

**Appendix 2**

**Extracts from**

**Over the Garden Wall**

**J Dangerfield and G Emerson**

**New Zealand Railway and Locomotive Society**

## BRIDGES AND VIADUCTS

No.	Mileage of East Abutment M. CH.	Name	Total length of spans	Height above stream
			Feet	Feet
1.	1.29	Silverstream	213	8
5.	7.75	Wingatui Viaduct	648	153
6.	12.70	Mount Allan	198	40
7.	14.50	Little Mt. Allan	132	45
8.	15.64	Christmas Creek	198	50
9.	16.15	Taieri River	305	60
10.	17.31	3 O'clock Gulch	99	20
12.	18.13	Pay Office Creek	121	30
13.	18.43	Machine Creek	139	70
14.	19.27	Deep Stream	265	53
15.	21.06	Barewood Creek	198	75
16.	21.52	Slope Gully	278	40
17.	22.48	Flat Stream	397	110
18.	23.01	Notch No. 1	55	25
19.	23.04	Notch No. 2	55	35
20.	23.06	Notch No. 3	66	35
21.	23.11	Notch No. 4	198	45
23.	32.69	Sutton Stream	100	60
50.	52.44	Five Mile Creek	172	40
55.	59.39	Prices Creek	297	69
56.	60.63	Capburn Creek	132	22
57.	71.01	Taieri River	320	20
58.	72.14	Hogburn	134	10
63.	78.40	Eweburn	220	8
65.	85.46	Wedderburn	120	8
67.	93.27	Idaburn	220	7
69.	102.39	Poolburn Viaduct	358	121
70.	105.11	Manuherikia River No. 1	363	45
77.	120.76	Manuherikia River No. 2	396	20
81.	126.56	Manorburn	180	10
85.	128.44	Manuherikia River No. 3	363	40
86.	132.48	Muttontown Gully	360	30
93.	140.54	Leaning Rock Creek	92	

(Numbers 23 and 85 are combined road-rail bridges.)

