

THE FOUR STATIONS OF DUNEDIN

PART I

GOLD was the great incentive for improved transportation in many parts of the world in the 19th century. The finding of big deposits in Otago and Southland in the early 1860s brought many immigrants to those parts of New Zealand, and upset the ways of many settled men, much to the chagrin of the founders of Dunedin, an almost puritanical church settlement. To improve local transportation, the Dunedin Town Council in 1863 considered the question of allowing street cars, but it was not until 1879 that these began to run. In 1863 also, the Otago Provincial Council contemplated the provision of rail transport, but it took no definite action.

On 16 November 1864, however, Mr T. Paterson was instructed to prepare to survey a line of railway with a gauge of 5ft. 3in. from Dunedin to the Taieri. New Zealand almost had serious problems with track gauge. Canterbury had already laid down a railway to the wide gauge of 5ft. 3in., other districts were planning or building lines to the standard 4ft. 8½in. gauge, and New Zealand's very first railway, the line up the Dun Mountain at Nelson, had horse-drawn vehicles running on rails only 2ft. 6in. apart. As late as 15 June 1874, the Portobello correspondent to the Dunedin newspapers was advocating a light 2ft. 6in. gauge railway to connect the city with the Peninsula; but in fact all Otago railways were built to the 3ft. 6in. gauge that was stipulated in 1870 to be the New Zealand standard.

The location for the first Dunedin station provoked much discussion. The first suggested site was at the Rattray Street Jetty, at about the corner of the present Wharf Street, with the line to run southwards over land still to be reclaimed,

bisecting the last few yards of the Jetty Street wharf. Thence it would cross the Turnpike Road (now Andersons Bay Road) and skirt the Oval before tackling the climb around the hills of Caversham.

When it could be foreseen that the reclamation was still some years away, the railway planners contemplated building the Dunedin station on portion of the Oval, approximately on the site of the present Kensington School. It was here, later, that the ceremony of Turning the First Sod of the Southern Trunk Railway was enacted by His Honour the Superintendent of Otago (James Macandrew) on Saturday, 18 March 1871, followed by the customary speechmaking and banquet.

But back in 1866 there was gazetted yet another proposed site for the Dunedin station; at or near the line of the southern side of High Street about seven chains eastward from the Customs House. A Select Committee of the Provincial Council appointed in 1867 suggested that the station be on the south side of Jetty Street with a separate station for the

Dunedin and Port Chalmers Railway Company on the reclaimed land north of Rattray Street. During a Council debate on 3 June of that year, however, it was resolved that the station for the Southern Trunk Railway be on the reclaimed land near Rattray Street, on a section later to become the site of the Telegraph Office, now the Social Security Building. At the Second Reading of the Otago Trunk Railway Bill on 17 September 1867, it was decided to locate the station on part of the present Queens Gardens (known for many years as The Triangle), about 100 yards from the former selection. This sensible action saved the Dunedin people from having two separate stations, as Wellingtonians had for many years. In Dunedin it would have been one for the north-bound trains and one for the south-bound.

The estimated cost of the proposed 5ft. 3in. gauge railway to the Taieri being much greater than was anticipated, the Council called in William Brunton, M.I.C.E., who advocated several changes, including a reduction of the gauge to 4ft. 8½in. His estimate of the cost—£358,000 exclusive of land and other compensations—led to much discussion and correspondence among members of the Executive of the Provincial Council. To reduce costs still further, a gauge of 3ft. 6in. was proposed. This led to still more discussion.

In submitting a report dated 5 October 1869 on the Dunedin and Port Chalmers Railway, John Millar, F.S.A., C.E., M.P.C. for Dunedin, mentioned the possibility of reducing the proposed 5ft. 3in. gauge to 4ft. 8½in. He allowed a sum of £600 for a station and booking office at Dunedin, making this comment: "... this station building to be a temporary erection, constructed of timber and corrugated iron only; in anticipation of the whole having to be added to and remodelled as a Central Station for the accommodation of the Southern Trunk Line."

Actual construction work on the line to the Port began on Monday, 29 August 1870, by the contractor to the Dunedin and

Port Chalmers Railway Company, Mr Packham, with his staff of about 25 men. Their first task was to construct an embankment along the then shoreline near the intersection of St. Andrew and Castle Streets, back towards the Stuart Street jetty. No company or other officials were present, but Mr Packham decided the occasion warranted some ceremonial, so a bottle of wine was broken over the first barrowload of spoil. The assembled workmen gave three cheers, they were then "treated", and that completed the brief ceremony of turning the first sod.

Not until nearly two months later, on 21 October 1870, did the promoters of the line decide to change the gauge from 4ft. 8½in. to 3ft. 6in. This was the first line to be constructed in accordance with the provisions of the Railways Act 1870, which stipulated the gauge to be used, with some exceptions, for all future railways in New Zealand.

Tenders were invited for labour only for the erection of the railway station and goods shed on the Dunedin Railway Reserve. Plans and specifications could be seen at the office of Messrs Proudfoot, Oliver and Ulph, Rattray Street, on and after Monday, 29 July 1872. In the absence of definite proof, it is assumed that these plans and specifications were prepared by D. L. Simpson in his capacity as engineer to the Port Chalmers Railway Company, and that he supervised the erection of the buildings.

The newspapers of the era did not comment on the construction progress, nor did they name the contractors, but on 24 October 1872 it was mentioned that the import goods shed, 200ft. x 40ft., then in course of erection, would ultimately be doubled in size. Tenders for this work had been invited by W. N. Blair, Provincial Engineer, on behalf of the Colonial Government, some days earlier.

