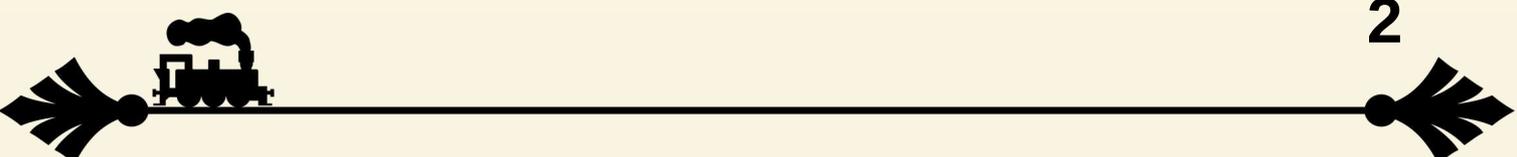


PUKEMIRO JUNCTION

VOLUME 19 ISSUE 5 – THE GLEN AFTON LINE – SEPTEMBER 2025



BUSH TRAMWAY CLUB – ESTABLISHED 1965



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EDITORIAL



Welcome – apologies for a belated appearance of Volume 19, Issue 5 (Aug-Sept 2025). This was due to events beyond our control, & I do hope to get another catch-up issue out reasonably soon(ish), all things being equal.

My thanks for various people noted below for providing the content – however all mistakes & inaccuracies are entirely due to my skills & keen eye (maybe should have used both of them).

Apologies also for finding only a few old pics for the gallery, which some of you may recognise. Please feel free to email me with any more pics I might be able to use in the next edition – I have a few of recent events, but we're always keen to see more!

Merry Christmas & best regards for the New Year,
John S – secretary@bushtramwayclub.com

COVER PHOTO: HAPPY CUSTOMERS IN THE CAR-VAN ON AN
OPEN DAY (KAYNE.K)

THIS NEWSLETTER WAS EDITED (JOHN S, FOR KAYNE KNIGHT) FOR
THE BUSH TRAMWAY CLUB.

THANKS FOR CONTRIBUTIONS & ASSISTANCE FROM
KAYNE K, GUY C, COLIN J, CHRIS M, MIKE A, RICHARD C

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

July: This was a fine day. The trains were hauled by the Peckett & Meremere diesel loco 401. We carried 192 adults, 37 children & 46 preschoolers.

August: This was again a fine day after periods of rain. Our trains were hauled by the Peckett & diesel loco Tr 459.

We carried 188 adults, 70 children & 59 preschoolers.

We had quite a lot of Triumph motor cars visit on this day.

This day we had some of our younger members helping in the kitchen & on the BBQ. A few of our regular members who come every open day were overseas on holiday, & unfortunately they didn't want me to give them a hand with their luggage.

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

We will be running as usual in February (not in January).



Above: The Peckett departs up the line with a train (Kayne.K)



CHARTERS:

We have just had a very successful one with members of the Probus Club from Milford on Auckland's North Shore. They arrived at 10.20 & then had their morning tea which was very ably catered for by Teresa B.

If you know of any group that may be interested in in a charter, please contact us. We can usually organize one for any day of the week.

AROUND THE JUNCTION:

Dave M continues to keep our lawns mowed & regularly sprays the weeds within the Junction.



Above: Climax 1650, now fully restored, sits in the yard during pre-operational crew familiarisation (Kayne.K)



TRACTOR:

In the end Graeme C found the radiator unrepairable. Bruce McL asked around & talked with a company on the east side of Hamilton. They have many many old tractors around their yard. A bloke at the company knew the make & model of our one as he had been to our open day a week or so before. They had 2 of this type of radiators but they were in much the same condition as ours.

Bruce kept asking around & found a company in Frankton who could supply a new one the same as ours. We purchased it & him & Ian B fitted it to our tractor. Bruce then found a hydraulic leak on the pipe to one of the rear feet. He took the pipe away & got it repaired & it is now back on the tractor.

Richard S was noticed since then doing some work on it. We have had the tractor for a very long time & it is regularly used around the Junction.

LOCOMOTIVES & ROLLING STOCK:

Climax: This loco is still in its running in stage & has a few minor adjustments being made. He hopes to soon have the pipework for the air side of the air compressor made & sorted out.



Above: Climax 1650, back at home in the bush (Chris.M)



Meremere diesel loco 401: This loco has been out of service for a while as there was a bad air leak from the gear selector. All the gear changes are air operated. Fraser R has repaired this & it is working again.

Ian B has been working on the ring gear on the engine fly wheel. Some of the teeth on this were burred as the engine seems to mostly stop in this position.

Meremere loco 402 had the same repairs a couple of months ago.

We now have a member who is prepared to carry out the annual the checks & routine repairs on our diesel loco fleet. Thanks Scotty W.

Wagons: Xp 474: Bruce McL continues working on the roof of this wagon. He is presently cutting out new timber arches that bolt onto the steel arches that the full roof is attached to. He has recently been busy on odd jobs around the Junction.

Wagons: Xc 554: This wagon sustained significant roof damage during a storm in early September when part of a large pine fell near the top of the Junction yard. Its upper frame & roof also need work.



