KINGSTON

PHOTOGRAPH/NEGATIVE: RReid June 2005

Kingston wharf in circa 1880 (EL4202 in EA 37 LDM)

Stone wall today from wharf

NAME (including former names)

Rock Retaining Wall

LOCATION/ADDRESS

Lake Wakatipu, Monmouth Street, Kingston

HERITAGE ASSESSMENT

√ **Archaeological Value**
Moderate
√ **Architectural Value**
High
Cultural/Traditional Value

√ **Historical/Social Value**
High
√ **Landscape/Townscape Value**
High
√ **Rarity/Representative Value**
High representative value
Technological Value

OVERALL HERITAGE VALUE High

AGE/DATES	c: 1878
ARCHITECT/BUILDER	Unknown
MATERIALS	Stone
LOCAL AUTHORITY LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	NA
LEGAL DESCRIPTION	Part Section 1 Block XV Kingston Town
TYPE/USE	Retaining wall on lake edge
CURRENT OWNERS	?
CURRENT CONDITION	Fair- good, some erosion

SUMMARY OF SIGNIFICANCE

Kingston played a pivotal role in the economic development of the Queenstown Lakes District through its position at the foot of Lake Wakatipu. Initially it provided a key transfer depot for gold and agricultural cargo and it also opened up the area to tourism. The Kingston wharf represents the importance of transportation and communication in an era where roads were still not built.

The retaining stone wall, built along the entrance way to the wharf, obviously played a functional role providing the structural support required for the road and rail access way and marshalling yard. It provides a good example of early stone wall construction and is a reminder of the railway yard and wharf design of the time that had to meet the requirements of a busy cargo wharf and lake port. It has local and regional importance when placed in context with the wharf, rail and lake connection.

The long retaining wall and its obvious association with the Kingston wharf is still a landmark feature in the town. It is a mostly intact and very authentic representation of how the scene looked before and after the 1900s.

The wall forms a significant part of what could be termed the Kingston rail heritage precinct with its connection to the wharf, lake, rail tracks, stationary trains, and further back, the station, and railway yard with water vat, steam crane and turntable. As an individual historic feature and as part of a wider historic railway landscape, the stone retaining wall makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

DESCRIPTION

The stone wall is approximately 150 metres in length by 2-3-metres high and runs fairly much intact all the way back from the wharf along the lake edge. It is built of stacked stone and is slightly angled from the road edge to the ground. The majority of rock does not appear to be schist and it is thought that it may have been transported up from one of the railway quarries at Green Hills down near Bluff.[236]

HISTORY

The gold rush to the Wakatipu district in 1862 combined with early farming activity triggered a hive of activity in the small town of Kingston at the foot of the lake. It quickly assumed the role as the major lake port providing an access route to the Lakes District from the south. Its location lent itself to servicing both rail and lake transport systems that were heavily relied upon to support and communicate with this rugged isolated area. The first ounces of gold and wool came down the lake from Queenstown on one of William Rees's early launches. More and more cutters, launches and steamers were to follow and Kingston quickly became the central turnaround point for gold, grain, wool, stock, timber, mail and visitors to and from Queenstown.

The Railways Department had accepted responsibility for providing a railway wharf at Kingston. A structure 100 feet by 25 feet with two lines of railway track was built in 1878 by Mr J Whittaker at a cost of £2668.3s.1d.[237] By 10 July 1878 the railway line from Winton to Kingston was completed and the Kingston wharf soon became a key transfer point for gold, timber, grain, wool and stock being supplied from the isolated mines and high country runs based around Lake Wakatipu. Miners, millers and farmers were reliant on the shipping and rail service to get their supplies and produce to the market, particularly prior to 1936 when the Kingston to Queenstown road was opened. This train – steamer link also opened the opportunities to early tourists to access the scenic wonderland of the Southern Lakes District.
The Kingston wharf was at the rail-to-lake junction point and as such was an important structure necessary for the development of agriculture, tourism and business in the district.