On that same day, 24 October 1872, rails were laid from the Stuart Street jetty to near the new station on the reserve bounded by the harbour waterline and High and Rattray Streets. It was expected the first train to reach the new sta-



From an old print courtesy J. A. Dangerfield.

It is believed that this photograph of Dunedin's first railway station was taken in the latter months of 1872, just before the railway was opened. Note that the tracks are not yet ballasted. High Street is in the foreground.

tion would arrive on the Thursday evening, but this estimate proved too rosy because the trackwork was still not complete by the 29th. Soon afterwards, however, the rails were in use, and the station house and tracks were a source of much wonderment to the children who played about here and hindered the prisoners in their work of moving spoil for reclamation purposes. Complaint was made about children playing about after one five-year-old girl almost lost a foot by getting caught in the rails. She was rescued just as a wagonload of spoil was approaching. Parents were solemnly warned to keep their kiddies away from the locality.

At the end of November His Honour the Superintendent was corresponding with the Dunedin City Corporation about access to the new station, suggesting that a new street might be constructed from Moray

Place to High Street. This access way when built was known as Macandrew Street; now it is Burlington Street. Early in December the prison labour was diverted to improving Lower High Street to give better station access from Castle and Stuart Streets. An anguished writer to the editor complained of the width of High Street being reduced from 1½ chains to one chain merely for the convenience of draymen backing into the station precincts. The Chamber of Commerce was commenting that more land reclamation was necessary as, when the line to the south was linked up, the station and goods shed would be much too small for the expected traffic.

Passengers between Port Chalmers and Dunedin at first were carried at the whim and convenience of the promoters, who did not lose many opportunities to pub-

licise their venture. The first known planned excursion was held on Boxing Day 1872 when about 3,000 people travelled on special trains to attend a picnic in an unspecified paddock (presumably near Ravensbourne) made available by the promoters. Members of the Oddfellows Lodge, organisers of the outing, were honoured by the attendance of His Excellency the Governor and Lady Bowen. It was reported that the Dunedin stationmaster, Mr Marsh, and his assistants, worked zealously to make this outing a success. About 350 people also travelled to Port Chalmers to see construction progress on the pier and other works.

For the Grand Opening of the Dunedin and Port Chalmers Railway on Tuesday, 31 December 1872, a ceremony was planned to start at 12 noon, with the official train leaving for Port Chalmers at 12.30. In the event, however, the official party was about 30 minutes late, so the station ceremony was abandoned.

The business and assets of the Port Chalmers Railway Company were purchased by the Colonial Government on 9 April 1873 for £187,106. This privately constructed and operated railway then came under the control of the Otago Provincial Council. At the beginning of May, in Dunedin, G. B. Williamson was appointed Chief Clerk and Stationmaster to replace Mr Marsh, the company's representative.

The success of the Port Chalmers Railway is emphasised by an August 1873 report which told of a large amount of traffic on this line, and of the Jetty Street wharf being so heaped with goods discharged from coastal trading schooners and other small vessels that in places there was barely room for a horse and dray to pass. Another extension of 200ft. to the 300ft. import shed was being constructed in brick. It was planned to replace the wooden structure with brick, but this was not done.

In December 1873 the £6,609 tender of Proctor and Whittaker was accepted for reclamation of the land intended for the

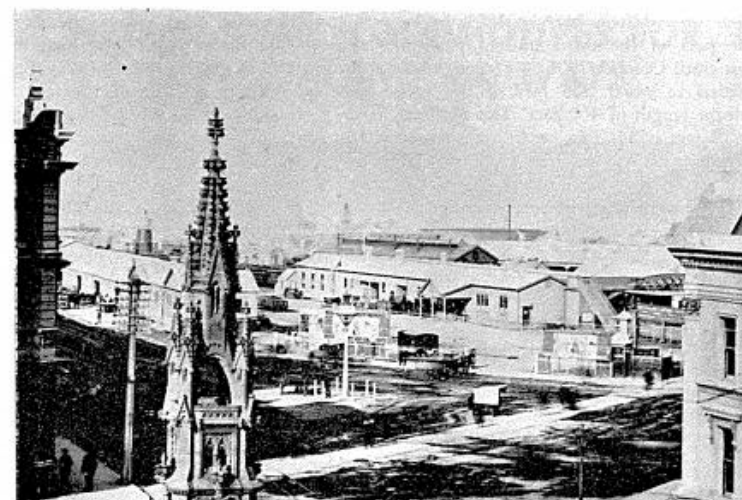
site of the permanent Dunedin station. This included the area bounded by Castle, High, and Rattray Streets. (Castle Street was later terminated at its intersection with Lower Stuart Street.) The tender price also included a triangular portion to be filled to the level of the adjoining Rattray and Crawford Streets, thus permitting track connections between the proposed No. 2 station and the Southern Trunk Railway in Crawford Street. It was hoped that tenders would be called within a few weeks for erection of the new station.

The Second Station

During December 1874 and January 1875 an export goods shed, 300ft. x 60ft., was erected opposite the site of the new station. Unlike the import shed, there was no line of rails through the building, but there were tracks at each side under verandahs. Plans were prepared for construction of the second station in timber on brick foundations, with a roof of galvanised iron. The Dunedin City Corporation, sensitive to fire risks, demurred at the construction of such a large timber building, but when Mr Blair pointed out that a similar building in brick or stone would cost an additional £2,000, or compel its removal to beyond the city limits, and that the new station proposed would be 300 feet from the nearest permanent building outside the station, the Council agreed to the use of timber. On the following day, 25 June 1874, the tender of Meikle and Campbell to erect the building for £3,368 10s. was accepted.

