

Appendix G: Individual Item Assessments

ITEM NUMBER:

NAME: Former Methodist church, 8 Berkshire Street

LOCATION: Arrowtown

GPS Point 44°56'21.67"S, 168°49'49.41"E

Constructed - 1898

Building Type/Use – Church with a variety of later uses.

Materials – Timber-framed with rusticated timber weatherboard cladding to the walls and corrugated iron to the roof.

Style - Plain and austere Victorian Gothic.

Architect - None

Builder - Unknown

NZHPT Register – N/A

Valuation number – 2918231100

Legal Description – Pt Secs 1&2 BLK VII ARROWTOWN

Condition - Fair

Heritage Assessment

Historic and Social Value - **High**

Cultural and Spiritual Value - **Moderate**

Architectural Value - **Moderate**

Townscape/Contextual Value – **Moderate**

Rarity and Representative Value - **Moderate**

Technological Value - **Low**

Archaeological Value - **Moderate**

Overall Heritage Value - **Moderate**

DISTRICT PLAN STATUS

This structure is a Category 3 item.

SUMMARY OF SIGNIFICANCE

Historic and Social

8 Berkshire Street was designed and constructed as a Methodist church. Within a space of 10 or so years it had become an Anglican Sunday school/District High School and then, by 1921, it was a hall for social occasions. In 1938, it changed use to a garage for vehicle servicing and shortly afterwards it is said to have provided a full garage service, including the sale of fuel - being the first to do so in Arrowtown. Presently it is a gallery. The building and the site form part of the early settler history of Arrowtown, but also provide a social indicator of change in the town over roughly 115 years. In addition, rates books and title certificates tell how the site has passed through the hands of many of the town's most prominent citizens.

A strong social focus is one of the attributes of the building and this focus has changed to suit the needs of the time as Arrowtown has itself developed and grown. Early churches were both a place of worship and a meeting place, which gave the settlers a sense of community and identity. This social use has continued as a theme throughout the life of the building, not least of all when petrol was sold on the adjoining land – the local petrol station being another social hub in rural, mid-20th century New Zealand.

Cultural and Spiritual

Although reasonably short-lived, the building provided a spiritual service to the community in the late 19th century and first part of the 20th century. This significance lives on in the clearly ecclesiastical form of the original structure.

Architectural

This is a typical early settler church, but in an austere form without the usual decorative features of the Victorian Gothic style. The single-cell interior, basic overall form, steeply pitched roof, timber frame, simple massing of gable-fronted shapes and square-headed window openings are all characteristic features of this design. The unusual transition from ecclesiastical building to functionally-styled garage store creates a hybrid structure of considerable local interest.

Townscape and Contextual

The building remains a significant element within the townscape of Arrowtown and, in particular, within the area zoned the 'Residential Historic Management Area' in the QLDC District Plan and the 'Old Town Residential' precinct as defined by the Arrowtown Design Guidelines. It is located on a major approach road to the town centre and, although now less prominent within the townscape than when originally built, it still contributes strongly to the historic nature of this side of the town.

Rarity and Representative

Small timber-framed buildings, such as this, are typical of many early settlements in this part of the country and cannot be described as rare or exceptional. The modest style of the architecture and the form of the building are, however, highly representative of the Methodist movement in the late 19th century. What is rare about the building is the way it has developed and taken on a variety of other socially important functions as the town itself has grown and changed.

Technological

The simple timber-framed construction of the building with rusticated weatherboard and corrugated iron external claddings and tongue & grooved Rimu internal linings is typical of many buildings of this age and nature. The technology employed in the construction of the church and its later alterations is not considered unusual or exceptional.

Archaeological

Analysis of old photographs and other records suggests that prior to the construction of the church the site did not contain any other structures or features. The church is however a pre-1900 structure and given the presence of cottages on adjoining land, there is the potential for the subject site to yield archaeological information of importance.

DESCRIPTION

The original building was a four-bay single-cell gable-fronted Wesleyan Methodist church, constructed in 1898-9. Typical for a building of this nature, it had a projecting gable-fronted entrance porch to east elevation and belfry to east gable (the latter was taken down sometime around 1940). As built, the church was a simple timber-framed structure, clad externally with rusticated weatherboards, a pitched corrugated-iron roof and plain moulded architraves to the square-headed door and window openings.

The original form of the church is still visible in the structure that stands on the site today. The building changed use several times over the years – from church to church hall to school to function venue - but retained its original form until converted into garage storerooms c.1940-55. At this date it was considerably extended, with the addition of single storey lean-to ranges to both north and south elevations. Further minor extensions were added in later years, including a small flat-roofed toilet block to the angle between porch and east elevation. The west elevation appears to have been modified c.1980, with the addition of four modern window openings, corresponding to the creation of an internal mezzanine floor.

HISTORY¹

The first Certificate of Title for the site, Sections 1 & 2, Block VII, Arrowtown, was granted on the 11th May, 1883 William Welsh, a settler, of Arrowtown, although the land had originally been granted under another system to Samuel Goldston, a draper and storekeeper², in 1870. The title was transferred to Catherine Welsh and Henry Brewer Smith on the death William Welsh in July 1888. In September 1891 Catherine Welsh sold the property to the trustees of the Wesleyan Church; the trustees were authorised to purchase it under the provisions of "The Wesleyan Methodist Church Property Trust Act 1887"

Several references exist to the church being built on the site after 1898³ and this is borne out by an analysis of council rates books for the period, which show a change in descriptions of the site from "grass paddock" in June 1898 to "Wesleyan Church" in July 1899. Between these dates an article of 25th May 1899⁴ states that "we [the people of Arrowtown] have a new Wesleyan Church".

When first built the church stood alone on the prominent corner site, but there were a few small cottages further along Berkshire Street to the west. It wasn't until the 1940s that the land to the north and west was more intensively developed and took on the courtyard-type design that exists today.

The site was sold by the Wesleyan trustees in 1909 to Graham Dick Baird and John Jenkins. These gentlemen were presumably members of the Anglican fraternity, as a reference exists to the building having been sold at that time to the Anglican Church, "for use as a Sunday School and hall"⁵

In 1906, according to an article in *The Mountain Scene* dated 28th March 1974 (p.2), the church "was leased [...] to the Education Board for the purposes of a district high school". The article also notes that "In 1913 the roll was so reduced that it was decided to close the school and the building again fell vacant." Document N0156 in the Arrowtown Museum archives also makes reference to the building having been leased as a District High School ca.1905-1913.

The property was purchased in 1921 by Mrs. Mary (or Mamie) Johnston. Both the *Mountain Scene* article and Document N1716 from the Arrowtown Museum archives note that she let it out as a hall for social occasions. The *Mountain Scene* further comments that "at that time it had a very beautiful garden."

On 1st August 1938 the section was bought by James Shaw of Arrowtown, who was a General Carrier/haulier. Shaw's company reportedly began by servicing its own vehicles, but gradually built the business up into a full garage service open to the public (this opened in the period 1941-2). The church was adapted for use as a garage store. The title for the site was transferred from James Shaw to Shaw Motors Ltd. on 1st December 1948 and the name of the registered proprietor was further changed in 1989 to AW and JM Shaw Properties Ltd.

¹ Shaws Garage/former Methodist church, conservation report, Jackie Gillies + Associates (April 2008), supplemented with information from other sources

² Mackay's Otago Almanac, reference from

<http://otago-nominal-index.otago.ac.nz/details.php?recid=573717.2> – consulted 3/5/2013

³ Julia Bradshaw, *Arrowtown History and Walks* (2001), p.38; Alan de la Mare, *Arrowtown: Born of Gold in 1862* (2006), p.55

⁴ Otago Witness, Issue 2361, 25 May 1899, Page 29

⁵ Julia Bradshaw, p.38

The main alterations to the church were undertaken between about 1940 - 1955 when the north and south single-storey ranges were added and the present west windows are believed to date from about 1980.

The church is currently in use as an art gallery.

LANDSCAPE SUMMARY

In its early years, the church was a prominent building in the townscape. This prominence has been eroded in the 20th century by both the alterations/additions to the church and by the buildings constructed in the locality. The origins of the building are, however, still recognisable and the garage site of which it forms part remains a familiar local landmark.

SOURCES

Jackie Gillies + Associates. April 2008. Conservation report – Shaw's Garage/former Methodist church, Arrowtown.

Bradshaw, J. 2001. Arrowtown history and walks.

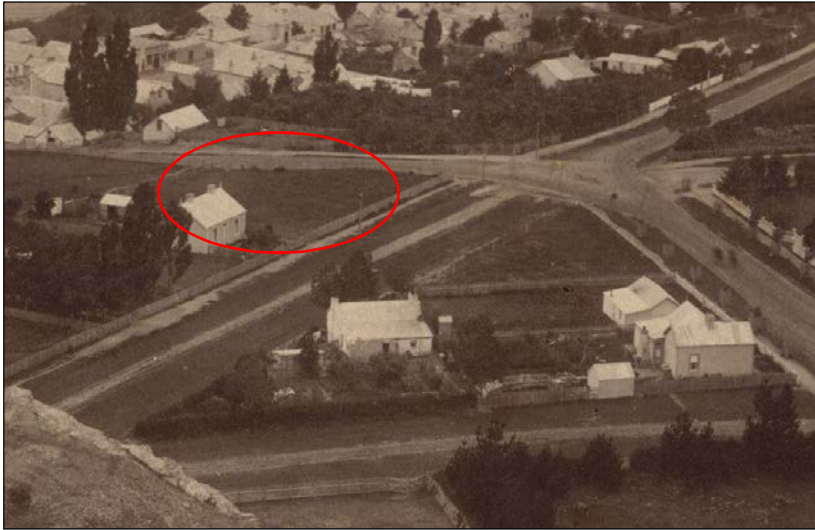
Lakes District Museum, Arrowtown

The Otago Nominal Index, University of Otago
(<http://otago-nominal-index.otago.ac.nz/details.php?recid=573717.2>)

Otago Witness , Issue 2361 , 25 May 1899

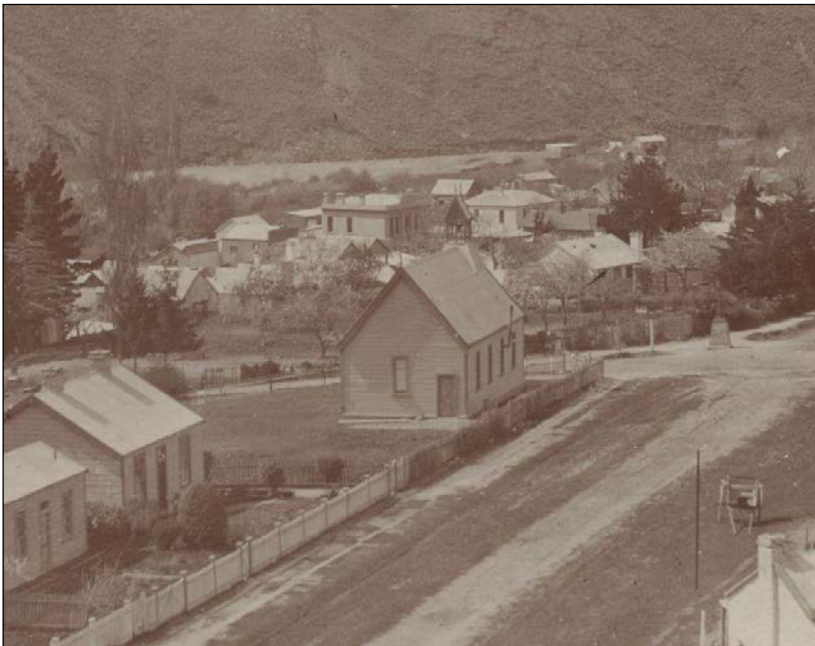
FILE NOTES

N/A

ADDITIONAL REFERENCES ATTACHED

Detail from EL1287 "Arrowtown before 1896"

The site is marked in red



Detail from EL1258 "Arrowtown Oct 1900"

The church is clearly visible as a 4-bay single-cell structure.

Note belfry to east end. Note also door and window arrangement to west elevation.

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Andrew Winter

DATE TAKEN: 15/04/2013

Appendix

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER:



NAME: Marshall Cottage
LOCATION: Strains road, Threepwood, Wakatipu Basin
GPS Point: 44°59'14.56"S, 168°47'40.98"E
Constructed: 1865-1881
Building Type/Use: Residential dwelling
Materials: Rubble/stacked Schist walls and corrugated iron clad roof
Style: Colonial cottage
Architect: None
Builder: Unknown
NZHPT Register: N/A
Valuation number: 2907123753
Legal Description: LOT 2 DP 21614
Condition: Fair/good

Heritage Assessment

Historic and Social Value -	High
Cultural and Spiritual Value -	Moderate
Architectural Value -	Moderate
Townscape/Contextual Value -	Moderate
Rarity and Representative Value -	Moderate/High
Technological Value -	High/Moderate
Archaeological Value -	High
Overall Heritage Value -	Moderate

DISTRICT PLAN STATUS

This structure is a Category 3 item

SUMMARY OF SIGNIFICANCE

Historic and Social

The establishment of a farm on this site within a couple of years of the 1862 gold rush puts the Marshall family at the heart of the early settlement of the Wakatipu Basin. The farming business was built on the production of grain on the fertile, flat land between Arrowtown and Frankton, which was an essential industry for the growth of the local settlements.

The cottage, of 2 storey construction and good size, reflects the lifestyle of the family and their wealth. Their landholding increased in the early 1870s, before the family left New Zealand to join friends in America in 1881. The cottage has since been associated with a number of well-known, local families, including the McDowell family who lived there before they built the larger homestead at Threepwood. It is also associated with the Lee family, who played an important part of the development of the District in the first half of the 20th century.

Marshall Cottage is therefore considered to be representative of important developments in the local history and farming practices of its time.

Cultural and Spiritual

The cottage has cultural significance for its association with early grain farming in the Wakatipu Basin and the later development of agriculture in the area throughout the 20th century. This importance is bolstered by the survival of other old farm buildings in the vicinity, which help create a picture of how an early farm in the Basin operated.

Architectural

The cottage is of simple vernacular style and is built of traditional, local materials, but its two storey design, twin dormers and large casement windows make it particularly notable. These elements of the design are clearly evident in early photographs of the building and contribute to the character of the local area.

The building has however undergone considerable change from its original form including recladding of the roofs with corrugated iron, the insertion of roof lights, the application of cement render to all the elevations, the removal of the front veranda and opening up of part of the ground floor accommodation into a large living space.

Townscape and Contextual

Whilst not highly prominent in the landscape, the cottage does form an important part of the lakeside environment and occupies an elevated position at its western end. It is visible from a distance, both from the road leading down to Lake Hayes and from the lake walkway. Together, this group of differing farm buildings at this end of the lake make a valuable contribution to the landscape.

Rarity and Representative

In general terms, historic stone buildings are a threatened cultural heritage resource in the Wakatipu Basin and wider area. Such buildings are becoming increasingly rare and Marshall Cottage is of particular interest for its size and two-storey construction and for its potentially early construction in the District.

Technological

Again, its size and two-storey construction give the cottage at least moderate technological significance. The reported presence of timber shingles under the corrugated iron would increase this significance, if confirmed by further investigation/opening-up.

Archaeological

The cottage and its environs have the potential to provide important archaeological information and physical evidence to improve understanding and knowledge of the early settlement of Otago. There are the remains of a former stone structure adjacent to the cottage and another elevated building platform, which could yield archaeological information. The cottage itself would also have had an outside WC and probably a series of rubbish pits, together with garden features, such as flower beds, paths and fences - evidence of all of which may remain in the surrounding ground.

DESCRIPTION

Marshall Cottage is the original dwelling for the farm that was established on this site by 1864 and is the predecessor to Threepwood Homestead; the later farmhouse built in 1909. It is a detached, stone cottage of roughly rectangular shape situated in an elevated position on a terrace above the southern end of Lake Hayes. The front of the cottage has an easterly orientation with attractive views across the lake. Structures in the locality include some of the cottage's former historic farm buildings, such as stables, and the Threepwood Homestead building itself (reference no. 70 in the Inventory of Protected Features).

For a dwelling of this nature, the cottage is of a good size, which indicates the wealth and permanency with which it was conceived. It has a reasonably steep pitched roof with two gabled dormer windows facing east and a low lean-to at the rear. The walls are of rubble/stacked schist and have been finished post-construction with cement render on chicken wire. The dormers are now faced with Cedar weatherboards. The windows are timber casements and there are timber French doors to the east elevation.

It is understood¹ that prior to the 1980s alterations, the present living room with spiral staircase was arranged as two rooms. These two rooms, together with the kitchen and bedrooms, would have given the main cottage at least 5 rooms. Today, despite the internal modifications, the cottage retains historic features, including a schist chimney stack (with back to back fireplaces at ground floor level)) and timber window linings. The windows are believed to have always been of casement design, when most buildings of similar age had sliding sashes. In early photographs, the east elevation had a timber and corrugated iron roofed veranda, but this no longer exists.

¹ Personal communication – Gillian McLeod (May 2013)

Particular architectural features of the cottage include the gabled main structure with the two small, gabled dormers to the east roof slope and the many tall windows that provide good light to the interior and views of the lake. It has also been reported in the past that at least some timber shingles remain on roof slopes beneath the corrugated iron claddings².

In the garden on the north side of the cottage are a stone wall and short chimney stack (used in recent years as a BBQ). The age and provenance of these structures are unknown, but they are said to have existed for a long time³. They sit on a levelled platform with an east/west longitudinal orientation and may relate to an early outbuilding belonging to the cottage or even an earlier dwelling on the site.

HISTORY⁴

The exact date of construction of Marshall Cottage is unclear. The 1864 survey records that there was a farm on the site by that year and the accompanying notes by the Surveyor G. M. Barr show two buildings there. A subsequent topographical sketch of the Shotover District, prepared in 1865, shows three buildings on the site; most likely the first two are the implement shed and stone stables that still stand today to the north of Marshall Cottage and, possibly, the third is Marshall Cottage itself.

The 1866 electoral roll provides evidence that William Teal Marshall was farming 128 acres, freehold, at 'Haye's Lake' in that year. At that point, he called the property 'Meadow Bank Farm', and records indicate he lived there with his wife, Mary Marshall, and at least 8 children. William Marshall is therefore most likely to be the builder of the woolshed, stables and the cottage and had probably been on the land for a few years by this stage.

In 1872 Marshall was granted additional land bordering the lake (back-dated to 1871), including the parcel of land where the stone cottage stands today. However, the Marshall family left the Arrow for New Mexico in September 1881 taking with them Mary Marshall's son from her first marriage and his family. The farm was advertised for auction in the Otago Daily Times of 21st January 1882 and the description of it given seems to relate well to the dwelling that exists today as being a "five-roomed stone residence" with "barns, stable, woolsheds, cowshed, and everything required for carrying on farming operations".⁵

John Butement, a major run-holder from Glenorchy, bought the farm prior to auction in February 1882. He also acquired much of the surrounding land, which increased the size of the property to 905 acres. Butement renamed the property 'Avalon', and made it his home in the district. He had plans drawn up for a homestead to be built by the lake, but these never came to fruition. Butement's landholdings were threatened by the government's plans to break up the larger estates and he got into financial difficulties due to the drop in wool prices and the growing problem of rabbit infestation of grazing land. He tried to sell up, but couldn't find a buyer and he eventually relinquished the land to the New Zealand Loan and Mercantile Co. Ltd before leaving the District in June 1888. 'Avalon' remained in the hands of the loan company until 1896.

² Personal communication - Roger Norton (May 2013) and Jackie Gillies + Associates. November 2008. Conservation report – Marshall Cottage, Lake Hayes.

³ Personal communication – Paddy Strain (May 2013).

⁴ Jackie Gillies + Associates. August 2005. Conservation plan – Threepwood Homestead

⁵ Otago Daily Times, Issue 6224, 21 January 1882, Page 4

In May 1896, business partners and brothers-in-law, William Reid and Robert McDowell purchased the farm and land. The pair made at least two other purchases in the area besides the Lake Hayes farm – in 1902 they bought the Wakatipu Flour Mill, and in 1905 the mill at Luggate. In their 700 acres around Lake Hayes, Reid established another mill at the opposite end of the lake to 'Avalon' and he and his family settled there in 1905.

The McDowell family moved onto the Lake Hayes property while Robert McDowell was the manager there. They lived in the stone cottage by the lake for many years, which is noteworthy when one considers that the McDowells had 12 children (with 7 already born by the time they shifted to the lake). The family recalls the upper rooms in the stone house being used as bedrooms, with 4 to a bed, while the boys slept in the lean-to at the back of the cottage.⁶ Their work on the farm was seen as more important than attending school. The family moved out of the cottage and into the new homestead, now known as 'Threepwood', when it was built in 1909.

McDowell was a well-known member of the Arrowtown community, as was his partner William Reid. McDowell served on the Arrowtown Hospital Committee and was a member of the Frankton Hospital Trust, as well as being heavily involved with the local Presbyterian church. Reid was a founding member of the Lake County A & P Society, and served on the Lake County Council for 28 years. He was also an active participant in church affairs.

In May 1910, Reid and McDowell dissolved their partnership and ownership of the farm passed solely to McDowell. Later that year, in November, McDowell sold the farm to Robert Lee, who named it 'Threepwood' after his birthplace, Threepwood Hall in Northumberland, England. Lee was a miner and had become managing director of the New Zealand Coal and Oil Company in 1902. He had helped establish the Castle Hill Coal Mine near Kaitangata and was the first to mine sheelite commercially at Glenorchy. Lee set about installing an extensive irrigation system on the property and, in just over a year, 1300 feet of pipes and a flume half a mile long were in place. The water was sourced from a creek on the Remarkables and piped over the Kawarau River to Threepwood. However, Lee died shortly after the scheme was finished and the farm was taken over by his son, Leo Lee.

