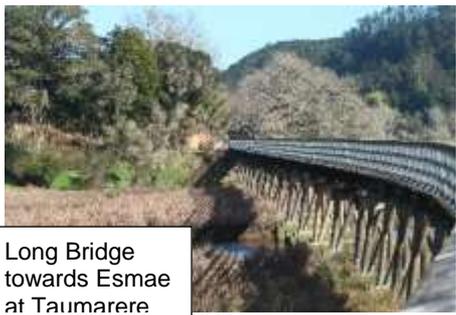




In the few months since taking on the role of Chair in May, there have been a couple of significant developments at the Bay of Islands Vintage Railway.



Long Bridge towards Esmae at Taumarere

I am particularly pleased to report that, finally, the contract for re-piling Long Bridge has been completed. There had been some levelling work still to be done by the contractor; this was completed in June and means that at long last we can finally say that the contract has been finished.

The next step for the Trust is to have the bridge inspected and brought within our safety case for operational sign off by NZTA. We will continue to actively seek ways to extend the train journey for our passengers to include this iconic and historic landmark, but at least the biggest hurdle of getting the bridge finished has now been achieved.

The other important step forward was made in early July with the submission of an application to the Provincial Growth Fund for funding to compete the restoration of the railway through to Opuia, including the new station building at Colenso Triangle and redevelopment of railway facilities at Kawakawa. This will be a project in partnership with the development of a new cycle trail between Opuia and Long Bridge, and also the completion of the SS Minerva by the Kerikeri Steam Trust.

Completing this funding application has been a mammoth undertaking and a huge thank you is extended to Trustee Frank Leadley for his tireless and dedicated work on this. The Trust expects that it will be several weeks before there is any indication from PGF on how the application is progressing.

We may be waiting for a decision on future funding, but the Trustees and volunteers continue their usual great work at the railway. The recent school holidays saw plenty of visitors to the railway and our dedicated volunteer drivers, guards and shop-keepers worked hard to make their experience a good one. The engines and carriages are looking particularly good, thanks to the great work of all the workshop team.

In late July we successfully completed our NZTA audit and, once again, the auditor paid tribute to the dedication and enthusiasm of all the volunteers. Great work by a great team!



Typical day at the Station, winter hols

### From the workshop:



Charlie gets a make-over! Gavin Davidson and Bill Davis scrape old paint off engine "bonnet" covers, whilst Frits paints the engine's front chevrons. Charlie is now sparkling in the sun when on duty.



Some jobs drive people up the wall – but in this case Meghshyam Prakash (our Youth MP), his brother Manish and friend Kanwar Gill wanted to be there! The ticket office wall is now a splendid sight to behold after its repaint.



It's not often a railway features a low loader, but now we can be proud of ours. Morris McLeary is making a great job of this refurbishment





**Our band of happy volunteers:** would you like to join us – the more the merrier! Contact us ...

**Right:** Denis Hewitt congratulates Frits Schouten on becoming our latest passenger train diesel driver.



**Left:** Beryl Norton busy in the Signal Box shop.

**Below:** Raiha Fredricsen, Glenys Steere, Libby Blackburn & Geraldine Lum more of our shopkeepers, having fun together riding in Moa the 1871 replica carriage.



**Right:** Guard, Charlotte Scott, flags off. Happy passengers are all aboard ...



Visitor's getting a fabulous experience – BOIVR's ultimate aim!

### **Did you know? ... model railways in Kawakawa ...**

Following recent discussion, and some slightly off-line assumptions re model railways that may be connected with our railway, I have come up with some true; or near truthful recollections of the subject. Some of the models mentioned overlapped, timewise, but only one was actually at Kawakawa station.

Late 1983, Paihia business-man, Graham Rodley, who ran a photo processing shop in Williams Rd., whilst processing some shots of a model railway I had seen in Australia, became sufficiently interested to consider building something similar in The Bay of Islands as a tourist attraction. In those days the tourist season ran from around October to the following Easter. Outside those dates it barely existed, so anything possibly attracting people to the Bay had to be tried. Another business man who was active in the Bay, Kelly Tarlton, got together with Graham, and a vacant shop in Williams Rd was rented, and aided and abetted by myself, we set to and purchased sundry models and track, built baseboards, buildings, scenery and all things that make a model railway.

It all came together in around six weeks, and by early December just in time for the Christmas school holidays, it was finished, and opened for business. A band of ladies were employed to run the show; remedy any derailments, answer countless queries and, of course, sell the tickets

Well-advertised in local newspapers (we did not make TV), it went very well & certainly helped the overall visitor numbers in the BOI. However, after around 18 months, the owner of the shop was offered money he could not refuse to turn the premises into a boutique restaurant, & the days of the model were numbered. Everything was stripped out, many of the models ended up in the tip, but some were sold to an Auckland model club, & a few ended up in Kawakawa.