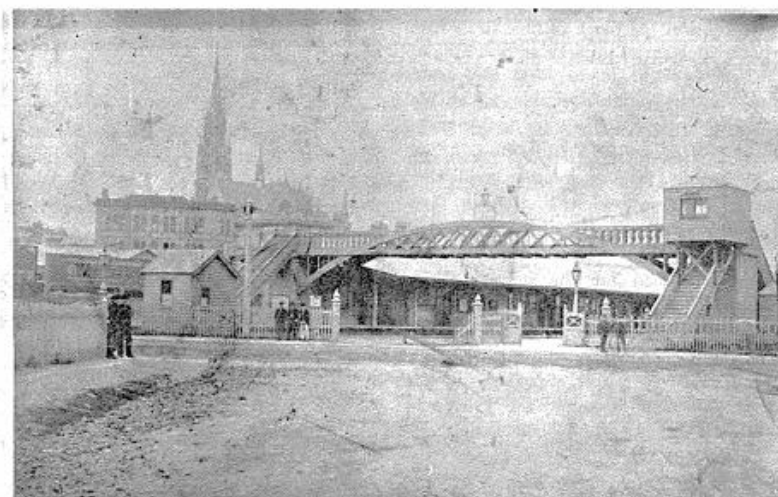
The second station was built on the same railway reserve, Queen's Gardens, as the first one, but with the main entrance leading off Rattray Street instead of High Street. The new building was parallel with and in a line with the carriage shed, and almost opposite Vogel Street.

A detailed description of this building, opened for general use on Tuesday, 9 February 1875, is of interest because this



Photograph courtesy Alexander Turnbull Library.

This view of Dunedin's second station, with an engine shed beyond, also shows the original building, partly obscured by Cargill's Monument. Rattray Street crosses the foreground of the picture.



From an old print.

Dunedin's No. 2 station, completed in 1875, and the footbridge that was added in 1877-78, seen from the south end.

edifice was shifted late in 1884 to become part of the third station that was in use until October 1906. A verandah was provided to cover 206 feet of the total platform length of 400 feet. The platform was 18 feet wide. The public appreciated the roomy offices and the covered platform, as did the railway staff. There was a covered carriage porch (such elegance!) at the entrance to the booking office, sized 33ft. x 25ft., but with tiny ticket-selling windows. There were also a general waiting room, 15ft x 25ft.; a ladies' waiting room, 20ft. x 25ft.; a refreshment room 18ft. x 25ft. where liquor could be purchased; a baggage office, 17ft. x 15ft., with outside access for carts and drays to be backed in for easy handling of luggage and parcels; a store room 25ft. x 25ft.; and a lamp room 20ft. x 25ft.

Preparations were being made for the ultimate linking up of the Port Chalmers line and the Southern Trunk Railway, the Grand Opening of which was planned for the spring of 1875. Mr William Conyers, General Manager of Otago Railways, wrote to the City Council complaining of the poor state of High Street outside the station. A big block of blue stone from Messrs McKenzies' quarry at Port Chalmers was brought in to form the centre block for an engine turntable, which had not been required for the double-ended locomotives *Rose* and *Josephine*.

Meanwhile, in June, another goods shed was under construction, and again there was comment on the use of timber. Surely, it was said, there was stone in abundance to erect a shed for the storage of inflammable goods.

Comment was made in other quarters concerning level crossings, particularly the one at Rattray Street. Speaking in the Otago Provincial Council, the Provincial Secretary, Mr D. Reid, said it was the Government's intention to eliminate level crossings within the boundaries of the city, and to substitute under-crossings or overbridges in their stead. To this day, 1968, Rattray Street remains a level cross-

ing, although all other nearby street crossings on the main trunk line have been eliminated. In May 1882, Rattray Street was extended to a width of 100 feet, and on 1 January 1951 the portion east of Cumberland Street was renamed Fryatt Street.

Lighting at the station and on the nearby streets was also a cause of criticism, as pickpockets were active amongst the queues. Passengers were warned of their presence. Occasionally goods and parcels were missed from their storage places.

Fortunately for the patrons, this new station was already in use prior to the grand opening of the Dunedin and Clutha Railway on 1 September 1875, the day having been declared a public holiday. Those who gained seats on the official train were considered to be extremely fortunate. Subsequent special trains were run for the benefit of residents of both Dunedin and Balclutha who wished to sample this "novel and delightful" mode of travel.

On the occasions of the arrival or impending departure of overseas vessels at Port Chalmers, the Dunedin railway station platform presented a very lively appearance. Complaints were made concerning crowding, the inability to purchase train tickets readily, and in the indignity of having to travel second-class because of a lack of seating after having purchased a first-class ticket.

Contracts were let in 1877 to Messrs Meikle and Campbell for the erection of a passenger shed and platform at a cost of £669 3s., and a connecting wooden overbridge for £664 18s. 6d. This "passenger shed", parallel with the main station, was nearer Castle Street.