Leo Lee also became a well-known local figure. He served on the Lake County Council for 24 years and filled the role of chairman for 10 of those years. He was president of the Lake County A & P Society from 1914 to 1933, and was the People's Warden of the Anglican Church for 14 years. In 1934 Lee retired to Queenstown, leaving the farm in the hands of a manager until it was sold on in 1938 to Eric and Mary Strain, of Dunedin.

The Strains developed Threepwood and were quick to embrace new farming technologies, such as the tractor and electric shearing machines. The family lived in the homestead built by Robert McDowell and it is likely that Marshall Cottage provided additional accommodation for, say, a manager. In 1958 John Strain, Eric and Mary's son, took over the farm. He and his wife Paddy, and their 3 sons Tony, Martin and Sam, lived in a new house on the farm until the death of his parents. They then moved to the homestead, but Paddy returned to the newer house after John's death in 1979. John significantly increased the irrigation (which was now part of the Arrow Irrigation Scheme network) and the infrastructure of the property. He was also a well-known member of the local community, being heavily involved with the Lake County A & P Society.

⁶ Personal communication between Jennie Henderson and Evelyn Weir, April 2005.

After the death of John Strain in 1979, his son Tony managed the farm on behalf of a trust for several years. The farm was then leased out. In the 1980s, Martin Strain and his wife lived in the Marshall Cottage for a number of years and refurbished it during that time. This part of the farm was later subdivided and sold off.

In summary, the cottage may date from as early as c.1865. The reference in the 1882 sale particulars to a five-roomed stone residence certainly suggests it had been built by this time and the cottage is readily recognisable in a photograph of the lake taken c. 1885. The presence of timber shingles under the current corrugated iron roof claddings, if confirmed, would indicate a probable construction date in the 1860s.

LANDSCAPE SUMMARY

A two-storey cottage on a raised terrace at the western end of the lake, which appears to have been designed to enjoy the beauty of the views, rather than the more-subsistence related need for orientation of the front elevation and veranda to the north.

Historical photographs show it to have had many surrounding trees earlier in its life.

SOURCES

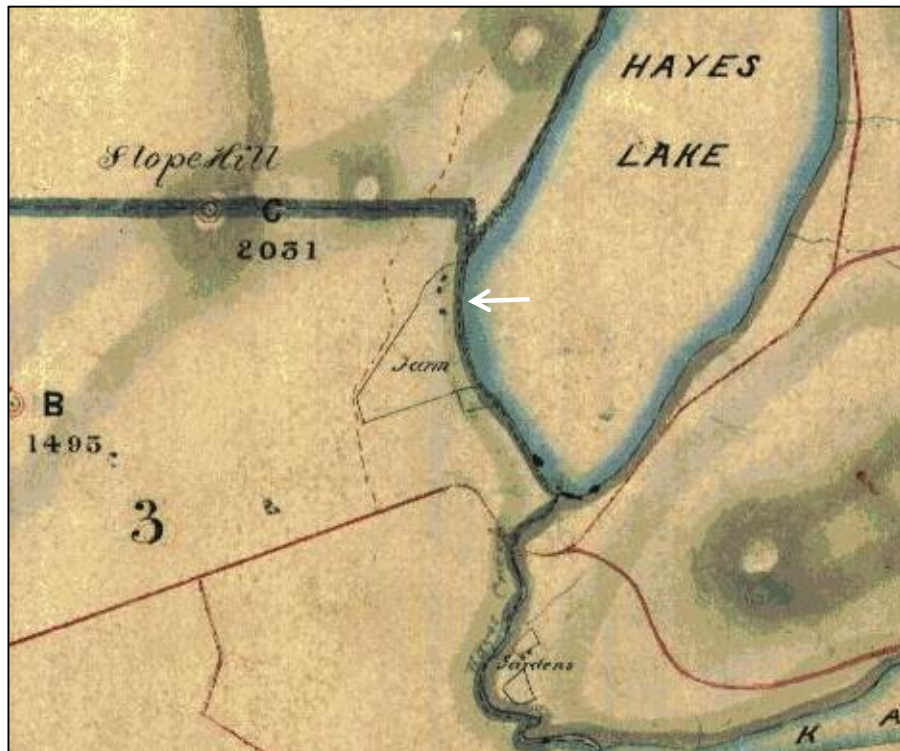
Jackie Gillies + Associates. November 2008. Conservation report – Marshall Cottage, Lake Hayes.

Jackie Gillies + Associates. August 2005. Conservation plan – Threepwood Homestead, including 'History of Threepwood' prepared by Jennie Henderson.

FILE NOTES

N/A

ADDITIONAL REFERENCES ATTACHED



Dating to May 1865, this survey plan shows three buildings, whose locations seem to accord with the still-surviving stables, implement shed and Marshall Cottage. (Survey: LINZ SO 1489)



Dating to c. 1885, this photograph was taken from the other side of Lake Hayes and is slightly unclear. However the detail above shows Marshall Cottage with its distinctive dormers situated in its own curtilage. (photograph: Te Papa Archives O.004714)



Marshall Cottage showing the McDowell family in front, May 1905. (Photograph courtesy of Evelyn Weir).



The building platform to the north of the cottage (arrowed) is more noticeable from nearer the lake, down the slope. The stone wall and chimney can be seen at the back of the platform.

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Andrew Winter

DATE TAKEN: May 2013

Appendix 3

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER:

NAME:	Shanahan's Cottage
LOCATION:	Arrowtown Golf Course (11th hole), Centennial Avenue, Arrowtown
GPS Point:	44°57'33.76"S, 168°51'2.98"E
Constructed:	c. 1874/5
Building Type/Use:	Stone ruin
Materials:	Rubble/stacked Schist walls
Style:	Colonial cottage
Architect:	None
Builder:	John & Daniel Shanahan
NZHPT Register:	N/A
Valuation number:	2918400500
Legal Description:	Sec 3, Blk XXXII Tn of Arrowtown
Condition:	Dilapidated

Heritage Assessment	
Historic and Social Value -	High
Cultural and Spiritual Value -	Moderate
Architectural Value -	Low
Townscape/Contextual Value -	High
Rarity and Representative Value -	Moderate
Technological Value -	Moderate
Archaeological Value -	High
Overall Heritage Value -	Moderate

Historic and Social Value -	High
Cultural and Spiritual Value -	Moderate
Architectural Value -	Low
Townscape/Contextual Value -	High
Rarity and Representative Value -	Moderate
Technological Value -	Moderate
Archaeological Value -	High
Overall Heritage Value -	Moderate

DISTRICT PLAN STATUS

This structure is a Category 3 item

SUMMARY OF SIGNIFICANCE

Historic and Social

Shanahan's Cottage is associated with an early settler family whose members have not only contributed to local history, but who have also played highly important roles in national history and, in the case of two of the members, international history.

The cottage ruins have the potential to provide knowledge and public education regarding regional and national histories. It is clearly held in high esteem by many in the local community.

Cultural and Spiritual

Although now in ruins, the cottage has cultural heritage value as an example of how early settler families in the District lived and how they built their homes using locally available materials and the building skills they had brought with them. It appears to have been of traditional two-room size and to have had a large fireplace and chimney on one gable end.

Architectural

The cottage is of simple, local vernacular style and is built of traditional, local Schist. The remaining stonework is generally of good quality and the size and detailing of the fireplace (with its timber bressumer over) are of interest from a traditional construction point of view.

Although none of the roof remains, it is interesting to note that it seems to have originally had a thatch covering.

Townscape and Contextual

The ruin has a 'romantic' air and is a feature of considerable landscape value on the golf course. It adds an element of surprise and intrigue to the course and is visible from the nearby highway part-hidden amongst the trees. The Arrowtown Golf Club has recognised this importance and the ruin's cultural heritage significance in naming one of the adjacent fairways after the family and using an image of the ruins as its emblem.

Rarity and Representative

In general terms, historic stone buildings are a threatened cultural heritage resource in the Wakatipu Basin and wider area. What makes Shanahan's Cottage particularly special is that there are relatively few structures in the District that survive as stone ruins. It is representative of the traditional form of vernacular dwelling for the District – two rooms beneath a low, gabled roof.

Technological

The building has significance for its traditional rubble/stacked Schist masonry bedded in earth mortar. The fireplace utilises a timber bressumer (despite the fire risk) rather than a

stone one, which is symptomatic of the difficulty in obtaining large stones locally for use as beams and lintels.

Archaeological

The cottage and its environs have the potential to provide important archaeological information and physical evidence to improve understanding and knowledge of the early settlement of the District. The cottage would have had an outside WC and probably a series of rubbish pits, together with garden features, such as flower beds, paths and fences - evidence of all of which may remain in the surrounding ground and which may yield archaeological evidence.

DESCRIPTION

Shanahan's Cottage is a picturesque stone ruin located adjacent to the 11th fairway at Arrowtown Golf Course. It was originally designed with a gabled roof, on a (roughly) east-west axis, which historical records suggest had a thatch cladding.

The cottage comprises the standing remains of rubble/stacked Schist walls (approximately 18 inches thick) with discernible openings for a door and two windows in the northeast facing elevation. At the east end of the cottage, there is a fireplace with truncated chimney stack above and a moulded, timber bressumer (lintel) over the opening; the latter has been clad with galvanised iron sheeting to give it some fire protection. The hearth and remaining window sills retain their flat stone finishes.

The walls peter out towards the original west end of the cottage and are now solely delineated by piled up stones. The ground inside the building is rough with a few stones strewn around, but it is possible that a stone/cobble floor or rammed earth floor exists below.

Some repair works have been carried out to consolidate the top of the truncated chimney, although these have been done in cement mortar, which is not an ideal material for this form of masonry.

HISTORY

The first Shanahans in the District were the brothers, John & Daniel, and John's wife Ellen, from the village of Shanagolden, County Limerick in Ireland. The Arrowtown Burial Book has the brothers arriving in the District some 15 years before John's death in August 1890, which would be about 1875¹.

John and his wife, Ellen had 6 children; the eldest 3 of which – John, Patrick and Daniel - were born before they came to New Zealand, probably in Ireland. The stone building which now sits between the 10th and 11th fairways at Arrowtown Golf Club was probably built at this time, although its first mention is not until 1878, when John Shanahan was noted as residing in a 'stone house with a thatched roof, two rooms, value £7' on Arrow Flat, in the Electoral Roll of that year.² A family history notes that John was a 'stonemason by trade'³, although it is

¹ Arrowtown Burial Book

² New Zealand Electoral Roll information

likely that apart from building his own house and possibly one other at Arrow Flat, he did not trade as such.

Significant Family Members

Although the Shanahan family was not as prominent or wealthy as some of the more well-known Arrowtown settlers, they have nevertheless made a significant impact on both New Zealand and International history.

Ellen Shanahan was the mother of six Shanahan children, at least three of which were born in the stone cottage at the (now) Arrowtown golf club. It is also possible, according to a report in the *Otago Witness*, that she was, in 1890, the '*first woman in the colony who exercised the new privilege conferred by the new act [Criminal Evidence Act, 1889] in the way of empowering a wife to give evidence on behalf of her husband in a criminal case*'.⁴

Patrick Shanahan was born in Limerick, Ireland in 1867 as the eldest of the six brothers and came to live at Arrowtown with his parents in the mid-1870s. After finishing school, he briefly worked as a miner. His obituary⁵ states that he left New Zealand and joined the British Army in Egypt or the Sudan. It also states that he returned briefly to Arrowtown, before leaving the country again, this time for the United States where he enlisted in the US Navy on 26th August 1890⁶. He was one of only twelve foreign-born personnel to be awarded the Medal of Honor, the USA's highest military honour during the Philippine-American war when, on board the U.S.S. Alliance on 28th May 1899, he displayed heroism in rescuing William Steven, his quartermaster, from drowning (in shark-infested waters, according to his obituary).

Patrick also served in the US Navy during the Great War, laying mines in the North Sea.⁷ In 1922, having achieved the rank of Lieutenant, he retired to live in Brooklyn, New York, with his wife. He died in December 1937. He was assigned a plot in Arlington National Cemetery, Virginia, where America buries its war veterans.

John Jnr and Daniel Jnr

Although the second eldest child, born in Limerick, John Jnr took on the role of settler and farmer on his father's death. Born in 1870, he was responsible for paying rates as early as 17 or 18 years of age, according to the 1887-88 Arrowtown Rates book.⁸ After his father's death in 1890 it appears that he became more invested in mining, although taking up land appears to have occupied him into the second decade of the 20th century; he was noted in the *Otago Daily Times* as being the leaseholder of land at Arrow Flat in 1914.⁹

Daniel, the third eldest appears to have also remained in the District to farm and mine. It is mentioned in the *Otago Daily Times* of 25th November 1914 that his residence was 'burgariously entered' and about £50 of gold and notes taken. This however is likely to have been a cottage at Arrow Flat farther down river, in Block XXXV Arrowtown. This cottage was probably built by Daniel Snr (Daniel Jnr's uncle) after 1888.

³ Information supplied by Salmond Reed, gathered in the mid-1990s

⁴ *Otago Witness*, Issue 1976, 3 October 1889, Page 16

⁵ Undated article clipping from Shanahan family history file – Lakes District Museum.

⁶ Information from the National Personnel Records Center, St. Louis Missouri, dated 30th April, 1973 – Letter held at Lakes District Museum

⁷ Undated article clipping from Shanahan family history file – Lakes District Museum.

⁸ Information from the Lakes District Museum

⁹ *Otago Daily Times*, Issue 16021, 13 March 1914, Page 3

Denis Shanahan was the first of the brothers to be born in the cottage at Arrowtown in 1876. His army records state that he served in the 2nd Boar War for about 1½ years between 1901 and 1902.¹⁰ During the Great War, he served as a Private with the Wellington Regiment on the Western Front. He was lucky that his arrival at the Front occurred only ten days after the withdrawal of New Zealand forces from the Battle of the Somme¹¹, in which there were upwards of 600,000 casualties on the British side alone. This said, he was still wounded within 10 days of his arrival. Although the nature of this wound is not known, it necessitated a stay in hospital for over 6 months. His discharge in March of 1918 was due, in part, to hereditary varicose veins which rendered him unfit for service.¹² It appears that Denis returned to the Arrowtown area after the war; he is listed on the 1935 Electoral Roll as a miner at Coopers Terrace, Arrowtown.¹³ Denis died in November 1959.

Thomas Shanahan was the second of the Shanahan children to be born in the cottage in 1879, after his brother Denis¹⁴ and before the last of the Shanahan brothers, Stephen. At the age of 20 or 21, he volunteered to serve in the Boar War as a representative of the District, along with two others.¹⁵ It appears that a contest was held and that Thomas was selected on the basis of his riding and shooting ability.¹⁶ The District paid for Trooper Shanahan's equipment, a bridle and saddle, and his fare to Dunedin. After his return, he was offered the chance to re-enlist, at the rank of sergeant, but declined and instead joined the New Zealand Police in 1902.¹⁷

He became a mounted constable in Dunedin,¹⁸ later becoming a sergeant in Dunedin in 1916. His career took him to almost every city in the South Island and, briefly, also to Auckland. He was promoted to Superintendent of Police at Christchurch in 1942.¹⁹ He retired in 1944, and died in Gisbourne in 1965.²⁰

Thomas was the father of three other notable New Zealanders. Michael Shanahan (OBE) had practiced law in Auckland, having served in the NZRAF between 1942 and 1946. He was awarded the OBE for community services in 1987.

Foss Shanahan, born at Alexandra in 1910, rose through the ranks of the Civil Service to become Assistant Secretary to the War Cabinet and Secretary of the Chiefs of Staff Committee in 1943 and, after the war, was a member of New Zealand's delegation to the United Nations General Assembly in 1949.²¹

¹⁰ SHANAHAN, Denis - SA3210, 8287, WWI 14165 – Army – Military Personnel files – Archives New Zealand (http://archway.archives.govt.nz/StreamgateProxy/fileStream?ie_pid=IE10425331&file_pid=FL10425532) consulted 6th Amy 2013

¹¹ Cunningham, Treadwell & Hanna (1928) *The Wellington Regiment (NZE) 1914 – 1919*, Ferguson & Osborn, Limited, page 124

¹² *Ibid*

¹³ New Zealand Electoral Roll information

¹⁴ Pers. Comm. Michael A. Shanahan in a letter to the Lakes District Museum 9th May 1994

¹⁵ Otago Daily Times, Issue 11661, 19 February 1900, Page 5

¹⁶ Pers. Comm. Michael A. Shanahan in a letter to the Arrowtown Golf Club, June 1994 – Letter held at the Lakes District Museum

¹⁷ *Ibid*.

¹⁸ Information supplied by Salmond Reed, gathered in the mid-1990s

¹⁹ Information from Police National Headquarters, Wellington – letter held at the Lakes District Museum

²⁰ Information from the Lakes District Museum

²¹ Ian McGibbon. 'Shanahan, Foss - Shanahan, Foss', from the Dictionary of New Zealand Biography. Te Ara - the Encyclopedia of New Zealand, updated 30-Oct-2012

John Shanahan, born in 1924, became a keen swimmer and New Zealand and Australian Champion at Breaststroke. He represented New Zealand in the 1950 Commonwealth Games.²²

LANDSCAPE SUMMARY

The ruin has a strong romantic and 'picturesque' quality for the local landscape and is visible from the nearby highway.

SOURCES

Salmond Reed Architects Ltd, Auckland

Lakes District Museum

FILE NOTES

N/A

²² Information from the Lakes District Museum

ADDITIONAL REFERENCES ATTACHED



Patrick Shanahan's gravestone at Arlington Nation Cemetery, Virginia, USA. Image from <http://www.findagrave.com/cgi-bin/fg.cgi?page=gr&GRid=7881312> – consulted 6th May 2013

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Andrew Winter

DATE TAKEN: May 2013

Appendix 3

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER:

NAME: Old Butchery, Tuohy's Gully, Lower Village

LOCATION: Cardrona

GPS Point: 44°52'19.68"S, 169° 1'10.20"E

Constructed: 1879 - 1899

Building Type/Use: Butchery

Materials: Timber/stone/iron

Style: Colonial

Architect: None

Builder: Unknown

NZHPT Register: N/A

Valuation number: 2906120806

Legal Description: Part Section 3
Block I Cardrona SD

Condition: Dilapidated

Heritage Assessment	
Historic and Social Value -	High
Cultural and Spiritual Value -	Moderate
Architectural Value -	Moderate
Townscape/Contextual Value -	High
Rarity and Representative Value -	High
Technological Value -	High
Archaeological Value -	High
Overall Heritage Value -	High

DISTRICT PLAN STATUS

This structure is a Category 2 item

SUMMARY OF SIGNIFICANCE

Historic and Social

The Old Butchery has historic and social significance for its 1880s/1890s origins and for its connections with the butchery trade that was established in Cardrona to supply the miners, inhabitants and travellers passing through. Whilst the names of the butcher(s) have not been confirmed, the building has potential associations with some of the most well-known, early townspeople, possibly Thomas Tuohy, the Cotters, Robert McDougall and the Lafranchi and Scurr families. Future research may provide more information.

Cultural and Spiritual

The building is located on the historic principal route between Dunstan and Arrowtown and is said to have been used by Maori before the settlers arrived. As well as being essential for access, the area became valuable for the gold found there and hence a second settlement grew up below the upper Cardrona village. The Old Butchery has cultural heritage value as a surviving symbol of the importance of this part of Cardrona to human activities in the area and of the contribution played by butchers, store-keepers and the like to those activities that ensured the settlement and early development of Otago.

Architectural

The building has significance for its typical early settler form of architecture – simple, low-key and functional in design and form. The variety of openings in the building is of architectural interest, as are the cellar and flue at the rear. Although in deteriorating condition, it is reasonably intact.

Townscape and Contextual

The building has value for the role it plays in defining the old road/route through this part of the gully and it provides an important focal point in the landscape for visitors and passers-by.

Rarity and Representative

Today there are few physical, above ground remains of the lower village and hence the Old Butchery building has very high scarcity value.

The stone-lined cellar is a feature of particular rarity in the District and in the greater region.

Technological

The building has the potential, with detailed recording and interpretation, to provide information on not only constructional techniques of the period, but also of the operation of a butchery in the late 19th century.

Archaeological

The history and description of the building below give an indication of the human activities associated with the area in the immediate vicinity of the butchery. The building and its site have the potential to yield archaeological information of great interest to the local community and wider district and region.

DESCRIPTION

The old butchery is a small, rectangular timber-framed building with a stone-lined basement, or cellar, at the rear. The front elevation faces roughly in an easterly direction on to the original Tuohy's Gully Road. The elevation is finished with a vertical, timber board and batten cladding and has a central door (vertical plank) with 6-light casement windows on each side. The roof is shallow-pitched and clad with corrugated iron over timber sarking boards. The base of the elevation has also been covered with iron, probably to help protect it from water running from the eaves. There is a stone threshold step in front of the door.

The south gable is also clad with vertical boards and battens, save for horizontally laid weatherboards to the apex of the gable itself. The wall has a central opening with horizontally-boarded, sliding shutter. The north gable is similar, but with the window smaller, fixed and offset from the centre line. Half of the rear wall is boarded to match the rest of the building and the other half is open. Behind the boarded section of wall, there is a stone-lined cellar with exterior steps on the north side. The walls of the cellar are raised slightly above ground level and the structure has a virtually flat timber and corrugated iron roof over most of it. The cellar once contained Mrs La Franchi's elderberry wine¹. Historic damage to the cellar has occurred from large trees that have grown up close to it (and which have been since been cut down). Against the north wall of the building is a timber-lined flue.

Internally, the building was full of stored items, making inspection very difficult. The date of 'June 12th 1899' was found on the back of the door.

