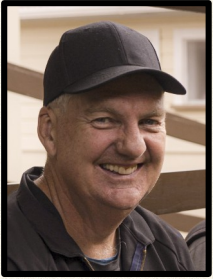
Separate notices will be sent out soon. We need some members to stand for committee & some to take on the Treasurer's & Secretary's jobs as Pete C & John S are only carrying out the jobs temporary basis & would like someone else to take them on. It is also planned to have a shunting refresher course during the day as well.





# 1630 GETS A REFRESH

*BY CHRIS MANN*



The loco is now ready for the open inspection.

Alan and Evan were there both days. Keith and Bently joined us on Saturday and left blackened from head to toe! Mike and Hunter joined us on Sunday and polished, cleaned and painted. The loco now looks like it cared for!

Alan completed the replacement of 5 firebox tube ferrules. They are tough things to remove in a difficult place. Thanks to Alan for this.

One thing common on both days was the heat. Very hot out in the sun.

*Photos by Kayne K.*







## ODD JOBS.....

BY TERESA BETTISON

Ian and Teresa decided it was time to do a few odd jobs at Pukemiro Junction. *Why we picked one of the searing hot days is anybody's guess!*

Getting close to 30o – the day was very still, calm and not a cloud in sight .

The car was loaded with water containers, bucket and garden tools – first to sort was the bottom sign. Sadly, after nearly 25 years, no amount of cleaning can bring the sign up to scratch – but you can now see past the greenery, and importantly, the operating dates are current.

This board is our entry point First Impression that visitors see on arrival at the bottom of driveway. We found out later that Dave M had this on his “to-do list” – so we have helped out there.

Another matter was trying to cut out the noxious fluffy plants that were starting to choke the bush line... *still more to eradicate with bigger tools!* Ian had time to check over diesels 401 and 402. He cleaned up battery terminals and other preventative work (hopefully), knowing he had looked at the starter motor issue prior to January's Open Day operations (the very wet-wet day he adds).

Hopefully, doing these odd jobs releases members for the important track-work, restoration and maintenance projects... the old adage, you can always find something to do at The Junction!



BEFORE

AFTER







We were also out at BTC yesterday (12th February) - all set to "potter around"

Ian, with the help of David Mann got the driveway scrub tidied back from the roadway - in the searing heat I must add - (not bad for an 80 year-old still handy with chainsaw and scrub-cutter)

I was attempting to clean the inside windows of carriages - ( I only got Mary and 1047 windows done - so Mine's car still to do)....

FORTUNATELY... (I think) a couple of Australians happened to pop in - so I did a walk around tour and thanks to Bruce also, were able to show them through the various sheds and the projects. They were very impressed and showed this with a \$50 donation... (Kept me from finishing the cleaning...)

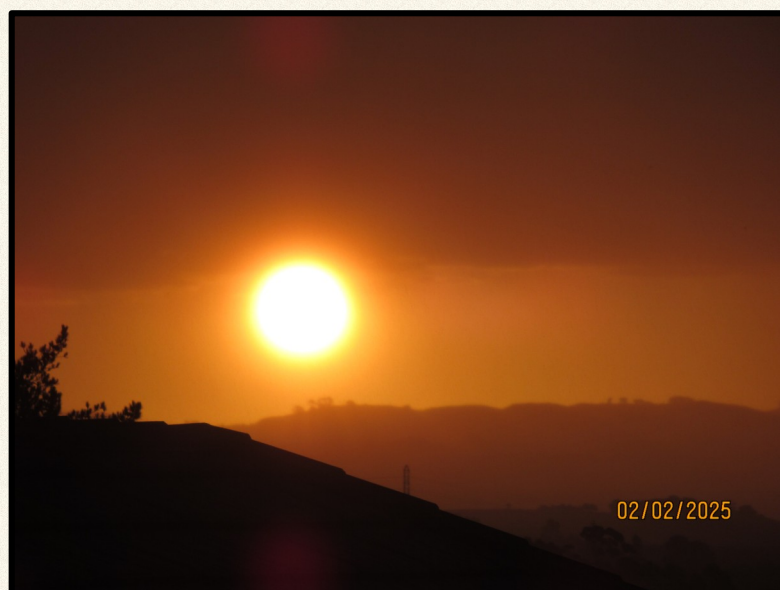
Earlier, Bruce arrived in time to supervise the dumping of metal by truck and trailer load; also on site supervised by CJ was Steve, doing safety equipment inspections... All takes time.

CJ loaded the spray pack and was dabbling around The Junction spraying the eternal weeds after that.

Believe me, no-one should be working in the afternoon heat we have been "enjoying"... the heat certainly climbs a good few degrees higher than temperatures reported elsewhere.







*Top: Memory Tree - planted on The Club's 50th anniversary - to commemorate those past members*

*Top Left: Toby with Dave*

*Left: End-of-the long-hot day.... we believe temperatures were well over 30o*

*Bottom Left: Shunting (taken by Peter)*





## A VIEW TO THE PAST

*Left: A young guy called Colin surveying the angle parking and a younger Mann lad (David or Chris) wondering how very heavy machines can go wandering.*

*Below: Also, that young guy Colin pretending to drive the Heisler ....he was good with boilers that didn't have wheels 😊*

*No cladding on boiler; Meg in the background and a wide angle would have picked up the Kerr Stuart*

*Provided by Larry Cocker*



*NZR WW679 assisting at the Pukemiro mine while Peckett 1630 was being troublesome (J.A.T. Terry – Provided by Richard.S)*





# TRAVEL

BY TREVOR WILLMOT



# RECOMMENDATIONS

For any senior members looking to do a bit of escorted travel with very few worries, I could recommend Great Rail/Rail Discoveries, in the UK. I think they have a 5 star rating on Tripadvisor, I would certainly give them that.