## TUNNELS

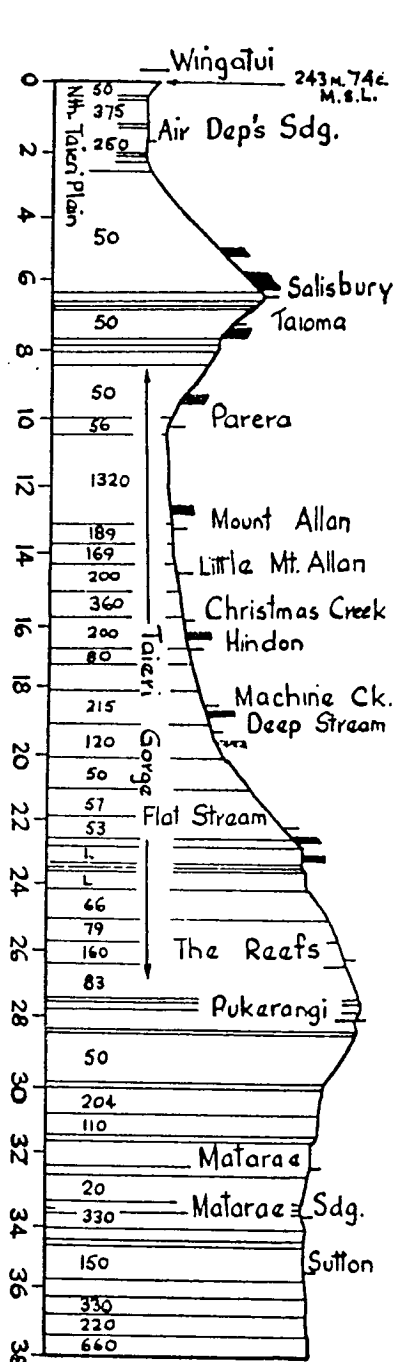
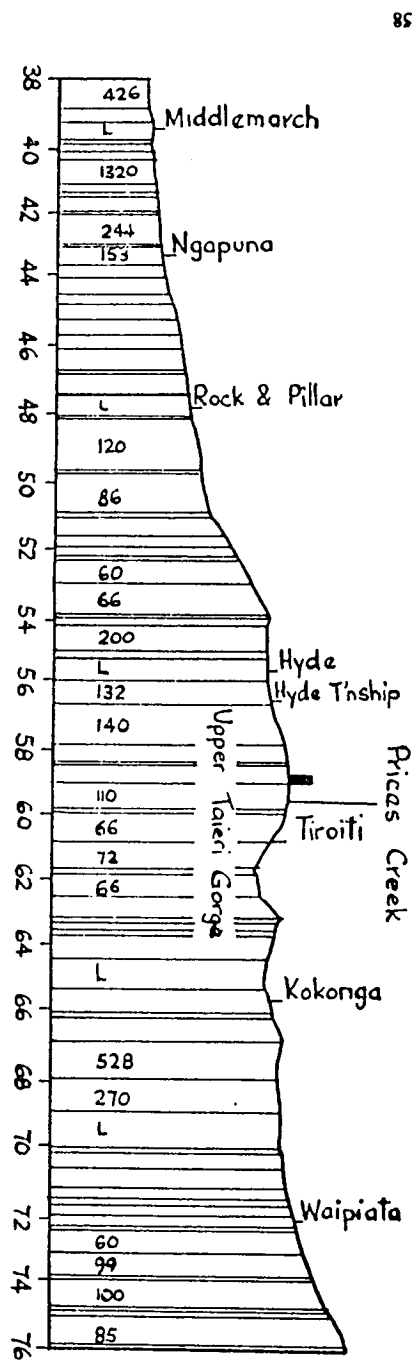
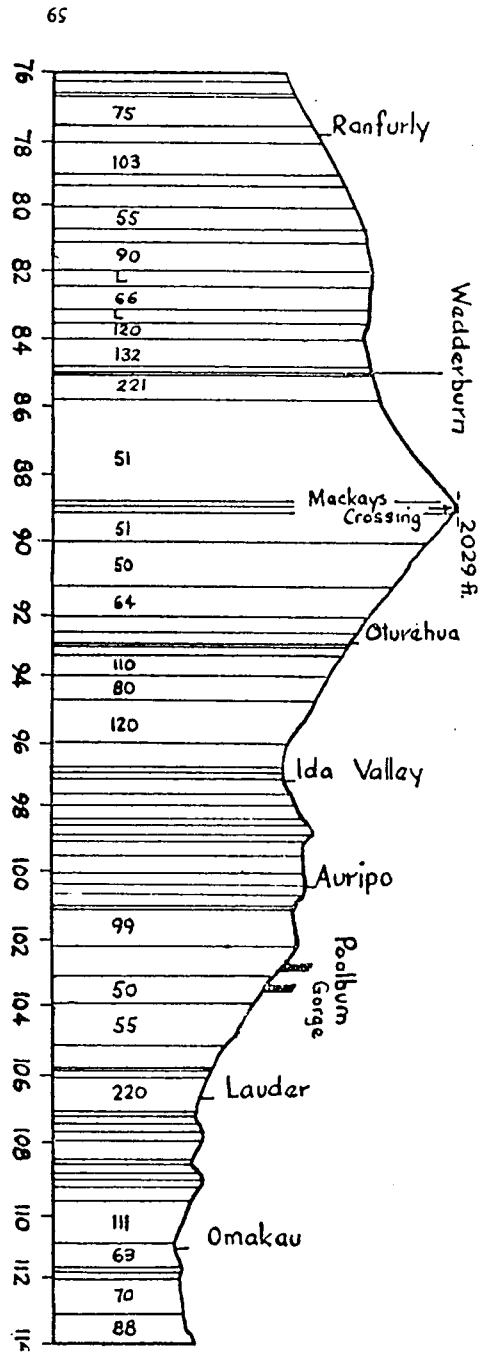
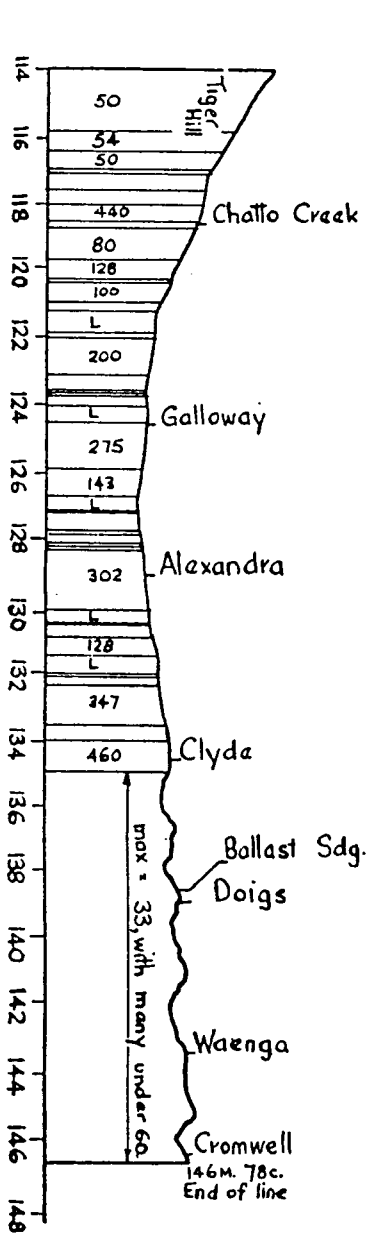
No.	Mileage of East Portal M. CH.	Name	Length Feet
1.	5.16	Number 1	911
2.	6.05	Salisbury	1434
3.	7.57	Mullocky	433
4.	9.58	Duck Point	398
5.	12.58	Mount Allan	463
6.	16.06	Ross Point	218
7.	18.69	Machine Creek	180
8.	19.52	Deep Stream	308
9.	22.57	Flat Stream	339
10.	23.16	The Notches	207
11.	59.00	Prices Creek	497
12.	102.48	Poolburn No. 1	661
13.	103.11	Poolburn No. 2	752