The 1878 annual report to Parliament recorded that the Dunedin station as it stood had been expected to meet the requirements for many years to come, but the traffic had increased so rapidly that even now it was scarcely large enough. The report recommended that a new station on another site should be started without

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The Four Stations of Dunedin

(Continued from page 60)

delay, as it would take about two years to complete.

Meanwhile reclamation of the shoreline was continuing steadily, and the land now (1968) occupied by the railway yards was filling up and consolidating. Cumberland Street was extended southward from Rattray Street, and buildings were going up between there and Crawford Street. Dunedin was continuing to grow and the station site and buildings were again becoming inadequate—within less than a decade.

Tenders were invited on 14 May 1879 for removal of the carriage shed. This made room for more platform extensions, which were completed by mid-August, enabling alterations to be made in the berthing of trains. One report said that 99 trains, both passenger and goods, were arriving and departing from the station each weekday.

From this second Dunedin station, between 1876 and 1880, ran all the regular passenger and the special race trains worked by the Provincial Government (at first) and then the General Government for the Dunedin, Peninsula and Ocean Beach Railway Co. Ltd. From January 1881, however, this company ran trains on its own line, constructed in Crawford Street parallel with the main trunk railway, until lack of patronage and the edict of the Dunedin City Corporation that no steam trains should run after the end of the month caused a cessation of operations in May 1882. After that date, trains only ran occasionally, from Dunedin's third station, to Forbury Racecourse, and not at all to Andersons Bay.

(To be continued)

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THE FOUR STATIONS OF DUNEDIN

PART 2

(Continued from NZRO No. 116, page 81)

The Third Station

DURING 1878 consideration was given to the provision of yet another station at Dunedin and where it was to be placed. Greatly increasing rail traffic was making costly temporary arrangements necessary. These were, according to Mr. Blair in June 1879, "confessedly, only a make-shift".

More land was being reclaimed on the north side of Rattray Street, and it was decided to locate the new station on the seaward side of Cumberland Street. The taking of land for railway purposes was strongly opposed by the Otago Harbour Board, which had been constituted on 1 June 1874, but the Government of the day paid fair compensation of £25,000 for all land utilised.

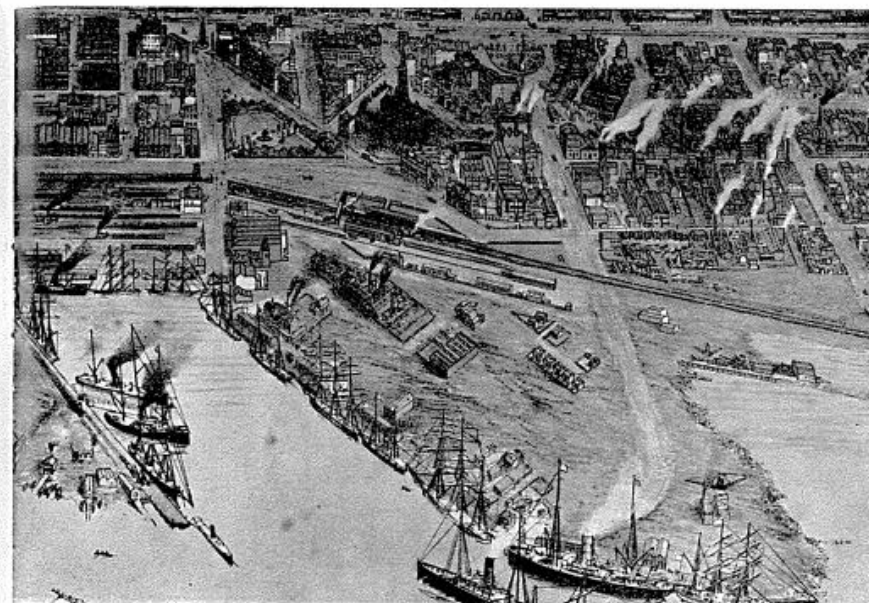
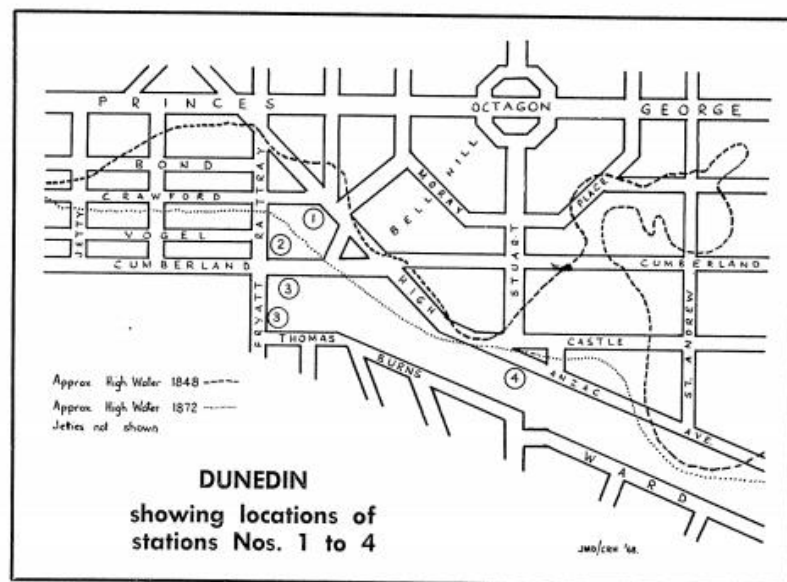
When the 1880 depression made its presence felt, the station plans were considerably curtailed, even to the extent of just making repairs and extensions to the existing buildings meanwhile. But the closing of portion of Castle Street, the linking up of the two sections of Cumberland Street, and the elimination of the Jetty Street level crossing were problems too big to ignore indefinitely. The closure of the Jetty Street level crossing and the erection of the overbridge were lively issues in those times. Deputations to members of Parliament and Ministers were frequent; all were concerned with access to the shipping sheds and wharves and the need for another station.

