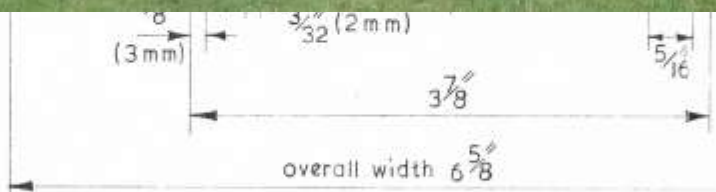


Wheels & Floats

March 2026



Tauranga Model Marine and Engineering Club Inc.

TAURANGA MODEL MARINE AND ENGINEERING CLUB INC.

The Secretary
PO Box 15589
Tauranga 3112

Miniature Railway Memorial Park
Open to Public, weather permitting
Sundays : 10am to 3pm approximately

Palmerville Station Phone 578 7293
Bank Account 03-0435-0461711-000

Website: www.tmmec.org.nz
Facebook: Memorial Park Railway Tauranga

MEETINGS

General Members Meeting : every first Tuesday of the month, at 7pm.

Committee Meeting : every second Thursday of the month at 7pm.

Maintenance : Tuesday mornings from 9am.

Engineering discussions : Tuesday evenings 7.00pm.

COMMITTEE

President: Warren Karlsson 027 5422863

Vice President: Owen Bennett 027 5914992

Club Captain Ethan Bramley 022 0972 767
Joanne Knights 020 4190 9567

Secretary: Warren Karlsson 027 5422863

Treasurer: Jerry Payne 021 486 013

Committee:

Ian Bain, Ethan Bramley Graeme Hayley, David Ingley, Brian Marriner, Russell Prout,

CONVENERS

Boiler Committee:

Owen Bennett, Ross Campbell, Bruce McKerras, Ash Thomas.

Safety Committee:

Ethan Bramley, David Ingley, Warren Karlsson, Bruce McKerras.

Workshop: Ethan Bramley

Drivers Licencing :

Warren Karlsson, Bruce Mckerras.

Track: Russell Prout, Ash Thomas.

Librarian:

Rolling Stock: Jason Flannery

Website: Peter Davies.

MEANZ rep Russell Prout.

Editor: Roy Robinson 027 5491182
royrobkk@gmail.com

Cover photo : Seen at the Fossil Fuelled Extravaganza

Presidents Report March 2026

Summer has officially ended and we can feel it with the cooler nights and shortening days already noticeable. And to remind us how time marches on we would have celebrated Easter, turned our clocks back an hour and seen the end of the first school term by the time the next newsletter is published.



Next Thursday, 19th March, a group of Club representatives will attend the annual TECT 2026 Western Bay Community Services Award evening where we have been nominated, along with six other groups, in the “Heart of the Community” section.

The winners of each of the seven separate sections, based upon community voting, will be announced on the night, it would be great if we are acknowledged as being an important part of the community and providing something the public enjoy.

March is the end of our financial year and the committee have already made preparation for our finances to be independently reviewed ahead of the AGM which is to be held on Saturday 9th May at the Club house.

Official notice of the AGM, Track Operators Meeting and nomination forms for positions on the Committee will be made in mid-April.

Please consider your availability and ability to be part of the management of the Club and encourage fellow members to take up the challenge.

This coming year the membership changes to allow what was once Country Member and others to now become an Associated Member, this allows those who wish to be part of the Club, but only have a limited interest in engineering, to be involved at a level they are comfortable with, such as assisting with the public on running days or living distant that precludes regular attendance.

We also want to recognise any spouse or partner as being associated with an Ordinary Member, so they can be noted on the full member’s ticket and be part of the Club..

Late April will also see our biennial MEANZ audit carried out to renew our Amusement Device Licence. The club is required to operate under the MEANZ Operating Procedures (MOPs) which allows all members and their locomotives to operate on both our and all affiliated club tracks. However all Locomotives and rolling stock, both club and privately owned, must comply with the MOPs and be registered with the club to be placed on the national database.

A copy of this database is in the Club house and can be provided upon request, as it is normally attached to the ADR as it is not published on the MEANZ website.

I would like to thank Chris Pattison for his untiring stewardship of the Club Library over the past years, Chris has ensured that the library is kept relevant and accessible to all, but has decided to step away from the role of Club Librarian.

The club appreciates the amount of work that Chris has put into managing the library, a silent but important task

If you are able to fill his shoes and takeover this role please advise the secretary.

The Club “hosted” the local St. John Ambulance Associations’ annual BBQ on the last Saturday in February, by providing our Gazebo, trestle tables and chairs and giving all their members rides on our railway. A big thank you to our Club members who volunteered their time to ensure a successful and enjoyable day for all, and thank you to St. John for feeding us well.

It was our pleasure to host the volunteers of an institution which traces back its existence for 9 centuries. A gift of a First Aid Kit, in the shape of an ambulance, was received by the Club as their appreciation of the day.

Congratulations to both Dave Ingley and Julie for gaining their full locomotive driving licenses your attendance along with other volunteers is appreciated when we run for the Public on Sunday.

All Club Locomotive drivers are subject to random check rides to ensure they remain familiar with each locomotive and can be reminded of any idiosyncrasies that may have developed.