Around this time, the Bay of Islands Scenic Railway was being planned, & shortly after running commenced, using J1211 & six rented carriages, NZR ceased using Kawakawa station as a bus depot, & we were allowed to use it as an office, staff lunch room & a small shop selling choc bars, bags of crisps and tea & coffee. A small workshop was set up in what is now the rear part of today's shop, and a locker/shower room, built in the ticket office, in its original position. Here also lived our resident guard dog, Jess; she was a very large Ridge back who looked very menacing, wouldn't hurt a fly, but all potential burglars did not know that, and as a result we had nil losses.

**Left:** A model railway in the future ??



## ... model railways in Kawakawa ... continued

The large room at the front, which was the parcels office, hence the large hooks in the roof for hanging bikes from, was left empty, so it wasn't long before Ray Ansell, his son Lex and two grandsons, plus others, had the makings of a very good model railway which ran around three walls, leaving a good space just inside the double doors for spectators. A branch line was later added which went through the wall and into the other room. There was no fire exit in those days, so it ran about half way into the room and did a loop back.

The late Merv Smith helped with some track and carriages, and a very good model of our "Long Bridge" was at the front of the layout & realistic hills against the back wall. The model certainly attracted the Big Railway passengers and made a modest income to support the recently started Preservation Society.

Other materials & models came from a few members including The Rev Tim Hunter of Okaihau. Tim had a dog called Galadrial who Tim insisted became a member of The Preservation Society, had a membership card & paid his sub.

Concurrent to all of the foregoing, one of our members, Allen Hansen, had bought the set from a locally made film called 'The Tommy Knockers'. This film set was in model form and was all hills, rivers, villages, with roads running up hill and dale, but NO railways. Very cleverly, tracks were cut into the country side & the whole thing was set up in a shop at the back of Williams Rd in Paihia and once again formed an attraction for tourists in Paihia. Very unfortunately, shortly after opening, a soldering iron was left on overnight & that was the end of yet another model railway in the Bay of Islands.

The Bay of Islands Scenic Railway, initially very successful, was suffering from the off-season factor, and the Directors decided at very short notice, to depart, taking whatever they could with them, and the recently formed Preservation Society was left with a tremendous task of keeping the railway running to Opuā. Money was very short, we could not afford to buy anything, so found a free source of wood used instead of coal, and we used sump oil to lubricate the bearings, and the railway continued. Meanwhile, the newly formed operating committee decided to get rid of the model railway, and a craft shop moved into the room and the railway was dismantled. A lot went to the tip, some models were sold or given away and it was found that the craft shop, ably run by a band of local ladies was making more money, so that was the end of the model railway.

The leading light of the craft shop was Norma Coutts. Her husband Gordon collected a large amount of model railway equipment over the years, but never used it, that we know of. All of these models have been left to our railway, currently being taken care of by Johnson Davis.

With the possibility of a new café being built when the new operating company comes to pass, there is a good chance that space can be made to exhibit these models, and possibly operate some sort of attraction for our passengers whilst they sip their chai lattes.

Many railways around the world have extensive model railways as a further attraction, to the main event. A model railway is a major thing to create and run, and is highly unlikely to make sufficient money to justify its existence, but as an added attraction in a café, shop or ticket office, would be a great draw card. Now that we have the nucleus to create such a model we should seriously keep it in mind.

**Mike Bradshaw**



**Above:** Sunshine brings out the best in us – and here we see the results of much work by the workshop gang. Glowing in the evening sun in Kawakawa Station yard: the 4 wheeled wagon, Pukeko on the turntable, cattle wagon Clyde, and Blue Heron.



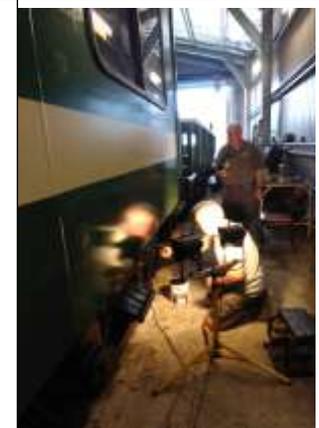
**Right:** Any guesses – which engine is this?



**Left:** Do you know which engine it is yet?!  
*Cheating a bit here - this is a very old photograph – from this engine’s pre-arrival at BOIVR*



**A long job in the workshop ...** 1925 Kingfisher sprang a leak from the roof, and to dry out the frame, the outside walls & windows were removed in early 2017. By December these were being replaced. The ceiling was sealed, windows replaced, rotten roof end replaced, and the long repainting job started inside & out.



*Tim Brown starts on the long job inside*

*Peter Luke & Tim paint the undercarriage*



*Walls being replaced on refurbished frames*

*Denis replaces & seals the windows*

**Right:** *Charlie in sparkling new paintwork brings back Kingsfisher, Weka & Moa at the end of a trip*



**Looking forward:** New digger track has arrived – there’s a list of jobs for this little machine!  
Exciting project in the pipeline – tanker news next time



**Right:** *Timmy hauling Moa, Blue Heron and Pukeko, on runaround at Taumarere. Did you guess correctly? Timmy was treated for rust (dark “paint”) & is being refreshed*

