



# Bay of Islands Vintage Railway

102 Gillies Street, Kawakawa. NZ

*(Risking Nothing But Success)*

**Website:** [www.bayofislandsvintagerailway.org.nz](http://www.bayofislandsvintagerailway.org.nz)

**Email :** [info@bayofislandsvintagerailway.org.nz](mailto:info@bayofislandsvintagerailway.org.nz)

**Postal:** P.O. Box 142, Kawakawa

**Ph:** (09) 404-0684

**Mobile:** 021-171-2697

(Editor Johnson Davis Ph (09) 404-0636; email [kruza@xtra.co.nz](mailto:kruza@xtra.co.nz))

**2017 - *The Year of the Railway* —** ( as declared by Trustee Frank Leadley).

*To all our volunteers, workers and supporters ; we trust the festive season has been enjoyable ; that Santa was generous and that 2017 brings you and your families good health , much happiness and much joy .*

2017 is going to be a very exciting and challenging year for BOIVR and with your help it will be *The Year of the Railway*. ( see more; Franks report pages 3 & 4)

In Kawakawa work has commenced on the extension to the engine shed thanks to the extraordinary work done by trustees Henry Nissen and Frits Schouten ably assisted by new volunteer , Derk van Looijen from Holland and trusty stalwart from Opuia ,Doug Dysart. ( see more page 5).

The key reason for the extension and the installation of another pit is so that work will commence on the rebuild of the second steam engine; a 1925 Thomas Peckett. So, January 2017 and just where is the 1925 Thomas Peckett ? Well..... ( see more page 4 ) Other projects for 2017 will see the completion of the Longbridge Contract and the start of the recovery of the track back to Opuia; the completion of the building of the replica carriage “Moa”; and the relocation of the coal bin and Shady Rest to allow for the site layout and development of the John Frew Reserve and a new Café.

December 30 saw the opening of the new Ticket Office (see page 2) . Now I know ,and accept, that this has not received the blessing of some of our volunteers but for me it has been a success. It has addressed the Health and Safety issues raised by the Café lessee and which was the sole reason that the sale of tickets was relocated from it's former position. It has also enabled BOIVR to raise their service levels to our customers as now, if the Guard is not immediately available, our customers can buy their tickets at the Shop. This has been a major boost for shop sales. One shop keeper commented that one day her sales made in the time before the first train left was 3 times more then she used to do in a day.

So yes please we need your help and any others who maybe interested in our exciting development and to make 2017 definitely the *Year of the Railway* ( J. Davis Editor/Chairperson.



## Happy New Year ( our New Years Day Hero's)

Smiles all round from those of our team who kick-started *The Year of the Railway* by running the first trains of the year on New Years Day Thank you one and all.

( above left Driver Mike Bradshaw and Fireman Rod Mathews. ( Centre) Anne Leitch the Guard waits the first passengers for the new Year ( Above right) Shirley Bradshaw is the Shopkeeper for the day.

## Operations Report ( Mike Bradshaw Operations Manager )

Not great deal to report this time. All trains have run to schedule and engines performed as they should. Work in The Big Green Shed has progressed slowly, mainly due to lots of people busy running trains seven days a week.

Following Anniversary week end, when we revert to three day running, work will crank up a notch or two.

The progress on new build four wheeler Moa has been steady, and we are just about at 'Paint Time' The man who had said he would help with glass fibre on the roof is still in Brasil, but just yesterday, another boat builder has come forward and will do the roof one evening next week after work.

Aluminum for cladding carriage Kingfisher has been ordered and will be delivered this week. The frame has been stripped already and windows removed, so recladding should be fairly straight forward. A bit of work inside is needed, and the tables have to be rubbed down and painted. In an ideal world we would replace them , but for now , paint it will be, and look at new ones a little later.

The new pit in extended engine shed is going to be deeper than the old one, and to make life even easier, the rails are going to be on pedestals which will give much more light under there. We asked, via The Fronz Newsletter, if any member society had any of the cast iron rail supports, but apparently not, so steel is ordered and will be cut and welded to plates to give this extra height. This will occupy workshop staff for a little while as there are a lot of them to make.

A further boiler inspection on Gabriel is scheduled following Waitangi Day. This is to confirm plate thickness in the firebox.