The question of a long term plan for the club was raised again recently and rightly so, without a vision we leave ourselves exposed to stagnation, so it is important that all members have an input into the club’s future.

A Think Tank may need to be held to progress our collective thoughts on where we wish to be in the future, especially as we will look to celebrate our 50th Anniversary in 2029 and contemplate hosting the 2030 MEANZ Convention.

If you have a vision for the club please put pen to paper and start making notes so as to be coherent. And subsequent to that the Committee is to again endeavouring to engage with the Tauranga City Council to have a long term lease signed, as without a secure tenure it is hard to plan ahead.

Looking ahead it seems that Saturday April 18th may be a potential working bee date, if nothing else eventuates beforehand, as we have both Easter and Anzac weekends prior to and following that date.

Regards to you all,

Warren Karlsson



Humour :



first
credit union

Club Captains Report for March

Hi Team,



This past month has seen the club volunteering to support the St John's Ambulance volunteers at their annual picnic. A group of our volunteers provided train rides for the young and not so young supporters of this great cause, which seemed to go down very well.

Saturday 7th March was our Playday, I'm afraid I do not have anything to report on that one as I was unwell and not in attendance.

This coming weekend is Hamilton Club Open Weekend - 21st & 22nd March. The club has received an invitation to join them, there will be a BBQ on the Saturday.

Our next play day is Saturday 11th April, come down and join in if you can, however we have a group booking for Saturday 28th March so it makes sense to run a Play Day on that date and also add in Saturday 2nd May as another additional Play Day due to the AGM being held a week later.

Joanne & Ethan



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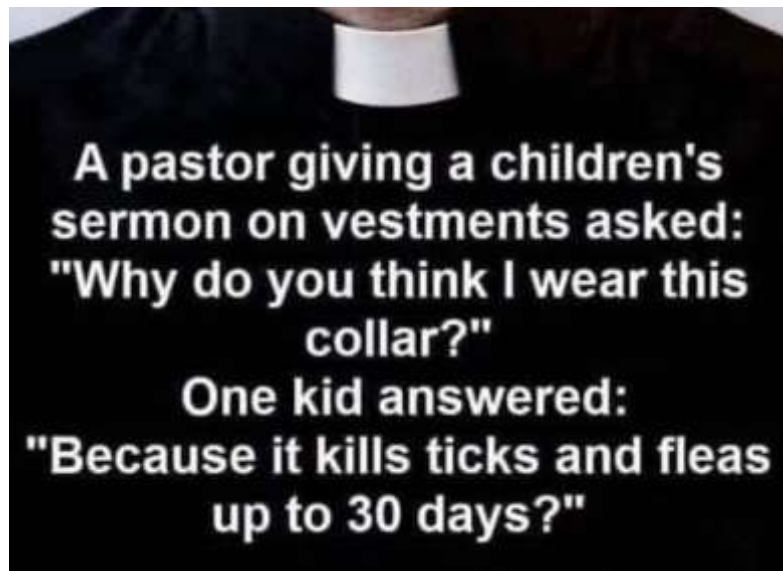
www.hme.co.nz



Show and Tell



Only Peter L had anything for Show & Tell this month. Acquiring an old large power drill which was short of the chuck key, Peter set to and “by eye” cut 13 teeth into a piece of MG rear half shaft and in Peter’s words “It worked”. He seemed to get lots of advice as to the operation of this drill, obviously many members had had many experiences with this animal !!!



Rutherford Signs

Something Different !?*%!

Amongst all the rubbish which pops up on my computer screen I saw an advert promoting a “Fossil Fueled Extravaganza” at Hawera. That was 6 months ago and after coffee with mates on a Thursday morning recently Barb and I trundled off to Hawera. On Friday, we did the touristy thing circumnavigating “The Mountain” stopping off at Opunaki to talk to a new contact about Master Clocks. He was very helpful and I need to cultivate him but that’s another story. Barb’s family were original settlers in Sutherland Road, Manaia. They evidently landed from a boat and settled on that land right against the beach farming there for many years. Milk was delivered to the “local” dairy factory by horse and cart. That’s why there are so many disused dairy factories in Taranaki, they had to be handy for a horse and cart. The property was used during WW2 as an emergency airfield, “just in case”.

Saturday broke fine and clear, we were at the gates soon after they opened, 10.00am. We didn’t realise but it was also the local A & P Show and the Fossil Fueled Extravaganza were side by side a great idea. Barb went to the A & P Show whilst I took a left turn to experience all of the many items on show. First exhibit was an elderly E27N Fordson tractor with a trenching attachment. I have seen one of these before, but this was different. Normally the trenching wheel (similar to a 5 point star) is rotated by a pto shaft on the tractor, this one the pto drove a crank which, as it cranked, it indexed the trenching wheel around in steps. The trench was approximately 500mm deep, 100mm wide at the bottom tapering up to 200mm wide at ground level. Designed specifically for field tile drains. One had to question just how well the E27N tractor’s 4 cylinder engine coped with the requirements, I did note that the E27N had a winch to assist forward motion, reinforcing my thoughts that the challenge was greater than the horse power available!!