Above: Tree fall damage, September (Alun.B)



TRACK WORK:

Michael A continues to come out & work on our track pretty well every day of every weekend. He has been regauging sections of our track that he has found are slightly over our standard.

He has also been replacing some sleepers. We have used up all our plastic ones & he is now putting some new wooden ones. We have 100 new wooden ones due very soon.

Sandfill area: At long last, the damage caused by the earthquake in February 2023 has been repaired, however we can't run our passenger trains across this area yet until some of the ballast that we had to fill up this area with, has consolidated. The earthquake also dropped the centre of this area approx. ½ metre over an 80 odd meter length. We have had the Planet loco over this area a few times.



Above: Getting the young ones into trackwork this year (Mike.A)

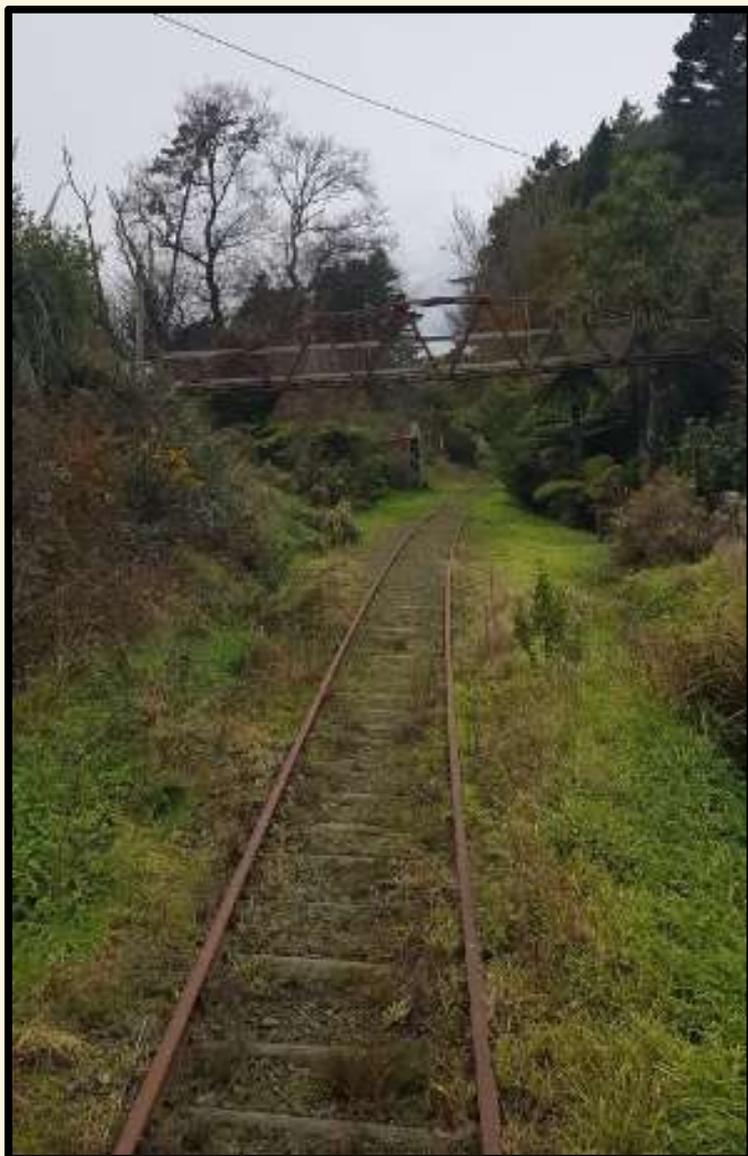


“Telegraph” cutting slip: Richard S & Dave M loaded our small digger onto our flat top wagon & took it up to the slip just up from the sandfill. This slip came down during the cyclone just after the earthquake. They dug out a full load of clay for the tipping truck body that is fitted to the flat top wagon.

Unfortunately the frame work of this tipping body buckled as, in normal use, this body is bolted to a truck chassis. Richard S & Guy C spent a day repairing & strengthening the framework of the tipping section.

The equipment proved we can remove the slip but it will be a long & slow job.

We have had the Planet right up to the Glen Afton end of our line. Dave M has been spraying the weds so the track itself is ok but there is a lot of side growth which is in the process of being cut back & sprayed.



Above: Getting ready to reach Glen Afton again (Mike.A)



Above: On the way Glen Afton (Mike.A)

We found a cracked rail on the main line just down from the points at the top end of the yard. This is a very short section of 70lb rail, of which we have very little spare. We knew there was a piece just above the sandfill but Dave M & myself couldn't find it. Richard S found it & cut it to the length needed to replace the cracked section.

With this section of rail off the sleepers, we found that the 3 sleepers under the rail needed to be replaced. To get them out proved a challenge as the ends of them were just under the rails on the crossover from the loop line to the main line & there were a lot of roots from the pine trees in the way.

To the beginning of August, 164 sleepers have been replaced & a lot of areas have had the gauge adjusted. However there is still heaps to do.

Thanks to Michael A & all members who have helped, our railway is a lot safer to run on now.