It is already confirmed that a new front tube plate is to be fitted this year, so it may well be that fire box work will be needed to be done at the same time.

Coaling of engines is always an area of daily work that can cause hassles, and last week our faithful loader suddenly developed electrical problems. To keep the steamer running coal had to be loaded by hand, which is no great deal, other than cutting back on tea drinking time !

Various attempts to solve the electrics failed, and eventually a man who knew what he was doing came and fixed it. Like many of our near indispensable pieces of gear, they have to be maintained, and eventually, will need replacing.

Once the new engine shed extension and pit are in service, we can really get down to the various projects that have been in the wings, it seems, for ever. Some more volunteers with practical skills will be needed, so if anyone is sick of gardening or bowling, we can use you.



### New Ticket Office

( left ) Open for business 30 December and Guard .Denis Hewitt prepares to put the new Office to the test.

(right) Passengers queuing for their tickets and taking the opportunity to check out the shop merchandise whilst they wait



## **This is the YEAR OF THE RAILWAY !**

This is going to be a massive year for the Vintage Railway as we mount a very serious push towards restoring the North Island's first railway between Kawakawa and Opuā, and build up the momentum towards the construction of a great new station complex at Opuā. The whole project will be of huge economic benefit to the Far North as well as providing a special recreational and tourism experience.

In order to provide a high-level and world-class experience, the total project falls into several components, some of which are already partly in place. These are summarised below, and I will expand on them in future Newsletters as they are developed.

At Kawakawa we have to upgrade and extend the infrastructure and rolling stock that will enable us to run a projected service between Kawakawa and Opuā operating seven days a week on regular schedules involving 3-4 trains per day from each end of the line. This will require increasing our rolling stock and upgrading our restoration and maintenance facilities to cope with the extra service .

The railway line between Long Bridge and Opuā will need to be restored, including the crossing point at Lone Cow, and a new turntable and siding at Opuā.

The cycleway, which currently utilises the railway line as an interim measure, will need to be relocated within the railway corridor. Details on the construction and funding for this are currently under discussion with FNDC. It is our intention that the relocated cycleway should precede the taking back of the railway line so that there is no break in its use, and that the Trust will manage this section of the Coast to Coast cycleway.

The construction of the Opuā Station complex will be a huge component of the total project. It will be a multi-purpose facility catering for railway passengers, cyclists, community events, coaches, motor homes, and the passing public.

Management of the finalised project will be in the hands of a Limited Liability Charitable Trust comprising Directors with proven financial, tourism and management experience, and they will be answerable to the Railway Trust in terms of setting the direction, etc. When fully operational, it is expected that the whole operation will employ up to 25 staff plus volunteers.

A very detailed Business Case and Development Plan has been professionally prepared and very favourably Peer Reviewed by Craig Wilson of Quality Tourism in Nelson. Currently, Resource Consent submissions have been lodged with overwhelming and massive support for the Vintage Railway experience, and we are now waiting for the Hearing to enable us to proceed with the next vital stage, which is to ramp up our funding plans – more on these later.

But we have made a start on the Opuā site, with Trust member and future Project Manager Henry Nissen arranging for some of the site to be cleared. ( see photos next page )This has been a significant and exciting first step at the Opuā end, and future Newsletters will keep you up to date with progress.

For the Chinese, this is the Year Of The Rooster. For the Far North community, this is the Year Of The Railway!

Bring it on!!

Frank Leadley  
Chairman, Railway Experience Project Committee.



### Opua Station

January 2017 and its time to start clearing the site for the new station at Opua. Trustee Henry Nissen has enlisted the aid of Allan “Milky” Thorne ( Paihia Cartage) and his trusty digger to start removing and clearing the debris. ( *Photos F Leadley*)



### 1923 Pecket Engine 1645 Thomas

This engine, purchased by former members of the Opua-Kawakawa Railway Preservation Society in the late 80's, is on the verge of seeing some serious restoration work done this year.

A most generous commitment has been given to fund a substantial part of the cost so BOIVR will be looking for contributions to complete the rebuild .



### The Thomas Pecket Today

So where is she?  
Well.....