Next stop was a traveling organ, this was the full fairground music Monty, mounted on a trailer, I’m sure you have all seen pics of them at English Fairgrounds. It provided background music audible all over the expansive ground. Around the periphery of the ground a lane had been fenced off and a large Fowler traction engine was providing free rides on a large trailer. The Fowler was of the size that one would expect it to be a plowing engine but there was no sign of winching gear. There were at least 3 other traction engines and a couple of stationary engines driving threshing machines. I noted 3 model traction engines, 3 inch at best guess. There was a huge collection of Vintage Machinery Clubs tractors and equipment, yes, a lot was of the usual standard models but there was a good number of one offs or odd balled items, Ferguson 28 but with 4WD. There was another Fordson E27N with a local built hedge cutter for the many local gorse and barberry hedge lines. One would have needed ear muffs, leather apron and leggings skid lid, face mask, to even get on the tractor let alone operate the rig. The flails were about 500mm long on the end of a 800mm arm, there were flails at the end of the 1600mm (OA) arm. Best guess there were some 80 odd tractors/implements most being 50+ years old. One guy had about 6 Lanz German tractors. These are single cylinder 2 stroke, hot bulb start. So to start one places a blowtorch to the bulb and heats the bulb for about 15 minutes, then, with the steering wheel removed from its conventional use, inserted as a crank handle, spin the engine to start it. I’m sure you know these Lanz tractors, at idle the piston stays still and the tractor rocks back and forth!!!! By working slowly along his 6 tractors heating then starting he eventually had all running or more correctly rocking back and forth.

A great display of stationary engines, once again, most older than 60 years. An operational model saw mill was cutting planks from a vertical blade frame producing planks from a 400mm dia log. Virtually all of the stationary engines were operating or had been running. A display demonstrating rock crushing, one could get a rock from a bin and under a Perspex screen could watch it being crushed to road metal, also, was a model traction engine driving a model crusher doing the same thing on a small scale. The largest engine on display was a V16 two stroke General Motors (Detroit) with straight exhausts. This was run several times and soon had the crowd racing for a closer look. These engines are recorded as the most efficient for converting diesel into noise, this one was no exception!! I was amazed at the number of people attending that I knew. Passed workmate Bill Darbyshire from Puketaha way had his hot air engine running, I still don't understand just how these engines work but suffice to say they were very inefficient and did not catch on.

There was the old Fairground challenge of using the maul to hit the plate and the ball should run up the column and ring the bell at the top. Many tried but most failed!!!!

Barb, whilst I had been lapping up tractors etc, had supported the A & P section and it also was an excellent display, all the old fashion things, cooking competitions, side shows, cattle, horses, preserves, you know all that stuff one saw at a genuine A & P Show. By this time it was midafternoon and we decided to head for home, BUT out the corner of my eye I caught a glimpse of Motor Mower Racing. This is real adrenalin inspired madness, there is no way the drivers would have any chance of getting life insurance, believe me!!!!!! It's a thrill a second, far better than F1.

I then realized that there was another area to explore which was where the trucks were and the tractor pull was based. I guess there was some 40 odd trucks, some all but brand new, some of the 60's – 90s era, all polished up looking like the day they came onto the showroom floor. Also in the area was a collection of cars and once again of the 60's – 90's area. In the Ford line up there were 12 Thunder Birds, just amazing, never seen so many at one place before.

All in all a great day out and the organisers had to be very happy with the complete Extravaganza combined A & P Show.

Fordson E27N with trencher. The trencher wheel was indexed around by a crank just to the mid right of the left hand wheel







Top : Wire tie baler, driven by a stationary steam engine.

Mid left : Lister petrol driving a 3 cylinder pump.

Mid right : How to turn diesel into noise.

Left : One of the many traction engines



Top right : Sterling hot air engine. Still don't know how it works!!!!

The rest of the pics just taken as I wandered around.



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St John's Whanau Day

St John's Whanau Day was held at the Club and in conjunction with Mini Putt rides and golf was provided. St John's used the Clubs facilities.

In his email Steve Walker thanked both organisations for the day out and presented the Club with a carry bag First Aid Kit.

There was a good turnout of Club members to run rides for the visitors.



Disclaimer :

The views and opinions expressed in articles contained in this magazine are those of the author (s) and do not necessarily reflect the policy, position or opinion of the TMMEC or its officials.

Possibly the machine that started the Industrial Revolution

This story begins with a visit to a private property north of Auckland, New Zealand, but its roots go back more than 300 years.

For many years I have been kept up to date with the progress on construction and operation of a replica Newcomen Engine being built in the back yard of a suburban property north of Auckland and on Sunday February 24th 2026, I finally got to see it.

Of course any good story starts with a dream, a wish or an event and this is no different. A dream to build a piece of history that may have provided the basis upon which the Industrial Revolution as we know it could take place. A wish to make it available to the public as a demonstration of the technology of the time and the application of some very radical thinking.

Little was known of the original engine but patents (Fig 1), sketches and various illustrations helped to provide the building blocks.