Directly connecting to the wharf structure is a long stacked stone retaining wall which follows the wharf entrance back for about 150 metres along the lake edge side of the road. This wall would have been an important part of the construction of the access road and railway to and from the wharf, and was required as a support structure to prevent erosion from the lake. It is unknown at this stage who actually constructed the wall. There have been rumours over the years that convicts from Invercargill prison may have been involved, given that they were a common source of labour in public works schemes. However there has been no written evidence sourced to date.[238]

It seems that the wall and fill that would have gone in behind it, to build up the road width, helped to make more room for the railway marshalling yard required for the busy wharf. The wall had to be constructed to last given that the steamers wake and the lakes forces would be pounding it daily. Early photos of the

[236] Pers comm. Russell Glendinning, 10 June 2005
[237] R.J Meyer, *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition) p34
[238] Pers comm. Russell Glendinning, 10 June 2005

Kingston wharf provide evidence of the original length of the wall and show it butting right onto the wharf edge..[239]

In 1829 the District Engineer wrote to the Foreman of works stating that he had made "*arrangements for six wagons of ballast pit round boulders up to 9 inches diameter for filling between the newly driven sheathing and earthworks on the approach to the wharf at Kingston" [240]*
This was probably in reference to the ballast stones that were required at the immediate earth – wharf entrance. There is reference to boulders coming from the Josephille quarry and Castle Rock pit (near Lumsden) to Kingston.[241] It is unknown however whether any of this rock was used in the wall construction earlier.

In 1959 there were suggestions that the retaining wall could be renewed in concrete.[242] This obviously never went ahead.

The retaining wall remains today as a mostly intact and very authentic example of early stone wall construction. From viewing early historic photos c; 1880-1900 it appears that the wall still retains its original length, apart from a few metres at the wharf entrance that have been replaced with gabion baskets. There are some stone blocks falling onto the beach from the upper road edges and ideally these should be restored as soon as possible. Early photos show the wall very clearly and place its importance as a structure in context with the wharf,[243] the railway station and the rail tracks reinforcing the importance of protecting and maintaining this structure as a vital part of a wider rail heritage landscape or precinct area.

LANDSCAPE/TOWNSCAPE SUMMARY

The stone retaining wall at the end of the bay that curves onto the Kingston wharf has aesthetic appeal and is a visible feature particularly from the Kingston beach. It forms a significant part of what could be termed the Kingston rail heritage precinct with its connection to the wharf, rail tracks, stationary trains and further back the station, and railway yard with water vat, steam crane and turntable. As an individual historic feature and as part of a wider historic railway landscape the wall makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

SOURCES

Discussion with Russell Glendinning at Kingston 10 June 2005 by Rebecca Reid

Fraser Alister, The Kingston Story 1800 – 2000, Kingston Community Centre 2003 (3rd edition)

Meyer R.J. *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition)

NZ Rail file; 1897 – 1973, Kingston water service, held National Archives Dunedin Regional Office.
DABB 542/74a 239/8

FILE NOTES

An archaeologist assessment /comment would be a good idea for this site as well as a management plan for the restoration of parts of the wall structure.

ENTERED BY: Rebecca Reid DATE ENTERED June 2005

[239] Alister Fraser, The Kingston Story 1800 – 2000, Kingston Community Centre 2003 (3rd edition) pp 38 & 52
[240] NZ Rail file; 1897 – 1973, Kingston water service, held National Archives Dunedin Regional Office.
DABB 542/74a 239/8
[241] ibid
[242] NZ Rail file; 1897 – 1973, Kingston water service, held National Archives Dunedin Regional Office.
DABB 542/74a 239/8
[243] Alister Fraser, The Kingston Story 1800 – 2000, Kingston Community Centre 2003 (3rd edition) pp 38 & 52

PHOTOGRAPH/NEGATIVE: RReid 10/6/05

NAME (including former names)

Kingston Railway Turntable

LOCATION/ADDRESS

Kingston railway yard, Kingston Lake Wakatipu

HERITAGE ASSESSMENT

√ **Archaeological Value**
Moderate
Architectural Value

Cultural/Traditional Value

√ **Historical/Social Value**
High
√ **Landscape/Townscape Value**
High
√ **Rarity/Representative Value**
High
√ **Technological Value**
High

OVERALL HERITAGE VALUE: High

AGE/DATES	Designed England c: 1870 Original turntable 1878, existing located on site by 1927
ARCHITECT/BUILDER	
MATERIALS	Cast iron with timber decking, concrete base & stone wall surround.
LOCAL AUTHORITY LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	2913104205
LEGAL DESCRIPTION	Lots 1 & 6 DP 30664
TYPE/USE	Still used for original design purpose
CURRENT OWNERS	-
CURRENT CONDITION	Fair some maintenance required

SUMMARY OF SIGNIFICANCE

The railway turntable is an important part of the rail heritage in Kingston and is a strong functional component ensuring the continuation of the rail operation. It is one of the reminders of the significance of the train – lake - steamer transport connection that was so vital to the communities around Lake Wakatipu and Otago and Southland especially before road access around the lake. The turntable represents literally the end of the line, the rail terminus and the turnaround /transfer point for the steam engines relied upon to move all manner of stock, people and goods before heading back down to Southland. This is one of the few remaining intact manual turntables still being used to turn steam locomotives in New Zealand.