The date of construction of the building is difficult to determine due to the lack of primary evidence in this part of Cardrona. A date range can however be indicated by the fact that the lower village was only established in 1870 and was very badly affected by flooding in 1878 with many of the buildings and structures swept away. The building is therefore likely to have its origins after this date. It was however present on the site by 1899 at the latest (see the May 1899 Survey referred to below – which suggests the 1899 date on the back of the door is also authentic).

HISTORY

The Cardrona Valley was the corridor to the Wakatipu gold-digging sites from the Dunstan² and a trail followed an old Maori route from Roaring Meg through Tuohy's Gully to the Valley as access was problematical via Gibbston and the Nevis Bluff.

¹ Personnal communication with Tim Scurr – May 2013

² Miller FWG. Golden Days of Lake County. Third Edition. 1962. Whitcombe and Tombs Ltd.

In 1863 a canvas town was laid out at Cardrona, but these structures were quickly replaced by more permanent buildings of timber and iron. Gold was found above the township, but then greater prospects for mining became apparent, in 1865, a mile or so below the township and a boom began. However, most of the miners quickly departed when the West Coast gold rush began in 1867, although Chinese miners moved in behind them.

In the late 1860s, gold was struck in a flat below the main village and two large claims were set up; the Empire and the Banner of War. It was at this point that the lower village/township sprung up and a hotel, store and homes were built. Unfortunately, the lower township was never laid out by survey and therefore records of it and the buildings there are scant.

A 1870 survey (dated 22nd December 1870) of the Tuoy's Gully area (see 'Additional References' below) shows the land on which the butchery stands as being held by Thomas Tuohy. The only building in the locality (and which is some distance from the butchery site) is a hut. The survey plan also shows another parcel of land to the west of the butchery site with number '2' ascribed to it. The name underneath in brackets is Cotter.

Wise's Directory for 1875-6 records 4 butchers at Cardrona – Tuohy T, Tushy T. Kerrin Jno and Cotter Patrick.

In 1878, the Cardrona Valley and Tuohy's Gully creek were flooded causing many buildings and structures to be swept away. Southern Pacific Archaeological Research³ note that the worst damage to the Cardrona mining industry 'was on Butchers' Flat, near the lower township'.

Reference to the early title for the land on which the butchery building sits provides some interesting information, although the writing on the title is very difficult to read. Although Thomas Tuohy is shown on the 1870 Survey as holding the land, the title confirms his ownership when it was granted in 1884 (or possibly 1885). It records the land as being transferred to Robert McDougall 'the Younger' in August 1889 and then the next day being transferred to Gioacchino Lafranchi.

The next survey of the Tuoy's Gully area (Section 18 and part Section 3 Blk 1 Cardrona District) was undertaken in May 1899 for Anna Maria Lafranchi (see 'Additional References' below). It shows the gully road as having a thorn hedge and in the vicinity of the butchery building, there is a house with a rectangular fence line around it, 3 buildings in a line along the road to the south of the house and 2 (more widely spaced apart) buildings on the other side of road. Conversion of the old measurements on the survey plan to metric and their application to a present day map of the site shows the butchery building stands exactly on the site of the first structure (of the 3 in a line along the road) next to the house.

Miller refers to various personalities connected with the early days of Cardrona⁴, including those connected with the Gin and Raspberry mining claim saying "Charles Hedditch, later captain of the first vessel on Lake Wanaka, the Theodore, and Theodore Russell, after whom the vessel was named, were among the proprietors, and John and Patrick Kerin who, with Thomas and Andrew Tuohy and Tim and Pat Cotter, combined butchering and dairying with mining, also had an interest. On the 14th December 1899, the Otago Witness carried the obituary of Timothy Cotter saying "The deceased was one of the earliest arrivals on

³ Southern Pacific Archaeological Research. Archaeological assessment of the Cardrona Rural Visitor Zone for QLDC. January 2007.

⁴ Miller FWG. Golden Days of Lake County. Third Edition. 1962. Whitcombe and Tombs Ltd. Page 184.

Cardrona, where he was engaged in the butchery and stock-raising business, afterwards store-keeping there." The 1870 Survey mentioned earlier includes the name 'Cotter' as holding land in the lower village area.

Miller also tells of Robert McDougall describing him as "perhaps the most outstanding personality in the history of the Cardrona."⁵ He notes that McDougall arrived at Cardrona in 1871 and that "Many stories are told of his help to the early miners, a great number of whom arrived on foot with little or no money. McDougall would always supply them with food and equipment with which to make a start, and many of the old miners had Robert McDougall to thank for their start in life." After a few years, McDougall moved on to Wanaka, where he became a Justice of the Peace, a district member of Lake County Council and the first chairman of Wanaka Islands Domain Board.

The Lafranchi family were Swiss and opened the All Nations Hotel in the lower village at Cardrona in 1873. Gioacchimo was married to Anna Maria and they had a number of sons, including Alfred and Albert⁶. The family were well-known in the area and one of the sons worked a dredge in the lower section of Tuoy's Gully.

Another of the important local families connected with the site is the Scurr family, who still own the property today and whose origins in Cardrona date back to the 1880s⁷.

LANDSCAPE SUMMARY

Although there is no road through Tuohy's Gully nowadays, trees that lined the route can still be seen and the old butchery building delineates the former road frontage at this point on the route.

The building itself sits surrounded by old machinery and materials. Most of the other historic structures in the area have been lost now and hence the Old Butchery is a focal point in the local landscape and a key feature of interest that hints at the long history of the gully and how the landscape has changed.

SOURCES

Miller FWG. Golden Days of Lake County. Third Edition. 1962. Whitcombe and Tombs Ltd.

Southern Pacific Archaeological Research. Archaeological assessment of the Cardrona Rural Visitor Zone for QLDC. January 2007.

FILE NOTES

N/A

⁵ Ibid. Page 182

⁶ <http://natlib.govt.nz/headings?page=6&text=la>

⁷ Personal communication with Tim Scurr, May 2013.

ADDITIONAL REFERENCES ATTACHED

Otago Witness 28 November 1889, Page 24 (courtesy of <http://freepages.genealogy.rootsweb.ancestry.com/~nzbound/macetown.htm>)

Lake Wanaka. Alberttown, November 25. It is with feelings of the most profound regret that I have to record the death of Mr Giaochemo [pronounced Joe-Ah-Keemo Lafranchi, of Cardrona, and which cast quite a gloom over the community. Mr and Mrs Lafranchi, till the last year, had kept the All Nations Hotel at Cardrona during the last 15 years, and previous to that a hotel at Macetown for a number of years. During this time Mr and Mrs Lafranchi had gained golden opinions from all. Their customers were treated like honoured guests, and had consequently a pore than usually friendly feeling for their host. Mr Lafranchi held some 30 odd, acres of land at Cardrona, under lease from the Government, and steps were taken to have it cancelled and thrown open for mining purposes. While proceeding to Arrow in connection therewith, his horse shied at the roadman and threw him to the ground, causing certain injuries, the precise nature of which are somewhat conflicting, but the shock to the system was no doubt the main cause of death, as Mr Lafranchi was upwards of 60 years of age. The funeral took place at Cardrona and was attended by a remarkably large number of mourners, representing Queenstown and Hawea Flat and intermediate places. The Rev. Father Bourke of Arrowtown conducted the obsequies, which impressed the mourners with the solemn fact that in the midst of life we in death." Mr and Mrs Lafranchi are natives of the Canton Grisons in Switzerland. Mr Lafranchi leaves a widow and three of a family who promise to win from all those who know them the same golden opinions that their father won before them.



Figure 1 The 1870 Survey with Thomas Tuoy's name on the section within which the Old Butchery sits and the name 'Cotter' shown on neighbouring land.

ENTERED BY:

PHOTOS BY: Andrew Winter

DATE TAKEN: May 2013

Appendix 3

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

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- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

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- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER:



The old house site is in the vicinity of the trees and the land on the other side.

NAME: Old House site

LOCATION: Oxford Street, Kingston

GPS Point: 45 20 11.87 S, 168 43 3.44 E

Constructed: 1877 - 1913

Building Type/Use: Archaeological site

Materials: N/A

Style: N/A

Architect: N/A

Builder: N/A

NZHPT Register: N/A

NZAA Ref: F42/232

Valuation number: 2913127000

Heritage Assessment

Historic and Social Value -	N/A
Cultural and Spiritual Value -	N/A
Architectural Value -	N/A
Townscape/Contextual Value -	N/A
Rarity and Representative Value -	N/A
Technological Value -	N/A
Archaeological Value -	High
Overall Heritage Value -	N/A

Legal Description: **Section 12 Block I
Kingston SD**

Condition: **N/A**

DISTRICT PLAN STATUS

The District Plan status of this archaeological site is considered to be Category 3.

SUMMARY OF ARCHAEOLOGICAL SIGNIFICANCE

The archaeological value of the site is likely to be in buried features which have not been destroyed by subsequent development. There seem to be no buildings of 19th century date currently on the site, but archaeological features are likely to be buried and may provide evidence of the former buildings and other associated features such as rubbish pits and longdrops.

The site has the potential to provide knowledge of about the development of the Kingston and about one of its early families.

DESCRIPTION

The site adjoins the railway line at the end of Oxford Street. It presently comprises the site of a relatively modern house with adjoining paddocks.

HISTORY

Kingston was first known as 'St John's' after St. John Branigan, who was the Commissioner of Police for Otago and a highly influential man in the early 1860s. His entry in the Dictionary of New Zealand Biography reports:

"Within a year [of August 1862] Branigan's fame had become legendary; his force, popularly known as 'Branigan's Troopers', was 'universally admitted to be one of the best, not only in these Colonies, but in the world'. It was often said that the 'orderly state' of the Otago region compared to goldfields and their hinterlands in other countries, was largely due to his 'able superintendence' of the force which he had brought to such a 'pitch of excellence'. A key town on the gold escort route to the Wakatipu fields was named St John's (later renamed Kingston) after him."¹

There was the possibility of the settlement of Fox's (now Arrowtown) becoming Kingston, but the name was bestowed on 'St John's' instead and the town was surveyed in 1863. The

¹ <http://www.teara.govt.nz/en/biographies/1b29/branigan-st-john>

surveyed sections were on the west of Oxford Street with a cemetery reserve on the east side of the town and an educational reserve to the south (where the first school was later built).²

The town became an important shipping centre on the lake and is said, at its height in 1863-64), to have had ten hotels, two banks, a police station, a butcher's shop and several stores.³ The town's prosperity declined sharply after the gold rushes, but its location ensured that it continued as a settlement throughout the 1860s and 1870s.

The Invercargill to Kingston branch railway opened in 1878, reinvigorating the town, and the development of shipping on the lake maintained Kingston as a centre of trade and tourism.

The following appears in Jill Hamel's entry for NZAA F42/232:

"An old house site on Section 12 is marked by very large trees, which include a large walnut, an English oak, white birches, radiata pines, macrocarpas and Lawson's cypresses. There are six of the latter, set close together in a line typical of an old hedge which has been allowed to grow. They are at right angles to four of the large macrocarpas and enclose a space sufficient for a small house and now occupied by a large modern hen house. There are large Lombardy poplars and some smaller American poplars. The radiata pines are over 35m high and also likely to be old. None of the trees appear to have been pruned for timber, and alongside of Kingston Creek form an attractive curtilage for a house. This may have been where W S Trotter lived before moving to his Allen river homestead. In 1948 the McCaughans, Glen Nevis Run, bought the block from an elderly labourer, Wattie Thomas, for family use."

No date is given for the house, but the earliest reference to the Trotter family in Paperspast is an advertisement in the Southland Times on 30th November 1877 for the sale of a freehold farm, which is described as being 'adjoining the properties of Messrs. Trotter and Butson'.

The house is later recorded on the 1913 Survey of the town with a surrounding border of trees set within a rectangular fence line (see 'Additional references' below).

LANDSCAPE SUMMARY

The historic trees on the site have landscape value and assist in locating and defining the historic nature of the site.

SOURCES

Hamel J. Archaeological sites on Kingston Township development. Report to Queenstown Lakes District Council. March 2007.

Petchey P. Southern Archaeology. Kingston Heritage Report. 2007.

<http://paperspast.natlib.govt.nz/cgi-bin/paperspast>

NZAA.

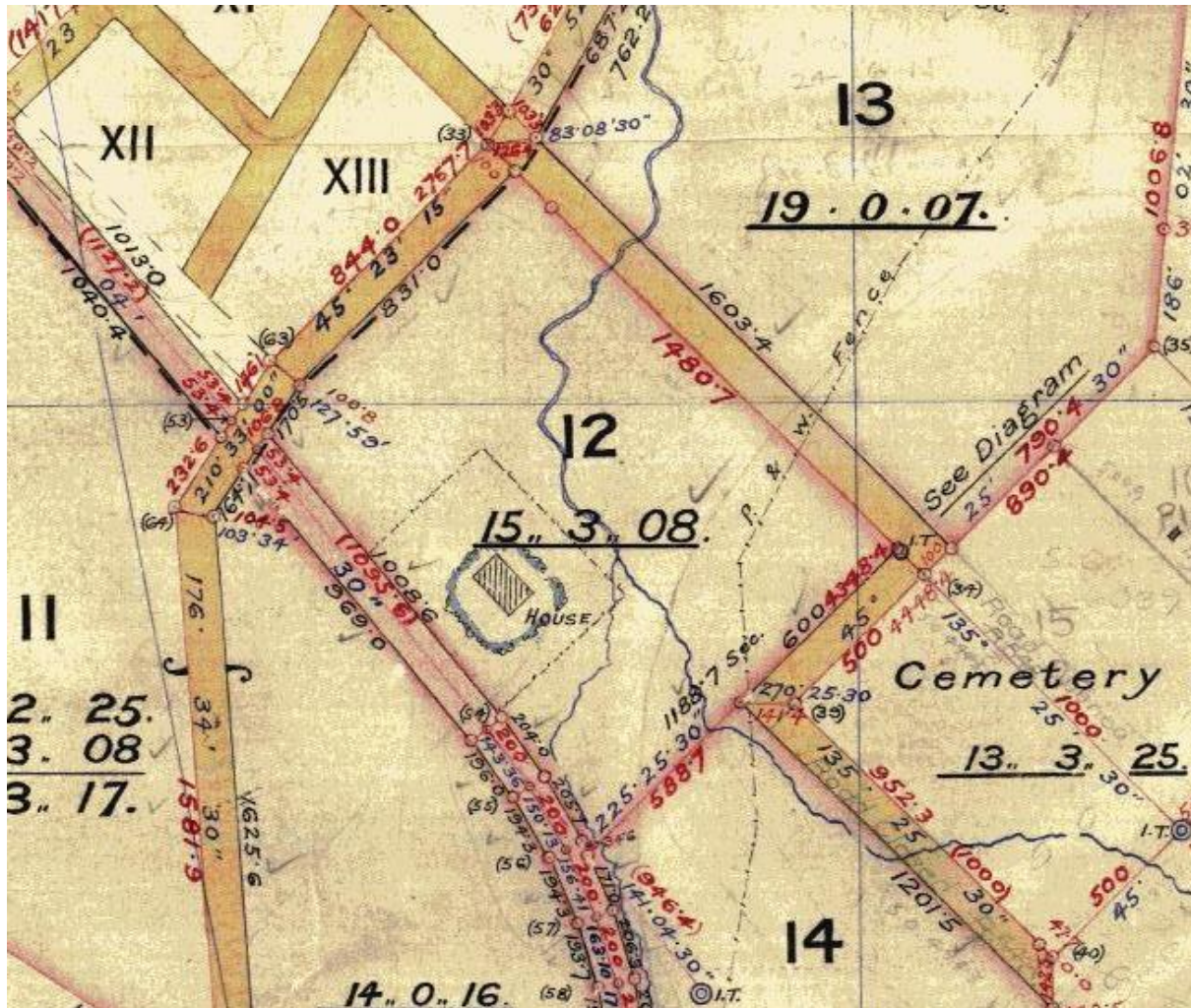
² Petchey P. Southern Archaeology. Kingston Heritage Report. 2007. Page 5

³ Ibid.

FILE NOTES

N/A

ADDITIONAL REFERENCES ATTACHED



Crop of the 1913 Survey (S0 4175) showing the old house site with surrounding trees (courtesy of LINZ).

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Andrew Winter

DATE TAKEN: May 2013

Appendix 3

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER:

NAME:	Stone Cottage
LOCATION:	253 Centennial Avenue, Arrowtown
GPS Point:	44°57'54.36"S, 168°51'11.03"E
Constructed:	c. 1887 – 1890s
Building Type/Use:	Colonial cottage
Materials:	Rubble/stacked Schist and iron/steel
Style:	Colonial cottage
Architect:	None
Builder:	John & Daniel Shanahan
NZHPT Register:	N/A
Valuation number:	2907130002
Legal Description:	Section 5 SO 445725
Condition:	Not assessed

Heritage Assessment	
Historic and Social Value -	High
Cultural and Spiritual Value -	Moderate
Architectural Value -	Moderate
Townscape/Contextual Value -	High
Rarity and Representative Value -	Moderate
Technological Value -	Moderate
Archaeological Value -	High
Overall Heritage Value -	Moderate

Historic and Social Value -	High
Cultural and Spiritual Value -	Moderate
Architectural Value -	Moderate
Townscape/Contextual Value -	High
Rarity and Representative Value -	Moderate
Technological Value -	Moderate
Archaeological Value -	High
Overall Heritage Value -	Moderate

DISTRICT PLAN STATUS

This structure is a Category 3 item.

No close inspection of the cottage has been made.

SUMMARY OF SIGNIFICANCE

Historic and Social

The stone cottage is associated with the Shanahans, an early settler family whose descendants have contributed to local, national and international history. It was built for Daniel Shanahan with a likely construction date of the late 1880s or early 1890s.

Cultural and Spiritual

The cottage has cultural heritage value as an example of how late 19th century settler families in the District lived and the construction materials and techniques they employed.

Architectural

The cottage is a simple, vernacular building of stacked/rubble Schist and a gabled roof clad with corrugated iron. The visible external elevations suggest that it has a high degree of originality/authenticity remaining. Architectural features of interest include the stone walls with weathered plaster/render finish, rectangular stone chimney, flat stone lintels and sills, 6 light casement windows and centrally-placed entrance door.

Townscape and Contextual

Although not visible from the road, the cottage can be seen from the adjoining cycle and walking path and is a strong feature of historical interest in the local landscape.

Rarity and Representative

In general terms, historic stone buildings are a threatened cultural heritage resource in the District and wider area. The stone cottage is representative of the traditional form of late 19th century vernacular dwelling for the District and, externally at least, it appears quite original in terms of form and scale.

Technological

The building has significance for its traditional rubble/stacked Schist masonry, which has the weathered remains of a render/plaster and limewash or whitewash finish. Long flat stones have been used for lintels to the front elevation and for sills. The methods of construction in the cottage may potentially aid understanding of traditional building crafts in the District.

Archaeological

The cottage itself stands alone in a clear lawn area of land to the southeast of a modern house. It is likely that all of the domestic paraphernalia of a cottage site, the outhouses, toilets, rubbish pits, garden fence lines and the suchlike have been cleared from the site within the last 40 or 50 years to create a cottage-garden feature, subservient to the main

house. However, there was domestic activity from the 1880s onwards, perhaps with a hiatus between 1914 and 1934. Subsurface features will almost certainly remain below the ground.

It is also possible that archaeology relating to the water race on the site (possibly dating from the 1860s and shown on the 1878 survey) may remain.

DESCRIPTION

This is a small rectangular stone cottage that stands on its own in the grounds of a larger, modern house. A part of the flat site upon which the cottage stands seems to have been created by a revetted, stacked stone wall, which runs from the south-eastern boundary in a curve towards the back of the property (the extent could not be ascertained).

Viewed from the cycle path, the cottage has a central entrance with timber, four-panel door and windows on either side. All these openings have flat, stone lintels with the windows and door deeply recessed. The windows also have flat stone sills and there is a flat threshold stone to the door.

The stacked/rubble Schist stonework appears to have been built to a good standard incorporating some long, flat quoins and other bond stones. Some areas are finished with an external render/plaster and the cottage has been decorated with a lime or whitewash.

The roof slopes are clad with corrugated iron and above one gable is a squat stone chimney. Windows are fitted with 6 light casements likely to retain historic plain glass.

In all, the cottage appears externally to have a high level of historical authenticity.

HISTORY

The first Shanahans in the District were the brothers John & Daniel and John's wife Ellen, from the village of Shanagolden, County Limerick in Ireland. The Arrowtown Burial Book has the brothers arriving in the District some 15 years before John's death in August 1890, which would be about 1875¹.

John and his wife, Ellen had 6 children; the eldest 3 of which – John, Patrick and Daniel – were born before they came to New Zealand, probably in Ireland. A family history notes that John was a 'stonemason by trade' and that he built his own cottage and possibly one other at Arrow Flat. However, although it is mentioned in the Lakes District Museum Archives that John 'helped to build some of the arch approaches' to local bridges, there is no primary historical evidence to support this.

The stone cottage at 253 Centennial Avenue was probably built by the John and Daniel Shanahan as a place for Daniel to live, away from John and Ellen's rapidly growing family. However, the construction of Daniel's cottage on Section 2, Block XXXV Arrowtown (the 19th century legal definition of the 253 Centennial Avenue site) won't have occurred until after 1887. A survey of the Arrowtown Extension area (SO 14023) was undertaken in 1878 and is a particularly detailed survey, showing water races, fence lines and building footprints. For

¹ Arrowtown Burial Book

example, John and Ellen's farm is shown in Block XXXII, to the north; however, no buildings are shown to exist on Sec 2 Block XXXV. There is a water race running across the section towards the Arrow River, but this is likely to have existed from the early-1860s, when the first concentration of alluvial mining along the Arrow occurred.