Ultimately, on 10 March 1884, a contract for the construction of the foundations for the "permanent" station was let to Mr. W. Carlton for £1,256 14s. These foundations, completed by 23 May 1884, were not used, and became the cause of much comment during the years that followed.

On 25 August 1885 the Minister for Public Works, Hon. Edward Richardson, reported in his annual statement to Parliament: "The extension of the railway station at Dunedin has been continued during the year, and the new platforms have been in use since 1 November last, and it is hoped that sufficient accommodation has now been provided for some years to come.

"The new passenger-house, which is designed to be of masonry, has not as yet been commenced, as it is considered that it may be postponed for the present, in view of the very large expenditure which has already taken place."

This change of plans was also referred to by the Engineer-in-Chief, John Blackett, who wrote in his report for the year ended 31 March 1885: "The most important construction work in progress on the main line during the year is the Dunedin Station . . . The reclamation, platelaying, and buildings were sufficiently far advanced to admit of the whole traffic being turned into the new station on 1 November; and since then the greater portion of the works necessary for present requirements have been finished.



From a print in the Otago Early Settlers' Museum, Dunedin, courtesy J.A. Dangerfield

This artist's impression of Dunedin as it might have been seen from a balloon in 1898 shows No.3 station near the centre, with the sites of the first two stations slightly above to the left. Stuart Street crossing can be seen to the right of the station.

"The only large works not completed are the passenger-station and the over-bridge. It was decided to remove the old station to the arrival-platform, and make it serve for some time; consequently nothing has been done to the new station beyond completing the foundations, which were under contract. The abutments and piers of the over-bridge were finished in December. Nothing has yet been done towards the erection of the superstructure, but the iron for it is now arriving."

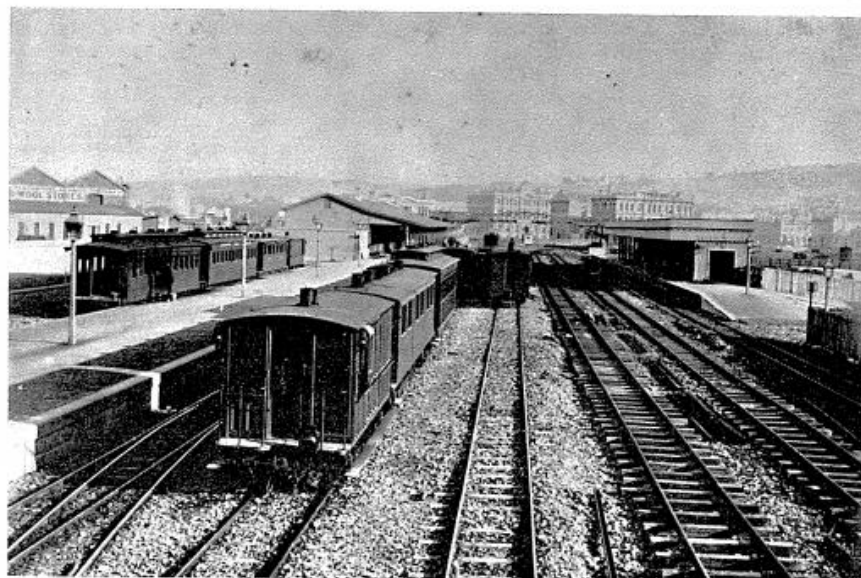
LEFT: Dunedin's third station. This view was probably taken shortly after the new platforms were brought into use on 1 November 1884. At the far right, rolling stock can be seen on the site of No. 2 station. Notice that the bay platform at left, presumably for Port Chalmers trains, does not appear in the 1898 sketch above.

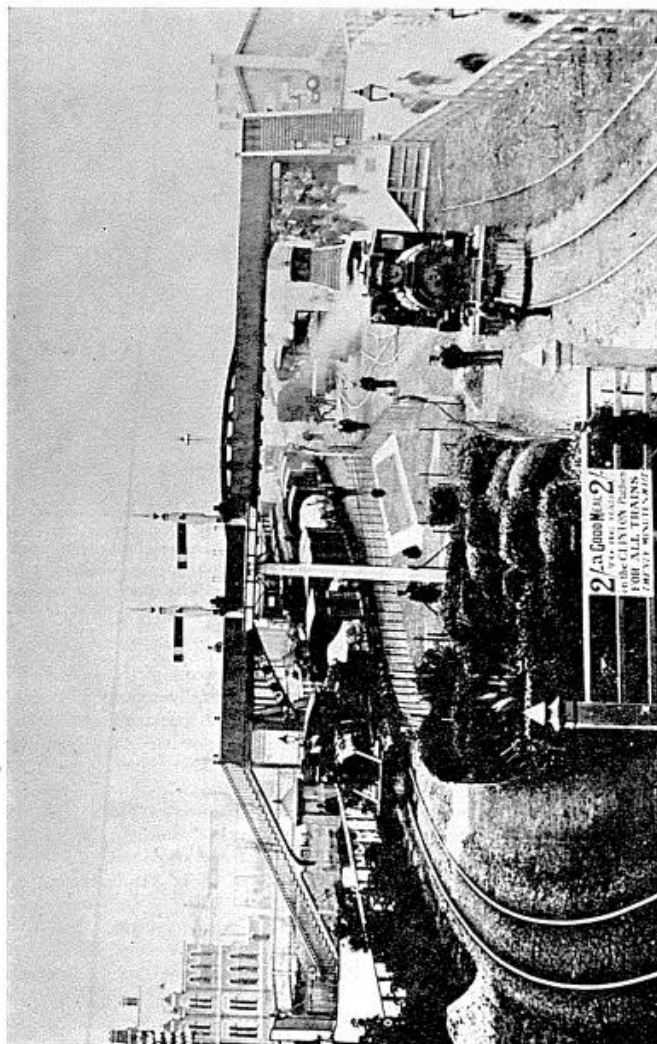
Photograph courtesy Alexander Turnbull Library

