



Bay of Islands Vintage Railway

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(Risking Nothing But Success)

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Happy New Year Everyone . I trust the festive season has treated you and your family well. This year we not only enter a New Year but we also a new decade. For me, my wish is that the next decade would be just as successful as was the last decade. Our iconic and unique Northland attraction came to a standstill. But is now up and running again with some \$M1.5 raised thanks to the efforts and generosity from many. The journey to Opuia enters phase two.

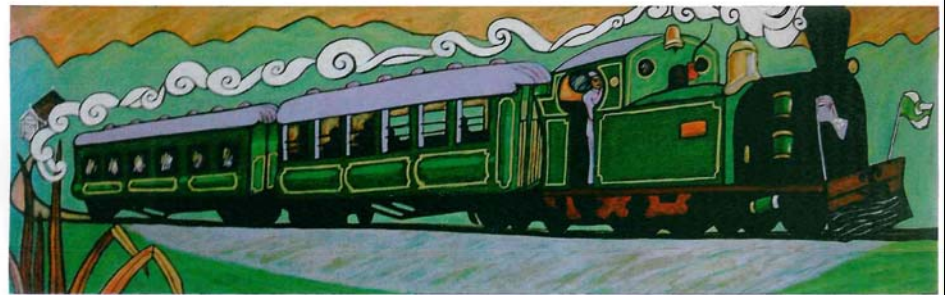
The most pressing issue this year has to be the need to recruit more volunteers (see Operations Managers Report page 2). The present undertaking to run trains everyday during the schools holidays has put extreme pressure on our reducing numbers of volunteers and unless these are increased the Trust may seriously have to look at cutting back on 7 day rail operations during the School Holidays,. This would be tragic as the rising passenger numbers clearly indicate the support and need to keep operating as a vital part of Northlands unique tourist attractions.

So everyone please ask a friend Can You Help?. We need Guards, Shop attendants , Diesel drivers and especially firemen. Help us keep Gabriel and Freddie running.

In the longer term the next big challenge for the Trustees is to find the funds to rebuild Longbridge. This is now seen as the biggest hurdle to us getting back to Opuia . Perhaps there is someone or some firm who would like to sponsor the complete rebuild. This would , of course , earn them the naming rights for what is the longest curved wooden bridge in the Southern Hemisphere.

On another note if there is someone out there who wishes to take-over the production of the newsletter please feel free to contact me and the job is yours. I have been doing the newsletter since Sept 2004 and perhaps it is time for a fresh and new presentation and view on our activity.

J. Davis (Editor)



Concert at the Station

Kawakawa Train Station * Sunday Jan 30th 3 — 5.30 pm

**puha bandidos * budapest swing * the o roaders * bella a cappella
carleen still * annette hawkins & kim copedo
mirage & more * mc: john carter mp**

**adults \$10 * kids \$5 * under 5's free * family pass \$25 * gate sales only
great raffles * platform diner open**



**bring own seating * proceeding wet or fine
enquiries: shirley may: 027 235 0106 * 09 404 1063**

Sunday January 30th. Put this in your Diary now.

Once again this unique and most enjoyable annual Northland event will be held at the station .Great entertainment guaranteed with Bella a Capella returning from last year's concert by popular acclaim.

First timers will be the great foot-tapping crowd-pleasers Puha Bandidos, Budapest Swing, Mirage, and the o roaders. Add into the mix the great vocal and instrumental talents of Carleen Still, Annette Hawkins and Kim Copedo, and this will be a day to remember and cherish.

Trains will still run at 10.45, 12.00 and 1.15pm but the 2.30pm one will be cancelled. the 2.30pm departure

It has been moved and seconded that all our members and supporters shall have a prosperous and Happy New Year



The 2011 Trustees. Absent John Carter MP and Secretary Sue Hamnett

Diary Dates

30 Nov
Concert at the Station

3rd Feb
N.A.R.U. *A Night with AB Coach* –Graham Henry at the Centre Kerikeri

19 Sept
Kawakawa Steam Sevens
(Celebrating the RWC)

Operation Managers Report. 18 January 2011

One thing that is becoming very evident is the small numbers of volunteers to run trains. We are fortunate to have gained a diesel driver and a guard but they can only do the odd day being employed most of the time and running trains every day from mid December to first week in February is stretching our few volunteers to the limit. We have not yet had to run diesel instead of steam or actually cancel a train altogether but it has come very close on a couple of days. Both steam engine and diesel have run without any major troubles. A small return pipe from transmission pump to tank, on the Price diesel, became detached and we were wasting valuable fuel until a repair was effected. The various leaks in Gabriel's tanks have been repaired by enlarging the holes and then gluing a bolt to a large stick and maneuvering it into place then putting a rubber washer and nut on the outside of the tank and painting over. One of the tanks needed eleven of these fillers, the other only two and so far they are holding up OK.

The very high ash-content coal makes the fireman's job more difficult than normal and efforts to rake the ash through the bars caused 3 fire bars to be displaced, fortunately noticed at the end of the day. Next morning the ashpan bottom plate was removed, and with one person underneath dodging hot cinders and another leaning into a very hot firebox, repairs were completed. All very dirty, tiring and unnecessary work caused by our "free" coal! We also have to shovel most of the fire out after each trip due to the ash buildup which is very hot and tiring work. There is no such thing as a free lunch! However it can't last forever and then we need to buy some good coal.