The first Certificate of Title available for the site (OT85/23) is a deed for lease and dates to July 1887 in Daniel Shanahan's name. This ties in well with the Rates information held by the Lakes District Museum,² which shows Daniel paying rates on the ~4 acres of Section 2. This Rates information also describes Section 2 as a **Paddock**.

John Shanahan died in 1890.³ **If** he was the builder of the cottage at 253 Centennial Avenue, then it must have been built after 1887 and before 1890.

Daniel Shanahan died at the age of 81 in 1912.⁴ He appears to have died childless and probably never married. A history of the Shanahan family, held by the Lakes District Museum, indicates that his nephew, Daniel Jnr, organised his burial and it is very likely that Daniel Jnr inherited the cottage site from his uncle; a newspaper report⁵ from 1914 documents the 'burglarious' entry of Daniel Shanahan's cottage ('close to the residence of his mother') and a sum of about £50 in notes and gold taken. This incident, however, took place **after** May of 1914, when the Certificate of Title for the land (OT85/23) suggests that the lease was forfeited due to non-payment of rates. Daniel Junior disappears from the historical record after November 1914; it is likely that he left the District.

The land does not appear to have been re-leased until 20 years later. The next Certificate of Title dates to 1934 and is in the name of Ernest Baker, a labourer. The lease existed in this name until the late 1980s, when Ernest Baker died, aged 77,⁶ and his executors took on the lease. The freehold title for the land was issued in 1992 (OT14B/982) to Victor and Alison Baker. Victor was presumably a descendant of Ernest Baker. By 2011, the cottage site had been transferred to its current owners.⁷

John Shanahan's descendants have not only contributed to local history, but who have also played highly important roles in national history and, in the case of two of the members, international history. For further information, see the assessment for 'Shanahan's Cottage', Arrowtown Golf Course.

LANDSCAPE SUMMARY

Small, low-key settler cottages and homesteads are an important element of the Central Otago landscape. They add scale, texture and historical interest. Even if not visible from major thoroughfares and public areas, they are important for the glimpses of the past that they provide when they do appear in view. The subject stone cottage is integral to the local landscape on the outskirts of the town and provides a feature of interest along the cycle and walking path.

² Information from the Lakes District Museum

³ Arrowtown Burial book

⁴ QLDC Cemeteries Information

⁵ Otago Daily Times, Issue 16240, 25 November 1914, Page 6

⁶ QLDC Cemeteries Information

⁷ Certificate of Title: 567174

SOURCES

Lakes District Museum

LINZ

QLDC

Salmond Reed Architects

FILE NOTES

N/A

ADDITIONAL REFERENCES ATTACHED

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Andrew Winter

DATE TAKEN: May 2013

Appendix 3

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER:



NAME: Kinloch Lodge, jetty and wharf building

LOCATION: Kinloch, Head of Lake Wakatipu

GPS Point: 44°50'38" S 168°20'55" E

Constructed: c. 1872/3

Building Type/Use: Lodge/former hotel

Materials: Timber and corrugated iron lodge, timber jetty and timber wharf building

Style: Colonial

Architect: None

Builder: Luckie & Fletcher (most likely) - Lodge

NZHPT Register: N/A

Valuation number: 2911121600 (Kinloch Lodge)

Legal Description: Sec 4, Blk XX
Town of Kinloch (Kinloch Lodge)

Condition: Lodge – Good
Wharf building - Good
Jetty – Fair only

Heritage Assessment

Historic and Social Value -	High
Cultural and Spiritual Value -	Moderate
Architectural Value -	Moderate
Townscape/Contextual Value -	High
Rarity and Representative Value -	High
Technological Value –	Moderate
Archaeological Value –	High
Overall Heritage Value -	High

DISTRICT PLAN STATUS

Whilst unsympathetic development in the vicinity of the lodge and jetty would be highly detrimental to the cultural heritage values of these structures, the neighbouring area is not considered to support the designation of a heritage precinct.

It is however recommended that:

1. The historic lodge is upgraded from a Category 3 item to a Category 2 item; and
2. The jetty and wharf building are registered as a Category 2 item.

SUMMARY OF SIGNIFICANCE

Historic and Social

The lodge and jetty have extremely important historical and social connections with the very early days of tourism and shipping on the lake. Richard Bryant saw the potential for visitor accommodation at the head of the lake and built the Kinloch Accommodation House there with the Glacier Hotel/Lodge following a year or two later. Bryant was a true pioneer and the Bryant family have a special place in the development of lake tourism.

The sawmill and its jetty at Kinloch was very important in the early life of Queenstown for the timber it produced. The Antrim, one of the most well-known ships to serve on the lake, was built there and it seems likely that the shipwrights who built it also built the Lodge for Richard Bryant.

The jetty at the Kinloch Lodge is symbolic of the success of Bryant's vision for tourism. It was the focal point for the thousands of tourists who visited the area for a period of nearly 100 years. The remains of the original jetty seem still to be present in the water below the existing jetty and the latter, in its original form, could date back to the 1890s (the wharf building was present on it by 1904).

Cultural and Spiritual

The structures have cultural value for their association with the way that Queenstown and the other lake settlements have developed and become dependent upon tourism. Lake shipping diminished considerably once the Queenstown/Glenorchy road had been opened, but for nearly 100 years the Lodge and its jetty were crucial as part of the lake's tourism infrastructure – a livelihood that a considerable number of people have relied upon. There still remains today the potential for a new cycle of water-borne tourism to develop.

Architectural

As outlined in the 2005 inventory for the lodge, the building is representative of early settler architecture. The building is unique in style and scale in the District and is a very authentic and now rare example of a structure erected in the early 1870s.

The jetty is by its nature quite functional and has architectural value for that very reason. Importantly its wharf shelter still exists although it no longer sits in its original position, but instead has been moved to the adjoining bank.

Townscape and Contextual

The lodge and jetty define the head of the lake. They are really all that now remains of the historic Kinloch Township. They are important local landmarks, without which much of the story of the head of the lake would be lost.

Rarity and Representative

As described above the remaining authenticity of the Lodge makes it a rare structure and it is almost certainly unique in terms of its style and scale.

Very little now remains of the shipping and lake tourism infrastructure on the lake; the jetty and its wharf building therefore have high rarity and representative value.

Technological

The lodge underwent modernisation and refurbishment about 10 years ago, but as far as it has been possible to tell, the former wall finishes of hessian scrim and wallpaper remain behind. A considerable amount of the original building fabric also seems to remain, although the shingles on the roof were replaced with iron early on in the 20th century. The building is therefore considered to have moderate to high technological value.

Archaeological

Analysis of the oldest photographs of Kinloch shows that there was once a good number of buildings in the vicinity of the lodge and jetty. As well as the archaeological evidence of the buildings themselves, there are likely to be associated items such as rubbish pits, gardens, workshops and stores – all of which have the potential to provide important evidence about the settlement of the head of the lake pre-1900.

DESCRIPTION

The various structures that are the subject of this assessment are located on Armadale Street at what would have been the southern end of the Kinloch Township had it substantially developed. This is the northern-most point of the lake, where it meets the Dart River.

Kinloch Lodge is described in detail in the 2005 report for QLDC by Rebecca Reid and Owen Lawrence, but essentially it is timber-framed building of Colonial design built on rising ground so that the 'ground floor' accommodation is raised up above a large basement area on Totara piles. The main roof is gabled and quite steeply pitched, although it shallows over the front veranda, which enjoys wide-ranging views of the lake and mountains. The roof was originally clad with timber shingles, but these were replaced with corrugated iron in 1909, when Tom Bryant regained the ownership of the lodge for the Bryant family.

The two stone and brick chimneys (one on either gable end of the building) are not original elements of the design and are not present in the earliest photographs of the lodge dating from the early 1870s. They are however in place in photographs from the mid 1880s. The brick upper sections of both chimneys have been built in relatively recent years.

The lodge also retains old wall and ceiling finishes behind the 21st century linings.

The earliest references to a jetty at Kinloch date to 1873/4. A jetty supported on round timber piles remains today and there is clear evidence of it being built on top of an earlier structure (of which many truncated timber piles still exist). The date of construction of the second jetty is not clear, but photographs confirm that it had been built by 1904. It had a small timber and weatherboard clad wharf building constructed on it and this also remains today, although it has been moved onto the bank adjacent. The most likely use of the wharf building seems to be a shelter for waiting passengers and the open front of it (facing south down the lake) has been in-filled, but its form is still clear.

Old photographs seem to suggest that the plain, rectangular timber deck of the original jetty ran directly onto the bank, whereas the bank abutment that remains today is built of stone – mostly rounded boulders. This would be consistent with the raised height of the jetty and its 20th century use by motor vehicles. In addition to the shape of the jetty changing a little for its reincarnation, it appears that it was extended slightly further out into the bay.

HISTORY

The history of Kinloch Lodge, formerly known as the 'Glacier Hotel', has been researched and recorded in the existing District Plan inventory for the building prepared in 2005 by Rebecca Reid and Owen Lawrence. It is not proposed to repeat this here. Instead, the following

information relates to the jetty and the part it has played in the development of shipping and tourism on Lake Wakatipu. It also includes some additional/background information on the Bryant family, the establishment of the settlement at Kinloch and Kinloch Lodge itself. In contrast to the earlier report, it has not been possible to confirm that the Lodge was formerly known as the 'Kinloch Accommodation House', although the Bryants may have first called it the 'Kinloch Accommodation Hotel'. An old photograph (see below) suggests that the Kinloch Accommodation House was a different (and smaller) building closer to the lake and in front of the present lodge. It no longer exists, but appears to have been the initial building that Richard Bryant built at Kinloch when he first went there in about 1870.

Before Kinloch - Richard Cogar Bryant in New Zealand (1861-70):

Richard C. Bryant was born in Penzance, Cornwall in 1833. His father was heavily involved in shipping and the boy was sent to sea at the age of 9. By the age of 20, Bryant had qualified as a captain of a sail or steam ship¹.

Richard chose to move to the Australian goldfields in the early 1850s where he spent some time mining before joining the Victorian Water Police in 1858.² With the discovery of gold in Otago in the early 1860s, he moved to Dunedin where he joined the Water Police at Port Chalmers by at least 1862.³ By 1863 Bryant had moved inland to the Wakatipu where he is mentioned as being in charge of the Police Boat in May of that year.⁴ In March 1864 he was named the first Harbour Master at Queenstown.⁵ He married Mary Anne Lyons in November of that year and later the following year resigned from his police and harbour master jobs to mine gold at Tucker Beach on the Shotover.⁶

However, by 1870 Bryant had grown tired of mining and resolved to 'make a home at "The Head"', where he would open a tavern for the growing population.⁷

Sawmilling at the Head of the Lake (1863-1890s):

The forested lakeside between the mouth of the Dart River and the Greenstone had been an area of interest for timber producers since at least 1863 when Messrs James Robertson and Co. applied for a licence 'to erect a 10-horse power saw mill, at the head of the Wakatipu Lake, between the Greenstone and Dart Rivers.'⁸ By late-1868 they were producing enough 'black pine, totara and red birch [assumed to be a misprint of red beech]' to build the PS [Paddle Steamer] Antrim at a registered tonnage of 101.⁹

Five years later a correspondent for the *Otago Witness* described J. W. Robertson & Cos. milling operation at the Head of the Lake¹⁰:

The forest here extends down to the water's edge, and the remains of a defunct steam saw mill are still extant. Messrs J. W. Robertson and Co., of Queenstown, have a tramway here, a little over two miles in length, extending along the skirts of the forest, from which logs are cut for their mill, which is some two miles distant further down the Lake.

¹ McKenzie, Doreen (1973) *Road to Routeburn: The story of Kinloch, Lake Wakatipu*, John McIndoe, pg 17

² *Ibid.*

³ *Otago Daily Times*, Issue 110, 24 March 1862, Page 6

⁴ *Otago Daily Times*, Issue 435, 13 May 1863, Page 4

⁵ *Otago Witness*, Issue 641, 12 March 1864, Page 13

⁶ McKenzie, Doreen (1973) *Road to Routeburn: The story of Kinloch, Lake Wakatipu*, John McIndoe, pg 19

⁷ McKenzie (1973) pg 20

⁸ *Otago Daily Times*, Issue 388, 19 March 1863, Page 4

⁹ *Otago Daily Times*, Issue 2240, 10 April 1869, Page 6

¹⁰ *Otago Witness*, Issue 1183, 1 August 1874, Page 21 (article text rearranged into paragraphs for ease of reading)

The logs, after leaving the Bush, are placed upon a truck, and run by means of a tramway to the Lake, whence they are towed behind their steamer to the saw mill.

...At present everything requires to be boated to the steamer, but that difficulty will shortly be removed, the firm being at present engaged building a jetty and extending the tramway thereto.

...The saw mill is driven by water power and ...is capable of turning out 30,000 feet of timber per week when in full work.

The saw milling industry continued at the Head of Lake until the late-1880s when the first of a series of devastating bush fires wracked the mountainsides of much of the remaining usable timber. This precipitated a steep decline in production and the eventual demise of the saw milling industry here.

The Birth of Kinloch:

The Township of Kinloch was first named and surveyed in 1870. Doreen McKenzie suggests its original intended name was to be Dartmoor, but the original inhabitants objected on the grounds that they didn't want their settlement named after a notorious English prison.¹¹ Richard Cogar Bryant bought land here in 'early 1870'.¹² It is likely that he started building after April of this year, as a *Witness* correspondent¹³ who passed through this area on his way through the mountains to Martins Bay at this time mentioned the saw mills here but made no mention of any settlement (he does not even refer to the area as Kinloch, the name is first used in the New Zealand press in September 1870¹⁴).

Bryant left his family in Queenstown whilst the first buildings were constructed. McKenzie describes the first settlement building thus¹⁵:

Early in 1870 he bought some land where the settlement of Kinloch is today and began working on it, leaving the family in Queenstown until their house was built. Richard noticed fine red beech trees growing to the water's edge and decided that milled timber might not be necessary. The bushy two mile track down the lakeside to the Mill Creek sawmill was narrow and rough and the transport would add to the cost, so instead he felled and trimmed trees, split them into lengths and down the centre. With these slabs he built the back of the house. As he worked, two-men teams began pit-sawing nearby and Richard was able to use this timber for the rest of the building.

There seems to be some debate in the literature as to whether the building work at Kinloch was initially completed in 1868 or 1870. However, the Electoral Rolls for the district have Richard Cogan [sic] Bryant living at Big Beach (Shotover) in 1870-71, but up at Kinloch in 1871-72. This indicates a move to the Kinloch district in about 1870/71, rather than two years earlier. This matches with Doreen McKenzie's description of the Bryant chronology.

Richard set himself up as a hotel-keeper, landlord and postmaster. His customers at the hotel were part of the burgeoning numbers of tourists who were visiting the Head of the Lake, and

¹¹ McKenzie (1973) pg. 21

¹² McKenzie (1973) pg. 20

¹³ Otago Witness , Issue 960, 23 April 1870, Page 8

¹⁴ Southland Times , Issue 1307, 13 September 1870, Page 2

¹⁵ McKenzie (1973) pg. 20

Kinloch in particular, since at least 1874; the *Otago Witness*¹⁶ mentioned that the 'tourists mostly find their way here when they come to admire the Alpine scenery of the Great Dividing Range and Mount Earnslaw'. The same article indicates that a jetty was being built at Kinloch at this time.¹⁷ However, the photograph below (Hocken c/nE1860/42) is labelled by the Hocken Library Archives as having been taken by Burton Brothers in 1873; a jetty is clearly visible in the photograph on the next page (arrowed).



The Head of the Lake taken by Burton Bros. c.1873¹⁸ – the arrow points to the jetty, which is just visible along the water's edge.

In 1874, astronomers that were part of the United States Transit of Venus expedition, stayed at Kinloch Accommodation House while carrying out their observations (the transit of the planet Venus across the solar disk)¹⁹

The extent to which tourists were visiting the region meant that Bryant had to extend his buildings at Kinloch; McKenzie notes:²⁰

Visitors to the region were now numerous. It became apparent to Richard and Mary that a guest house would have a definite place here so Richard hired Messrs Luckie and Fletcher to build two new houses behind their home...

¹⁶ *Otago Witness*, Issue 1183, 1 August 1874, Page 21

¹⁷ *Ibid.*

¹⁸ Hocken Snapshop (10th Jul 2012). Humboldt Range - head of Lake Wakatipu. In Website Hocken Snapshop. Retrieved 20th May 2013 14:07, from <http://hockensnapshop.ac.nz/nodes/view/14269>

¹⁹ Reid, Rebecca (2005) Entry for Kinloch Lodge – Draft QLDC Heritage Register, pg 88

²⁰ McKenzie (1973) pgs. 21-22

They used heart red beech and totara which were bought from the mill at ten shillings a 100 feet. Richard had great faith in Luckie, knowing that anything he built was there to stay. He never used a 2½" nail where a 4" would go and instead of 3x2 timber used 5x2. Iron wasn't even considered for the roof when wood for shingles was so handy and reasonably priced.

A tree no less than four feet in diameter was chosen to make the shingles as only the heart was used. This was first sawn out to a 10" x 4" beam then, with his shingle knife –a blade with a handle fitted at one end- a man would whack his way through block after block. The singles measured roughly 10 x 4 x ¼ inches. The new four-roomed dwelling was named The Dining Room as meals were to be served there with its other three rooms being let to guests. The other house had seven rooms with its shingle roof graded steeply to shed heavy snow falls. The establishment became known as the Glacier Hotel...

McKenzie's comment that Richard and Mary built their two new houses behind their existing home is interesting. The photograph below from the Hocken Collection is of a small timber-framed cottage (or two adjoining buildings) close to the water's edge and with the jetty in the background. The sign above the door seems to say 'Kinloch Accommodation' and this would seem to fit with Mackenzie's statement that Richard and Mary built two new buildings behind their house; one of them being the Kinloch Lodge building. This would put a slightly later date on the lodge of c.1872/3, but certainly it appears in a Transit of Venus expedition picture taken in 1874.



Kinloch, Wakatipu²¹ – this photograph is undated but is likely to date from the early to mid 1870s. The name of the building above the doors indicates that this is the Kinloch Accommodation House.

²¹ Hocken Snapshot (10th Jul 2012). 1533_01_003A.jpg. In Website Hocken Snapshot. Retrieved 20th May 2013 14:08, from <http://hockensnapshot.ac.nz/nodes/view/14261>

By 1877 Kinloch had grown sufficiently for the inhabitants to request for a schoolhouse to be set up for the township.²² However, the Southland Education Board did not grant a schoolhouse to the area until July 1884 when steps were first taken to elect a committee.²³

It is notable that even by the early 1880s Kinloch's importance was beginning to wane. The schoolhouse, only erected in 1884, was moved to the Glenorchy side of the Rees River in 1888.²⁴ As has been mentioned above, the timber industry was decimated by the bush fires which took place in the last 15 years of the 19th century. This along with the failure to substantially settle Martins Bay and Jamestown meant that Kinloch became somewhat a back-water, although tourists still came to the township; the most popular routes were from Glenorchy through to Paradise, which become very popular from the mid-1880s onwards.

The late-19 and early-20th centuries saw not so much a decline in the township, as a stagnation; a 1906 description of the Glacier Hotel buildings as 'lonely and dejected' an indication that there wasn't the business to provide funds to keep the place maintained.²⁵ However, the operation of the TSS Earnslaw from 1912 allowed a higher capacity of visitors to be transported to the head of the Lake. Harry Bryant, one of Richard's sons, purchased a car in 1929 to keep at Kinloch to transport walkers up the Routeburn Road; this was replaced in the 1940s by 3 open-topped buses.²⁶ The opening of the Queenstown-Glenorchy Road in 1969/70 saw the end of routine visits by the Earnslaw to the Head of the Lake and a final decline in tourist numbers to Kinloch.²⁷

When the township of Kinloch was the subject of a detailed topographic survey in 1964 (See LINZ SO 13484), only 3 houses, and old stable, a garage and a small number of 'cribs' were identified; this is of a township with upwards of 15 named streets originally surveyed in 1870.

Richard Cogar Bryant died on the 24th January 1910, aged 87 years. Although the story of Kinloch neither began nor ended with him, his tenure at the Glacier Hotel very much defined the small settlement then, just as the presence of tourists at the Kinloch Lodge and attached YHA defines the settlement today.

The History of Shipping on the Lake and Development of the Jetty²⁸:

F.W.G Miller sums up the importance of shipping to Lake Wakatipu in the first chapter of his book, "Golden days of Lake Country"²⁹, *'When Donald Hay steered his little korari raft, with a single blanket for a sail, up the Wakatipu Lake in 1859, he wrote the first page in the history of the most historic lake in New Zealand – the Wakatipu Lake that dominates the widespread area to-day known as Lake County..... [He] had no reason then to suspect that within a few years these lonely reaches would be dotted with all kinds of craft from whaleboats to scows, schooners and steamers.'*

Miller³⁰ goes on to describe how since those early days the lake has had a continuous history of shipping. He tells how William Rees, the town's renowned pioneer, realised the

²² Otago Witness , Issue 1353, 3 November 1877, Page 11

²³ Southland Times , Issue 4972, 5 July 1884, Page 2

²⁴ <http://www.glenorchycommunity.co.nz/glenorchy-school/> - consulted 29th April 2013

²⁵ McKenzie (1973) pg. 67

²⁶ Reid, Rebecca (2005), pg. 89

²⁷ *Ibid.*

²⁸ Partly from 'The Boatshed, Slipway & old Ticket Office, Frankton', Conservation Plan, Jackie Gillies + Associates (February 2011)

²⁹ FWG Miller (Whitcombe and Tombs Limited, 1962), Golden days of Lake County, Chapter 1

³⁰ *Ibid*

importance of organised lake transportation from his earliest arrival at the site of what would become Queenstown, 'William Rees..... realised at once that a boat for the transportation of stores was one of his most urgent requirements, and he had a whale-boat brought overland from Invercargill. This later carried stores and gold for the miners and to meet his own needs a second boat would be necessary. Before the end of 1862 he had launched *The Lady of the Lake* which on its first trip down to Kingston carried about thirty bales of wool and 200 ounces of gold.' His first boat had however carried miners and supplies for the Shotover River rush earlier in 1862 and transported back the 25,000 ounces of gold initially found.

