

The OETT Telegraph

May
2017



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Editor

Trevor Buchanan

Ngaire Trevathan

On 14 February 2017, Ngaire Trevathan passed away.

What Ngaire didn't have in height, she made up for in her fantastic ability as a great Volunteer Host, and a great lady as well.



Ngaire was always immaculately presented, and had all intentions of completing 20 years as a Volunteer Host of trains before she finally retired from that. In 2016, prior to this cruise ship season, she successfully passed all the requirements to be able to volunteer this season, but unfortunately her health took a turn for the worst suddenly, and she had been in hospital since before Christmas.

She also volunteered at the Blood Bank, fussing about and making everyone settled with a drink and bikkies after they gave their donation.

24 February 2017

Dear OETT executives,

I'd like to thank you all for the acknowledgement shown towards my Grandmother (Nan) Ngaire Trevathan especially to John and Pat (apologies if I have the wrong names) for their eulogies.

Nan would always call on my birthday and I would always ask her what was keeping her busy and of course she always responded "Oh I've just been working on the trains". She always had an amazing story of a recent trip which I know she loved.

Yesterday we buried Nan in her plot at Greenpark Cemetery with all of her family present.

We agreed that a suitable plaque would be the picture you have on your website of Nan looking out into the distance at Waitati.



Thank you again for everything you have done for Nan and your web page eulogy, she really did live for the enjoyment from the OETT.

Regards,
John Davie



On behalf of the family – Judith, David and Raewyn, Peter, Lynnette and Bruce, Mums grandchildren and great grandchildren, please accept our personal wishes and support, and many thanks on behalf of mum Ngaire at her recent passing on the 14th February.

Your acknowledgement of mum by forming a guard of honour was truly a wonderful thing to do with the respect that mum held within the organisation.

Mum sadly didn't make it to her 20yrs service which she had wanted to do.

She greatly appreciated the many friends that she had made over those years and her many trips as well.

Many, many thanks everyone for your support. Mum (Ngaire) is now flying with the birds.

Thank you to all. Judith (Judy) and my sister Lynnette (Lyn).

Leila Graham

On 25 March 2017, Leila Graham passed away.

Together with her late husband, Don Graham, Leila was a huge supporter of the Otago Excursion Train Trust and its activities.

Don, for many years was Santa, first glimpsed riding his white horse down the hill on the other side of the river for the Trust's Santa Trains. Leila and her team for many years boarded the trains as we did and sold knitted woollen garments made by the ladies of the Hindon area and tea towels throughout the cruise ship trains.

Don and Leila would bring various animals down to the Hindon Station for travellers to meet, and Leila commissioned a statue of her sheep dog Sue, which is erected at the Hindon Station commemorating the sheepdog's contribution to the farming industry.

In her later years, Leila would be waiting at the Hindon Station, along with her dogs and wares to meet the cruise ship trains.

Sadly, the company elected not to stop at Hindon Station this past season, so we didn't get to see much of Leila. Our thanks, and our condolences to the Graham family on their loss.

Messages from the Chairman

Subscriptions

A reminder to those who have not paid their Subscriptions – they are now due and the correct bank account is SBS Banking 03-1355-0660272-50. Please ensure that your name and invoice number are entered in the relevant sections

David Wood, Treasurer

Positions of Secretary and Treasurer

The Executive is still seeking suitable people for the positions of Secretary and Treasurer.

If you know anyone who could assist in taking up either of these two positions, please contact David Wood at 03-4898198 or dwwood@vodafone.co.nz

Positions Vacant for 2017 – 2018 Cruise Ship Season

**Position Title: Cruise Ship Volunteer
Host (Roster) Co-ordinator/Supervisor
Location: Dunedin**

**Position Title: 2 IC Cruise Ship Volunteer
Host Co-ordinator/Supervisor
Location: Dunedin.**

Position Title: Editor – OETT Telegraph

Location: Dunedin.

All applications for these positions should be directed to the Chairman, David Wood.

THANK YOU

Many thanks to all you lovely people who helped out in various ways on Wednesday 11th January [2017] up at Pukerangi.

See you soon. *Noeline McFarlane*

(Noelene had a fall on that day. Ed.)