The turntable has technological value in that it illustrates a typical manually operated design of the time that had to be able to cope with engines weighing up to approximately 96 tonne. The problem of poor soft clay soils on the Kingston moraine had to be overcome and an innovative solution was found through the turntable base design of piles, iron rails and concrete which has helped ensure it remains in working order to this day.

The railway yard and its industrial functional features provide heritage and landscape value in Kingston being the obvious working site for train maintenance, and for the preparation of the engines and carriages for their next trips. The yard is a noticeable feature en route to the station and wharf and visually links these other interconnected rail heritage components that make up this Kingston rail precinct.

The turntable, coal crane and water tank/vat thus have local and regional significance both as individual heritage items and as a working unit of interconnected historical rail items. (refer coal crane and water vat entries)
The fact that all three heritage items are largely authentic in design and still in operation today provides insight and technological understanding into the workings of early steam trains and their context and importance in early economic development in New Zealand.

DESCRIPTION

The turntable is situated in the railway yard at Kingston beside the workshop and is on a pivot system still hand operated usually by two people. It is built of cast iron with rails across the top and timber decking surrounds. Around the entire turning circle is a stacked stone wall.

HISTORY

Kingston, at the foot of Lake Wakatipu became the terminus of the railway from Invercargill on July 10 1878. The town grew around its function as a key transport depot and link between rail and steamers plying Lake Wakatipu. The New Zealand Railways established this link to a lake port based on the demand to transport gold, stock, wool and grain as well as passengers to and from the developing Queesntown Lakes District.

The rail turntable was an important part of the rail terminus function and by 1878 a 50 foot turntable was in place, located more directly under the hill beyond the location of the current railway station buildings. This site proved to be problematic however as it was prone to flooding from a nearby creek and the foundations were set on soft blue clay. There were constant issues with sinking piles and as the size of the engines grew larger and heavier the turntable failed to cope and required constant maintenance.

It is thought that in 1908 the turntable was moved to its current site.[244]
In the railways correspondence in 1919 it was noted; *„that when a heavy engine is on the table it sinks and sometimes moves... the centre pillar is not standing plumb"*[245]

The table was manually operated but at times this was difficult. In 1922 it was reported that; …
"*it is seldom that the driver and fireman can turn the engine on their own and it is a common site to see 4 or 5 men manning the turntable before the operation is complete"* [246]

As the table deteriorated reports stated up to 17 men were occupied in turning the table. Many of the drivers reported these difficulties to the District Engineer. In 1926 it was overhauled and found to be in bad order with mud working towards the surface and allowing the surface to drop towards the lake… [247]

In November 1926 a new site was suggested (by the Divisional Superintendent of NZ Rail) [248] closer to the engine shed where the ground was thought to be better for setting the piles. However the District Engineer replied that "..*the indications are that this strata of silt and pug extends under the whole of the*

[244] Pers comm. Russell Glendinning
[245] NZ Rail file Kingston turntable National Archives Regional Office Dunedin DABB D452/74d 239/13
[246] ibid
[247] ibid
[248] It is unclear whether the original turntable had already been moved to the engine shed. According to Russell Glendining the current turntable was already in its existing location in 1908. It is probable that the new 55 ft turntable replaced the 50ft one on this site and as mentioned the foundations were re constructed to try and cope with the pugging problems.

station yard, so that nothing would be gained by altering the site of the turntable"[249] A 55 ft turntable was ordered from stock at the Addington yard in Christchurch to replace the existing 50ft one at Kingston which was to be sent to the Millers Flat station. An estimated cost of 400 pounds was given for the job which was completed on 8 February 1927. [250]

A report from the Ministry of Works Department to the District engineer on 16 May 1927 gave the following details about the Kingston turntable;

" 9 piles were driven into silt.. double faced 70 pound rails were placed on top of piles. A concrete block to support the turntable was then built on top of the iron rails and every care was taken to see that the conctrete got well under the rails and onto the shingle to assist in the bearing power of the foundation. A standard sump was built and water is drained from the sump through a 6 inch pipe drain. To prevent the shingle running into the well of the turntable a stone wall was grouted with concrete has been built around the turntable"[251]

In the era of busy train – steamer activity at Kingston (1878 – 1970) the turntable would have had to be in full working order at all times to cope with the demands of getting the train engines re- directed for their travel from north to south. This manual train turntable is still relied upon today as a turn around for the Kingston Flyer engines that now take tourists up and down to Fairlight Station 14km away to get a taste of the old train days when the "flyer" was an important transport mode between Kingston, Lumsden and Gore.