The first of the small steamers on the lake was the Nugget, which had once worked at Otago Harbour, but by 1863 the ship run aground on Boyes' Flat, near Wye Creek and was therefore out of commission. There were quite a few other smaller craft during the later 1860s, but it wasn't until the very end of the decade that the era of lake transportation began.

On 26th October 1868, the wooden paddle steamer Antrim was launched having been built at the Kinloch sawmill site by the Lake Wakatipu Shipping Company. The Antrim was to become one of the most well-known and successful ships on the lake and was built by Robertson & Company (J. W. Robertson was the major of Queenstown when the first Municipal Council was formed in 1866). The Wakatipu Steam Ship Company that owned the Antrim, also later owned the Mountaineer and the Ben Lomond, two other well-known lake ships; the Mountaineer was also a paddle steamer, whilst the Ben Lomond was a twin screw steamer. The Mountaineer was launched at Kingston on 11th February 1879 and worked the Kingston to Queenstown run until 1932.

The Antrim was however the first steamer to be built on the lake and was designed, by Mr. J Turner (an English naval architect living in the district) to carry cargo and a limited number of passengers. She was built for Messrs. J. W. Robertson and Company by two local shipwrights, Thomas Luckie (it is quite likely that this is the same Luckie that built the Lodge for the Bryants) and his mate, from timber sourced at the Greenstone Sawmill near Kinloch (also owned by Messrs. Robertson)³¹. Construction of the vessel was started in March 1868 and she was launched on 28th October of that year from the sawmill. She was taken to Queenstown, where her engines and boiler were fitted and her decking laid, before making her maiden voyage by steam on New Year's Day 1869.

The Antrim was used for transportation of cargo and sailed the route between Kingston and Queenstown. It was her success that lead to the development of the Robertson's wharf and buildings at Beach Street in Queenstown. Meyer explains 'Before many lakeside settlers had wharves built it was common practice to take the vessel as close inshore to the finer shingle beach as possible and then place a few planks between the steamer and dry land to get people and goods ashore. The increased traffic when the Antrim was placed in service led to the erection of landing sheds and stores at Kingston and Queenstown and to the building of a new jetty at Queenstown by 1871'.³² It was around this time that the jetty at Kinloch was built.

In the last couple of decades of the 19th century and the early years of the 20th century, it was the Mountaineer that was most associated with the Kinloch jetty. Between them, the Company's three steamers working from Queenstown, not only served the main routes to Kingston, Frankton and the Head of the Lake, but also called at many stopping places in-

³¹ R. J. Meyer (New Zealand Railways and Locomotive Society, 2nd Edition, Wellington, 1980) All Aboard – The ships and trains that served Lake Wakatipu.

³² Ibid, pages 21/22

between – Greenstone, Pig and Pigeon Islands, Mount Nicholas, Elfin Bay, Mount Creighton, Walter Peak, Cecil Peak and Half Way Bay³³. They carried cargo and passengers and it was the success of this lake transportation that fuelled the tourism industry for the Bryant family at Kinloch. Indeed, the 1894/5 edition of Wise's Directory gives R. C. Bryant as being the Lake Wakatipu Steam Shipping Company's agent at Kinloch³⁴.

The Lake Wakatipu Steam Ship Company was formed in 1885 under the directorship of Edward Wing and the company prospered for many years. However, by 1900, people had begun to express dissatisfaction with the service provided by the Steam Ship Company and the government decided to step in. Captain Post was sent to Queenstown to make an offer for the business and assets of the company. When this was refused, an ultimatum was issued; either the company would sell-out to the government or the government would run a new service on the lake and put the Steam Ship Company out of business. In 1902, the company sold up to the government for \$15,000 and in November 1912, the government launched the T.S.S. Earnslaw on the lake. The steamer service was run by the New Zealand Railways Department and the Earnslaw ran a successful service to the jetty at Kinloch for many years.

The first known photograph of the Kinloch jetty is the picture above taken by Burton Bros. c.1873, however it is very distant and can be better seen in the 1874 photograph of the Kinloch Accommodation House (above). The following photographs give an indication of its later development.



A crop of a photograph³⁵ taken in January 1883 of the Mountaineer at Kinloch Jetty. The jetty appears to be comprise a plain, rectangular deck, without railings, supported on 3 rows of single piles and a double row closest to the ship.

³³ Ibid, page 65

³⁴ Wise's New Zealand Post Office Directory 1894-5

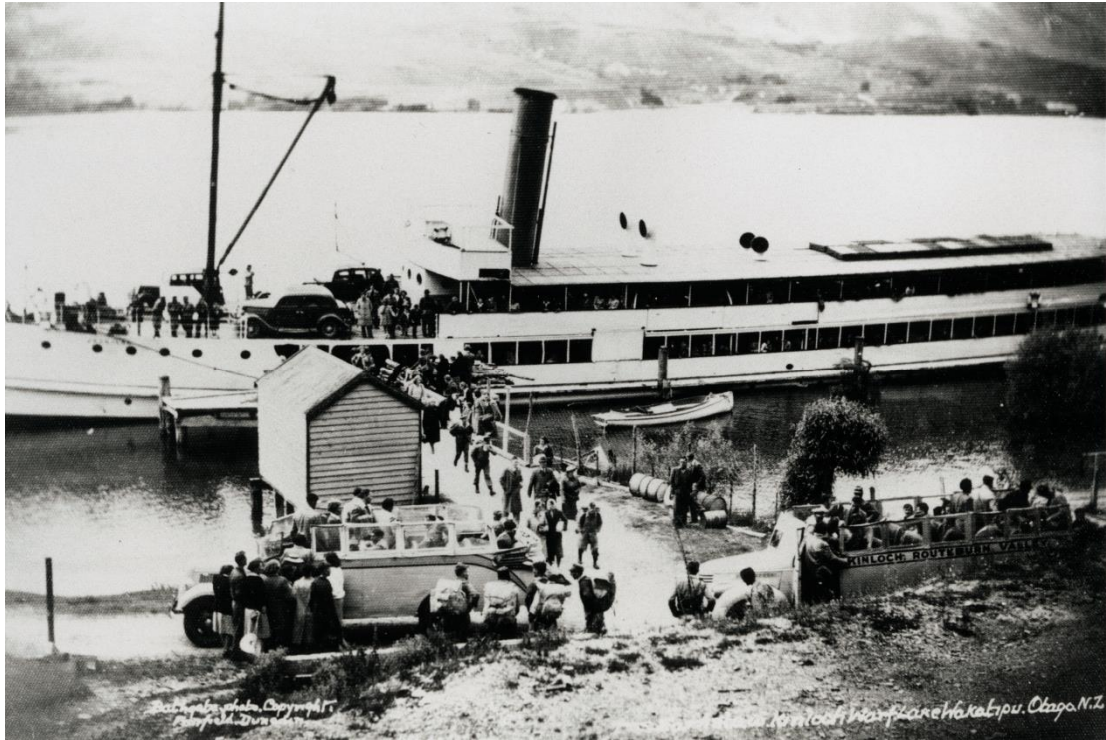
³⁵ [collections.tepapa.govt.nz ObjectLightbox.aspx oid 18008 irn 303692](https://collections.tepapa.govt.nz/ObjectLightbox.aspx?oid=18008&irn=303692)



This very poor quality photograph appeared in the Otago Witness on 27th April 1904. The wharf building is clearly evident (ref: Kinloch, Otago Witness Photograph OW-1904-04-27).



An un-dated photograph of the Antrim pile-driving at the jetty with the wharf building clearly visible. Single rows of piles can be seen followed by two rows of double piles where the jetty has been extended out into the bay. The shape of the jetty closest to the ship has also changed (S13-090e Hocken Collections Claude Burgess coll. neg. P00-025-080).



The Earnslaw at Kinloch (photograph un-dated, but the open-topped vehicles probably give a date in the 1920/30s). The wharf building is present and there are what appear to be steel girders for fence posts (S13-090c Hocken Collections/c/nE2129/35).



The Mountaineer at the jetty with the wharf building missing, but the deck closest to the shore is much wider than exists today. The photograph is un-dated but the Mountaineer was withdrawn from service in 1932 to become a house boat (S13-090a Hocken Collections, Wakatipu steamers & launches, "Mountaineer" at Kinloch, Album 57 p.13, Neg E531/9).



The northside of the jetty today; the post in the foreground indicates its former width with the gap between it and the people being where the wharf building once stood (it is now on the shore adjacent). Truncated posts sticking up just above lake level appear to be the remains of the first jetty on the site.



The southside of the jetty today – the end furthest from the shore is T-shaped. Truncated piles can be seen rising through the surface of the lake as the water level is low.



The remains of doubled-up piles probably dating to the first jetty of c.1873.



The wharf building with former opening blocked-up where the kayaks are and a new opening/sliding door in the west elevation.

In summary, the first jetty on the site (whose remains can still be seen in the water) dated from c. 1873 and remained in service until at least the mid 1880s. The second (present) jetty dates from at least 1904 (probably the 1890s) and has undergone various alterations during the 20th century.

LANDSCAPE SUMMARY

The lodge and jetty make a very substantial contribution to the landscape at Kinloch and to the wider area of the head of the lake. The lodge nestles into the forest above the Kinloch Road and there is a spatial quality to its setting that should not be interfered with or damaged by new development. Both structures are landmarks for crafts on the lake and observers from the opposite shore. The setting of the jetty on the shore of the lake has a romantic and picturesque quality that needs to be protected for public enjoyment and the appreciation of how the landscape at the head of the lake has been changed by the early settlers and the development of tourism in the District.

SOURCES

Historic photographs of the jetty and ships are courtesy of Hocken Collection, Uare Taoka o Hakena, University of Otago.

McKenzie, Doreen (1973) *Road to Routeburn: The story of Kinloch, Lake Wakatipu*, John McIndoe

Reid, Rebecca (2005) Entry for Kinloch Lodge – Draft QLDC Heritage Register, pg 88

Otago Daily Times , Issue 110, 24 March 1862

Otago Daily Times , Issue 388, 19 March 1863

Otago Daily Times , Issue 435, 13 May 1863

Otago Daily Times , Issue 2240, 10 April 1869

Otago Witness , Issue 641, 12 March 1864

Otago Witness , Issue 960, 23 April 1870

Otago Witness , Issue 1183, 1 August 1874

Otago Witness , Issue 1353, 3 November 1877

Southland Times , Issue 1307, 13 September 1870

Southland Times , Issue 4972, 5 July 1884

Glenorchy School History – Sourced from <http://www.glenorchycommunity.co.nz/glenorchy-school/> - consulted 29th April 2013

NZ Electoral Rolls – Sourced from www.ancestry.com.au – consulted 29th April 2013

The Boatshed, Slipway & old Ticket Office, Frankton', Conservation Plan, Jackie Gillies + Associates (February 2011)

FILE NOTES

N/A

ADDITIONAL REFERENCES ATTACHED

None

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Robin Miller

DATE TAKEN: May 2013

Appendix 3

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER:

NAME: Miller's Flat church

LOCATION: Roman's Lane, Arrowtown

GPS Point: 44°56'19 S 168°50'05 E

Constructed: 1871

Building Type/Use: Small timber church

Materials: Timber & corrugated steel

Style: Colonial

Architect: None

Builder: Not known

NZHPT Register: N/A

Valuation number: 2918217100

Legal Description: Part Section 3 Block X
Town of Arrowtown

Condition: Good

Heritage Assessment	
Historic and Social Value -	High
Cultural and Spiritual Value -	High
Architectural Value -	Moderate
Townscape/Contextual Value -	Moderate
Rarity and Representative Value -	Moderate
Technological Value -	Moderate
Archaeological Value -	Low
Overall Heritage Value -	Moderate

DISTRICT PLAN STATUS

This structure is a Category 3 item

SUMMARY OF SIGNIFICANCE

Historic and Social

The church dates from 1871 and is therefore a relatively early building for the District. It has a fascinating history of relocation and reuse (it is now on its fourth site) and has connections with many early and longstanding families in the area.

Cultural and Spiritual

The building is a symbol of the early Free Church settlers who brought their spiritual beliefs and practices from Scotland to Otago. It is also associated with the religious worship of early families in the Speargrass Flat area of the District and later with the Sunday School and hall activities of St. John's at Arrowtown.

Architectural

The building has value for the traditional, simple design and functional form associated with early religious buildings of this nature, including the plain, gabled roof, the square-headed sash windows and the primary, single-cell space.

Townscape and Contextual

Reocated adjacent to the Arrowtown Cottages and with a frontage to Roman's Lane, the style of the building is in keeping with the low key and historic nature of this part of Arrowtown. It is important however that it is recognised as a recent addition.

Rarity and Representative

In terms of the Western cultural heritage conservation good practice, the uprooting of historic buildings from their original site is generally frowned upon and should only be undertaken as a last resort. However, in New Zealand the concept of relocation and reuse is more widely accepted. In the case of the Miller's Flat church the multiple relocation of the building is indicative of the esteem in which it has been held by the local church community for well over 100 years and the building is representative as an example of the shift in cultural heritage traditions that can be found in this country.

Historic buildings of this type and age are also a diminishing resource in the District and such structures therefore have increasing rarity value.

Technological

The church has some technological value for its early design and the traditional materials that remain.

Archaeological

Given that it has been divorced from its original site, the building itself is considered to have low archaeological value, although more generally the area around it is likely to have high archaeological significance.

DESCRIPTION

The subject building is a simple gable-fronted timber-frame church with projecting porch. Internally, it is a three-bay single-cell space, clad in painted shiplap weatherboards, with a pitched corrugated iron roof (when built). Window openings are square-headed throughout and retain original multi pane sliding sash windows and original glass panes.

The church was moved in 2011 from St. John's, Arrowtown to its present location and was repaired and refurbished at that time. Works included reinstatement of one gable end wall (with new wall framing, internal linings, door and weatherboards), the closing up of an existing glass door (not original) in the west wall and the reinstatement of a window in its place, and the construction of a new north gable extension to provide a kitchenette and WC.

The church was originally constructed at Miller's Flat beneath Coronet peak. The first congregation was derived from members of the Free Church of Scotland. This congregation included the Matheson family, who were amongst some of the first farmers to settle in this part of the District and who originated from the Isle of Skye, where the Free Church ('free' from state interference) had been denied the right to purchase land upon which to build a church.¹ The style of the church is indicative of its Scottish evangelical/Presbyterian origins; it is simple in design and form, has plain detailing of elements such as windows (functional square-headed sashes) and minimal decorative features.

HISTORY

The following is largely based upon information in 'Mountain Parish 1869-1990'².

On 5th March 1870, the residents of Miller's Flat (below Coronet Peak) held a meeting to find a site for the erection of a church and local residents, Lewis Miller, Murdock Matheson, William Scott, James Hamilton, Charles Skelton, Roderick Matheson and Peter Hansen were tasked with purchasing land and building a church. Later that year, in October, this committee chose an acre site belonging to John Scott and another 12 months after that the church was officially opened by a tea meeting on 9th October 1871. This celebration was recorded in the Lake Wakatip Mail. The church cost £143 to build.

Initially, Sunday services alternated between Miller's Flat and Frankton, but even by 1886 the number of services had been reduced to once a month due to families moving from the area due to the difficult financial climate of the time. It wasn't until 1950 however that the population shift became so acute that services terminated completely and the church was relocated by November of that year, to a second site that formed part of the Thurlby Domain farm at Speargrass Flat.

Many local families attended the services at this new location, including family names such as Little, Brown, Reid, Gordon, Allan, Grant, Clingin, Dennison and Hansen, but social

¹ DG & JS Jardine (1990), p.68

² DG & JS Jardine (1990), p.68-71

circumstances were to change again in the second half of the 1950s. The congregation became depleted once again and the last service at Speargrass Flat was held on 18th August 1957.

A new lease of life began for the church on 2nd September 1959, when it was gifted to the Arrowtown parish and the church was moved (using a truck provided by Willis Shaw³) to St. John's, Arrowtown to be used as a Sunday School and Church Hall. At this time, the front wall was removed along with a portion of the NE wall of St. John's Vestry and both were joined together. One window to the northwest elevation was also removed and a door inserted in its place. The original porch was taken off and sat in the grounds of the Church for use as a garden shed.

In 2010, a new hall and meeting rooms were constructed at St. John's and the former Miller's Flat church moved once again – this time to its present location at Roman's Lane, where it has been repaired and is currently in use as offices.

LANDSCAPE SUMMARY

The church is now located at the rear of the 'Arrowtown Cottages' Heritage Precinct on Berkshire street. It has some landscape/contextual value, particularly in terms of the views along Roman's Lane, although it should be recognised as a recently introduced historic building.

SOURCES

Mountain Parish 1869-1990, DG & JS Jardine 1990, SN Brown and Taieri Print, Mosgiel

St. John's Presbyterian church, updated conservation report (May 2008), Jackie Gillies + Associates

Lakes District Museum

FILE NOTES

N/A

³ DG & JS Jardine (1990), p.96

ADDITIONAL REFERENCES ATTACHED

Two photographs showing Miller's Flat church being moved from Spearglass Flat to St. John's, Arrowtown in 1959 – photographs courtesy of Lakes District Museum (EL5637 & EL5638).





Miller's Flat church in use as a Sunday School and Hall at St. John's, Arrowtown – photograph taken by Jackie Gillies + Associates 2008.



On the move again – Miller's Flat church on the way to the Roman's Lane site – photograph taken by Jackie Gillies + Associates June 2010.

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Robin Miller

DATE TAKEN: April 2013

Appendix 3

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER: 408



Image courtesy of Queenstown Lakes District Council

NAME: The Kingston Flyer – 2 engines and 7 carriages located in the vicinity of Kingston Railway Station and the railway station itself

LOCATION: Railway station and depot located close to the junctions of Kent Street and Somerset Street

GPS Point: 45°19'53" S 168°42'46" E

Constructed: Engines built in 1925 and 1927 and put into service in Kingston in 1971. Carriages of various dates of construction between c.1900 and 1923. Station erected 1973

Type/Use: Vintage steam train

Builders: Engines - Addington Railway Workshop, Christchurch and Hillside Railway Workshop, Dunedin

NZHPT Register: N/A

Heritage Assessment

Historic and Social Value -	High
Cultural and Spiritual Value -	Medium
Architectural Value -	Medium
Townscape/Contextual Value -	High
Rarity and Representative Value -	High
Technological Value -	Medium
Archaeological Value -	N/A
Overall Heritage Value - High	

Valuation numbers: 2913104205
2913109901

Legal Description: N/A

Condition: Uninspected, but generally the engines and carriages are in deteriorating condition and require repair and maintenance. The station is also in need of repair and maintenance.

DISTRICT PLAN STATUS

The current entry in the District plan describes the Kingston Flyer as “Engines (2) and carriages (4), located in the vicinity of the Kingston railway, including the Kingston Railway Station. The latter is assumed to relate to the station building and its platform as other elements are listed separately – Item no. 406 ‘Railway turntable and water tank’, item no. 407 ‘The railway from Kingston to Fairlight (up to the QLDC District boundary)’ and item 409 ‘Water weir.....etc’. At present the Kingston Flyer and railway station are registered as **Category 1** items.

The outcome of this assessment is that the train and the Kingston station building/platform (see below) are considered to be Category 2 items. Their heritage value is considered to be as a ‘set’. The parts of the train to be included in the District Plan should be the two engines (Abs 779 & 795) and the seven timber-clad carriages (A 595, A 950, A1255, A1132, A1521, A 1518 & AF 1172). The reason for their Category 2 status is that they are considered to warrant permanent preservation because of their significance to the District in terms of tourism and the high esteem in which they are held locally. However, as a train set assembled in the early 1970s and brought to the site from elsewhere, they are considered to lack the high degree of historical **authenticity** expected of a Category 1 item. They all originate outside of the District and a considerable part of their history has taken place elsewhere in the country. As a comparison, the TSS Earnslaw was built in the early 19th century specifically for operation on Lake Wakatipu, has operated as a passenger/tourist service on the lake ever since and is (probably) the only commercial passenger/tourist-carrying coal-fired steamship in the southern hemisphere. It is classed as a Category 1 item in the District Plan and this is considered to be representative of its ‘heritage’ authenticity.

It is arguable that the A 595 Gallery (birdcage) car, in its own right, is a Category 1 item as it is understood to be the sole survivor of this type of carriage and only 5 were ever built (1899–1900). However, its underframe has been replaced and, like the remainder of the train, its historical authenticity within the District Plan is affected by its association with the District being only relatively recent. Carriage A1132 has an interesting history of use (Vice Regal/ministerial use), but the embellishments associated with these uses are believed to have been removed and, before becoming part of the ‘Kingston Flyer’ as a refreshment car, it is thought to have been converted/modified to a suburban car; accordingly, it is not considered to have the same authenticity and status as A 595.

Carriage AK1959 (located on Huntingdon Street) is a relatively modern, steel clad carriage and, as such, is not considered to have the heritage values of the timber clad carriages. It is considered appropriate for it to be excluded from the District Plan Inventory, along with the other rolling stock on-site.

