

PUKEMIRO JUNCTION

The Glen Afton Line

....the G.O.A.T Issue ??



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Cover photo & above: 3 domestic goats invade the Junction (Richard E)

Editor's Note

Welcome to the first issue for 2026 – again slightly belated (sorry), but we'll catch up.

It's been a hot summer, with lots going on – annual steam boiler surveys, continuing carriage & wagon restoration works, track upgrades, & even visits from our new goat neighbours. It was even suggested we try to engage them on lineside vegetation control, but unfortunately their welcome is running thin as they leave their own debris.

We will also finalise a date for the AGM as soon as possible too.

My thanks for various people noted below for providing the content – inaccuracies are entirely mine, as ever.

Best regards,

John S – secretary@bushtramwayclub.com

This newsletter was edited by John S – for the Bush Tramway Club

Thanks for contributions & assistance from
Colin J, Mike A, Richard E, Chris M, Ashley T

Colin's General Manager Report

Greetings & welcome to another BTC newsletter.

As this is the start of a new year, it also means that it is the start of a new financial year for BTC.

Subscription renewals have been sent out. We hope you will renew it &, perhaps, include a donation. All donations over \$5 are tax deductible.

We hope 2026 will be a very good year for you & your family & friends.



Above: *Prospective new members arrive at the Junction (Chris M)*

Open days:

As already notified, we didn't have our January open day because too many of our operating members were away on holiday. Despite advertising on our website & on Facebook, a few car loads of people turned up wanting a train ride !!

The February & March open days were on the first of the month.

Charters:

We have had a couple of enquires but nothing definite yet.

If you know of any group that may be interested in one, please contact us.

Around the Junction:

A tremendous amount of work has been carried out on our railway since last newsletter.

Dave M continues to keep our lawns cut. He has also been spraying weeds in the yard at the Junction & on various parts of our lines.

Graeme C has given our petrol drill a very good overhaul & it is very regular use.



Above: Tr105 on track duties up the line near 2000m (Mike A)

Locos & Wagons:***Meremere diesel 401***

It had its air compressor swapped recently. This had been planned for a very long time. The work was largely done by a CW bloke that comes out to us most Mondays & his step son.

Unfortunately, the compressor that we were told was in very good order turned out to have 1 cylinder that wasn't compressing at all. It was disconnected from the air pipework & drive belts & taken to our workshop bench.



Above: Drewy 402 maintenance (Mike A)

Richard S pulled the bad side apart & found that the inlet valves seats need replacing.

We asked one of our members, Richard E in Australia, to see if he could get the needed parts from a company over there.

The “heavy lifting” was done by Scotty W & his son Tyler.

Prior to the work on the air compressor, they had almost completed the annual checks on this loco.

Planet Loco: This loco is out of action for a while, as there have been diesel fuel leaks & engine oil leaks so we decided to repair them. There are also fuel leaks from the fuel pump itself which need to be fixed as well.

Peckett:

This loco is in pieces for the boiler inspector. Those who have helped so far are Chris M, Alan U, Evan W & John S.



Above: The Peckett is on blocks during annual boiler survey for ancillary work on axle bearing & a broken leaf spring (Chris M)

Climax loco:

Chris M had this loco in steam during our February open day. It was then pulled apart for its annual boiler survey.

Both locos have now had their open inspection, & await their “in-steam” inspections.



Above: Broken Peckett leaf spring (Chris M)

No.3 Car (A1477):

Bruce McL has spent a lot of time on the woodwork on the extended open platform of this carriage. Richard E has been back in March to do more work on this car.

Prefect car:

This was obtained by Ian J quite a few years ago with the intention of running it on our railway. He tried it out but the gauge of the wheels wasn't the same as our rails. Ian took it back to his warehouse in Auckland, intending to adjust the wheels, but never got around to it.

Ashley T got in touch with Ian's daughter & organized for it to be brought down to our railway. The hire of the trailer was donated by a passenger at an open day who runs a trailer hire business in Huntly.