(above left) The Cab  
(Left) The boiler  
(Above right )The water tank which has had some work done.  
(right) the chassis.



### Kawakawa-Opua Cycleway

The opening of Longbridge to allow cyclists the use of the Opua—Kawakawa section over the holiday period has proved to be immensely popular. ( left) These two look very familiar. Yes our very own Track Manager, Stu Renton, and workshop volunteer Bill Gear check out the experience with a train ride to Tauramare and a cycle off to Opua and return( Right) Not sure if he is an illegal immigrant from Aussie but this little fella seems to have commandeered one of our cabinets.



## Engine Shed Extension

They say Friday the 13th is an unlucky day but it certainly is not for BOIVR as the Henry (Nissen) and Frits (Schouten) team swing into action again. One may start to wonder if the relocation and their completion of the ticket office was merely a forerunner to bigger things as they have now ripped into the engine shed extension with real gusto. It took only 3 days from when the first hole was dug to completing the roofing..



Day 1 – 13 Jan  
(above) Milky Thorne drills the holes  
(below) Up goes pole no 2



( Above) the roof goes on

(below) The traditional “wet The Roof” time

(L-R) Doug Dysart, Henry Nissen, Frits Schouten, Derk van Looijen



( above) Frits holds the pole ( I thought it should be the ladder but....) steady for brother-in law Derk van Looijen from Alkmar North of Amsterdam .Derk a Civil Engineer has worked all over the world from Europe to Africa, the Americas and the Far East . He is currently enjoying a years sabbatical of which he has already spent half a year travelling around the world . Derk has volunteered his services to BOIVR and it looks like Frits has plans on how he should spend the rest of his sabbatical. Thank you Derk



(above) Derk, Henry and Frits pour in the concrete.  
(below) Day 1— All done.



## Thank You to our Sponsors

**This project could not have progressed the way it has without the generous support of the following.**

**Allan( Milky) Thorne, Paihia Cartage** who has generously provided his equipment and time.

**Crofts for Poles , Whangarei**  
Who donated the poles

**Metalcraft Industries, Whangarei**  
Who gave a most generous discount on the roofing iron.

**For that BOIVR wish to express their grateful thanks.**





### Welcome Aboard to ....

(Above ) Raiha Fredricsen , of Haruru Falls a new volunteer for the shop. Raiha formerly managed the Blue Marlin Diner ( centre) Thank you Ray Sofio of Whangarei who assisted Ray Palmer and Bill Fenton 21 Jan



### Happy Birthday to....

Vianne Moon of Kaikohe. Vianne ( front centre) was celebrating her 60th birthday and decided to give herself a treat with a ride on the train as her mother ( Martha Moon) had worked on the railway. With her are other passengers who, when they found out it was her birthday took great joy in singing to her "Happy Birthday" Which really made it special. ( Photo Anne Leitch)



### Haere Mai, Welcome, Congratulations and Happy New Year

Was great to see our former Mayor Yvonne Sharp enjoying a nostalgic visit to Kawakawa. Yvonne and her mother 101 year old Nell Rowsell ( who surely must be our eldest traveler yet) and husband John ( a good ex Kawakawa man) enjoyed a ride on the train on the 9th January. John had just celebrated his 82nd birthday and the day following ; John and Yvonne celebrated their Diamond Wedding Anniversary. Their children had picked them up for a trip down memory land and they had no idea where they were going. The ride on the train was a spur of the moment decision and which they all thoroughly enjoyed. Yvonne advises her last trip was made when the train went to Opuia and she was the Mayor. We congratulate them all and wish them all the very best.

( Photo Anne Leitch)



### Thank you Mike and Safe Journey...

Mike Sheppard gives Gabriel's bell a good polish on his last day 13 January before returning home to Durrington in the UK. Mike has been a fireman , guard and general worker and is certainly looking forward to returning in 2018.



### Concert at the Station Where In the Big Green Shed

**26 February 3pm—5pm**

**Adults \$10.00. Kids \$5.00**

**Under 5's Free**

**Family \$25.00**

**Please Bring your own seat**

### Moa

(right) 23 Jan saw Bill Gear , Mathew Rigden and Graeme Rigden start work on preparing the roof of Moa for fibre glassing . When completed there will be only the painting to complete the job.