After the two parts of the second station had been successfully moved to their new locations, a more spectacular job was that of shifting the wooden overbridge, which had to be reversed during the moving operation. There was much speculation among the many watchers that the bridge might topple over because of its height and comparative narrowness, but the work was completed without any hitch, to the satisfaction of the workers and the disappointment of the onlookers.*

Newspaper reports show that the first portion of the station in its new location

* This wooden overbridge was replaced in 1908 by a metal one with two spans, each of 50 feet, fabricated by the Dunedin firm of Kincaid and McQueen. It is still in use, but in a different position — adjacent to the Otago Early Settlers' Association Museum, which itself is constructed over portions of the unused foundations laid down by Mr. Carlton in 1884.





Photograph courtesy N.Z. Railways Publicity

A busy scene at Dunedin railway station in 1893, from the south end, showing a "T" class 2-8-0 with a goods train at the left, and a "V" class 2-6-2 at the right. The railwaymen clearly knew they were being photographed. Note the slotted-post semaphore signals.

was brought into regular use, together with the new main line adjacent to Cumberland Street, on Sunday, 26 October 1884. Some of the rails (the former main line) at the east side of Crawford Street were lifted, the engine shed was removed to a site south of Jetty Street, the goods shed was moved away, and on Sunday, 2 November, the second section of the station was bodily moved to its new site.

The way was now clear for the linking up of the north and south sections of Cumberland Street. It was suggested that the cleared station site should become a market at which fish, vegetables, poultry, etc., could be sold cheaply, but, fortunately for the future traffic needs of the city, this suggestion had been anticipated. The Triangle, as the area was then known, was gazetted as an Open Reserve on 16 May 1879, much to the chagrin of the Otago Harbour Board, which had hoped to gain control for rental purposes.

No. 3 station was added to from time to time, as all stations seem to grow. In March 1900, for example, for the departure of the Fourth Contingent to the Boer War, the south end of the Cumberland Street (or west) platform was extended southwards three chains, some of the ornamental trees in the garden plot between the overbridge and the Rattray Street level crossing were cut down, and the picket fence was taken back in a westerly direction as far as the footpath would allow. These changes permitted much longer trains to be berthed for conveying both troops and well-wishers to Port Chalmers.

The third station gave good service to the residents and to visitors to Dunedin for more than 20 years, until 21 October 1906, when the present station, No. 4, was opened for business. From that Sunday onwards, the two portions of the third station were demolished to make way for new trackwork and for construction of the two-storey building originally used for staff accommodation, but which now houses part of the District Engineer's offices.

No. 4 Station

BEFORE the site for the present station was decided upon, there were many discussions and many meetings, mostly of protest, concerning the proposed location of the building. In September 1897 the Dunedin City Corporation decided to wait upon the Government to advocate the provision of a new station. The present one, it was claimed, was "only an apology" . . . "much more accommodation was needed" . . . "it was monstrous that a foundation laid 14 years ago still had no superstructure built upon it" . . . "the money spent on the new gaol should have been used to provide a new station". These were some of the views expressed at the time.

The Chamber of Commerce, the Otago Harbour Board, and other organisations were all voicing their suggestions about land reclamation, possible closure of level crossings, and access to the harbour edge. All these differences of opinion culminated in the appointment of a Royal Commission, which sat in August 1900. Its report, presented in the following October, favoured the present site. This led to more protests, but the Government acted on the Commission's recommendation.

The protesters variously wanted the station to be placed near Jetty Street (were they influenced by the intentions of the Otago Provincial Council?), or near Hanover Street. Argument over the closure of Lower Stuart Street access to the waterfront resulted in at least one extra street, Ward Street, being formed and a pedestrian overbridge provided. A suggestion that a subway be provided at what would have been below sea level proved impracticable. Progress, however, could not be forever delayed, and the Lower Stuart Street crossing was closed from 13 June 1903 to enable construction of the new station to begin.

As the building was to be erected on reclaimed land, more than 600 ironbark and bluegum piles were sunk into the soft ground. On these piles was laid a plinth made of stone from Port Chalmers and



The new and imposing Dunedin station building nearing completion in 1906, as seen from the south end.