## CONSTRUCTION SUMMARY

SECTION	DISTANCE M. CH.	TAKEN OVER BY RAILWAYS DEPT.
Wingatui-Hindon	17.10	24 Oct 1889
Hindon-Middlemarch	22.52	28 Apr 1891
Middlemarch-Hyde	16.20	12 Jul 1894
Hyde-Kokonga	9.71	1 Oct 1897
Kokonga-Ranfurly	11.13	1 Dec 1898
Ranfurly-Wedderburn	8.34	1 Jun 1900
Wedderburn-Ida Valley	12.32	2 Dec 1901
Ida Valley-Omakau	13.22	1 Sep 1904
Omakau-Chatto Creek	7.26	30 Jul 1906
Chatto Creek-Alexandra	10.42	18 Dec 1906
Alexandra-Clyde	5.49	2 Apr 1907
Clyde-Cromwell	12.27	11 Jul 1921

## GRADIENT DIAGRAM

The diagrams on the following two pages show how the railway climbs and descends, mile by mile, between Wingatui and Cromwell. The figures between the vertical lines indicate the gradient on that portion of the line. For instance 50 indicates a gradient of 1 in 50, which means that the rails rise, or fall one foot for every fifty feet travelled. Mileages from Wingatui are given along the base line and the locations of stations are also shown. Tunnels are represented as solid blocks above the track line.



07.28 401 TAIOMA. The name may mean white earth or clear water. This station was moved from its former site on 25.6.28. During burning-off operations on 27.8.64 the building was accidentally destroyed and has not been replaced.

08.12 — TAIOMA (old site). Opened in 1890 for the benefit of miners and railway construction men, this station was built at the Hindon end of the viaduct. During 1925 settlers asked the N.Z.R. to shift the building and offered to assist. They stated that on occasions they had to wait a week before they could sledge their goods through the Mullocky Gully. The building was moved on two trolleys with the farmer's horse hauling it over the viaduct and through the tunnel to the new site at Webb's Crossing. The concrete edging of the former station may still be seen from the train. Mullocky Gully was said to be named for James Malloch who was in this district as early as 1861. Another report states that this gully was the scene of a minor goldrush and the term "mullocky" refers to worked-over ground.

10.13 182 PARERA. Grey Duck. First named Mount Hyde either for or by John Hyde Harris who owned a run close by; renamed in 1890. Parera was converted to a "switch-out" tablet station on 11.7.56 since when it has been used only during busy periods. The Hindon end of the loop was lifted during track relaying in February 1966. It is apparently intended to close this small crossing station.

13.10 199 MT ALLAN. A small siding serving runholders who, until recently, had no road access. Mt Allan and the nearby Mt John were named for John and Alan Boyd, early runholders.

14.48 210 LITTLE MT ALLAN. Has been a watering place for engines from earliest times. DOWN trains would stop for water, cross the bridge and stop again at the passenger halt which was a popular picnic place. Train services suited parties which could enjoy a day in the hills without being too long away from home. Wool from Mt John was loaded here while trains waited, there being no flat land for a siding. Local residents refer to this halt as The Tanks.