We have just had made some signs that will be at the start of each area that the track is being worked now, so there is no excuse for speeding over them!! The signs were made by Trevor W & put onto plastic posts by Bruce McL. The posts were obtained by Ian B.

**CAR RALLY:**

We were advised at short notice that Rotowaro Rd would be closed on Wednesday 15/10/25 between 9.20am & 1.50pm. The closure was from the west end of Rotowaro Rd (the Glen Massey or Waingarō turn-off) & Weavers Crossing, just out from Huntly.

The purpose of the closer was for the TARGA NZ 2025 car rally.

BOTTOM END OF OUR LINE:

Unfortunately, this area has a large flat area & is being used as the tip. You name & you will find it there. Access to this area is vehicles driving down our line from Hagapipi Rd level crossing. We had a locked gate across our line but it kept getting wrecked, the last time it was too damaged to repair.

Pete C has a drawing of a pit like barrier structure from a railway in Aussie that we are considering.

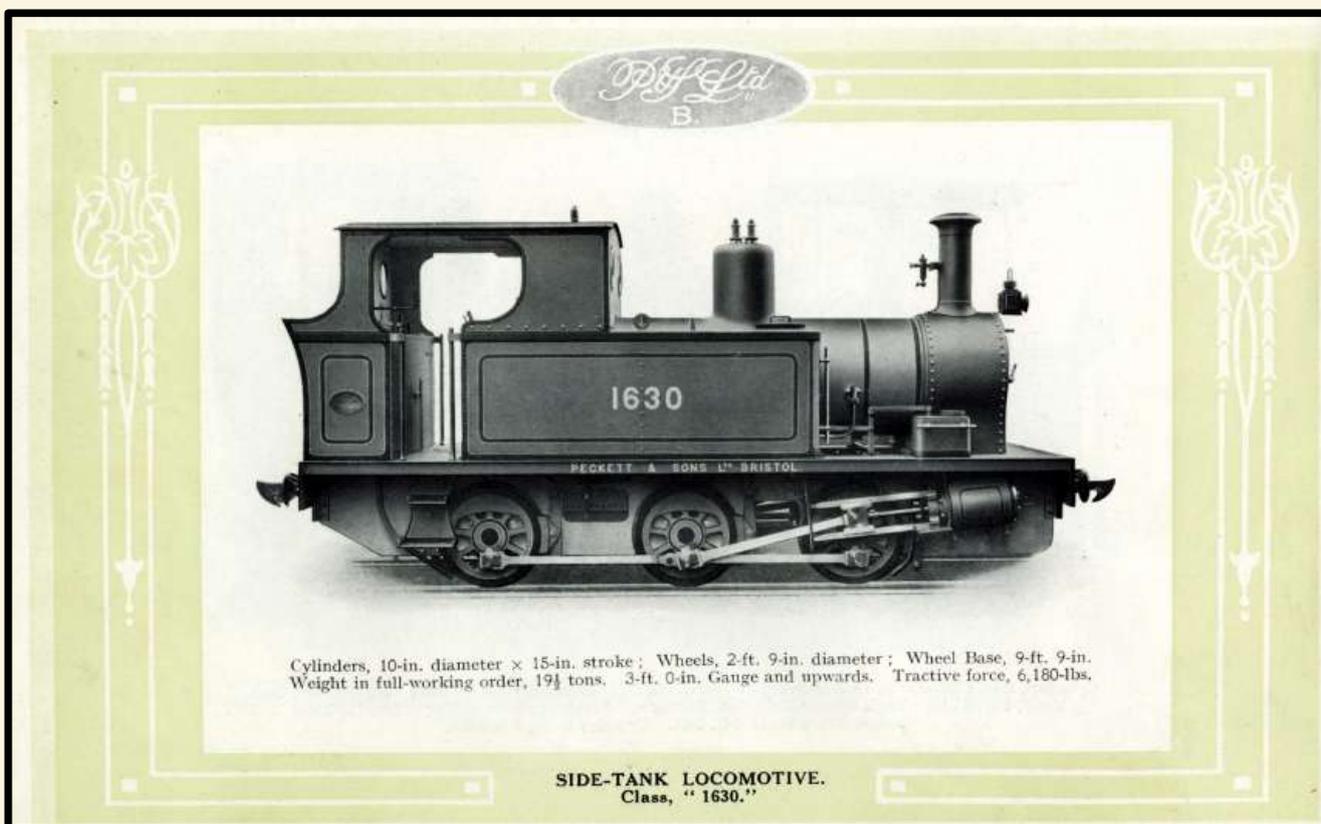
GALLERY – A FEW RANDOM PICS



Above: Remediating Heisler axle journals @ GVR, 2023 (Chris.M)



Above: Pukemiro Collieries Peckett 0-4-0 #1213 (A.P.Godber, 1917)



Above: Pukemiro Collieries Peckett 0-6-0 #1630 (Makers photo, 1923)



Above: Heisler 0-4-4-0 #1082 of 1904 (from a 1980s NFRS postcard)



Above: F185 & Peckett #1630 (from a UK postcard! courtesy R.Cook)