This is where the dynamic father and son duo of Ken and Andre Pointon saw an opportunity to recreate a unique piece of history. They along with members of the Auckland Steam Engine Society took this challenge to fruition in just 3 years. Ken and Andre have also been credited with successfully returning to operation the Auckland Pumping Station Beam Engine at MOTAT in Western Springs. An excellent article on that can be found in Issue 4 of The Driving Wheel (MOTAT publication)

There were a number of contributors to the project and I will attempt to honour those along the way but for now the machine and the men behind it are my focus.

An artistic illustration (engraving) of c.1712 showed many of the larger components and the overall relationship to one another but it was found to be wanting and rather simplified as the builders found during the construction.

The energy, enthusiasm and passion from both Ken and Andre is evident when sharing their journey and readers are encouraged to search and read (independently of this article) to get an appreciation of their backgrounds and how they as a team brought the many aspects of this project to life, not to mention many other projects.

There was no recorded history of steam being used in a cylinder/piston configuration prior to the patent of 1712 for the Newcomen engine. At a time when coal demand was high and mines were plagued by water ingress Thomas, who grew up in Devon, set about making a steam powered pump that would lift a column of water of significant height and could be used to keep the water levels down and enable more coal to be mined. The first recorded use was at Dudley Castle in the county of Stafford. Thomas Newcomen partnered with Capt. Savery who had patented some designs that Thomas could see potential in. This led to the Newcomen Engine.

Fast forward three centuries and we have Ken and Andre with steam in their blood and a challenge to overcome, who have not just created this machine as an effective working water pump but have been honoured for their contribution by the Royal Newcomen Society.



Fig 1 First recorded history of Steam in an engine.



Fig 2 shows the comparative size of the finished machine.

Being up close with the machine enabled me to gain an appreciation for the good old fashioned Kiwi Ingenuity and can-do attitude. Their passion and collaboration with the Auckland Steam Society, Motat and the many talented blacksmiths, engineers, timber workers etc can be seen in the firebox door, the levers, cranks, quadrants and bearings. The entire machine, timber structure 6'x6' macrocarpa, beam, pumps, tanks are all designed to be transportable (but not on your average trailer).



Fig 3 shows the machine during construction and provides a good perspective of the size and shape. The surrounding area is now well covered with workshops and office spaces adjacent to the machine.



Fig 4 Shows some of the many hand forged details that made up the links, arms and operating apparatus that enables the machine to self start and run without manual intervention.



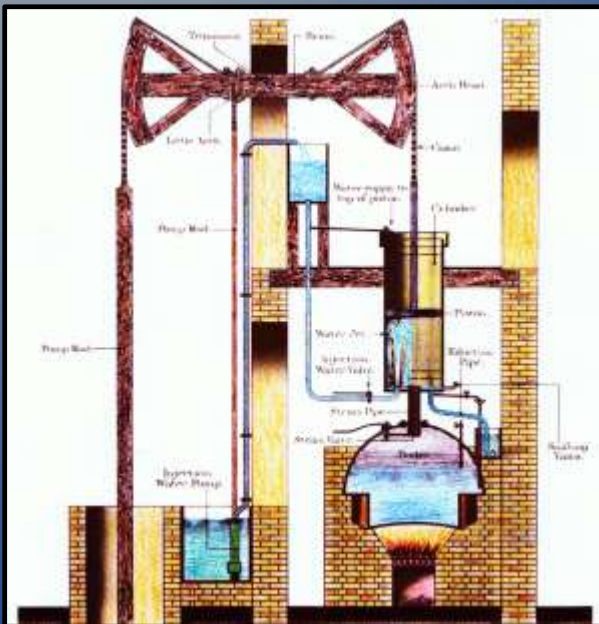
Fig 5 shows the beam pivot with its hand crafted plate and shaft work. The bearings had been repurposed as well.



Fig 6 shows some of the many parts for which patterns were made and pieces cast on site.

Below : Fig 7

Design



Above diagram is taken from "The Steam Engine Of Thomas Newcomen" by L.T.C Rolt & J.S Allen, page 37

Design Information Sources

The Steam Engine Of Thomas Newcomen by L.T.C Rolt & J.S. Allen

The Early Development Of The Steam Engine by David Hulse

The 1719 Engraving of the 1712 Dudley Castle Engine Thomas Barney

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Fig 7 is an extract from a presentation document drafted by Andre (Constructing a Newcomen Engine in the 21st Century) and shows the essential elements of the Engines construction. Its operation requires steam at less than 2psi (generated in the boiler (lower right) to pass into the area below the piston causing the piston to rise to the top. When a shot of cool water is introduced into this space it rapidly cools the steam. This in turn creates a very low pressure (vacuum) and the atmospheric pressure above the piston then pushes the piston down, thus raising the column of water via the beam. Once the piston reaches the bottom steam is then re-introduced starting the cycle again. There is of course a need to evacuate the condensate before the new steam is introduced and this where many of the valves and levers come into play.

Ken, who served his time at the Otahuhu railway workshops worked alongside our very own Peter Jones (RIP). He later moved on to tool and die making, Pattern making and many other things. Find more about Ken on line as the strings to his bow stretch across the world.

Andre, an accomplished Engineer shares his fathers passion but brings the next level of analytical and engineering support in addition to building, designing, machining and assembly.