15.55 220 CHRISTMAS CREEK. This siding gives access to nearby sheep runs. An early miner gave it this name after finding gold here one Christmas Day.

16.51 241 HINDON. Named by J. H. Harris or J. T. Thomson, an early surveyor who named many places. Hindon is an important crossing place for trains. There is a combined Post Office and Railway Station.

18.35 300 MACHINE CREEK. Engines of UP trains would usually take water here. The original name Pay Office Creek was changed in 1911. Apparently construction workers were paid here.

19.16 313 DEEP STREAM. Built as a service siding to hold seven wagons this was also a passenger halt, but was closed on 6.9.54. The shelter shed was removed to Waenga in the Cromwell Gorge.

22.26 625 FLAT STREAM. The original passenger halt at 22m. 67ch. was closed on 24.2.42 when a fully interlocked crossing station was opened 41 chains nearer Wingatui. See pp 43 and 60, in order that trains would not have to restart on the 1 in 90 gradient, level-graded backshunts were built at either end of the short loop. This "switch-out" tablet station boasted a 20-lever signalling frame with 14 effective levers. The station was closed on 6.9.54 but the sidings and signals remained until 15.7.59.

24.10 — QUARTZ REEF SIDING. A backshunt holding three wagons was opened here in 1891 but was closed by 1894.

26.12 787 THE REEFS. First known as Barewood Reefs, the name was shortened in 1907. This passenger halt was closed on 6.9.54.

27.76 817 PUKERANGI. The surveyors named this locality Barewood because of the lack of firewood. The station took this name until 1910 when it was renamed Pukerangi meaning Hill of Heaven. Pukerangi was converted to a "holiday switch-out" tablet station on 24.3.66.

32.15 686 MATARAE. A Headland. This passenger halt opened in 1897 as Sutton Tanks, was renamed on 8.11.1900.

33.56 635 MATARAE SIDING. Opened on 3.4.14 and used mainly by the army this was often incorrectly referred to as Camp Siding. This became a tablet "switch-out" station on 3.4.30 and was a regular crossing place during each busy season until after 1940 when, because of staff shortages, it was "switched-in" only as required. The siding was closed permanently on 4.12.60 and the signalling removed.

35.39 625 SUTTON. Named for an early runholder, John Sutton who took up land here in 1854. After the goods shed was completed in 1922 the residents held a dance in it to celebrate the occasion.

39.52 663 MIDDLEMARCH. Early names were Blair Athol and Blair Taieri. Blair and Strath both mean a valley. March is an old word meaning boundary, frontier or border. The March Stream which was the boundary between two large sheep stations flows through the town. Like Ranfurly this town came into its own with the arrival of the railway.

42.19 — TISDALLS BALLAST PIT. Metal from here was taken back along the line as far as Pukerangi once the connecting rails were laid. Twenty-five cubic yards loaded with the shovel was a normal day's work for each man at this pit.

43.43 738 NGAPUNA. This siding was originally named Springs. In 1910 the Maori translation was given as the station name. The siding was lengthened at the Dunedin end and a back-shunt built to give access to stockyards at the Hyde end of the yard.

47.67 831 ROCK AND PILLAR. Named after the mountain range. The origin of the name is not certain but it is said that early settlers could see nothing but volcanic rock and grass on the slopes. There was an hotel here when coaches ran regularly between Naseby and the Middlemarch railhead. Rock and Pillar became a tablet "switch-out" station in March 1930 but has not been regularly manned since 1940.

55.61 1089 HYDE. Named for John Hyde Harris, one time Mayor of Dunedin, Member of the Otago Provincial Council and runholder. (See Parera and Hindon.) The Hyde railway settlement was often called The New Town while Hyde Township was The Old Town.

56.51 1107 HYDE TOWNSHIP. This passenger halt near the only remaining hotel and post office was provided because Hyde Station had been built on the nearest suitable land one and a quarter miles from the township.

56.69 — HYDE BALLAST PIT. Opened August 1934, closed February 1952. This pit was to be worked only by Work Trains and to ensure that the crews did not proceed onto the main line from the mile and a half long siding without authority the points were interlocked with the tablet. This was the only siding on the Otago Central so equipped. The walk to Hyde station to obtain or deliver the tablet caused delays.

59.41 1123 PRICES CREEK. Named for an early miner. Before the present concrete pier bridge and deviation were opened on 7.6.63 the line followed the hill to cross the ravine on a wooden structure. The water tank near this bridge has since been dismantled. The steel girders for the new bridge came from the Motuhora branch which was closed in 1959.

