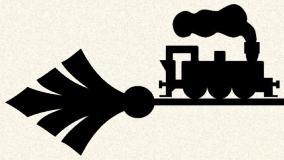


# PUKEMIRO JUNCTION

VOLUME 19 ISSUE 4 — THE GLEN AFTON LINE — JULY 2025



BUSH TRAMWAY CLUB — ESTABLISHED 1965



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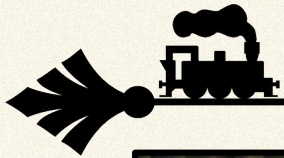
Hey all

This is a pretty light issue, so keeping with the spirit, I don't have much to say in the editorial!

SO  
I'M  
JUST  
GOING  
TO  
FILL  
THIS  
GAP

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





# BUSH TRAMWAY CLUB INC

## REPORT

*By COLIN JENNER*



**WELCOME TO ANOTHER BTC NEWSLETTER.**

### OPEN DAYS

**May:** This was a fine day but with a few showers. The Peckett was on the train for ½ a day but came off when a check valve on the boiler water feed line wouldn't close. We carried 224 adults, 72 children & 59 preschoolers.

**June:** I wasn't there but have been told that we carried 178 adults, 64 children & 55 preschoolers.



All trains were diesel hauled as our 2 steam loco drivers were overseas. A problem with the air on Meremere loco 401 meant that Tr 459 was used. Kelly- Ann cooked 25 kgs of chips.

We have 2 new guards, Scotty W & Fraser R – welcome to the job!!

Many thanks to all who turn up & help make these days a success.

*Top – The Peckett and Climax steaming together during the May open day (Kayne K.)*

*Above – TR459 leading the downhill run on the June open day (Michael A.)*





### **CHARTERS:**

We have 2 booked, 1 in August & the other in December.

### **AROUND THE JUNCTION:**

As you will have read so far, we have been extremely busy on our railway.

Dave M continues to keep our lawns cut. He is very pleased that the ride on mower is back!! He has also been doing a lot of weed spraying, mostly on the section of our line we can't use at present. He has also done some spraying around the Junction & on the part of the line we run over.

Graeme C: He is also a relatively new member who has been overhauling some of our petrol gear. He has sorted out a chain saw & more recently our hand lawn mower.

**Tractor:** This has been out of action for quite a long time as there is a large hole in the radiator. It was caused by a 10mm rod that is attached immediately under the new alternator. The nuts had come off both ends of the rod & it had punched a hole in the radiator. Bruce McL & Ian B got the radiator out & Graeme C hopes to be able to repair it.

**Green Gorilla:** This is the company that owns & runs the construction & demolition dump behind part of our railway. During the week approx. 50 truck & trailers cross our line each working day & on Saturday mornings, approx. 20 truck & trailers cross our line. They are presently commissioning a very expensive recycling plant that will sort all the stuff that goes into their site. The idea is that any stuff that can be recycled will be removed & taken up to their yard in Onehunga. This should leave a very small amount to go into their landfill.

The recycling plant is supposed to be able to sort 150,000 tonnes per year.

### **WAGONS:**

**Xp 474:** Bruce McL continues working on the roof of this wagon.

### **TRACK:**

The work that has been put into this side of operating our railway has really made a huge difference to the riding of our trains. The working bees have been organised by relatively new member Michael A. At times, the number of members who come & help with this work is extremely pleasing. These days have been every weekend for the last couple of months.

So far they have been concentrating on resleepering parts of coal cutting. Because this cutting gets only a very small amount of sun even during the summer, this cutting remains very damp. We are putting in all composite(plastic) sleepers in this area.

A couple of urgent jobs have cropped up – we found a cracked rail in the cross over leg of the point that leads into rotten row & the main line. We started by removing the cracked rail & then found some sleepers that need replacing & the easiest way to do this was to take the other rail off as well. We then decided to replace the second rail as we spotted a few holes in the web of the rail. This job took 2 days.





We also need to replace another rail in this same area as it also has a few small holes in the web. This replacement rail has been cut to length & was the good part of the second rail previously taken off the cross over leg. Hopefully it will be replaced by the time you get this newsletter. We also need to replace a couple of rails at the start of rotten row siding. They were there when we took over our railway in the mid 1970s.

Another job we have found is a section of track very close to all this work but this time on the main line, has been moving sideways slightly. The ballast was removed by a CW crew & this showed section needed some sleepers replacing as well.