As I am writing this from a model engineers perspective and for fellow model engineers I cannot emphasise enough the need for spare parts. A tour of the many workshops was an indication that many an odd piece of otherwise recyclable items that may come in handy or be used for that yoke, or conrod or flywheel must of course be handy so you dont have to search the undergrowth or brave the weather when looking for the appropriate piece. That of course means you have them at your fingertips, near your feet, on the wall, beneath the bench, on the bench, in the drawer, by the machine, at the worksite, in the office, in a display case or wherever there is an appropriate place to park it so you will easily find it when needed. If this resonates with you then the picture of re-imagining items should be very clear and this process is not size discriminating. You may only require an anvil but then it may as well be 300lb anvil. When a lathe is not big enough it is not a reason to make the job smaller but instead acquire a bigger lathe, or adapt what you have to make it work, of course! When you have a comprehensive library and you know books are heavy you install a lift, of course this save your back too.

Walking around the yard and through the workshop my eyes were drawn to the steam engines, steam pumps, boilers, patterns and machines used in some way to craft the necessary items. A visit to the modest foundry where bronze and cast iron components are made as required I passed a large waterwheel that sits beside a dam next to a pump house that during recent flooding was well under water.

**PRECISION
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Contact Gavin Thomas 027 670 3870 07 578 4171 27 Glasgow Street Tauranga

A few specifics on this Newcomen Engine:

It is portable (in many pieces)

It likely weighs in at around 8-10t

It stands about 6m tall (and the smoke stack is well above that)

It has a beam across the top that is about 3m long and has a steel plate thru its centre to keep it true

The dome at the top of the brick facade is made from a very old pressure vessel that has been cut into petals and is riveted together, not for pressure but rather aesthetics

There could be 3000 or more pieces to the puzzle

Items to be cast required patterns to be made (all done in house)

When you're looking for a widget or a thingy you must make it, you cannot just go out and buy one. People talk about bespoke furniture etc, well in this case about 99% is bespoke

It can be run (and often is) on an external boiler feed

It needs only about 2psi of steam pressure to operate

It is in fact a vacuum engine, that is to say steam when quenched creates a vacuum (or at least a lower pressure) and that provides a differential pressure on the piston with the atmospheric pressure on the other side doing the work

It has and will run all day but under steam it randomly operates based on its own internal devices without operator intervention, that is to say the operating cycle is not necessarily even nor is the stroke but it will move and continue to run as and when the operating conditions suit. It can be relied upon to do its job despite the sometimes randomness of its motion.

The original machine (as far as can be determined) required persons to manually operate valve levers, but not on this one as it will self start and run in its own automatic way due to creative works by Ken and Andre.

It pumps water (what it was intended to do).

It uses ballast weights (lead or similar to set the overall machines balance critical mechanism. This is usually defined by the depth from which the water is to be pumped and the weight necessary to keep that water column moving.

It was built in 3 years from very little detail

It required the ingenuity of the team to interpret the operational requirements into functional aspects

It is an incredible structure that is a credit to the creators and builders and stands as a monument to pre industrial revolution, experimentation and foresight.

References for those wanting more,
Steam Torque magazine
The Auckland Steam Engine Society

Google Newcomen
Google Ken Pointon
Google Andre Pointon
The Book- "The Beam Engine and Western Springs Pumping Station"
MOTAT "100 years of Diesel"
MOTAT "The Driving Wheel"

If you have found this article of interest or would like more, please let me know and I will do a follow up. I do have an excellent video that can be seen at the club by arrangement.

Russell Prout



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The following article is the first of a two part article. It is with the blessing of Graeme Carter, editor of The NZ Railway Observer that I use this interesting article.

Pōkākā Sawmills and Bush Fires

by Kevin Crosado

With bush fires in the news over the last couple of years it's timely to remember that New Zealand was regularly ablaze in the late nineteenth and early twentieth centuries, and suffered regular smaller fires for much of the last century. A 1926 bush fire even had an NZR connection.

26 JANUARY 1926

A very high wind blowing at Pōkākā, near the centre of the North Island Main Trunk, rose to a gale in the afternoon of Friday 22 January 1926. Men in NZR's Pōkākā Bush had to stop work due to the danger from falling trees; the bush trams were blocked by fallen trees across the lines.

About 10am next morning a fire was noticed to the north, on the Pōkākā side of the Manganui-o-te-ao Viaduct, and heading rapidly south. The fire began at a spot where a man named Andersen burned wood to make charcoal. Andersen had left Pōkākā on Friday night and the high wind on Saturday blew the earth off his fire, exposing the live charcoal from which sparks spread to the surrounding bush.

Light rain fell during the afternoon, but not enough to have any effect. By 4pm the position looked serious and Bush Manager, Hans Knutzen, packed all his papers and records in the office at Pōkākā station, ready for a rapid evacuation. Fortunately, an hour-long heavy downpour about 6pm halted the fire's advance. It had crossed the main tram line near Joseph Peacock's house, on the south side of the tram about a mile [1.6km] west of Pōkākā station, but had done no damage either to the tram or to NZR's bush. Much more rain fell on Sunday, completely drenching the smouldering stumps and dead trees.