Ticket to Ride'

The Otago Excursion Train Programme, September 1985 - April 1986 Season

Bill Cowan

Six years after those initial trips in 1979 the OETT had matured and developed to the degree that it was now offering regular notices, of future trips, in the form of stylish printed programmes. The above example was an attractive A4 sheet on heavy paper folded into thirds and printed in colour. It was sponsored by the Dunedin Star Community Newspaper, prepared by John Swan at Typesetting and Design and printed by Allied Press. The *Star*, in their generosity, also sponsored free trips through their 'Ticket to Ride' Competition.

During this season the OETT offered scheduled trips up the Taieri Gorge, trips along the North Line, dining experiences and the big one: a five day excursion to the West Coast during Easter 1986.

The season kicked off with a trip on 28 September to the Alexandra Blossom Festival. This was a long day, only for the hardy, with departure from Dunedin at 7.15 a.m. returning by 10.30 p.m. The majority of trips up the Otago Central, nine altogether, terminated at Pukerangi. These left Dunedin at 1 p.m. and returned at 6 p.m. Most of these trips operated over Christmas and New Year usually on a Wednesday or Saturday. During this period three trips ran to Middlemarch leaving town at 10 a.m. The fares? \$13 for an adult and \$8 for a child to Middlemarch, return.

On Saturday 2 November there was a trip with a difference on the Central line. At 8 a.m. the train left for Oturehua in the Ida Valley. The attractions were Hayes Engineering Works, a two km stroll south of the village, and the Golden Progress quartz mine on the lower slopes of Rough Ridge. Query: How did passengers access the Golden Progress? Maybe the train stopped at Reefs Road and the short walk up to the poppet head undertaken from here. The NZ Historic Places Trust provided guides for this excursion.

The first trip up the North Line was destined for Waikouaiti on Monday, 6 January where a stop-over of an hour or two gave passengers the chance to visit the beach or Settlers' Museum. Nine days later an early evening trip ventured first to the Port Chalmers container terminal before continuing around our spectacular coastline to Seacliff. At Port a commentary on container operations was to be provided for passengers. This excursion was due

back in Dunedin at 9.30 p.m. The final North Line trip was to Hampden on 1 February where a late barbeque was scheduled and the children kept amused by a treasure hunt on the beach. The famous Moeraki Boulders were only a short walk up the beach.

Four dining trips were planned with three terminating at Waikouaiti and the fourth at Hindon. All these trips departed at 6.15 p.m. and arrived home by 10.30 p.m. A four-course meal was provided with a different location chosen for each course with the train stationary. The logistics involved in catering and providing these meals must have been considerable. [Is there anyone out there who can share a story or two about this]? I believe that the meals were prepared off-site and delivered, individually, in large sturdy cardboard boxes. Was a Mrs Robertson the caterer? She would drive onto the station platform with her van and a mountain of boxes would then be transferred onto the train and stored. But this raises a grab-bag of questions: Were they all stored in the van and/or buffet car? How was the food kept warm? How were the meals distributed? What drinks were served? Etc, Etc. (I know that these cardboard boxes, when empty, were excellent for storing notes and papers but I fear that the bulk of them were 'biffed' after each trip). Someone out there knows all the answers.

The West Tour was a five night affair where the excursion train left Dunedin on the Friday for Greymouth where it was to be stabled for three nights. On Saturday there was a day trip to Hokitika with optional bus trips to Shantytown, Lake Kanieri and Ross. Westport was reached on Sunday with bus trips to Coal Town, Denniston and the Charming Creek Walkway. The excursion returned as far as Christchurch on Monday and then returned to Dunedin the following day leaving at 1 p.m. and arriving in Dunedin seven hours later.

And the all-inclusive fare for this extravaganza which included train travel, meals, hotel accommodation at Greymouth and Christchurch? \$494 from Dunedin! Bookings were being taken at the Govt. Tourist Bureau in Princes Street, the Regent Theatre in the Octagon and with the Trust itself.