The Station building is believed to have been erected on the site in about 1973 and its heritage value is derived from its connection with the train. If it were to be considered on its own merit only, it would not have sufficient heritage value to be listed in the District Plan as a heritage item in our opinion; it has been relocated and modified or is made up from new as

a mixture of new and salvaged elements and materials. It is not the original 19th century station.

In conclusion, these items are considered to have the following District Plan status:

Train and station as a 'set' Category 2

Carriage A 595 in isolation Category 2

Station in isolation No status

SUMMARY OF SIGNIFICANCE

Historic and Social

The Kingston Flyer is representative of the railway and the first 'flyer'. The railway was instrumental to the development of the town from the late 1870s and to local transportation and shipping on the lake. At one time, there were railway cottages and other associated buildings close to the railway depot and wharf, but these have now been lost and the 'Kingston Flyer' is a tangible link with the town's past as a trading post.

The Kingston Flyer is generally held in high esteem locally and is important as a tourist attraction. It is considered to have particularly high social value locally.

Cultural and Spiritual

The Kingston Flyer has some cultural value as a representation of an earlier way of life for the town when it was the end of the line and was a crucial outpost in the trade between Dunedin/Invercargill and the Wakatipu Basin. However, this is tempered by the fact that the Kingston Flyer of today is not the original train. Culturally, it may also be considered to have some significance in the District as a tourist attraction – tourism being a particular characteristic of the District's development and prosperity.

Architectural

The train and station appear to remain reasonable intact and true to their early 1970s origins. Some alterations and additions have been made, but these are largely in keeping with the intended character of the picture-book 'Kingston Flyer'. The items are considered to have architectural/artistic value and to add significantly to the general character of the town. Their loss would significantly diminish the 'heritage' character of the immediate area.

Townscape and Contextual

The Kingston Flyer plays an essential role in defining this part of the town and the wider railway reserve area up to the QLDC District boundary. It is of significant visual interest and amenity.

Rarity/scarcity and Representative

The greatest rarity value is attached to the Gallery (birdcage) carriage A 595. This is one of only 5 such carriages ever built (between 1899 and 1900) and is now the only surviving carriage of this type. It therefore has high (if not exceptional) rarity value.

The 2 AB locomotives have medium rarity value as, although once very common, their numbers have substantially diminished. They do survive elsewhere in the country and the New Zealand Rolling Stock Register records 8 in total (including the 2 Kingston Flyer locomotives). Their black livery is representative of the 1920s period when they were both constructed.

There are also surviving carriages similar to those that make up the remainder of the train, but again these are a diminishing heritage resource and are considered to have medium scarcity value. The green livery is representative of the 'Pullman' style of the 1920s and 1930s.

Technological

The two Abs are examples of New Zealand's most common steam engine, which were designed and built in the country. Accordingly they are considered to have medium technological value.

The Gallery (birdcage) carriage A 595 is considered to have high technological value as the survivor of only 5 carriages of this type ever built.

Archaeological

Not applicable to the train and station themselves (but archaeology should be considered in connection with elements of the pre-1900 railway and station).

DESCRIPTION

The Kingston Flyer is a vintage steam train of historic elements assembled together in 1971. At the time of the recent visit to Kingston, the following elements were identified in the fenced and locked station depot (no access inside the fenced area was possible) – brief information on each taken from the New Zealand Rolling Stock Register¹ has been added:

- AB 778 locomotive engine (black) no. 235-1925 – photo 1
Builder was NZR Addington; built 1925; in service with NZR 1925 - 1969
- AB 795 locomotive engine (black) no. 252-1927 – photo 2
Builder was NZR Hillside; built 1927 as WAB 795 and in service with NZR until 1947; converted to AB 795 in 1947 and remained in service to NZR until 1970
- A 595 "birdcage" gallery carriage (green) – photo 3
Builder was NZR Addington; built 1900
- A 950 carriage (green) – photo 4
Built 1906 as A 950 and in service as a passenger car until 1943; thereafter became a caravan (AF 950); frame AF 1173 fitted in 1971
- A 1255 carriage (green) – photo 6
Builder was NZR Addington (in 1913)
- A 1132 carriage (green) – photo 7
Builder was NZR Petone 1909; 1919 - 1932 1st class car; 1932 - 1935 Vice Regal car; 1935 - 1938 Ministerial car; 1938 - 1950 2nd class car; 1950 - 1969 Suburban car 1969 - 1971 NZR. Addington
- A 1521 carriage (green) – photo 8
Builder was NZR Addington (in 1923)
- A 1518 carriage (green) – photo 6
Builder was NZR Hillside (in 1923)

¹ <http://www.nzrsr.co.nz/>

Furthermore, the following elements were located in the railway shed at the wharf and on a section at Huntingdon Street (with information from the New Zealand Rolling Stock Register):

- AF 1172 coach (green) – photo 5
Originally A 1172 and built by NZR Addington in 1911; 1945 - 1974 Carvan - Af 1172
- AK 1959 coach (green) – photo 9 (Huntingdon Street)
Builder was NZR Addington (in 1939); noted by NZRSR to be part of Mainline Steam

It is reported online that “An eighth carriage was added by Tranz Rail in 1999. 56' steel-panelled passenger carriage A 1958 (TMS A 56595), a former mainline passenger carriage, was transferred from the Tranz Scenic carriage pool to the Kingston Flyer to bolster capacity. This was the only new rolling stock to be added to the fleet since 1971 when the Flyer began running, and is the most modern carriage in the fleet although it is out of place with the other carriages.”² A carriage with the identification of A1958 was not located on site, but AK 1959 was found – neither carriage is considered worthy of heritage protection in the District Plan.

Within the station depot, there was a diesel locomotive, TR 350, which according to the New Zealand Rolling Stock Register was built by A & G Price and which has been used for shunting purposes (photo 10). Close to the engine shed near the wharf, there was a variety of freight rolling stock, which was photographed and recorded, but which has not been included in this heritage assessment.

The two locomotives are Pacific Class Abs; this class of engine was first designed in 1915 and is said to be New Zealand's most famous (and once common) type of locomotive. The Abs were the first in the world to develop one horse power for every pound of engine weight³. The Abs are known as 4-6-2 locomotives due to the arrangement of the wheels – 4 at the front, 6 drive wheels and 2 under the driver's cab – and the black livery is typical of the 1920s period⁴.

The 1971 Flyer had 7 cars, all of New Zealand Railways 'Pullman' livery; green elevations, white roofs, gold detailing and black underframes and running gear. The 7 cars comprised a 'birdcage' car, 3 passenger cars, a refreshments car and 2 guard/passenger cars, in all providing seating for 165 passengers⁵. Of these, the birdcage car is unique to New Zealand and was designed as a colonial version of the commonly-found side corridor and compartment passenger cars of Britain and Europe⁶. The day cars are typical of the Second Class South Island passenger cars of the 1920s and 1930s.

Information relating to the heritage values of the Kingston Flyer and obtained from the Rail Heritage Trust of New Zealand records that:

1. Gallery (birdcage) carriage A 595 is one of only 5 such carriages ever built. It is now the only surviving carriage of this type. Of the 5 carriages, 2 were built at Addington in 1900 and the other 3 were built at Hillside Workshops between 1899 & 1900. A 595 was built at the former and put into service in Christchurch⁷. It was fitted with the underframe from A 1549 in December 1971.
2. Carriage A 1132 has a unique history of use, including as a Vice Regal car and Ministerial car.

² http://en.wikipedia.org/wiki/Kingston_Flyer

³ Brailsford B & Mitchell D, *The Kingston Flyer – a traveller's companion*, Footprint Press (Christchurch), 1986 page 3

⁴ Ibid

⁵ Ibid pages 4-5

⁶ Ibid page 6

⁷ Miller FWG, *The Story of the Kingston Flyer*, Invercargill, Whitcoulls, 1975, page 28

3. The two AB locomotives were once common and several survivors remain today elsewhere in New Zealand.
4. There are many surviving carriages similar to those that make up the remaining carriages to the train.

It is reported online⁸ that AB 795 once pulled the Royal train, but this has not been confirmed and is considered unsubstantiated by the Rail Heritage Trust of New Zealand⁹.

The station building is of vintage 'Troup'-style¹⁰ (photo 11). Typical architectural features include the Marseille tile clad roof and crested ridge, timber-framed roof gables with finials (now missing), corbelled eaves, painted rusticated weatherboards, 9-light windows and the panelled door. The building was locked at the time of inspection and the interior could not be viewed, but it appears to comprise a mix of new and old materials/construction. Reference to the book "Down at the Station"¹¹ indicates that it was a new 'vintage' station with Troup mannerisms erected on the site in 1973, whilst information received from the Rail Heritage Trust of New Zealand suggests that it was originally part of Riversdale Station¹² (built 1908), which was demolished in 1973.

A large extension of no heritage value has been added on the wharf side of the 1973 station. It contains some old windows/glass, which appear to have been salvaged from another building. Reference to QLDC edocs indicates that an application for a 'temporary tavern' was made in 1986 to adjoin the 1973 station building. Reference is made in the records to a fire on the site and the granting of permission for a tavern building in 1988.

HISTORY

The original 'Kingston Flyer'

The Southland Times¹³ described the opening of the Bluff – Kingston railway on the 10th July 1878 saying ***"About 15 years ago certain enterprising spirits projected a line of railway to unite the Bluff with the great gold yielding districts of the interior ranges. After many ebbs and flows in its tide of progress, this work, great certainly in the lapse of time taken to carry it through, and great it will undoubtedly be in its results on the prosperity of this southern country, was formally opened yesterday. The event was celebrated by a free trip from Invercargill to the Lake, and also by an entertainment given by Messrs Topham and Angus, the contractors for the last section of the line."***

⁸ http://en.wikipedia.org/wiki/Kingston_Flyer

⁹ Personal communication with the Rail Heritage Trust of New Zealand August 2014

¹⁰ The history of station building in New Zealand can be split into three periods:

Pre-Vogel period 1863 – 1871 (no stations from this time survive)

Vogel period 1872 – 1903

Troup period 1904 – 1945

The Vogel period is named after Julius Vogel, Colonial Treasurer and the 8th Premier of New Zealand, who was responsible for a great public works programme in the country involving roads, railways and other communications. George Alexander Troup started his architectural career as a draughtsman with the Dunedin district engineer's office of the New Zealand Railways. He progressed through the company and was promoted to officer in charge of the architectural division in 1919. He was involved in many major railway projects, planned new stations at Oamaru and Wanganui and designed Dunedin Railway Station. SEE OVER.

Stations were constructed according to a series of standard designs within the Vogel and Troup periods.

¹¹ Mahoney JD, Down at the station – a study of the New Zealand Railway Station, Dunmore Press, Palmerston North, 1987 page 167

¹² Personal communication with the Rail Heritage Trust of New Zealand August 2014

¹³ OPENING OF THE BLUFF AND KINGSTON (LAKE WAKATIPU) RAILWAY. Southland Times , Issue 3145, 11 July 1878, Page 2

Dunedin merchants quickly realised that Southland was gaining a trade monopoly with the Wakatipu and formed a company, known as the Waimea Plains Railway Company Ltd, to construct a line between Gore and Lumsden to reduce the distance between Dunedin and the Lake. This was completed on 24th May 1880. Not long after, a dispute arose when the Government decided to reduce services on the Invercargill – Kingston line and many felt Dunedin had been given the upper hand in the competition for trade with the Wakatipu Basin.

The Government took over the Waimea Plains line in November 1886 and the name of the “Kingston Flyer” originated shortly after that due to the speed of the small Yankee “K” Class locomotives on the line which usually operated on the Waimea Plains with 3 or 4 cars and a van¹⁴. Miller makes it clear that the original ‘Kingston Flyer’ name was associated with the former trains that ran between Gore, across the Waimea Plains, to Lumsden and Kingston and has been inherited by the excursion train that operated between Lumsden or Fairlight and Kingston in the last 40 years or so¹⁵.

The ‘Flyer’ ran between Kingston and Gore on Mondays, Wednesdays and Fridays and then Kingston and Invercargill on Tuesdays and Thursdays. The train also provided a passenger service between Dunedin and Kingston in holiday periods connecting with the shipping services on Lake Wakatipu and so providing a tourist route through to Queenstown. The construction of a road between Kingston and Queenstown in the 1930s (sealed in the 1960s) resulted in the service being replaced by buses and the operation of the train fell into decline during the 1950s; the final ‘Kingston Flyer’ run took place in the Easter holiday of 1957, although trains continued to run on the Waimea Plains until 31st March 1971.¹⁶

The ‘Kingston Flyer’ today

In 1970 the Kingston line was threatened with closure, but returning back to Wellington after hearing local representations, Peter Gordon and Ivan Thomas, the Head of Railways, struck on an idea to create a new freight/passenger/tourist line based upon a heritage service. The ‘new’ Kingston Flyer was born and comprised two Abs from Lyttelton, together with a variety of ‘heritage’ carriages, all of which were repaired and refurbished. The Flyer became a popular attraction during the 1970, but again had succumbed to problems by 1979, when the train was moved to Bluff. Unfortunately it did not prosper there either and the viability of the tourist service in Bluff was in doubt by 1982.

A consortium (Kingston Flyer Ltd) was successful in relocating the train back to Kingston, but by this time the track had fallen into disrepair and a number of the bridges were considered unsafe; instead of running between Garston and Kingston, the operating line was reduced to between Fairlight and Kingston.

LANDSCAPE SUMMARY

As an operating steam train, the ‘Kingston Flyer’ is considered to have landscape value both as a reminder of the trains that have been seen regularly operating in this area since the late 1870s and for the connection that it maintains with human changes to the landscape (bridges, embankments, tracks, etc) during that time.

¹⁴ Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 11

¹⁵ Ibid

¹⁶ <http://www.kingstonflyer.co.nz/our-story.html>

SOURCES

Miller FWG, *The Story of the Kingston Flyer*, Invercargill, Whitcoulls, 1975

Brailsford B & Mitchell D, *The Kingston Flyer – a traveller's companion*, Footprint Press (Christchurch), 1986

Mahoney JD, *Down at the station – a study of the New Zealand Railway Station*, Dunmore Press, Palmerston North, 1987

FILE NOTES

The existing District Plan description records the train as being 2 engines and 4 carriages. As far as it has been possible to determine to date, the early 1970s train was originally 2 engines and 7 (wood clad) carriages with an additional steel clad carriage being added in the late 1990s.

ADDITIONAL REFERENCES ATTACHED



Photo 1 AB 778 locomotive



Photo 2 AB 795 locomotive



Photo 3 A 595 'Birdcage' gallery coach (on right)



Photo 4 A 950 coach



Photo 5 AF 1172 coach



Photo 6 Behind the water tower, A 1255 coach on the left and A1518 on the right



Photo 7 A 1132 coach



Photo 8 A 1521 coach (centre)



Photo 9 AK 1959 coach (standing on a section opposite 23 Huntingdon Street)



Photo 10 TR 350 diesel locomotive



Photo 11 The 1973 Kingston Station building is on the left of the photograph and has the Marseille tile roof. The building adjoining on the right is a later addition.



Photo 12 The train at Kingston station c.1926. The original station building is on the left near the rear of the train and is very different to the building that exists on the platform today. (Photograph courtesy of the Alexander Turnbull Library)

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Robin Miller

DATE TAKEN: August 2014

Search results from New Zealand Rolling Stock Register <http://www.nzrsr.co.nz> for engines/carriages associated with the 'Kingston Flyer'



Register Search Results

Search For:

» In:

All Fields

Order By:

Class

» In:

Ascending Order

Search Now

Help


Your search for "kingston flyer" in "All Fields" has returned 28 results.

Hits on your search are highlighted in yellow in the table below.

Listed Under	Class	No.	TMS Class	No.	TMS Name	Sub-Class	Wheel Arr.	Builder	Status	Purpose	Length	Body Type	Location	Notes	C&W Notes	Source	Photo	Confirmed
Passenger Cars	A	595	A	50702				NZR - Addington 1900	In Service		43' 9"	Wood Clad	Kingston Flyer	1900 - 1955 NZR (A 595) 1956 - 1972 Ways & Works (Ea 2847) 1972 Gallery Car 47' 6" chassis used	Complete	Paul Dillicar		2010-10-10

[illegible]






Cars	Aa	1132	A	50710					Petone 1909	Stored	50' 0"	Clad	Flyer	NZR. Addington 12/1971 Kingston Flyer. Resfreshments Photo: Kingston, 10/2012	Complete		
Passenger Cars	Af	950	AF	35					NZR - Addington 1943	In Service	47' 6"	Wood Clad	Kingston Flyer	1906 - 1943 Car - A 950 (HSD/1906) 1943 - 1971 Carvan - Af 950 (ADD/1943) 1971 Kingston Flyer Frame ex-Af 1173 fitted 1971 (ADD) Photo: Kingston, 10/2012	Complete	NZ Railfan Magazine	2010-03-10
Passenger Cars	Af	1172	AF	41					NZR - Addington 1945	Stored	47' 6"	Wood Clad	Kingston Flyer	1911 - 1945 Car - A 1172 (ADD/1911) 1945 - 1974 Carvan - Af 1172 (ADD/1945) 1974 Kingston Flyer Photo: Kingston, 10/2012	Complete	NZ Railfan Magazine	2010-03-10





Passenger Cars	F	41	F	52	Sharon Lee	4-6-2	NZR - Addington 1922	Scrapped	30'	Wood Clad	Kingston Flyer	1982 - 1988 Kingston Flyer (van?) 1988 converted to works wagon	hbt	NZMRJ	-
Steam Locomotives	Ab	663					NZR - Addington 188 of 1917	In Service (Mainline)			Mainline Steam - Plimmerton	1917 - 1969 NZR 1969 - 197X Stored, Greymouth 197X - 1983 Invercargill (Parts Kingston Flyer) 1983 Mainline Steam, Ian Welch 1997 - 2008 In Service 2008 - 2009 MLS, OH Oil Fired Owned by Ian Welch operated by Mainline Steam Photo: Feilding, 10/2008			
Steam Locomotives	Ab	778					NZR - Addington	Stored			Kingston Flyer	1925 - 1969 NZR Service 1969 - 1971 NZR, Stored 1971 - 197X Kingston Flyer 197X - 197X Bluff? 197X - 20XX Kingston Flyer, IS 20XX - 2011 Kingston,			

[illegible]

[illegible]

Diesel Locomotives	Tr	104	TR	350			0-4-0	A & G Price	In Service				Kingston Flyer	Photo: Kingston, 10/2012		Railway Motive Power 2002 - D Parsons.	
Freight Wagons	Ep		EP						Stored				Kingston Flyer	Photo: Kingston, 10/2012			
Freight Wagons	Yb	620	YB	1633		Yb-4			Stored	Ballast Wagon			Kingston Flyer				2010-10-10
Freight Wagons	Yb	761							Stored	Ballast Wagon			Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012			2010-10-10
Freight Wagons	Yf	911	YF	155		Yf-1		1964	Stored	Ballast Wagon			Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012			2010-10-10
														2009 KAL 2011			

Freight Wagons	Ks	5283	KS	20139		Ks-2	NZR - Addington 1973	Stored	Box Wagon	Steel Body	Kingston Flyer	Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10
Freight Wagons	Kp	2119	KP	13002		Kp- 2	Mitsubishi Heavy Industries	Stored	Box Wagon	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10
Freight Wagons	Kp	1760	KP	9169		Kp- 2	Yugoslavia 1964	Stored	Box Wagon	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10
Freight Wagons	Lpf	904						Stored	Fertiliser	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10
Freight Wagons	Nh	474						Stored	Flat Deck	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10- 10

Freight Wagons	Nf	NF	2481	Nf-1		Stored	Flat Deck	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10-10
Freight Wagons	N					Stored	Flat Deck	Wooden Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012			
Freight Wagons	Vr	VR	262	Vr-1	Kinki Sharyo Co.- Japan 1964	Stored	Insulated Meat	Steel Body	Kingston Flyer	1964 - 1985 NZR 2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10-10
Freight Wagons	Vs	VS	564	Vs-1	Metropolitan Cammell, UK	Stored	Insulated Meat	Steel Body	Kingston Flyer	2009 KAL 2011 Kingston Flyer Ltd Photo: Kingston, 10/2012	Email - PD		2010-10-10

Appendix

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.

- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER: 407



Photo 1 The railway lines adjacent to Kingston station yard/depot

NAME: The railway from Kingston to Fairlight (up to the QLDC District boundary)

LOCATION: From the Kingston wharf to the QLDC District boundary

GPS Point: 45°19'42" S 168°42'46" E (start)

Constructed: Circa 1878 (with possible replacement)

Type/Use: Railway track

Builders: Messrs Topham and Angus

NZHPT Register: N/A

Valuation numbers: 2913102800

Legal Description: Lot 2 Part Lot 1 DP 318661; Block I, V, XII Kingston SD; Sections 1-3, 5, 7-10, 12-15, 20, 23 & 24 Block VI Town of Kingston; Section 2, 4, 6-8, 10, 11, 25, Part Section 3 5, 9 Section 1; SO7617; Section 1-3 SO10898 SO 10760; Run 593.

Heritage Assessment

Historic and Social Value - High

Cultural and Spiritual Value - Low

Architectural Value - N/A

Townscape/Contextual Value - Medium

Rarity and Representative Value - Medium

Technological Value - Low

Archaeological Value - Low/Medium

Overall Heritage Value - Medium

Condition: Cursory inspection of small part only – until recently in use, but appears to be in fairly poor condition and in need of considerable maintenance. Becoming overgrown. Many sleepers now buried with consequent risk of decay/deterioration and corrosion of iron/steel components.