LANDSCAPE/TOWNSCAPE SUMMARY

The turntable has a strong connection with other functional rail structures in the immediate vicinity such as the water vat and coal crane and the stationary engines and carriages often parked in the these rail yards. The railway yard and its industrial functional features provide heritage and landscape value in Kingston being the obvious working site for train maintenance, and for the preparation of the engines and carriages for their next trips. It is a noticeable feature en route to the station and wharf and helps create a visual connection of the rail – lake – steam ship link that the town and much of the provinces economy relied upon.

SOURCES

Alistair Fraser, *The Kingston Story 1800 – 2000*, A publication to mark the Kingston Community Centre Inc. to mark the Millennium. Kingston Community Centre 2003 (1st addition 2000)

Discussion with Russell Glendinning at Kingston 10 June 2005 by Rebecca Reid

NZ Rail file *Kingston turntable* 1918 – 1938 National Archives Regional Office Dunedin DABB D452/74d 239/13

FILE NOTES

ENTERED BY: Rebecca Reid DATE ENTERED: May – June 2005

[249] NZ Rail file Kingston turntable National Archives Regional Office Dunedin DABB D452/74d 239/13
[250] NZ Rail file Kingston turntable National Archives Regional Office Dunedin DABB D452/74d 239/13
[251] ibid

PHOTOGRAPH/NEGATIVE: RReid 10/6/05

Kingston wharf and structure beneath

NAME (including former names)

Kingston Wharf

LOCATION/ADDRESS

End of Monmouth Street, Kingston, Lake Wakatipu

HERITAGE ASSESSMENT

- √ **Archaeological Value**
  Moderate
- √ **Architectural Value**
  Moderate
- √ **Cultural/Traditional Value**
  High
- √ **Historical/Social Value**
  High
- √ **Landscape/Townscape Value**
  High
- √ **Rarity/Representative Value**
  High
- √ **Technological Value**
  Moderate

OVERALL HERITAGE VALUE: High

AGE/DATES	
Designed	NZ rail engineers?
Construction started	
Construction ended	1878
Official opening	1878
ARCHITECT/BUILDER	?
MATERIALS	Timber
LOCAL AUTHORITY	
LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	NA
LEGAL DESCRIPTION	Kingston Lake Wakatipu
TYPE/USE	Lake wharf
CURRENT OWNERS	Ngai Tahu?
CURRENT CONDITION	Good

SUMMARY OF SIGNIFICANCE

Kingston played a pivotal role in the economic development of the Queenstown Lakes District through its position at the foot of Lake Wakatipu. Providing a key transfer depot initially for gold and agricultural cargo it also opened up the area to tourism. The Kingston wharf represents the importance of transportation and communication in an era where roads were still not built. Lake Wakatipu and the steam ships that plied her waters were heavily relied upon by local communities to receive provisions and maintain contact with the outside world. Kingston provided that vital link with the rail head and transport network beyond to Southland and Otago and grew around its position as a lake port. It is unique in New Zealand being the only railway wharf that serviced an inland lake and its" steamers. It is therefore deemed to be of national, regional and local significance. Today a steam powered steamer can still meet a steam powered train at Kingston.

The wharf has technological significance in that the structure reflects a history of alterations, additions and solutions to problems that arose in response to the busy shipping period on the lake. Re-piling, re-decking, and establishing train lines on the wharf were all in response to the demand and increasing economic activity on a regional and local level.

The wharf has cultural and social significance value through its association with major events such as the opening of the rail service and the launching and dismantling of major lake steamers from its moorings representing both the start and end of an era.
Its long term ownership by the NZ Rail Department demonstrates the significant commitment and contribution of a government department to the economic development of the region.

The Kingston wharf is one of the most authentic examples left of the original 14 early wharves around Lake Wakatipu"s shores that connected steamers with people and supplies living in remote regions.
It remains as a landmark feature in the town that represents what was an essential function for both local and regional communities. As part of the wider rail heritage landscape the wharf makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

DESCRIPTION

The Kingston wharf is located at the end of Monmouth Street, Kingston, and is a large structure constructed of timber. While there has been much maintenance required over the years, there are many original piles and large bearers beneath that appear to date back to its early construction. At least 3 steel cleats still exist on the decking edge and the curved corner posts can still be seen. The decking has been replaced fairly recently and the wharf is still being used for small boats. Apart from a wooden landing recently added on to the wharf side below the main decking for boat clubs and boaties to use, (see photo) the size and structure has retained its integrity.