As time moved on and the Trust's reputation for providing interesting and entertaining trips grew we began to build up a clientele of loyal customers. You began to recognize familiar faces from one trip to the next. These could be single folk but often it was husband and wife. A notable couple were Mr. and Mrs P. Mrs P. was quite a striking character who left you, as a car steward, in no doubt if she was enjoying the trip or not. On one occasion we had a young Dunedin driver at the controls of the D^J who ran home down through the Gorge more than a trifle fast. While the Trust crew muttered amongst themselves about 'cowboy drivers' and the wheel flanges juddered and the car springing shuddered Mrs P. resolved to make her feelings known. On arrival back at Dunedin she strode up to the locomotive and, by all accounts, gave the chastened driver a considerable piece of her mind.

But this was the only example I can recall of an uncomfortable trip. Normally the outings were relaxed and comfortable and nearly always ran to time. Now I can't guarantee that all the trips, as advertised, actually ran. On occasions trips had to be cancelled at short notice because of a lack of bookings. The Trust soon learnt that the usual Dunedin excursionist is rather canny about making plans too far into the future. Whether it is because of our weather, which can be a little unpredictable at times, or other factors but it seemed that many of our passengers preferred to make up their minds whether to go or not early in the morning of the actual outing.

As time progressed the Trust soon learnt how and where to focus its advertising so that its potential market was covered as effectively as possible. Whatever, these early years could be hard work for volunteers but they were also an awful lot of fun. Fond memories indeed!

Hi Trevor

Sorry, but I couldn't resist your invitation in the last 'Telegraph' to conjure up a few more thoughts from the past, thirty years ago to be exact.

*It would be great if someone who was closely associated with those early dinner trips could tell us just how they were organised. Regards **Bill Cowan***

The Executive is exploring the possibility that future Telegraphs will be published on the Trust's Website and only mailed to those where no email address has been supplied. Further details will be made known at the AGM in September 2017.

Great Feedback

This feedback was received from Peter John BARTLES of Australia:

"We recently had the Pleasure of travelling to Pukerangi and return, being an ex-train driver in Geelong in Victoria my wife and I had a marvellous trip and we have been on quite a few train trips. Your Volunteers Coleen and Sean were fantastic, happy people which made the trip so much more enjoyable, I will never forget their smiling faces and cheerful attendance. I will recommend this train journey to anyone, as it was highly recommended to us by an ex workmate, thank you once again for a wonderful days outing."

Blackie Catlow

It is with regret we advise the passing of Blackie Catlow, the genial host at the Mosgiel Station Function Centre who passed away on 29th April 2017. The Mosgiel Station Function Centre was for many years, a venue chosen by the Volunteer Hosts for our annual thank you dinner [paid for by the TGR].

Blackie always ensured that no one ever left feeling hungry, and nothing was ever a bother.

Blackie made the old Mosgiel Railway Station into a marvellous place he called the Mosgiel Station Function Centre. He dressed it up with railway memorabilia, and initially enclosed part of the open platform, then later enclosing the rest of the open platform to form a long dining area. All these additions were made from macrocarpa milled from his own trees. While viewing it many times during its construction, the smell of the timber was beautiful, and Blackie was extremely proud of his achievements.

It was always up to me to organise the thank you dinner and Blackie always ensured that our needs were attended to, and we always had exclusivity for our dinner.

Unfortunately for Blackie, the TGR decided to finally take over the arrangements for the thank you dinner and shunned Blackies establishment, thus ending the more than decade long connection by the Trust with the Mosgiel Station Function Centre.

Trevor Buchanan



GUIDE FOR BAR STAFF ON CRUISE SHIP TRAIN - 12 JANUARY 1999

Arthur Rockliff's Handout

YOU WILL BE SUPPLIED WITH:

(Train of 5 cars - 160 passengers x two trips)

- 12 bottles of orange juice
- 24 bottles of bubbly
- 12 bottles dry wine (blue lable)
- 12 bottles dry-sweet wine (green lable)
- 6 trays Speights
- 6 trays Stienlager
- 3 trays Coke Cola
- 3 trays Sprite
- 3 trays Diet Coke
- 5 boxes water
- 2 bags of ice
- 1 large spoon .
- 6 carrafes
- 1 heavy duty cork screw

Notes: The amount supplied is probably more than you will need

The bubbly and orange juice will be already in the frig. cooling

ON THE WAY TO PORT:

- Half fill 5 carrafes with ice.
- Get out bubbly and orange juice but do notwopen
- Get chilly bins ready with — (this can be done while the train is at the wharf)
 - 6 cans Speights
 - 6 cans Stienlarger
 - 3 cans each of Coke Cola, Sprite and Diet Coke
 - 5 bottles of water

AFTER LEAVING PORT:

With the bubbly and orange juice out of the way place if you can - 10 bottles of each of the wines in the frig. ready for the lunch later in the morning and early afternoon. Consult with Dorren if she requires a head count for the morning tea.