A few months ago we purchased 100 plastic sleepers from KiwiRail & have about 10 left, the rest have been put into our track.

Another job close to this area was the replacement of sleepers under the level crossing on the main line just uphill from the station platform. This job was in our last newsletter.

Recently a section of the point frog on the point into rotten row collapsed. We have found a replacement. It was pulled apart by Richard S & it is presently getting needle gunned to remove the rust. We have a CW person working with us 1 day a week & he is largely doing the needle gunning.

We used a CW crew recently to remove the ballast on top of the sleepers on the first track set into rotten row & found all them need replacing. We also have the next 2 track sets to replace the rails on & we haven't looked closely at the sleepers yet.

Part of the JOY?? of running a railway. So far this year, 100 sleepers have been replaced.

As you will read, heaps of work has been done on our track & 90% of it is manual work. We have another 150 plastic sleepers on order with KiwiRail but they cant get access to them at present & we can't get the wagon out that they are stored on. All this work has really eaten into our stocks of track fittings & sleepers. We have obtained prices for more & will be purchasing them very soon.

I have to go to a sawmill in our area to look at some logs in their yard to see if they are suitable for sleepers. We have obtained a very good price for them.



# FEDERATION OF RAIL ORGANISATIONS OF NZ. (FRONZ)

This is the 50<sup>th</sup> year of this organisation & their annual conference was held in Christ Church over Kings birthday weekend.

There were approx.. 10 of the original attendees present including myself(CJ) Their first meeting was in Christ Church.

The conference included a lot of speakers including NZTA, our regulators, KiwiRail discussed their plans for the next few years & also gave a talk about the commissioning of their new Spanish locos.

A part of the conference includes a formal dinner during which prizes are presented to various organisations for projects they have completed during the year & then entered them into the various categories. We got the prize for the best restoration of a steam loco – Climax 1650. Chris M wasn't there to collect it so CJ collected it.

Another part of the conference is visits to other railways in that area. We went to Little River which was the end of a branch line from Hornby, Christ Church. They have a collection of wagons, the goods shed & station which is now a museum.

Next we went to the Plains Rly which is just south of Ashburton. There we had a ride behind Ja 1260 over their section of the branch line that went to Mt Somers.

Sunday morning was AGM day & then we went to Ferry mead Rly where they had a 2-4-0 D class loco from Pleasant Point Rly, an A class 0-4-0 loco from Plains Rly & another D class from their own railway. The 3 triple headed for a couple of trips over their line. There was also a De diesel loco running a goods train & 2 x Vulcan railcars. Also as it was a public open day, the tramway section had some electric trams running & their steam Kitson tram.

We then went to Steam Town, out near the airport, where we had a ride in their bush jigger. This originally worked on Ogilvies bush tramway at Gladston, just south of Greymouth. They also have a Price V steam loco built by A & G Price in 1944. It is Prices copy of a Heisler bush loco. Every time I have been to Steam Town the V has been in pieces.

On Monday we went to Weka Pass Rly which is about an hours drive north of Christ Church. There line is 12.8km long. Our train was hauled by 2 X Dg class diesel electric locos on the outward trip & a Di class diesel electric loco on the return trip.



# MAKING TRACKS

BY MICHAEL ANSELL



OUR TRACK TEAM HAS BEEN HARD AT WORK, HERE'S A LOOK INTO THEIR RECENT PROGRESS

Firstly a big thanks to the members coming to the track work working bee's I really appreciate it. Track working bee's are held every weekend except open weekend's.



May and June our track team have been busy from the 500 peg working down towards the 400 peg in coal cutting this has been a large project for the track team replacing sleepers with plastic sleepers, reguaging the track + tightening joints and making calverts to allow water to drain away from the track. This major project and overhaul will increase the stability of this section and reduce the work needed to maintain it in the future.

At the time of writing this report coal cutting has had 8 new wooden sleepers and 49 plastic sleepers put into this section of track.

Unfortunately after matariki weekend work in coal cutting will come to a stop till we get more plastic sleepers to arrive.

To finish off this project coal cutting still needs 62 plastic sleepers put in which will take us from 400 peg to the crossing

Opening sandfil curve will allow the train to travel up to the point the slip, this has also been a major project as well and a next step closer to getting the train to Glen Afton.