Bushmen cleared the fallen trees off the tram lines on Saturday night and logging resumed on Monday morning.

NZR's PŌKĀKĀ BUSH

NZR's Stores Branch arranged to purchase cutting rights over a 4,377 acre [1770ha] block of mainly rimu bush, 3 miles [5km] west of Pokako (renamed Pōkākā from 18 August 1924), from the Lands & Survey Department in July 1920. This timber, mostly on a plateau bounded by the Manganui-o-te-ao and Mangaturuturu rivers to the north, west and south and a 100ft-high [30m] escarpment to the east, was intended for the Frankton Junction sawmill and house factory. The bush became part of the Forest Service's Provisional State Forest 67 in 1922.

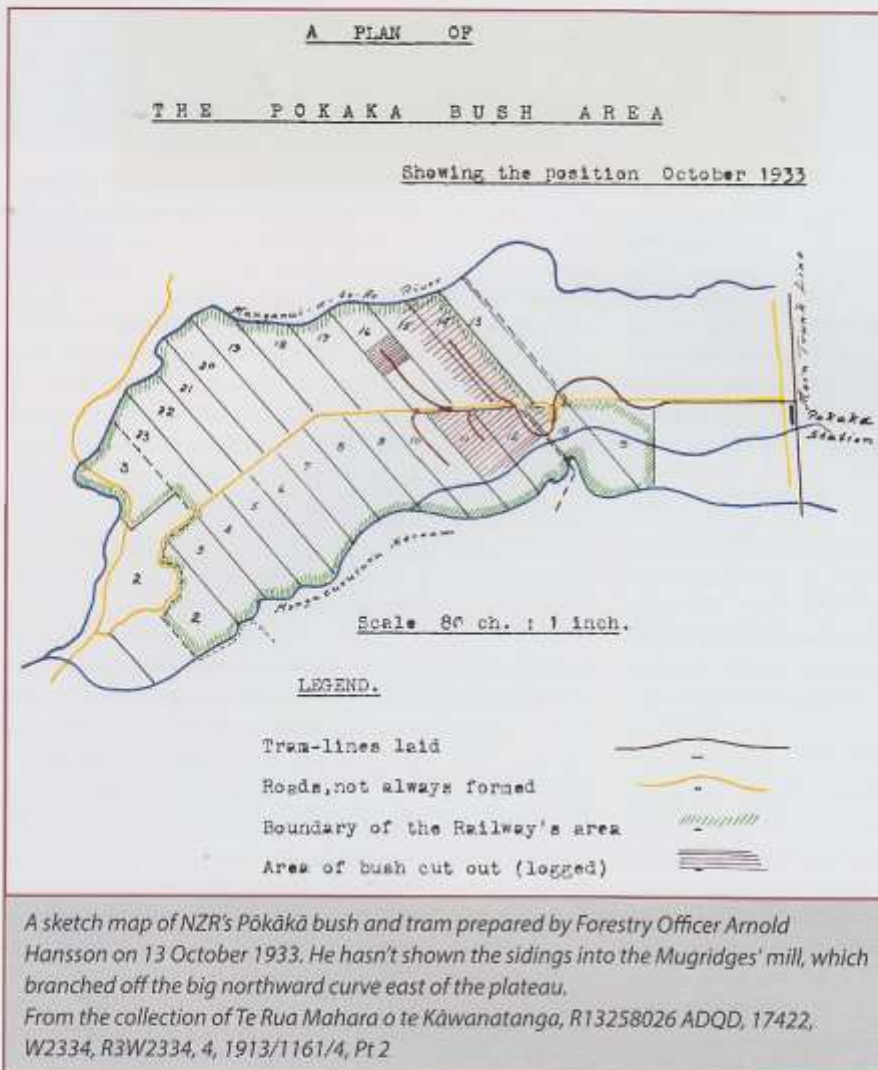
Track materials recycled from the former Piha mill were on site by June 1921 and construction of a tramline from the bush to Pokako station was expected to be completed about mid-June 1922. Other material reused from Piha included a 1914 Fraser log hauler, subsequently sold to a Mrs Baxter at Waikanae in 1933. The tram used 40 lb [16.6 kg/m] rail on 7ft x 7in x 5in [2135 x 180 x 125mm] matai sleepers, squared on two sides. Heading off the plateau the line looped to the south and then the north to get the grade down to a manageable 1:25. There was then a similar grade up from the swamp at the foot of the escarpment, followed by a 1:34 ruling grade along the south side of Mangaturuturu Road to Pokako station.

About 57 chains from Pokako the NZR tram initially crossed Frederick and William Collier's horse-worked tram on the level; but this had apparently gone by October 1924 (Collier



Anderson's charcoal pit, the origin of the 1926 fire, alongside the NIMT 0.8 km north of Pōkākā. Photograph: Archives New Zealand, R2421979, AAQA, W3347, 6504, Box 7

PÖKĀKĀ SAWMILLS



also known as "Main Trunk Road", NZR's tramway licence from Waimarino County required it to lay sleepers between the rails and along the outside of each set of rails for the full width of the metal on the road. The same applied to the crossings on Mangaturuturu Road and at each property entrance. NZR also had to provide warning sign boards at each crossing. The F-class locomotives used on the line could handle a maximum load of three U⁶ flat-deck wagons.