DISTRICT PLAN STATUS

This item has a Category 3 status

SUMMARY OF SIGNIFICANCE

Historic and Social

The railway track, although no doubt repaired and modified many times since its original construction, is part of the line that reached Kingston in 1878 and connected Dunedin and Invercargill with the town and with shipping services on Lake Wakatipu (and hence with Queenstown and the Wakatipu Basin). The line is generally held in high esteem by local people and, historically, is one of the earlier lines to be developed. Accordingly, it is considered to have high historic and social value.

Cultural and Spiritual

The railway line has some cultural value as a representation of an earlier way of life for the town when it was the end of the line and was a crucial outpost in the trade between Dunedin/Invercargill and the Wakatipu Basin.

Architectural

N/A

Townscape and Contextual

The railway line is considered to be a landmark and an important element of the local landscape. It represents man-made/industrial changes to the landscape in the 19th century.

Rarity/scarcity and Representative

As a railway line/track alone, it is not considered to have any great rarity/scarcity value (although railway lines have been removed/taken up elsewhere in Otago and thus their commonality has been diminished). However, this particular track does have rarity/scarcity value for being the end of the line and the link to the historic shipping services of Lake Wakatipu.

Technological

Other than being part of one of the country's earlier railway lines, the track is not thought to have any particularly unusual features that make it important in technological terms.

Archaeological

The line/track has archaeological value owing to its pre-1900 construction, but (as above) it is not thought to have any great archaeological potential to inform about Otago and New Zealand history.

DESCRIPTION

Iron or steel rails/sleeper railway tracks with associated points and levers.

HISTORY

Construction of an Invercargill/Bluff line had started in the mid-1860s with wooden railway tracks. It was clear within a couple of years that these wouldn't last and there were problems with poor traction of the engines. By 1866, it was realised that the tracks needed to be converted to iron¹.

By 1870, all the wooden rails had been replaced in iron and the construction of the line progressed as follows²:

- 1870 Winton (30 km from Invercargill)
- 1875 The first section to Caroline was opened
- 1876 The line extended to a station at Elbow (now called Lumsden)
- 1877 The line reached Lowther
- 1878 January – the line was constructed as far as Athol
- 1878 July – the line arrived in Kingston

The Southland Times³ described the opening of the Bluff – Kingston railway on the 10th July 1878 saying ***"About 15 years ago certain enterprising spirits projected a line of railway to unite the Bluff with the great gold yielding districts of the interior ranges. After many ebbs and flows in its tide of progress, this work, great certainly in the lapse of time taken to carry it through, and great it will undoubtedly be in its results on the prosperity of this southern country, was formally opened yesterday. The event was celebrated by a free trip from Invercargill to the Lake, and also by an entertainment given by Messrs Topham and Angus, the contractors for the last section of the line."***

Dunedin merchants quickly realised that Southland was gaining a trade monopoly with the Wakatipu and formed a company, known as the Waimea Plains Railway Company Ltd, to construct a line between Gore and Lumsden to reduce the distance between Dunedin and the Lake. This was completed on 24th May 1880. Not long after, a dispute arose when the Government decided to reduce services on the Invercargill – Kingston line and many felt Dunedin had been given the upper hand in the competition for trade with the Wakatipu Basin.

The Government took over the Waimea Plains line in November 1886 and the name of the "Kingston Flyer" originated shortly after that due to the speed of the small Yankee "K" Class locomotives on the line which usually operated on the Waimea Plains with 3 or 4 cars and a van⁴.

It is interesting to note that Hurst⁵ says "Part of Vogel's scheme was to build the railways cheaply to get maximum mileage at the minimum cost, so the narrow gauge of 3 foot 6 inches (1.067 metres) was selected. Initially 40 pound/yard iron rails were used, although

¹ Hurst T, The Kingston Flyer Line: A history, Wellington, Transpress NZ, 2004

² Ibid

³ OPENING OF THE BLUFF AND KINGSTON (LAKE WAKATIPU) RAILWAY. Southland Times , Issue 3145, 11 July 1878, Page 2

⁴ Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 11

⁵ Hurst T, The Kingston Flyer Line: A history, Wellington, Transpress NZ, 2004

within a few years improved steel production measures enabled 53 pound/yard steel rails to be bought at similar cost. But it was to be 1912 before all the 40 pound rails on the Kingston line were replaced by heavier steel ones." The weight of the rails at Kingston is not known, nor whether they are the original ones or heavier replacements – it would seem likely, given Miller's comment, that as Kingston was the last section of the line to be laid, it was done in the heavier rails bought at similar cost (but this has not been confirmed).

LANDSCAPE SUMMARY

The railway line is considered to be an important landmark in the town signifying its rail heritage past and is also an important visual element of the local landscape. It represents man-made/industrial changes to the landscape in the 19th century.

SOURCES

Hurst T, The Kingston Flyer Line: A history, Wellington, Transpress NZ, 2004

Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975

FILE NOTES

Any bridges or other structures/elements associated with the track should be included in the Category 3 status.

ADDITIONAL REFERENCES ATTACHED



Photo 2 The tracks between the engine shed and the station



Photo 3 The tracks outside the station



Photo 4 A points lever between the wharf shed and the station with the inscription 'NZR 1889'

ENTERED BY:**DATE ENTERED:****PHOTOS BY: Robin Miller****DATE TAKEN: August 2014****Appendix****CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES****1. Historic and Social Value**

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.
- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER: 409



Photo 1 Concrete weir and iron grill (with yellow 1000mm rule for scale)

NAME: The Kingston station water supply weir and tank (but not the piping)

LOCATION: Base of the Shirttail stream waterfall behind the Te Kere Haka reserve walkway

GPS Point: 45°19'39.50" S 168°42'40" E

Constructed: Unknown – possible late 19th century origin or early 20th century

Type/Use: Water supply to station/other buildings

Builders: Likely to be for or on behalf of New Zealand Railways

NZHPT Register: N/A

Valuation numbers: 2913101801

Legal Description: Section 1 Block X Part Section 8 Block Kingston SD Scenic Reserve Balance at 29280-43500

Condition: Reasonable condition – in working order

Heritage Assessment	
Historic and Social Value -	Medium
Cultural and Spiritual Value -	N/A
Architectural Value -	Low
Townscape/Contextual Value -	Low
Rarity and Representative Value -	Medium
Technological Value -	Medium
Archaeological Value -	Medium (possible)
Overall Heritage Value - Medium	

DISTRICT PLAN STATUS

This item has a Category 3 status

SUMMARY OF SIGNIFICANCE

Historic and Social

The concrete weir and tank have medium historic and social significance for their association with the railway at Kingston – they are associated with an important period of industrial development and commercial trade/tourism in Kingston. Their date of construction is not clear, but it seems likely that the Shirtail stream has supplied the railway since its early days and there have been connections to nearby domestic and commercial buildings since at least the late 19th century. On balance, it is thought unlikely that the weir and tank are part of the 19th century supply, but that they are an early 20th century improvement to it.

Cultural and Spiritual

N/A

Architectural

The weir and water tank are of rudimentary and functional design and are not considered to have more than low architectural value.

Townscape and Contextual

The structures are of some interest/value, combined with the stream, as evidence of how natural features in the landscape adjoining the railway station have been harnessed for use in connection with the operation of the steam trains, the station building and its neighbouring buildings. They do not however have visual townscape or landscape value in their own right.

Rarity/scarcity and Representative

The collection of water by way of gravity-fed pipes and reservoirs from natural water sources is common (and has been extensively used, for example, in gold-mining and hydro-electric operations), but it is unknown as to how many working examples remain in use for railway and adjoining domestic/commercial activities nationally – certainly no other railway-specific examples are thought to exist in the District. Further investigation and research would be necessary for a definitive answer, but based on the District-wide approach the weir and tank have at least 'medium' rarity/scarcity value.

Technological

The structures have medium technological value as an example of a system of rudimentary water collection for railway and domestic/commercial activities. The system has however been modified with 20th century pipework and a galvanised steel lid to the tank.

Archaeological

It is possible that the structures date from the 19th century, but even if they are early 20th century in origin, there is evidence to suggest that this part of the Shirtail stream has been associated with pre-1900 human activity as a source of water collection. As such, it is considered to have potential archaeological value.

DESCRIPTION

The water supply comprises a three-sided, concrete weir built in the stream. The weir has a diameter of approx. 3 metres and a height of roughly 600mm. This forms a reservoir, which channels water into an iron pipe (approx. 4" diameter) or allows it to overflow when the stream is running well. In front of the catchment pipe is an iron grill, which gives the pipe some protection from stones and branches that might otherwise block it.

The pipe supplies a concrete tank approx. 12 - 15m further down the stream. This tank seems to have originally been open, but has been covered by a galvanised steel, hinged lid in more recent times. This tank allows sediment to settle and can overflow by way of a lower lip on the lake side.

The weir and tank are of similar concrete construction and appear to be contemporary in age.

On one side of the tank, near the top, is an old iron outlet pipe, which has been blocked by a cloth and on the other is a modern plastic pipe upstand, which collects water and directs it to a (modern) black alkathene pipe of approx. 60mm diameter. The blocked iron pipe disappears into the ground (original route/connection unknown), but the black alkathene pipe can be seen again closer to the lake and is thought to supply the station and other nearby buildings (unconfirmed).

The system is rudimentary, but appeared operational. There were signs of maintenance having been carried out, including a long-handled shovel on one side of the weir.

HISTORY

The Southland Times¹ described the opening of the Bluff – Kingston railway on the 10th July 1878 saying ***"About 15 years ago certain enterprising spirits projected a line of railway to unite the Bluff with the great gold yielding districts of the interior ranges. After many ebbs and flows in its tide of progress, this work, great certainly in the lapse of time taken to carry it through, and great it will undoubtedly be in its results on the prosperity of this southern country, was formally opened yesterday. The event was celebrated by a free trip from Invercargill to the Lake, and also by an entertainment given by Messrs Topham and Angus, the contractors for the last section of the line."***

Dunedin merchants quickly realised that Southland was gaining a trade monopoly with the Wakatipu and formed a company, known as the Waimea Plains Railway Company Ltd to construct a line between Gore and Lumsden to reduce the distance between Dunedin and the Lake. This was completed on 24th May 1880. Not long after, a dispute arose when the Government decided to reduce services on the Invercargill – Kingston line and many felt Dunedin had been given the upper hand in the competition for trade with the Wakatipu Basin.

The Government took over the Waimea Plains line in November 1886 and the name of the "Kingston Flyer" originated shortly after that due to the speed of the small Yankee "K" Class locomotives on the line which usually operated on the Waimea Plains with 3 or 4 cars and a van².

The development of a station at Kingston meant that a reliable water supply was required, not only to supply the water tank used by the steam engines, but also the railway buildings. It

¹ OPENING OF THE BLUFF AND KINGSTON (LAKE WAKATIPU) RAILWAY. Southland Times , Issue 3145, 11 July 1878, Page 2

² Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 11

is not clear when the reservoir, tank and pipework for the existing supply were constructed, however the following timeline is helpful³:

- 1878 The Kingston line and station were opened.

- 1896 NZR correspondence (File 625, Dunedin) concerning the drainage and water supply at Kingston confirms that a supply to the station building was in place at that time and that the railway ganger (William ?????) and the hotel keeper, Elizabeth Macdonald, had requested a right to connect to it. A sketch on the side of a letter shows the supply being way of a 2" pipe to the railway tanks and from there to the station building in a 1" pipe (photo 6). The source of the water is unfortunately not shown.

Further correspondence (photos 7 & 8) to the Resident Engineer, Dunedin, relates to problems encountered by the engine turntable due to silting from clay run-off, but refers to the problem being "greatly aggravated by the arrangements made some years ago by the occupier of the hotel for obtaining a supply of water. The arrangement is indicated on [the] attached sketch". The sketch shows a freehand line leading from a creek to the lake (being the hotel's supply) and the supply (straight line) for the station coming from a 'reservoir' on the creek via a 2" pipe. No tank is shown.

- 1898 NZR correspondence indicates that there was a problem with the reservoir being empty and the supply for 'washing-out' running dry.

- 1899 A NZR memo dated 18th March 1899 and entitled 'Kingston water supply' to the Foreman of Works, Invercargill advises "As verbally instructed please transfer the inlet to this service over to the next creek building a new reservoir in the position pointed out on the ground."

- 1925 NZR correspondence between the Maintenance Department (Lumsden) and the District Engineer (Dunedin) refers to problems of the water supply intake pipe blocking in the stream advising "....the water at Kingston is supplied from a stream and the pipe that carries the water from the stream to the tank is a 3" one open at the intake end and when the water rises after rain the pipe becomes blocked with shingle and all the Dept. houses, as well as the Locomotive Department and Hotel is [sic] supplied from this service, it has to be attended to whenever it becomes blocked. I might say that this water service gives a good deal of trouble at this time of year, also at the fall of the year when it becomes blocked with leaves and rubbish off the trees. I have instructed Thomas to clean out the stream and to cover the open end of the pipe."

There are two gullies with streams on the mountain side behind the Kingston station and wharf. The available information in the NZR correspondence does not describe or name the stream supplying the water to the station, but if the 1896 sketch is roughly accurate, it would suggest that the water came from the Shirttail stream (as it does today). In that case, it would appear that the source streams were not changed in 1899. Either way, it is clear that the station water supply on Shirttail creek originated between 1878 and 1896 or it was changed to Shirttail stream in 1899.

It is not possible to accurately date the concrete weir/reservoir and tank, but clearly they are 'old' and it is possible that they are part of the 19th century installation. None of the 19th century correspondence and associated sketches refer to a tank, although this could have been an improvement made following the 1898 concerns over the reliability of the scheme.

³ Archives New Zealand: Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

The tank was however clearly in place by 1925 and it is probable that this is when the grill was added to protect the open end of the pipe in the stream. It is clear that the iron pipes found in the weir/reservoir wall and blocked off in the tank are of greater diameter than the 2" pipes referred to in the 19th century NZR correspondence. On balance, a 20th century origin for the weir and tank would seem most probable.

LANDSCAPE SUMMARY

The weir and tank are covered by reasonably dense bush and, as such, are not considered to have visual landscape value in their own right. They are however of interest as evidence of how natural features in the landscape adjoining the railway station have been harnessed for use in connection with the railway and its neighbouring buildings.

SOURCES

Archives New Zealand, Dunedin:

Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

FILE NOTES

N/A

ADDITIONAL REFERENCES ATTACHED

Photo 2 The half-round iron grill protecting the mouth of the supply pipe at the weir (with yellow 1000mm rule).



Photo 3 The supply pipe leaving the weir and with the roof of the tank visible further downstream.



Photo 4 The concrete storage tank with (modern) galvanised steel lid.



Photo 5 The concrete storage tank (approx. 200mm thick walls) with rudimentary overflow.

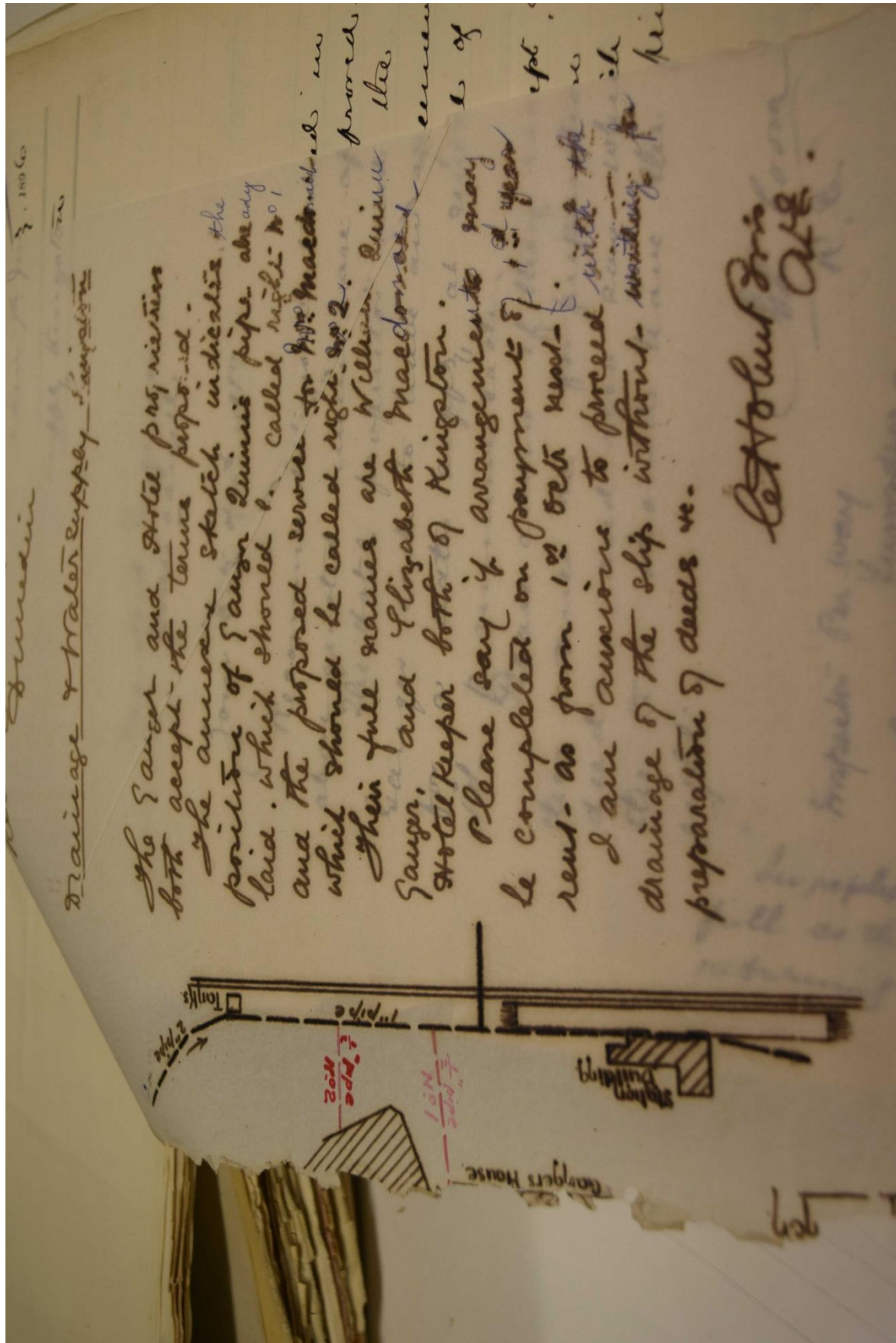


Photo 6 Railway correspondence dated 1896 regarding private rights to connect to the existing water supply to the station building.

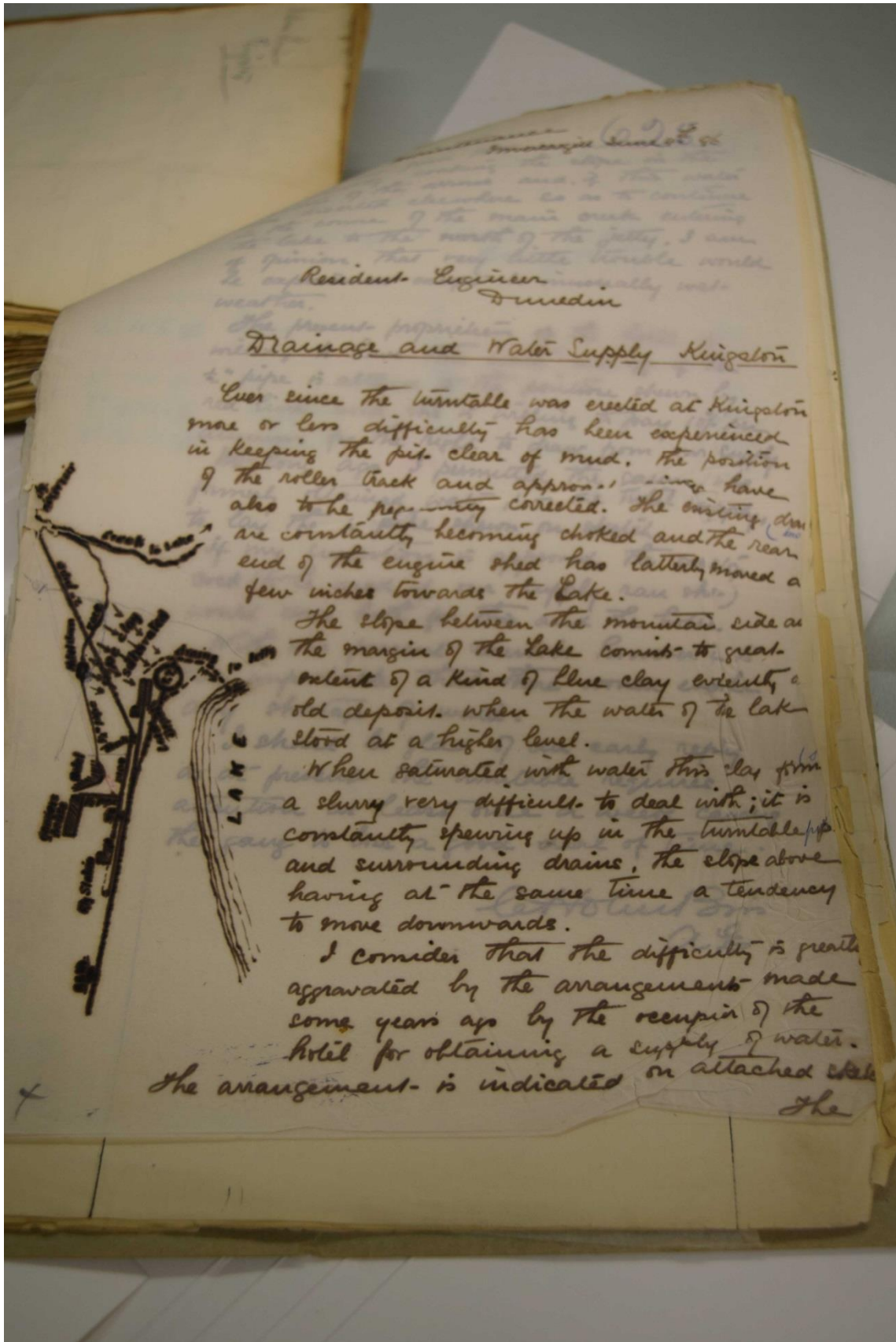


Photo 7 Railway correspondence from 1896 with a crude sketch of the water supply installation.