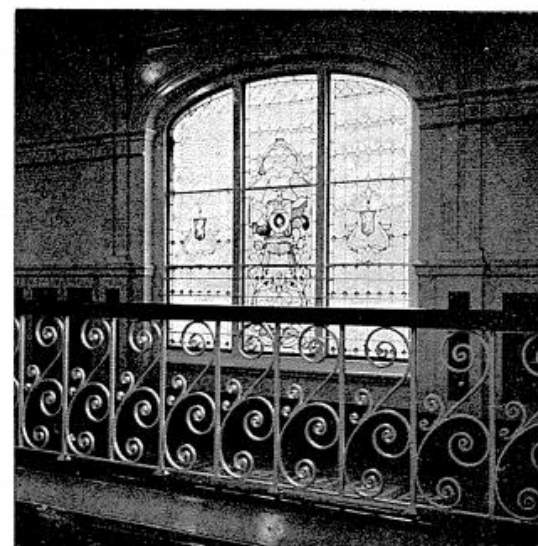
Photograph: N.Z. Railways Publicity

concrete mixed in the first electrically operated concrete mixer seen in Dunedin. In all, materials used included 2,176 tons 5 cwt. of bluestone quarried at Taieri Lake, Central Otago, where a siding was specially laid for the loading of this material; 30,634 cubic feet of Oamaru stone; 519 cubic feet of Port Chalmers stone; 2,350 cubic yards of concrete; 2,648 superficial yards of rubble; and 6,390 cubic feet of plinth. One hundred and ninety-nine tons of steel were used in constructing the station platform verandah.

Under the foundation stone, which was ceremoniously laid on Friday, 3 June 1904 by the Minister for Railways, the Hon. Joseph Ward, copies of the local newspapers and a coin collection ranging from a golden sovereign down to a humble farthing were deposited. Unkind critics have said that this Dunedin station was

provided as "election bait" by Ward and his party.

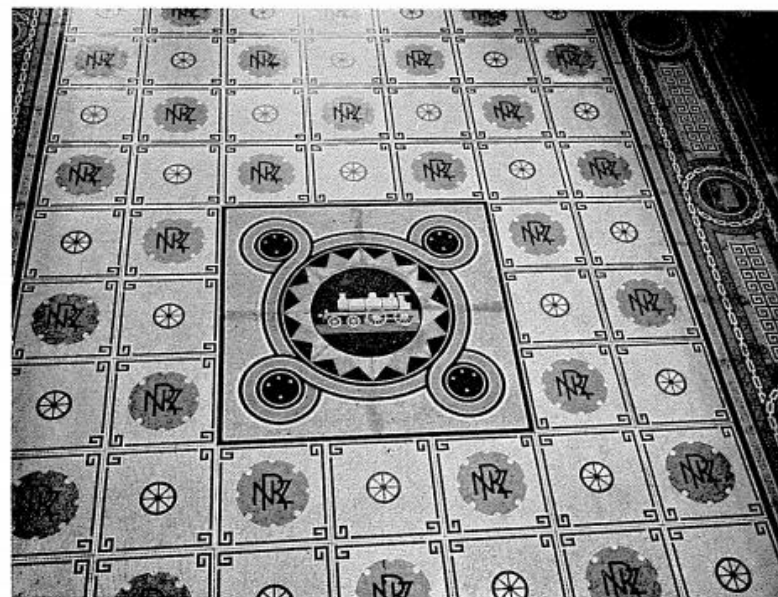
Designed by Mr. G. A. Troup, of the Chief Engineer's office, the new building was basically of two storeys. Its length was 417ft. 6in. and maximum width 57ft. 6in. The main platform, 29 feet wide with a gradient of 1 in 36 for water run-off, was made 2,860 feet long, long enough to accommodate two full-length trains. A square tower at the south end of the building rises to a height of 125 feet, and houses a clock set some 60 feet above the pavement. A smaller tower at the north end is 80 feet high. Along the street frontage, an arched colonnade is broken at the main entrance by a covered carriageway 35 feet long and 20 feet wide. This was designed for the horse and coach era, but it is equally useful in these motorcar days. The architectural style of the building has been described as Flemish Renaissance.