These are not necessarily rail fan specific but where possible they include classic or heritage rail travel & visits and they operate tours ex UK pretty well world wide. We have travelled with them twice, once to Wales which incorporated 3 heritage railways, ( We did a couple more on our own later as well) a short horse drawn canal boat excursion, admission to Caernarfon Castle & for those old enough to remember Patrick Mc Goohans "The Prisoner" a visit to Port Meiron which on its own the admission is quite expensive. That was 5 days , a perfectly adequate 3 star seafront hotel in Llandudno with all breakfasts & dinners with included coach travel between venues. We were late bookers, it was advertised at 500 pounds but 4 of us got it for 450 just for bums on seats.

Last year it was Switzerland (the most expensive place in Europe) 8 days 1899 pounds 3/4 star accommodation. It can cost you almost as much, depending on how you do it, to walk the Milford Track for 4 days! Left St Pancras, London on the Eurostar, changed in Paris to the TGV, 1 night in Salzburg (excellent dinner included) to see the night life & the Cathedral all lit up , and a morning ramble round the old town etc. Then on the TGV again through Basle watching all the locals swimming and boating in the lakes along the way, (It might have been summer but I reckon those lakes were still pretty darn cold,) & to our hotel at a place called Tiefencastel for 5 days, breakfast, a packed lunch & dinners included. The hotel sits right on the cliff with a dining area looking down into the river ravine and the rushing Alpine water. It was full summer hitting 30deg so there wasn't a lot of snow left.

The Swiss railway system, which you guessed it, runs like a Swiss watch roughly resembles a square with legs off it at the corners to places like Davos, St Moritz Tirano etc. Tirano is odd because it is actually Italian but it seems as though you can only get to it through Switzerland via the Bernina Express or by sea. (not verified). The big thing about going there is the absolutely incredible spiral descent in the last stages where the front of the train is looking across a few hundred yards at its tail!

Having a tour guide who speaks four or more languages is invaluable, while you can do this on your own it is much less stressful, particularly as some of our connections were only 4 minutes apart across multiple platforms. There were about 30 in our group, some very interesting people across a reasonable spread of ages. The usual awkwardness the first day & a half but it was a really good group & I think a lot of credit goes to our guide, because we all ended up watching out for each other & by the time we finished back at St Pancras, nobody wanted to be the first to break the group up.

Anyway, there are some long days and we didn't feel the need for further rail journeys for a week or 2 but we had a fabulous time for the second time, real value for money & looking forward to maybe doing the Pyrenees/Spanish one sometime. For the slightly more well heeled amongst us, and closer to home, but still operating worldwide events is the Australian company Magnificent Rail. Their trips look fabulous too, but next level, more 5 stars, while we are more economy people. However, maybe 1 day....

So , if you are thinking about managed rail trips to all those interesting places there are 2 options to check out. One of the big benefits of these tours is the discounted admissions & no or little queuing to places. Not to the top of the mountain at St Moritz on the cable car though, 10,000 feet up, was very expensive. The first section as it was to the upper town for the locals wasn't too bad, but the 2nd! I think it cost us something like \$160NZ each. Some people made the mistake of going into the bar & restaurant at the top, and came out white-faced 😓. That's where Switzerland can be truly expensive. We just ate our pre -packed lunch from our base hotel while looking across the tops of the Alps. Ahh memories!





# UPCOMING DATES AND PROJECTS

**MARCH 2<sup>ND</sup>: OPEN DAY — APRIL 6<sup>TH</sup>: OPEN DAY**

## **AGM + SHUNTING COURSE**

**March 23<sup>rd</sup>**

New committee members to be elected in AGM followed by  
shunting refresher course

## **MAJOR TRACK WORK PLANNED**

Further work to reopen damaged line upcoming, dates to be decided  
please contact [editor@bushtramwayclub.com](mailto:editor@bushtramwayclub.com) with availability if  
interested.

Contact [editor@bushtramwayclub.com](mailto:editor@bushtramwayclub.com) if you'd like to get involved  
with other maintenance around the station and yards (there's plenty to  
do).





THIS NEWSLETTER WAS EDITED BY KAYNE KNIGHT FOR  
THE BUSH TRAMWAY CLUB.

IF YOU HAVE ANYTHING RELEVANT TO THE BTC,  
WHETHER IMAGES, ARTICLES OR PROJECTS PLEASE  
SEND TO: [EDITOR@BUSHTRAMWAYCLUB.COM](mailto:EDITOR@BUSHTRAMWAYCLUB.COM)

THANK YOU TO THE FOLLOWING CONTRIBUTORS:

COLIN JENNER  
TERESA BETTISON  
CHRIS MANN  
EVAN WALTERS  
RICHARD STRATFORD  
TREVOR WILLMOT  
LARRY COCKER  
BRUCE MCLUCKIE

PUKEMIRO JUNCTION VOLUME 19 ISSUE 2

BUSH TRAMWAY CLUB EST 1965