60.73 1063 TIROIITI. Originally named Capburn which was shortened from Flat Cap Hill Burn, a creek running into the Taieri River. Renamed on 17.10.10 to conform with the Post Office nomenclature. The Maori means Little View. There was an important construction camp on the hill behind the station.

65.61 1120 KOKONGA. This station was first known to the construction gangs as Ryan's Crossing but the NZR name has always been Kokonga meaning Bending River. This area was for some time a substantial camp town where many families settled and the children attended the local school. The first passenger train conveyed a cricket team from Middlemarch to play against Naseby, at Kokonga. A ballast pit siding ran from the station yard to almost opposite the present store.

72.01 1180 WAIPIATA. Clear Water or Sweet Water. Originally known as Komako meaning Bellbird but was renamed when the line was opened.

76.70 1392 RANFURLY. Named in honour of Lord Ranfurly, Governor of the Colony at the time of opening the line. A local resident on a visit to England once met Lord Ranfurly and mentioned his home town. Lord Ranfurly with a smile commented "that windy place named after me!" About 1913 a high wind blew the roof off the goods shed depositing it several hundred yards away.

85.20 1767 WEDDERBURN. The highest station in Otago and Southland, Wedderburn or Wetherburn was once a coaching stage on the road to the Dunstan. Muriomato, a translation of White Sow Valley was proposed but residents objected to any change of name. An early settler, Peter Howard, kept a large white sow among his pigs in the valley. Wedderburn became a "switch-out" tablet station in March 1930 but was not regularly manned after 1940. In 1906 it had been a temporary tablet crossing station to cope chiefly with ballast trains.

92.63 1642 OTUREHUA. First named Rough Ridge after a nearby range. This naming was unpopular with residents and within one month of the station opening, a tar brush was used to deface the nameboard. Sir J. G. Ward visiting there during 1907 suggested a change, and after some controversy Oturehua was accepted, to become official on 22.6.08. The Public Works Dept. name for this station had been Ida Valley.

97.53 1432 IDA VALLEY. Named after the mountain. The tablet machines were removed sometime after the railhead moved forward in 1904 to be replaced in 1941 when Ida Valley became a "switch-out" tablet crossing station manned during each busy season for several years.

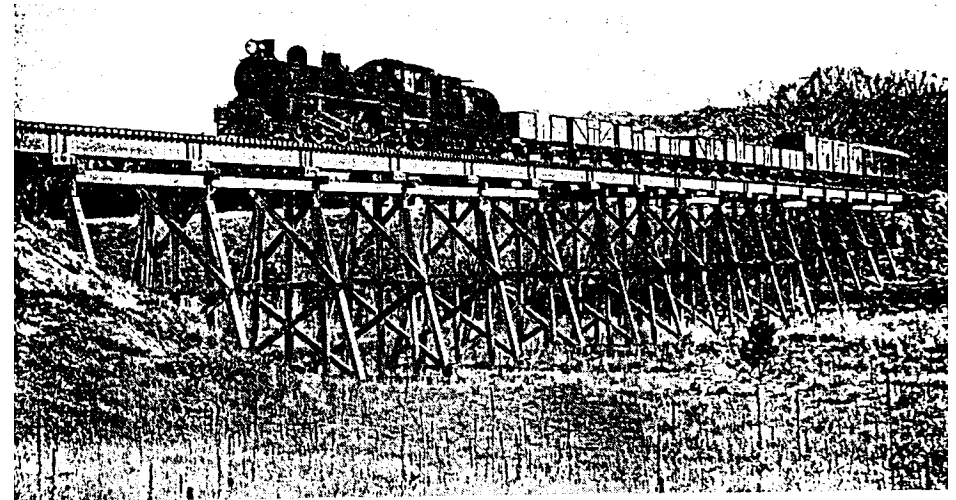
100.14 1463 AURIPO. Originally Poolburn but changed in 1910 because of confusion with Poolburn post office some eight miles distant. Auripo may mean Many Streams or Swirling Current. This station had been known as Blackstone Hill to the Public Works Dept.

During 1932 the residents of the surrounding districts requested the NZR to install a siding between the Poolburn Viaduct and No. 12 Tunnel for convenient working, being prepared to donate land and willing to assist with access road formation. Because of operating difficulties associated with curvature, cuttings, the nearness of the tunnel and viaduct the NZR were unable to meet the settlers' requests.