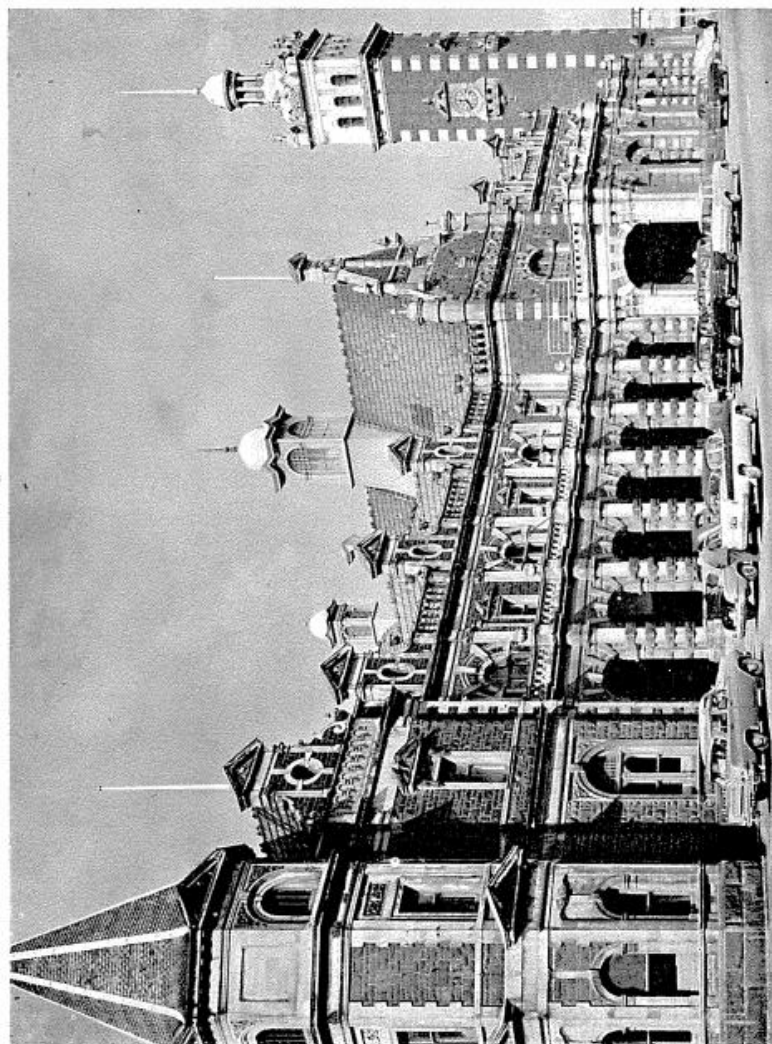


RIGHT: A stained-glass window in the main booking hall, on the western side.

BELOW: A section of the mosaic tiled floor in the booking hall. This was completely renewed in 1965.

Photographs:
N.Z. Railways Publicity





The mosaic tiled floor in the booking hall scarcely needs mention; it is such a distinctive and familiar feature of the building.* Two handsome leadlight windows, one facing east and the other west, the design being in the form of the front of a locomotive, form another feature.

When constructed, this station was the largest in the Colony and by far the busiest. At the laying of the foundation stone, and again at the official opening ceremony on Monday, 9 November 1906,

LEFT: The street frontage of Dunedin railway station in 1964.

BELOW: The "business" side of Dunedin station, showing the colour-light signals that recently replaced the former array of semaphores controlling the scissors crossover at the centre of the 2,860 ft. platform.

Photographs: N.Z. Railways Publicity

mention was made of the need to duplicate the main lines in each direction out of the city, and of the intention to eliminate most of the city's level crossings.

Even while it was being built, however, controversy over various aspects of the scheme continued. Argument raged in 1905, for example, when the NZR wished to build new locomotive sheds on land to be reclaimed near Pelichet Bay. As a result of representations from the Otago Harbour Board, the new sheds were built by the former depot close by the Andersons Bay Road. The resultant smoke nuisance has since been the cause of much

(Continued on page 151)

* When the floor became in need of renewal in the early 1960s, there was much local agitation to ensure that this feature of the Dunedin station building was not eliminated in the interests of economy. As a result, the present floor is a replica of the first.



steamer operating, and it had indicated that deferment of mortgage repayments could be one step. Government could not give any firm commitment at this stage, but, if it were economically possible, the service would be kept going.

In an earlier announcement, last August, that tenders would shortly be invited, the Minister had said the sale would include the vessel *Earnslaw*, certain operating buildings at Queenstown, stock-yards at Kingston, the slipway at Frankton, certain wharves, and the Department's interests in other wharves. Some railway land at Queenstown would be offered for lease.

"It has now been decided," Mr. Gordon said, "to offer the service on condition that the successful tenderer guarantees to maintain a service, particularly for the run-holders on the south-western side of the lake. Government recognises the need for a service to those settlers who have no other form of transport available, and will make provision in any sale for their interest to be protected."

He said, however, that conditions of tender would not stipulate that *Earnslaw* must be kept in commission. The life of the boilers on this 56-year-old steamship was running out, and they would need replacing in about three years' time. The cost of this work, or replacement by diesel engines, could be expected to cost between \$40,000 and \$60,000.

To some extent, he said, the *Earnslaw* had become a way of life on the lake, but it was nevertheless necessary to take a close look at its cost to the community, and to consider whether or not it might be better to maintain the essential services in some other way. What possible other ways might be acceptable would be a matter for negotiation between the successful tenderer and the Railways Department.

The vessel's annual operating loss had increased by an average of about \$3,500 a year since 1961, while the tonnage of goods carried had seriously declined. The number of passengers carried had dropped by about a quarter since 1961, and

the number of livestock carried had dropped by about half in the same time. (These changes followed the extension of a road along the shore of the lake between Queenstown and Glenorchy.)

"There is no question of the vessel carrying on with its existing boilers beyond 1971, and this leaves a large question mark over its future," the Minister concluded.

The Four Stations of Dunedin

(Continued from page 143)

comment—often caustic comment—from residents in the southern parts of the city.

The old engine sheds, which had been moved in 1884 from the site of the Queen's Gardens, or The Triangle as it had been known, had to be demolished to make way for duplication of the line to Mosgiel and elevation of the double track over two troublesome level crossings. This elevated line also formed part of the grade easement leading up to the new tunnel at Caversham. The new sheds were brought into use from Sunday, 23 August 1908, on which date the main line alongside Cumberland Street was also diverted to run on approximately its present position. The elevated track, single line at first, was brought into use during 1910.

In February 1921, leading businessmen of Dunedin met the Prime Minister, Mr. W. F. Massey, to suggest that the railways of Dunedin be elevated, and that the land so made available be handed back to the Otago Harbour Board for leasing purposes. But the cost of such a scheme proved to be prohibitive; and, it was asked, why should Government funds be used for such a purpose when the greatest benefit would be derived by only one organisation.

All in all, the history of Dunedin's four stations has been one of decisions, counter-decisions, much newspaper comment, indignation meetings, and at least one Royal Commission. Who said the citizens of Dunedin were placid and uncaring?