The line was completed in October 1922, but promptly mothballed in response to the early twenties depression. Logging eventually got under way in late 1923, but supplies to Frankton were sporadic at first; the new mill had serious teething troubles, particularly with the electric motors driving the machinery. To help keep the house factory going, NZR contracted with Thomas and Ernest Mugridge in April 1924 to cut two million super feet of millable logs to NZR specifications at their Pokako mill. Mugridges' mill was just

& Son also cut to the east of Pokako about this time, using the Manawatu County Council's tram to access the station). Where the tramway crossed the Ōhakune-Mātāpuna Road,

north of the NZR tram, near the foot of the escarpment, and NZR put in two sidings to handle this traffic. NZR had a similar arrangement with the Waikune prison camp sawmill – logs



F255 alongside a log-loading bank, probably at Pökākā. F.255 had boiler inspections at Pökākā in 1926 and 1927, but as the Erua bush was just 4.2km north of Pökākā and both bushes were managed together it could be at either site. Photographer unknown, EJ McClare Collection, courtesy of Graeme McClare

F252 alongside a derailed U⁶ wagon, probably at Erua. F252 had boiler inspections at Erua in 1924, 1925 and 1927, but as the Erua bush was just 4.2km north of Pökäkä and both bushes were managed together it could be at either site.

Photographer unknown, Ron Cooke / Roll Back the Years Collection, NZR&LS Archives



from Pokako and Erua bushes were conveyed on ordinary goods trains which waited alongside main line skids at the 209-mile point while the wagons were unloaded. This took about 20 minutes per wagon, and they were put off just up the line at Waimarino to be lifted and returned by southbound trains. This Waikune contract ended in October 1924.

The Pokako bush was 'over-mature': low quality, with the rimu very prone to forked boles, heavy flutes, less heartwood than usual and many dead or dying trees. The Frankton mill could only cope with high-grade logs, so, to avoid the expense of freighting the poorer logs north, NZR arranged to sell these (and similar logs from Erua) to the Mugridges for their own business. Some trees were also sold to post splitters.

NZR established a bush camp in the north-eastern corner of Section 12, with an 18ft × 10ft [215 × 3050mm] bathhouse and drying room, two 25ft 6in × 29ft [7770 × 8840mm] men's bunkhouses, two 12ft 6in × 10ft 6in [3860 × 3200mm] men's huts, a 13ft 6in × 7ft 6in [4115 × 2285mm] bush boss's hut and a 32ft 6in × 26ft [9900 × 7925mm] cookhouse and mess room. There were 19 iron ship's hospital bunks for bush staff. At Pokako station there was an office (with four rooms and a bathroom), two one-room huts, one two-room hut, a cookhouse, a combined store and blacksmiths shop, an engine shed and coal bins. When planning the line the Ohakune District Engineer had intended to shift a disused engine shed from Mangaweka to Pokako, and presumably this happened. NZR also laid a ¾in [19mm] water pipeline from a dam just north-east of Pokako station out past the bush camp. This fed the camp, and locomotive water vats, at each end of the line. Joseph Peacock also drew water from the pipeline in lieu of rent for the tramline across his property.

Milling at Pökäkä was halted at the end of March 1927. This was intended to be temporary, but milling was never resumed by NZR. The office at Pökäkä station remained open until 19 May 1928 to manage NZR's Erua bush just up the line.

NZR General Manager Herbert Sterling was keen to sell NZR's cutting rights at Pökäkä, but this wasn't practical during the depression years. That doesn't mean the tramway was completely idle, though. NZR initially continued maintenance to keep married staff employed and to allow the small-log traffic to continue from its Erua bush to Mugridge's mill. In the mid-twenties Pökäkä tram was probably unique in carrying logs both inwards and outwards.

NZR also purchased over a million feet of white pine timber from Mugridges in 1927-28. At least two splitters used horses or tractors to take NZR wagons out to the foot of the escarpment for loading. (Joseph Peacock supplemented his income with a contract to supply slabs from Pökäkä for the PWD to use in driving the Tawa Flat tunnels. He also supplied lighting-up wood to the NZR at Ohakune.) Thomas Mugridge operated a railcar over the tram and there are hints the tram was used to bring out settlers' milk when Mangaturuturu Road was impassable.

CARTER INVOLVEMENT

Several millers, including the Carter family, sniffed around Pökäkä in the early thirties. Eventually, by mid-1935, the timber market had recovered sufficiently for NZR to advertise the first two lots, at the west of the area, for sale. A Carter business, Perham, Larsen & Co Ltd, submitted a tender for Lot 2 on 10 September 1935, 'on behalf of a Company to be formed', and this was accepted by the Government Railways

To be continued next month.