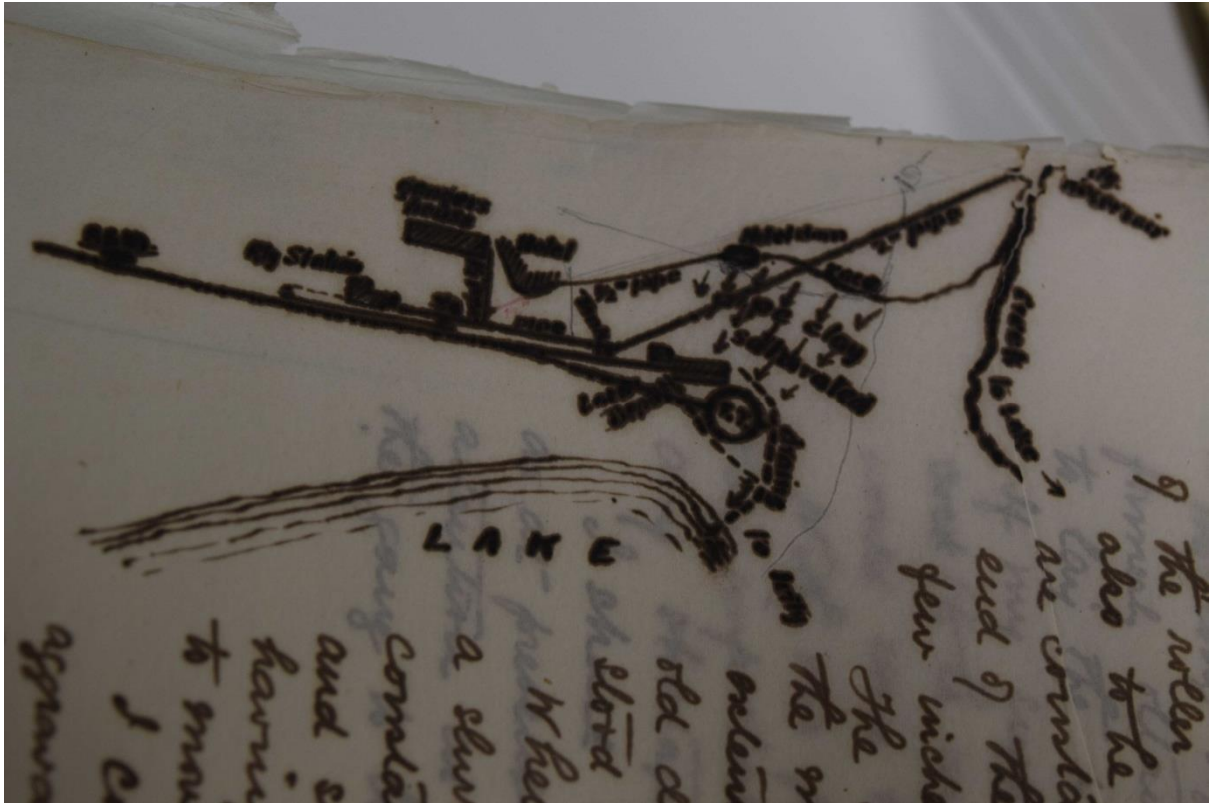


Photo 8 Close-up of the sketch in photo 7. Although difficult to read, the top right annotation says 'reservoir' with 'creek to lake' below it. The station building is annotated on the left, the straight line leading from the reservoir has the annotation '2" pipe' and between the reservoir and lake an area of marshy ground is shown '???? clay saturated'. The latter is where the Te Kara Haka raised walkway is today.

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Robin Miller

DATE TAKEN: August 2014

Appendix

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

- Whether it is of special significance to takata whenua.
- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.

- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.

ITEM NUMBER: 406



Photo 1 The turntable with circular perimeter wall of stone in the Kingston station yard/depot



Photo 2 The water tank in the Kingston station yard/depot



Photo 3 The crane partially visible behind the locomotive in the foreground

NAME: Railway turntable, water tank and crane

LOCATION: Kingston station yard/depot

GPS Point: 45°19'52" S 168°42'47" E

Constructed: Various dates

Type/Use: Railway yard operations

Builders: New Zealand Railways

NZHPT Register: N/A

Valuation numbers: 2913104205

Legal Description: Lots 1 & 6 DP 306647

Condition: Uninspected – appear in deteriorating condition at distance

Heritage Assessment

Historic and Social Value -	Medium
Cultural and Spiritual Value -	Low
Architectural Value -	Medium/ Low
Townscape/Contextual Value -	Medium/ Low
Rarity and Representative Value -	High
Technological Value -	Medium
Archaeological Value -	N/A
Overall Heritage Value	- Medium

DISTRICT PLAN STATUS

The turntable and water tank have a current status of Category 1 in the District Plan and the crane is unlisted.

The outcome of this assessment is that these items are considered to have the following District Plan status:

Turntable - Category 2

Water tank – Category 2

Crane – Category 3

The turntable and water tank have been reduced in status as, whilst no other examples in the District are known, they are 20th century replacements of the original items. The turntable is not the original one for the station, nor is it in the original location. The water tank is a late 1920s replacement of an earlier tank.

SUMMARY OF SIGNIFICANCE

The assessment of heritage values (above) and this summary of significance is based upon heritage assessment information from The Rail Heritage Trust of New Zealand. The Trust holds details about the history and national survival rate of items such as these and its opinions have then been modified, where necessary, to reflect the significance of the items to the Queenstown Lakes District.

Historic and Social

The turntable and water tank have a long-standing historic and social connection, albeit a 20th century one, with the railway at Kingston and represent its earlier history when it was conventional railway rather than a tourist attraction.

The crane has lesser historic and social value as it is a relative new-comer to Lumdsen and Kingston, although it does have a longer history of use elsewhere in the region.

All are generally held in high esteem locally.

Cultural and Spiritual

The items have some cultural value as a representation of an earlier way of life for the town when it was the end of the line and was a crucial outpost in the trade between Dunedin/Invercargill and the Wakatipu Basin.

Architectural

Architecturally, the water tank is a strong and prominent feature of the character of the station and its surroundings. To a lesser extent the same can be said for the turntable. All three are representative of early 20th century NZR designs.

Without close inspection and further investigation regarding any modifications it cannot be said for certain but the water tank and turntable would appear to be reasonably intact and authentic in comparison to NZR standard drawings. A lot of the crane was concealed from view and closer examination will be necessary before its authenticity can be assessed in any way.

Townscape and Contextual

The water tank is considered to have high townscape/contextual value locally. The turntable is less prominent, but is still important in defining the character of the railway yard and this part of Kingston.

The crane helps define the character of the area, but is small and moveable and therefore has a still lesser townscape/contextual value.

Rarity/scarcity and Representative

Information from the Rail Heritage Trust of New Zealand indicates that, nationally, there are many surviving examples of the turntable, several of the water tank and several of the cranes. Within the Queenstown Lakes District Council area, no other examples of all of these items are known and therefore they are considered to have high rarity/scarcity value locally.

Technological

All three items are considered to have medium value as being representative of early 20th century NZR technology.

Archaeological

All three items are not considered to have significant archaeological value.

DESCRIPTION

The turntable

A 55 ft. diameter cast iron rotating table built upon a concrete foundation and piles and surrounded by a stone-lined wall to prevent the table pocket from filling with shingle.

The water tank

A 6000 gallon capacity timber water storage tank originally designed to be made of Kauri with flooring and staves of Totara (preferably) and stand timbers and floor joists of Australian hardwood. The tank has external steel hoops and a steel access ladder.

The crane

A moveable steel air-operated crane on wheels with a concrete block counter-weight on a timber frame. According to Miller¹ the original colour scheme would have been natural grey for the timber and red oxide for all the metalwork.

HISTORY

The Southland Times² described the opening of the Bluff – Kingston railway on the 10th July 1878 saying ***“About 15 years ago certain enterprising spirits projected a line of railway to unite the Bluff with the great gold yielding districts of the interior ranges. After many ebbs and flows in its tide of progress, this work, great certainly in the lapse of time taken to carry it through, and great it will undoubtedly be in its results on the prosperity of this southern country, was formally opened yesterday. The event was celebrated by a free trip from***

¹ Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 29

² OPENING OF THE BLUFF AND KINGSTON (LAKE WAKATIPU) RAILWAY. Southland Times , Issue 3145, 11 July 1878, Page 2

Invercargill to the Lake, and also by an entertainment given by Messrs Topham and Angus, the contractors for the last section of the line."

Dunedin merchants quickly realised that Southland was gaining a trade monopoly with the Wakatipu and formed a company, known as the Waimea Plains Railway Company Ltd, to construct a line between Gore and Lumsden to reduce the distance between Dunedin and the Lake. This was completed on 24th May 1880. Not long after, a dispute arose when the Government decided to reduce services on the Invercargill – Kingston line and many felt Dunedin had been given the upper hand in the competition for trade with the Wakatipu Basin.

The Government took over the Waimea Plains line in November 1886 and the name of the "Kingston Flyer" originated shortly after that due to the speed of the small Yankee "K" Class locomotives on the line which usually operated on the Waimea Plains with 3 or 4 cars and a van³.

The turntable

Being the end of the line, Kingston station needed a turntable; the original one – a 50 foot table – was located between the present station building and the wharf shed, close to the present Te Kere Haka walkway over an area of marshy ground. Examination of NZR records held at Archives New Zealand indicates that the original turntable was problematic to use due to silt (pug clay) seeping in from the marshy ground. In 1896, the Resident Engineer in Dunedin referred to the problem being "greatly aggravated by the arrangements made some years ago by the occupier of the hotel for obtaining a supply of water. The arrangement is indicated on [the] attached sketch".⁴ The sketch with the letter shows a freehand line leading from a creek to the lake (being the hotel's supply) running near the rear of the marshy ground and presumably this was leaking additional water into the marshy ground which was then discharging with the slope of the ground towards the lake and into the turntable pit.

Problems seem to have continued through until the early 1920s. A NZR memorandum dated 19th September 1922 to the District Engineer at Invercargill states "Considerable difficulty is being experienced at this station. It is very seldom that Driver and Fireman can manage to turn their engine on their own and it is a common sight to see four or five men turning the turntable before the operation is completed. I am bringing this matter under notice as I consider the time taken is excessive and that the cause of the trouble may be some structural weakness which if not attended to promptly may cause serious trouble and inconvenience."

A latter report dated 13th October 1926 determined the problem to be a structural issue saying "the foundation is on [clay] pug, and trouble is experienced owing to the circular rail moving towards the lake. The foundation is piled." The remedy was to move the turntable to a new location and note is made of tables in the area being lengthened to 55 feet, but the report concluded that 'As Ab engines are not at present authorised to run on [the] Waimea Branch the provision of a 55 ft. turntable at Kingston does not appear urgent.' However, a further memorandum in November 1926 indicates that a decision had been made to place a 55 ft. table at Kingston with the 'cheapest location[being]...on the engine shed extension beyond the shed [in order to] save [the] cost of yard alterations.'⁵ Photograph 4 is of a plan with accompanied NZR file 239-13 showing the location of the existing 50 ft. turntable and the position of a new 55 ft. table near the engine shed in what is today is the present location of the turntable in the station yard/depot.

³ Miller FWG, *The Story of the Kingston Flyer*, Invercargill, Whitcoulls, 1975, page 11

⁴ Archives New Zealand: Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

⁵ Ibid

A 55ft. turntable was ordered from NZR Addington and the installation work was completed on 8th February 1927 with considerable care being taken to support the turntable on piles and a concrete block, to provide good drainage and to build a stone wall around it stopping shingle from entering the well beneath the table.⁶

A copy of the NZR 'standard drawing' for the 55 ft. cast iron turntable & foundations is shown on page 26 of 'The Story of the Kingston Flyer'.⁷ The design was signed by the Chief Engineer for Government Railways on 17th October 1902. It includes standard details of the concrete foundations and for the sump and drain in the bottom of the turntable pocket.

The water tank

'The Story of the Kingston Flyer' also includes a standard drawing for the "Water tank & stand – 60,000 gallon capacity" [assumed to be 6,000 gallons].⁸ A water tank of this capacity was essential for 'watering' the Ab engines. According to NZR correspondence⁹, prior to 1927, the station was served by a 2000 gallon tank, which was sufficient for the 'ordinary service engine'. A memorandum from the District Engineer to the Foreman of Works at Invercargill dated 17th February 1927 states "On 22nd March, three 'Ab' class engines will require water at Kingston.....as the present tank capacity is only 2000 gallons temporary storage will be necessary. Please arrange to shift the 6/400 gallon tanks and stand from Kamahi Bank to Kingston, and erect them in the vicinity of the engine shed, at sufficient height to enable 'Ab' engines to water." The purpose of the stay by the three Ab engines on that day was the Royal visit.

In March 1927, the District Engineer recommended replacing the 2000 gallon tank at the station with a larger one in order that a reserve of water was held for fire safety reasons. Installation of this tank was completed on 17th October 1927.¹⁰

This tank seems to have remained in place and was utilised when the 'new' Kingston Flyer was in operation in the 1970s. When this tourist service ran into difficulties and the train was moved to Bluff in 1979, the tank was destined for demolition on the 18th December 1979, but it was saved by a local group who picketed the tank and challenged its destruction.¹¹

The crane

The following information on the crane is taken from the QLDC Heritage Register (Working Document) September 2005 "This coal crane was constructed pre-1919 for the purpose of coaling up the steam locomotives. It was originally based at the Balclutha railway yards and was moved to Lumsden in 1971 when the Kingston Flyer was revived and continued as a

⁶ Kingston Railway turntable, QLDC Heritage Register (Working Document) Septe

mber 2005

⁷ Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 26

⁸ Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 27

⁹ ⁹ Archives New Zealand: Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

¹⁰ Kingston Railway water vat, QLDC Heritage Register (Working Document) September 2005/Archives New Zealand, Dunedin NZR Record DABB D452/74a 239/8

¹¹ Brailsford B & Mitchell D, The Kingston Flyer – a traveller's companion, Footprint Press (Christchurch), 1986 page 22

passenger and freight train from Lumsden to Kingston in an attempt to keep alive the steam powered railway. The size of the locos meant that coal was able to be loaded by the Lumsden crane to carry enough to get from Lumsden to Kingston and back again. Therefore Kingston did not require a coal crane until 1982 when the run was shortened as a tourist operation and the Kingston Flyer excursions went only as far as Fairlight."¹²

'The Story of the Kingston Flyer' includes drawings of the 'NZR prototype air-operated coal crane' supplied courtesy of The New Zealand Model Railway Guild Inc.¹³

LANDSCAPE SUMMARY

These elements of the Kingston railway yard/depot are considered to be important landmarks in the town signifying its rail heritage past and are also visual elements of the local landscape. The coal crane, however, is considered to have the least landscape importance due to its moveable nature and much shorter time at Kingston than the water tank and turntable.

SOURCES

Archives New Zealand, Dunedin: Record R7261322 'Right to connect pipe to Department's water supply at Kingston' 1896 – 1981

Kingston coal crane, QLDC Heritage Register (Working Document) September 2005

Archives New Zealand, Dunedin NZR Record DABB D452/74a 239/8

Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975

Brailsford B & Mitchell D, The Kingston Flyer – a traveller's companion, Footprint Press (Christchurch), 1986

FILE NOTES

N/A

¹² Kingston coal crane, QLDC Heritage Register (Working Document) September 2005/Pers comm. Russell Glendinning

¹³ Miller FWG, The Story of the Kingston Flyer, Invercargill, Whitcoulls, 1975, page 29

ADDITIONAL REFERENCES ATTACHED

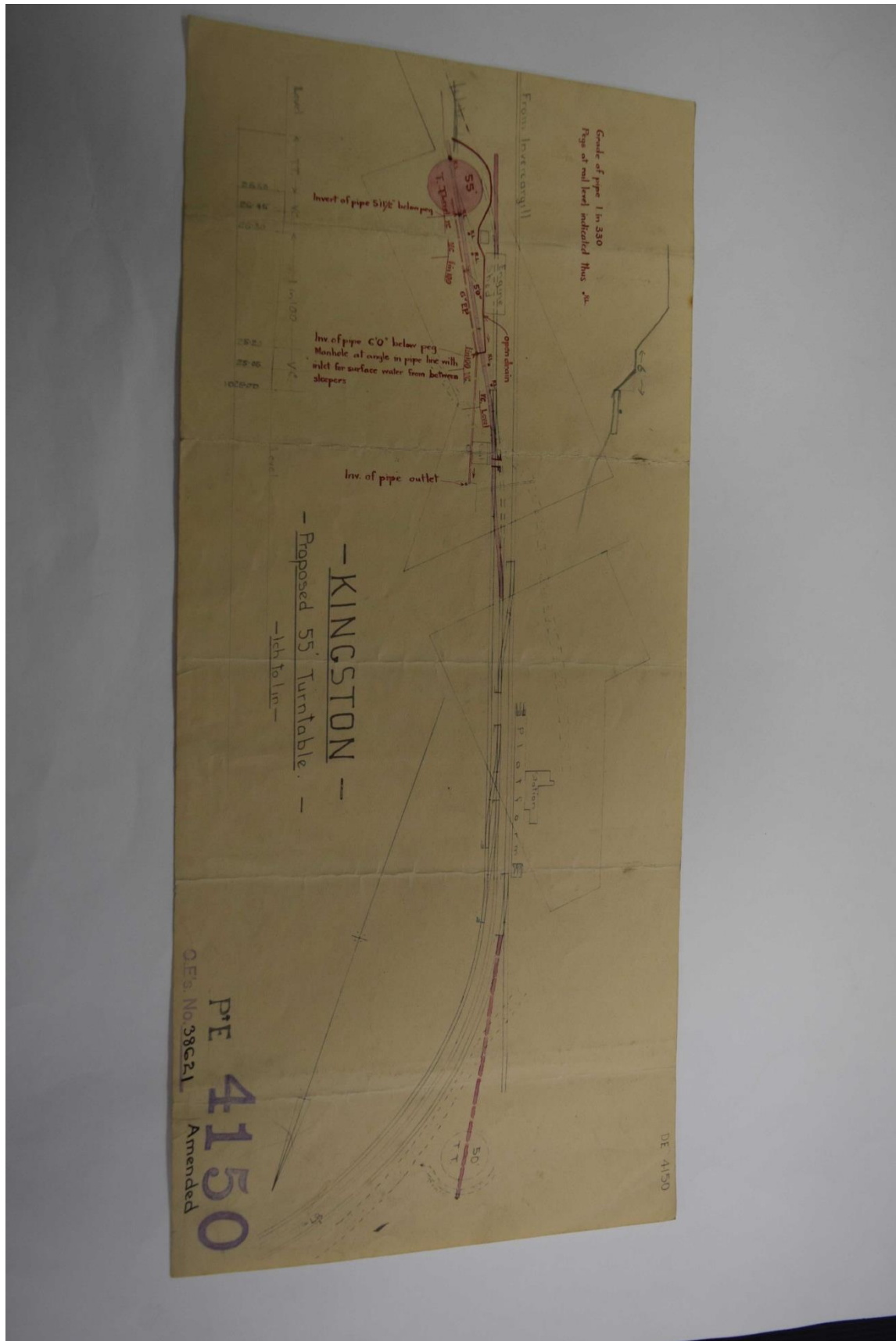


Photo 4 A plan dated 1926 that accompanies NZR file 239-13

ENTERED BY:

DATE ENTERED:

PHOTOS BY: Robin Miller

DATE TAKEN: August 2014

Appendix

CRITERIA FOR ASSESSMENT AND SELECTION OF HERITAGE STRUCTURES

1. Historic and Social Value

- Whether the feature reflects characteristics of national and/or local history.
- With regard to local history, whether the feature represents important social and development patterns of its time, such as settlement history, farming, transport, trade, civic, cultural and social aspects.
- Whether the feature is significant in terms of a notable figure, event, phase or activity.
- The degree of community association or public esteem for the feature.
- Whether the feature has the potential to provide knowledge and assist in public education with regard to Otago and New Zealand History.

2. Cultural and Spiritual Value

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- Contribution to the characteristics of a way of life, philosophy, religion or other belief which is held by a particular group or community.

3. Architectural Value

- Whether the building or structure has architectural or artistic value.
- Whether the feature represents a particular era or style of architecture or significant designer.
- Whether the style of the building or structure contributes to the general character of the area.
- The degree to which the feature is intact.
- Whether the building or structure has undergone any alteration, thereby changing the original design.

4. Townscape and Context Value

- Whether the feature plays a role in defining a space or street.
- Whether the feature provides visual interest and amenity.
- Degree of unity in terms of scale, form materials, textures and colour in relation to its setting and/or surrounding buildings.

5. Rarity and Representative Value

- Whether the feature is a unique or exceptional representative of its type either locally or nationally.

- Whether the feature represents a way of life, a technology, a style or a period of time.
- Whether the feature is regarded as a landmark or represents symbolic values.
- Whether the feature is valued as a rarity due to its type, style, distribution and quantity left in existence.

6. Technological Value

- Whether the building has technical value in respect of the structure, nature and use of materials and/or finish.
- Whether the building or structure is representative of a particular technique.

7. Archaeological Value

- Significance in terms of important physical evidence of human activities which through archaeological investigation could provide knowledge of the history of Otago and New Zealand.