HISTORY

The gold rush to the Wakatipu district in 1862 combined with early farming activity triggered a hive of activity in the small town of Kingston at the foot of the lake. It quickly assumed the role as the major lake port providing an access route to the Lakes District from the South. Its location lent itself to servicing both rail and lake transport systems that were heavily relied upon to support and communicate with this rugged isolated area. The first ounces of gold and wool came down the lake from Queenstown on one of William Rees"s early launches. More and more cutters, launches and steamers were to follow and Kingston quickly became the central turnaround point for gold, grain, wool, stock, timber, mail and visitors to and from Queenstown.

There was obviously at least one other wharf before the existing one in order to service the early lake craft before the advent of the larger steamers on the lake. A photo in the Lakes District Museum, Arrowtown, shows people on a wharf at the Kingston School picnic c: 1860 – 1870 with a sail boat coming into greet them.[252] It appears to be further to the east of the existing wharf.

The Railways Department had accepted responsibility for providing a railway wharf at Kingston and a structure 100 feet by 25 feet with two lines of railway track was built in 1878 by Mr J Whittaker at a cost of £2668.3s.1d.[253] The NZ Railways Department had authorized part of the building of the “Great northern railway” between Winton and Kingston in 1871. By 10 July 1878 the line was opened and such was the significance of the event that the Queenstown Borough Council and Lake County Council declared a public holiday. The Kingston wharf soon became a key transfer point for gold, timber, grain, wool and stock being supplied from the isolated mines and high country runs based around Lake Wakatipu. Miners, millers and farmers were reliant on the shipping and rail service to get their supplies and produce to the market particularly prior to 1936 when the Kingston to Queenstown road was opened. This train – steamer link also opened the opportunities to early tourists to access the scenic wonderland of the Southern Lakes District.
The Kingston wharf was at the rail to lake junction point and as such was an important structure necessary for the development of agriculture, tourism and business in the district.

[252] Alister Fraser, The Kingston Story 1800 – 2000, Kingston Community Centre 2003 (3rd edition) p 24
[253] R.J Meyer, *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition) p34

On 3rd November 1902 the NZ Railways Department purchased the Wakatipu Steamer Service and the wharves around the lake from the Lake Wakatipu Shipping Company.[254] This Government Department took on the role of the principal transport service on the lake for a further 66 years.
Many of the early boats were built and launched at the Kingston wharf which at these times became the scene of great community celebration. Perhaps the most notable of these was the Earnslaw which was transported to Kingston in parts from Dunedin and built on – site. It was launched from this wharf on October 18 1912 with about 1400 onlookers and made its maiden voyage to Queenstown commanded by Hon. J. A. Millar, Minister of the Marine Department.[255]

During its long history, the wharf had a number of alterations and extensions undertaken in response to increasing wharf activity and requirements of new ships. By 1899 the wharf was lengthened to 118 ft by 33ft 8 inches wide and had been re piled. The bracing and decking was made of native red pine (Rimu) and the piles were made of totara and iron bark.[256]

Horses were used to shunt the rail wagons on and off the wharf from 1878 – 1943 when a tractor finally took over.[257] In 1909 there was a complaint by one of the wagon shunters who claimed that his horse had broken through the wharf decking for the third time. The red pine decking proved not to be strong enough and the District Engineer suggested it would be more economical to use imported jarrah. The wharf was re decked in jarrah in December 1909. [258]

The size of the T.S.S Earnslaw meant that many of the existing wharves around Lake Wakatipu had to be altered to cater for it. In 1911 the Kingston wharf was extended by 54 ft which included 6 new piles and the repositioning of the wharf"s crane to the end of the extension. However only a month after its launch there was a problem – the derrick of the Earnslaw was unable to plumb alongside the railway wagons on the Kingston wharf causing difficulties in loading cargo on and off the boat. A dummy siding was proposed and built in January 1913which effectively enabled the rail trucks to get 2 ft 6 inches closer to the ship side. [259]
In December 1920 the wharf was overhauled and put in thorough repair. Some of the piles had taken a beating from the steamers bumping into them on the moorings and these had to be strengthened.
Supplying coal from the coal shed on the wharf edge to the steamers was an important part of the daily action. For this purpose extra decking was built in 1921 and a trolley system was set up on rail lines so the coal could be wheeled across to the ships slings.[260]