More positive news on the domestic front – the kitchen and wash-up area now have hot water at last and, as the donated dishwasher finally died, we replaced it with a brand new one at a very good price.

A children's "play-fort" and two new BBQ's will be erected at Taumarere Station and a platform is planned for Rugby Club so that passengers wishing to do a single trip can more easily leave or join the train at that point. From near end of January we are getting six more Community Max employees and they will be used to do all of this work. Most materials are to hand already, just needing a trailer load of builders mix

Other work for the Community Max boys will include track clearance, especially near the main road crossing where the small trees have grown a bit and tend to hide approaching traffic, , packing track which has sunk a bit at joints, weed spraying, and when we get more sleepers starting track rebuilding on Opuia side of Br 9..

Our bridge inspector has given us a list of small remedial work to be done on Bridges 1 – 8, mainly weed clearing, wirebrush and painting steel work and new sleepers. As bridge sleepers are a different shape to standard ones, we will get a few made or modified from standard.

Much thought is being put into the future to see how we need to advance towards Opuia. If money cannot be raised to complete Bridge 9 in the near future, I have wondered about installing our second turntable at Taumarere. When we do advance further, trains can still proceed and when we finally reach Opuia, the turntable can be fairly easily removed and re-installed at our new station. All we would lose would be the concrete foundations which could be left in place and covered over.

Last week all motels, I-Sites and tourist centres were updated with our latest brochures. As we carefully did not put fare details on them they will not go out of date.

Concert on the Platform details will appear elsewhere but I would like to remind our members that we will need many willing hands on the day, manning sausage sizzle and drink stalls, helping sell tickets at the gate and selling raffle tickets. Then when the day is over we will need help putting the railway back so that normal services can resume the next day.

Last Saturday we had around 40 Korean students to do our bidding. The Two Dollar shop came up with a large number of paint brushes so walls in the new shed lobby and the picket fences all round the station were painted, making things look clean and bright just in nice time for The Concert on The Platform.

A few of the Koreans were wearing a bit of white paint here and there, but being water based it will rub off in a few days.

M Bradshaw



First train into 2011

The crew Ken Fowler (visitor UK)
Mike Bradshaw (Ops Manager)
Denis Hewitt (Guard) (rear) Dave
Mowat (Gen Manager) (below)
Margaret Hewitt (Shop Manager)



"All Aboard" some of our first passengers 2011 (Below)



Maree & Allan Wadams (Waiuku)



Andrew, Daniel and Julie Hulse (Whangarei)



Martin (ex Motat) and Zoe Radford (West Auckland)

“ All Aboard”... more passengers on our first train 2011



The “Steam” man from Kerikeri Mike Collins(centre) and his family. From Tauranga, Daughter Bridget and hubby Johnny Louie with sons Marcus and Benjamin , Mike, Son in Law Blair Gray (Christchurch) and his daughters Emma and Rebecca and Anabel Louie (granddaughter of Mike)



George and Katrina Bowman (Maungakaramea) with grandchildren Lily and Cayle



Kopa Aupouri and his family from Waiheke Island; Wiremu, Kingi, Reiana and mum Taima



Amanda and Harry Beck from Auckland with son Finn(Mum’s boy) and Harry (Dads boy)



For the third year running the BOI Vintage Railway Trust wishes to express their grateful thanks to the wonderful Hanouri Korean Reformed Presbyterian Church Youth Group of Glenfield. Here they are cleaning up and weeding the station Yard and repainting the pickets fence. Not only did they help clean up the station but they were also noticed , armed with rubbish bags, going around town and through Johnson Park picking up litter and discarded rubbish. **Thank you once again one and all and special thanks to local Pastor Graeme Freethy**



A History of Taumarere

A new feature at the Taumarere station is a record of the early history of the settlement of Taumarere before the town moved to Kawakawa. The research was painstakingly compiled by Trustee Frank Leadley and put together and presented with the able assistance of Gabriel Club member Grainger Brown; a historian in his own right. The areas history is shown in some 25 panels with photos and stories about this once thriving community which comprised two hotels, a racecourse, flour mill, public and Native schools, courthouse churches, the original station and many other buildings and facilities. The BOI Vintage Railway Trust and Frank would sincerely like to thank and acknowledge the contributions from Doris Goodhue and Kay Boese. (Left) Grainger and Frank start putting up the display.



Photo Courtesy Star Hotel



Photo Courtesy Reagan Smith



“Welcome Aboard “

Great to see new volunteers easing the load on our reducing volunteers (Top) Fireman Nigel Mills from Whangarei with Ray Palmer. (Middle) Guard and Shop Manager Hinemoa Reihana (Waiomio) and (bottom) Trainee diesel driver Reagan from Whangarei.



It is with real sadness that we have to lose the services of master craftsman Tony Kiff. Tony has played a huge part in the excellent refurbishment of our coaches Pukeko and Blue Heron. Unfortunately the funds have run out and so we have to let Tony go until more funds are raised. Thank you Tony and we sincerely hope that we will be able to acquire your skills again in the near future

(Above left and above) Two historic photos of early Kawakawa. The picture on the left is deemed to be about 1939-42. Does anyone have the dates please?. (Below) Two views of our next big target. Long-bridge taken from the Opuia side