106.60 1087 LAUDER. It is thought that J. T. Thomson named this district after Lauder in Berwickshire. Lauder was converted to a "switch-out" tablet station in 1953 when the switching equipment was transferred from Ida Valley.

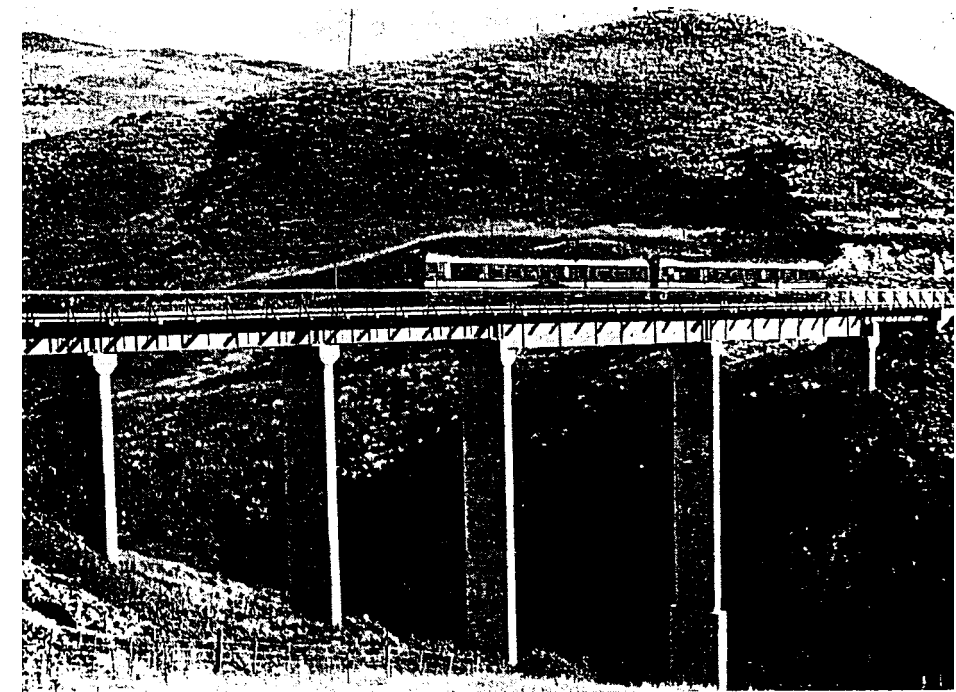
111.01 999 OMAKAU. Briefly Ophir, the name was changed on 31.8.04. The Ophir district had been named by James Macandrew, Superintendent of Otago, after the Biblical area from whence the Queen of Sheba brought gold to King Solomon. Omakau, meaning "belonging to husband and wife" i.e. the baby, is the native name for the Ida Burn. There are three rocks nearby: Father, Mother and the smallest, Omakau.

118.21 — CHATTO CREEK BALLAST PIT. Unlike many other pits which were closed as the construction progressed, this pit remained in use until about 1960.



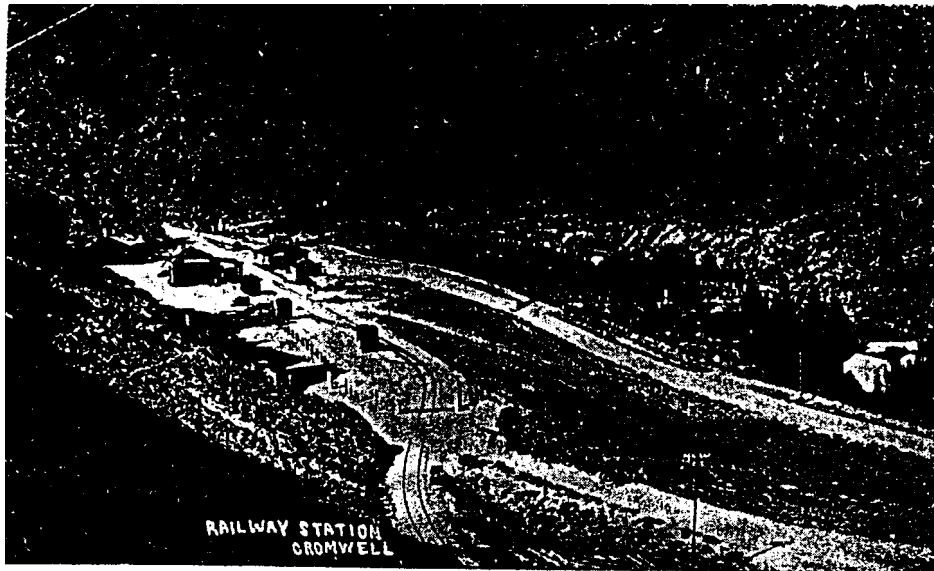
"Ab" 779 with the morning train from Cromwell on the Muttontown Gully trestle bridge near Clyde, 13 May 1964.