DURING THE TRIP TO MIDDLEMARCH:

Top up the chilly bins as the car hosts require them. If you have frig. space put some of the beer, water, the bubbly and orange juice for the return journey.

AFTER THE REEFS:

Start opening the wine - 5 bottles of each; or one bottle of each per car. Sometimes the hosts will come back and ask for more, especially the blue lable - very popular. With the opener that you have just screw in through the paper and pull out the cork. Re-cork the bottle.

AT MIDDLEMARCH:

Repeat the morning at Port Chalmers with the orange jiuice, bubbly and the second lot of ice. Open 5 bottles each of the wine for the lunch. Check that the orange juice and the bubbly are required – if not skip this bit and go straight for the wine.

BEFORE DUNEDIN:

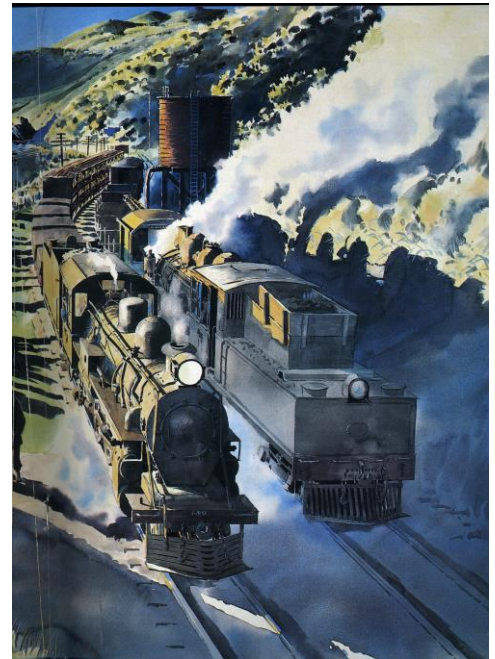
If you can get all the chilly bins back before Wingatui and repack all unopened cans and unopened bottles back in their boxes - just a general tidy up to speed up unloading at Dunedin. Give away the opened stuff.

GENERAL:

If when you get to Middlemarch and you are running low or likely to run out of some things get Ken Sloper to contact Ron Butcher who will get a message to me and we could leave extra supplies at Pukerangi for you to pick up on the way home.

Have fun.

(Yes, these are the exact spellings – no spell check in those days)



****Coming soon- new accommodation****

27 C Gold Nugget Road, Rutherglen, Greymouth, West Coast

This guards van was built in the early 1900's and crashed at Moana in 1963 where it was incorporated into a bach until recent years. It has now been relocated to our place and is about to undergo a further restoration into self-contained accommodation for 2 with a queen bed and a separate "station" housing a bathroom and kitchen. We do have alternatives for extra people traveling by way of rollaways for children and a queen and single room in our house which may be available. It will definitely be ready for September 2017. Our price hasn't been set yet but will be in the region of \$150 for 2 people which will include a self-prepared continental breakfast with fresh eggs from our own chickens.



Any enquiries welcome by phone or e-mail. Sarah and David Cross – home 03 762 6344
E: crosshome@clear.net.nz Sarah – 027 222 9064 David – 021 192 0104

Just a little picture I took on the way to work on 19 January 2017, about 0625 am. The sun peeked out through a slit in the cloud at just the right time for me. The light only lasted for a couple of minutes. It was the last of the sun anyone saw at all on this very stormy day. Amazing picture no one else has as Beach Street was empty. Still a couple of passengers wandering up the main street though.

Bruce Clark



Contributions

Every member of the OETT has the right to contribute to your Telegraph.

Send your contribution for consideration for the next Telegraph to the e mail address of oett@vodafone.co.nz

Trevor Buchanan

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The statements contained therein are not necessarily those of the Trust.

