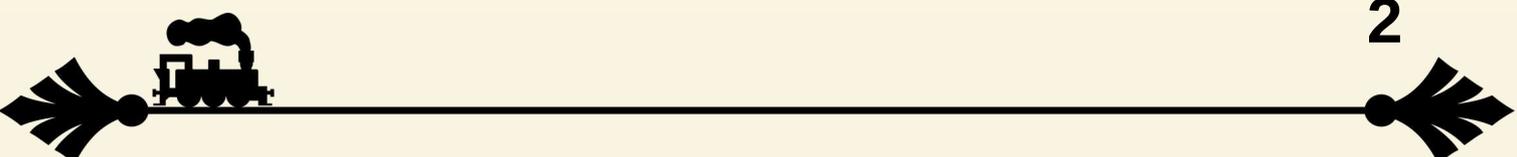


PUKEMIRO JUNCTION

VOLUME 19 ISSUE 6 – THE GLEN AFTON LINE – DECEMBER 2025



BUSH TRAMWAY CLUB – ESTABLISHED 1965



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EDITORIAL

Welcome – thanks again for your patience awaiting a slightly belated appearance of Volume 19, Issue 6 (for Dec 2025), but hopefully better late than.... errr, later.

My thanks for various people noted below for providing the content – however all mistakes & inaccuracies remain entirely mine.

As previously, best regards for the New Year,
John S – secretary@bushtramwayclub.com

COVER PHOTO: WORK CLEARING TRACK UP THE LINE IS PROGRESSING WELL, IN PREPARATION FOR RUNNING TRAINS BACK UP THE LINE TOWARDS GLEN AFTON (MIKE A.)

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, MIKE A, RICHARD E, ALUN B

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

GREETINGS & WELCOME TO ANOTHER BTC NEWSLETTER.

OPEN DAYS

There was to be NO open day in January, due to too many of our operating members away on their holidays.

We have noticed that as the weather gets better, our passenger numbers start to drop off. There are other attractions to go & do.

Most open days, the Peckett & 1 Meremere diesel loco ran the trains & the Climax was in steam, just running up & down the yard.

During the November open day we had members of the Morris Minor Club visit us. They also had their cars, utes & vans to give a very wide range of them. Some models were never seen in NZ & were all in top notch order.

After the last train of our December open day, we partook of our usual Xmas feed. There weren't as many members there as normal but those who were went away very full of good grub!!



Above: Timber sorting outside the woodwork shop – Fraser stands amongst it (Richard E)



Our passenger counts have been:

September:	116 adults, 23 children & 23 pre schoolers
October:	94 adults, 24 children & 28 pre schoolers.
November:	112 adults, 25 children & 26 per schoolers.
December:	73 adults, 28 children & 20 pre schoolers



Above: A1319 "Mary" with the lights on at night. April 2025 (RischarD.E)



CHARTERS:

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:

So much has happened so I'm bound to have forgotten something.

Dave M continues to keep our lawns cut & does other odd jobs around the Junction..

Graeme C presently has our petrol drill & is giving it a good overhaul. It is pretty old now & has done a tremendous amount of work & the Japanese manufactures have long gone out of business.

TRACTOR:

The hole in the radiator couldn't be fixed so Bruce Mc L organised a new one. It was fitted in place by Bruce & Ian B. One of the steering arms gave up the ghost so we couldn't use the tractor, We got some parts from a tractor grave yard in Hamilton East. Unfortunately they were almost the same condition as the old ones so the tractor can't be used at present.

TREES:

A couple of months ago (as reported in last issue), a very tall pine tree blew down in some strong winds. It fell down across the roof of our track wagon, badly damaging the roof of this wagon, & the top of the tree was across the main line.



Above: Removing treefall from Pukemiro Jtn upper yard (Alun.B)



There are / were a group of pine trees growing at the top of the Junction yard.

We could see where the tree that fell down had been rubbing on the trunk of the next one so it had to come out as well.

We decided to employ 2 contractors for 2 days to cut down 3 additional trees that were either dying or damaged.

This meant we had a lot of tree bits & pieces all across the top end of the yard. A lot of members have spent a lot of time cutting up the trees & clearing away the green sections of them.

We have ended up with 3 wagons full of partly cut up sections & a lot of the trunks still to be cut up but all our tracks are now clear so we can use them again.

We would welcome any member who is good with a chain saw to come & cut these pieces of the trees up into usable sizes.



(above pics Alun.B)

WOODWORK SHOP:

Richard E was over for 3 weeks recently working on #3 carriage.

He had some helpers & they were all busy on the outside of the car tidying up where new pieces of timber had been fitted but there was a gap between the old & new timber.

They also worked on the extended balcony.



Above: #3 carriage before restoration (Richard.E)



Above: Helpers in the woodwork shop – incl. Richard, Russell, Ian, Teresa, Rob, Bruce (Richard.E)

TRACK WORK:

Michael A has continued to spend most weekends at the Junction occasionally joined by a few others. They have been really made a huge improvement of our track particularly the main line.

Re-sleepering in coal cutting had to stop at present as we have run out of plastic sleepers. KiwiRail have approx. 150 set aside for us.

We have recently purchased 100 new pine sleepers from a mill close to Hamilton but east of the main roads. It seems as if the mill mainly buys timber already cut to various sizes. They must have many 100s of the size we use for our sleepers but all in 6 metre lengths. The price we paid was a lot cheaper than a price I was quoted from a sawmill in Thames about 2 years ago. The price we paid is the same as some South Island railways pay for their ones.

We have had to replace a lot of rails in the area at the top of the Junction yard, Most of them had either holes or cracks in the web – that's the vertical section of the rail. Most of these have been cut up & very recently sold as scrap.



Mike & his crew have been regauging our main line from the lower end & are presently just up past the station platform. One of the side effects of this work has been that a lot – 80% - of the old screw spikes are well past their use by date so must be replaced. They have found quite a lot of sections where the track is over gauge as well.



Above/Below: Sleeper replacement above yard (Mike.A)





WEED SPRAYING:

Over the several years since we have been unable to run to Glen Afton, Dave M has been spraying the weeds using a knapsac sprayer. The side growth has really taken off mainly in one particular area. John S & Mike & his crew have been cutting this back. We can now run the Planet loco up to Glen Afton.

Richard S sprayed the whole the line recently & Dave M & CJ have been spraying gorse on the lower section of our line. There is still a lot more to do.



Above: Major weed clearance on unused part of upper line (Mike.A)

We have had a couple more visits from the Corrections workers. They have mainly been helping with the track work. We also have a ships' engineer who comes out during the week. His main job was de-rusting a points frog so we could replace the one on the points into rotten row that had collapsed. His next job is to swap the air compressor in Meremere loco 401 with a spare that we have.

All this work on our track & the replacement of the point frog into rotten row has meant we could use this siding again. The most recent job on this siding was to replace the point lever base about ½ way up the siding. The screw spikes that held the base to the sleepers had pulled out as the sleepers were a bit rotten where the screw spikes were drilled into them.

A lot of work has gone into the sandfill that was damaged by the earthquake in February 2023. A working bee is planned for the weekend of 10 & 11 January 2026 to lift & pack a couple of low spots across this area.



LOCOMOTIVES & ROLLING STOCK:

The Peckett was not used during December open day as it was in pieces getting ready for its annual survey There a few other jobs to do on it as well.

The Climax will also soon be getting the same treatment.

Our Carvan Af1047 & Mines car A328 are both due for their 5 yearly Westinghouse brake overhauls, which this year also entails triple-valve replacement on the brake gear.



Above: A work train near the top of the line (Mike.A)