*Top Right – Hunter works on the Station crossing*

*Above – Michael cleans the Planet*





# MAKING TRACKS: COAL CUTTING



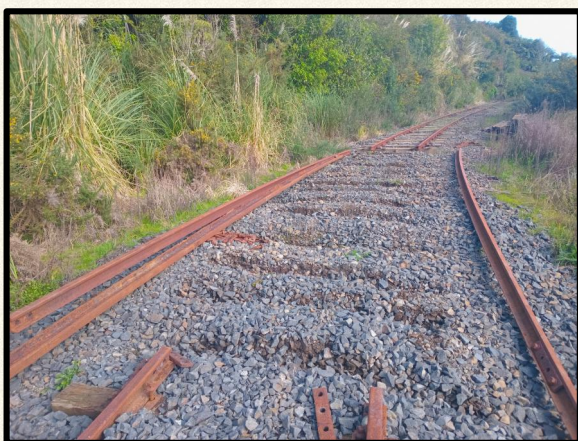




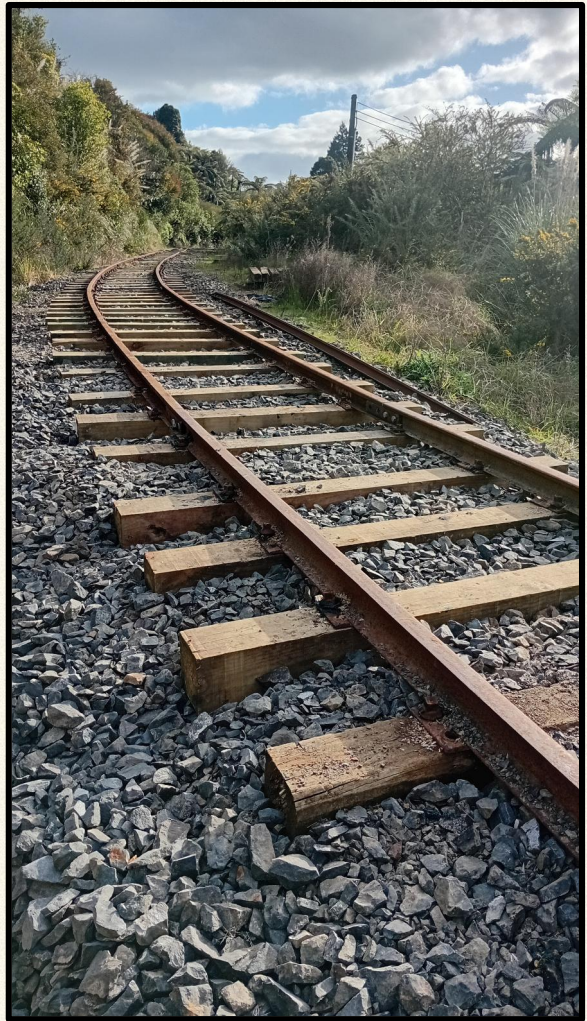




# MAKING TRACKS: SANDFILL











# GALLERY

*Left – Colin Jenner and Les Hostick on the tender of Ja 1267 while taking water at Taumarunui on 23 Jul 1972. (JAT Terry, provided by Richard S.)*

*Right – Richard Ellis and Mary Burns launch "Mary", the refurbished "A" class carriage at a ceremony in 2018. This carriage was donated by Mary to Richard in 2014. \$60,000 later it had been completely rebuilt by volunteers at the BTC with materials funded by Richard. The carriage has now been donated by Richard to the BTC. (Provided by Richard E.)*

*Bottom – The White bush jigger at the bottom terminus of the line (Michael A.)*







# MY FIRST VISIT

*BY KAYNE KNIGHT*



In May 2013, as a 13 year old I was dragged out of the house in a terrible mood to go to some bush railway I barely knew.

I was recently browsing through family photos and found a folder full of photos from the day.

So here's a little galley that shows the railway when I first stepped foot on it, long before I'd ever considered to join as a member.







*Top Right: My younger brother breaking the yellow line rules*

*Middle Right: E111 prior to restoration*

*13 year old me was not impressed by this little railway*





# UPCOMING DATES AND PROJECTS

**AUGUST 3<sup>RD</sup>: OPEN DAY — SEPTEMBER 7<sup>TH</sup>: OPEN DAY**

## TEA SPOONS

The Shanty is down to one Tea Spoon, if any members have  
unneeded Tea Spoons it would be much appreciated

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).





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