TMMEC CLUB CALENDAR 2026 v3

	JAN	FEB	MAR	APR	MAY	JUN	JUL	AUG	SEP	OCT	NOV	DEC	V2.1
Mon						1							Mon
Tue						2			1			1	Tue
Wed				1		3	1		2			2	Wed
Thur	1			2		4	2		3	1		3	Thur
Fri	2			3	1	5	3		4	2		4	Fri
Sat	3			4	2	6	4	1	5	3		5	Sat
SUN	4	1	1	5	3	7	5	2	6	4	1	6	SUN
Mon	5	2	2	6	4	8	6	3	7	5	2	7	Mon
Tue	6	3	3	7	5	9	7	4	8	6	3	8	Tue
Wed	7	4	4	8	6	10	8	5	9	7	4	9	Wed
Thur	8	5	5	9	7	11	9	6	10	8	5	10	Thur
Fri	9	6	6	10	8	12	10	7	11	9	6	11	Fri
Sat	10	7	7	11	9	13	11	8	12	10	7	12	
SUN	11	8	8	12	10	14	12	9	13	11	8	13	SUN
Mon	12	9	9	13	11	15	13	10	14	12	9	14	Mon
Tue	13	10	10	14	12	16	14	11	15	13	10	15	Tue
Wed	14	11	11	15	13	17	15	12	16	14	11	16	Wed
Thur	15	12	12	16	14	18	16	13	17	15	12	17	Thur
Fri	16	13	13	17	15	19	17	14	18	16	13	18	Fri
Sat	17	14	14	18	16	20	18	15	19	17	14	19	Sat
SUN	18	15	15	19	17	21	19	16	20	18	15	20	SUN
Mon	19	16	16	20	18	22	20	17	21	19	16	21	Mon
Tue	20	17	17	21	19	23	21	18	22	20	17	22	Tue
Wed	21	18	18	22	20	24	22	19	23	21	18	23	Wed
Thur	22	19	19	23	21	25	23	20	24	22	19	24	Thur
Fri	23	20	20	24	22	26	24	21	25	23	20	25	Fri
Sat	24	21	21	25	23	27	25	22	26	24	21	26	Sat
SUN	2	22	22	26	24	28	26	23	27	25	22	27	SUN
Mon	26	23	23	27	25	29	27	24	28	26	23	28	Mon
Tue	27	24	24	28	26	30	28	25	29	27	24	29	Tue
Wed	28	25	25	29	27		29	26	30	28	25	30	Wed
Thur	29	26	26	30	28		30	27		29	26	31	Thur
Fri	30	27	27		29		31	28		30	27		Fri
Sat	31	28	28		30			29		31	28		Sat
SUN			29		31			30			29		SUN
Mon			30					31			30		Mon
Tue			31										Tue

Meetings

	Committee Meeting
	Annual General Meeting
	General Meeting
	3D Cad Evenings
	Engineering Discussion
	MEANZ Convention 8-11 Jan
	Annual Social 14 Jan

Running days

	Sunday Running 10 - 3pm
	Club Play Day, Training 1st Sat
	Open Weekend 7/8 Nov.
	Matariki Night Run 10/7
	Halloween Night Run 30/10
	CLOSED to public runs

Statutory Holidays

	Anniversary Day 26/1
	Waitangi Day 6/2
	Easter 3-6/4
	Anzac Day 27/4
	King's Birthday 1/6
	Matariki 10/7
	Labour Day 26/10

Operators Roster March—September

	8th March 2026	Bruce McKerras	
	15th March 2026	Warren Karlsson	
	22th March 2026	Joanne Knights	
	29th March 2026	Warren Karlsson	
Saturday	5th April 2026	Russell Prout	Easter Weekend - Daylight saving ends
	11th April 2026	TBA	PLAY DAY
	12th April 2026	Ian Bain	
	19th April 2026	Ethan Bramely	
Saturday	26th April 2026	Brian Fitzpatrick	ANZAC Day Monday 27th April
	2nd May 2026	TBA	PLAY DAY
	3rd May 2026	Warren Karlsson	
	10th May 2026	Joanne Knights	Mother's Day 10th - AGM Saturday 9th May 2026
Saturday	17th May 2026	Steve Mannington	
	24th May 2026	Bruce McKerras	
	31st May 2026	Russell Prout	King's Birthday 1st June
	6th June 2026	TBA	PLAY DAY
	7th June 2026	Ian Bain	
	14th June 2026	Ethan Bramely	
	21st June 2026	Brian Fitzpatrick	
Saturday	28th June 2026	Warren Karlsson	
	4th July 2026	TBA	PLAY DAY
	5th July 2026	Joanne Knights	
Friday	10th July 2026	TBA	Matariki Friday Night Run
	12th July 2026	Steve Mannington	
Saturday	19th July 2026	Bruce McKerras	
	26th July 2026	Russell Prout	
	1st August 2026	TBA	PLAY DAY
	2nd August 2026	Ian Bain	
	9th August 2026	Ethan Bramely	
	16th August 2026	Brian Fitzpatrick	
Saturday	23rd August 2026	Warren Karlsson	
	30th August 2026	Joanne Knights	
	5th September 2026	TBA	PLAY DAY
	6th September 2026	Steve Mannington	Father's Day
	13th September 2026	Bruce McKerras	
	20th September 2026	Russell Prout	
		27th September 2026	Ian Bain

Nostalgia



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