G. W. Emerson.



Vulean railcars on the morning run from Alexandra crossing the new bridge over Prices Creek, 12 April 1966.

G. W. Emerson



The covered wagon adds to the wild west atmosphere, but this photograph shows the railhead at Cromwell, about 1920.

*W. E. Johnson. Courtesy of J. D. Mahoney*



Two "Ab" locomotives at Cromwell being prepared for another run, September 1964.

*G. W. Emerson*

118.29 731 CHATTO CREEK. Many reasons are given for the naming of this station. Possibly named by the Shennan Brothers, early settlers, after a residence in Roxburghshire, Scotland.

124.46 521 GALLOWAY. When the Shennan brothers settled here in 1858 they named their run Galloway after their home district in Scotland.

128.71 490 ALEXANDRA. The arrival of the railway provided a boost to fruit growing in the district. Fruit could be despatched in greater quantities more cheaply and arrive cleaner and more quickly in the city markets. Today Alexandra is the busiest fruit loading station on the Otago Central line: For the year ending 31.3.66, 4,435 tons of stone fruit, apples and pears were despatched.

134.34 555 CLYDE. Another major fruit-loading station from which 2,554 tons of stone fruit were despatched in 1965-66. Clyde was railhead from 1907 until 1921 and might become so again if a hydro-electricity dam is built at one of the proposed sites in the Cromwell Gorge.

138.53 — DOIGS BALLAST PIT. Much ballast was loaded here during the construction and later days. After not being worked for some years the pit was closed and the rails were lifted during February 1964.

139.03 591 DOIGS. This small siding was named for a former school teacher who began fruit farming here during World War I.

141.29 — HALFWAY HOUSE. This passenger halt is near the site of the former hotel. A small post office was established in the front room of a railway surfaceman's house while families lived here. During World War II, because of petrol shortages, trains waited here to load fruit.

143.44 614 WAENGA. The Middle, an appropriate name for a small siding which is almost in the middle of the Cromwell Gorge.

146.61 629 CROMWELL. Several persons are credited with the naming of Cromwell which is still the railhead and supply centre for a rapidly developing hinterland. A massive rock at 146 miles 78 chains marks the end of the Otago Great Central Trunk Railway. It is almost certain that the line will not be extended to fulfil the great hopes of Messrs Pyke, Macandrew and others.

#### POSTAL FACILITIES

Mail services closely followed the settlers and miners into Central Otago. The mails were distributed first on horseback, then by coaches; later by trains and road motor coaches.

Hindon's first post office was opened on 1.11.1863 in the local store, being transferred to its present location in the railway station on 1.9.02. Pukerangi station housed the local office from 1.2.02 until June 1966 when it was moved to a private home.

The first store at Middlemarsh (the spelling was changed on 1.7.79) was also the post office from 1.9.76. With the completion of the railway station, postal services were transferred there on 9.2.91, remaining there until 11.8.24. Hyde post office, opened in 1864, was located at the station between the years 1901 and 1921. The railway porter who was also the local postman made deliveries in Hyde Town on a bicycle.

A corner of Mitchell's ironmongery became the original post office at Ranfurly on 7.2.99. When the first stationmaster was appointed on 4.1.04 his duties included those of postmaster. The present post office was opened on 23.2.22. At Oturchua, where postal services dated from 1.3.73, the post office duties were performed by the stationmaster from 27.4.08 until 21.2.27. Postal arrangements in the Lauder district, which did not have a post office until 9.3.05 when the porter-in-charge gave the settlers a much appreciated service, were incorporated with those of Omakau in December 1965. A regular office was installed at the latter station on 26.9.04, but was moved into a separate building on 15.2.27. This was later destroyed by fire and replaced by the present structure in 1937.

There are no definite records of other stations on the Otago Central Railway housing postal facilities, except that Wingatui was a combined railway and post office from 2.6.02 until 31.10.14.