Ashley brought the car down & it is stored between the shanty & the woodwork shop. Tyler recently got the engine running too.

There was a large sawmill between the main road to Rotorua & the main railway line at Mamaku that had about 6 of these cars that ran up & down their tramway.



Above: The Ford Prefect needs some refurbishment (Ash T)

Trees:

The bulk of the tree bits & pieces from the trees that either fell down or were cut down, have been sorted out. A lot of the larger parts are still between the main line & the siding. Trevor W was recently spotted cutting into some of these with his chain saw.

If you are reasonably good with a chain saw & have your own saw & a bit of spare time, there are still plenty to be cut up.

Track Work:

I'll leave this report to Michael A.

There has been a tremendous amount of work carried out in this area. So much so, we have now run out of screw spikes!!

We have ordered some new ones from a company in Auckland & we hope to collect them soon.



Above: Track work in January (Mike A)

Mike's Track Update

Our track gang have been busy over Christmas and New Year with the continuation of work at 1600-1800m peg (above the mine road crossing) replacing sleepers and checking the rails as we go along.



Above: Track reinstatement up the line near 1750m (Mike A)



Above: Track work up the line near 1850m (Richard E)

On the weekend of 10-11 January Mike and the gang had a track working bee at sandfill, which

involved lifting and packing the track. We had another track working bee on 24-25 January, to finish the section of track at the current train stop sign.

Mike has been running engines over the section of track from sandfill up to the slip getting it ready for the train to start running on it. This is a huge achievement for Mike and the track gang as they have put a lot of time and energy into getting this far.

At present track work has come to a stop until more screw spikes turn up.

But as always I would like to thank the members who have given their time to help me with the track work to keep our train running smoothly

Michael Ansell – BTC track manager



Above: Sandfill track work in January – lifting of the curve completed (Mike A)

Richard's Update – No.3 Carriage

After a considerable amount of progress on returning the "No.3 car" A1477 ("Beryl" or "Betty"?) to service on our trains after an all-too-long gap of over 20 years there was a considerable amount of progress in November 2025.

The car has now got the interior almost entirely completed and, whilst some woodwork remains to be done on the exterior, a lot of the time-consuming "fiddly jobs" are complete. The roof also had patching work done in November 2025 which should make it largely (hopefully) weatherproof.

Work on the balcony areas is continuing thanks to Bruce McLuckie but the next big push to complete this project will be on the 6th to 28th of March 2026. We will be doing (yet more) woodwork and starting to tackle the steelwork.

If you want to help in any capacity whatsoever contact Richard Ellis at richard.ellis.thirlmere@gmail.com.



Above: Work progresses on the No.3 car – from left, Russ W, Trevor T, Bruce McL (Richard E)

Gallery – a few random pics



Above: Quiet eve in “Rotten Row”, Pukemiro, Dec 2022 (JS)



ABOVE: Getting ready for "Open Day" on 17 May 1981 at Pukemiro during National Rail History Week, members of the Bush Tramway Club are busy raising steam on three steam locomotives. From the left you will recognise the Heisler (ready and waiting to go), the "F" 0-6-0T No.185, and the Peckett. The "F" is taking on coal, and the Peckett is taking on water. The 1982 "Rail History Festival" will extend from 10 May to 21 May with most activity concentrated on the weekend of 15 and 16 May.

Photograph: J. A. T. Terry

Above: 1982 in Pukemiro (J.A.T. Terry, via NZRO, wall pic in cafe, JS)



Above: Climax loco – wall pic in cafe in N. Coromandel (JS)

STEAM TRAIN 'CLIMAX' LOCOMOTIVE
HAULING LOGS, MANGAPEHI. 1916-1926

MOZART
1001 1171
Mozart's Cafe
Shop 2, 21 Baines Street, Christchurch
03 378 4422 GST No. 78 703 148



Above: The car & wagon shed on a hot afternoon (Richard E)



Above: Fraser interviewing prospective new members (Richard E)