By 1924 motor cars were appearing on the wharf and the decking was altered again to enable vehicles to get to the ships edge. It was a very busy wharf, with rail wagons being shunted by horse up until 1943, cars coming and going, and steamers calling in regularly not to mention tourists, stock and all manner of goods and cargo being loaded on and off steamer and train nearby everyday. With such activity the wharf required constant maintenance through the years. Shipping activity eased off with the opening of the Kingston – Queenstown road in 1936 and further with the opening of the Glenorchy road in 1962 which reduced the need for ships and the importance of wharves around Lake Wakatipu.

Early photos of the wharf show buildings on and beside the wharf structure. There was once a smithy very close by as well as a coal shed on the deck and in the 1920s there was a small ticket office shown on the Kingston side of the wharf on the Railway files 21/6/1926.[261] During its busy years there was also a working crane situated at the lake end of the wharf to lift cargo on and off the wharf.

By 1968 the Railway Department decided to sell the Lake Wakatipu steamer fleet and the wharves to a private company and by 1977 all railway sidings were lifted from the wharf and Kingston was deleted from the railways working timetable.
Fiordland Travel Ltd who still runs the Earnslaw took on the lease in February 1977; however by 1981 the Department of Rail had transferred ownership of the wharf to the Department of Lands and Survey and closed their files on this important Lake Wakatipu structure forever.[262] More recently it became part of the Queenstown Borough Council portfolio and today it is vested in Ngai Tahu.

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[254] R.J Meyer, *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition) pg 11
[255] R.J Meyer All Aboard p67 (First edition)
[256] NZ Rail file; 1899 – 1977 Kingston wharf, National Archives Dunedin DABB 542/74b 239/10
[257] ibid
[258] ibid
[259] ibid
[260] ibid
[261] ibid
[262] NZ Rail file; 1977 – 1980, Kingston Wharf, held National Archives Dunedin Regional Office.

LANDSCAPE/TOWNSCAPE SUMMARY

The large wharf structure at the end of the bay under the hill is a landmark site in Kingston. It forms a significant part of what could be termed the Kingston rail heritage precinct with its connection to the lake, rail tracks, stationary trains, stone wall approach to the wharf, and further back the station, and railway yard with water vat, steam crane and turntable. As an individual historic feature and as part of a wider historic railway landscape the wharf makes an important contribution to the overall Kingston vista which encapsulates a snap shot of an important transport era.

SOURCES

Fraser Alister, The Kingston Story 1800 – 2000, Kingston Community Centre 2003 (3rd edition) p 24

Meyer.R. J. *All Aboard, Iron horses to Wakatipu and Shipping on the Lake,* New Zealand Railway and Locomotive Society Inc. Wellington, August 1963.

Meyer R.J., *All Aboard* The ships and trains that served Lake Wakatipu, NZ Rail & Locomotive Society Inc 1980 (second edition)

Miller F.G. *Golden Days of Lake County*, Whitcombe and Tombs Limited 1966 (fourth edition**)**

NZ Rail file; 1899 – 1977, Kingston Wharf, held National Archives Dunedin Regional Office.
DABB 542/74b 239/10

NZ Rail file; 1977 – 1980, Kingston Wharf, held National Archives Dunedin Regional Office.
DABB 542/74b 239/10

FILE NOTES

ENTERED BY: Rebecca Reid DATE ENTERED: 10 June 2005

PHOTOGRAPH/NEGATIVE: RReid 10/6/05

NAME (including former names)

Kingston coal crane and water vat

LOCATION/ADDRESS

Located at railway yards, Kingston Lake Wakatipu

HERITAGE ASSESSMENT

Archaeological Value

√ **Architectural Value**
Moderate

Cultural/Traditional Value

√ **Historical/Social Value**
High

√ **Landscape/Townscape Value**
High

√ **Rarity/Representative Value**
High

√ **Technological Value**
High

OVERALL HERITAGE VALUE High

AGE/DATES	Crane; c: pre 1919, Water vat, c: early 1900s design
ARCHITECT/BUILDER	
MATERIALS	Water vat, Kauri/jarrah Coal Crane - Steel
LOCAL AUTHORITY LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	2913104205
LEGAL DESCRIPTION	Lots 1 & 6 DP 306647
TYPE/USE	Crane used to supply coal for Kingston flyer and vat used to supply water for same.
CURRENT OWNERS	??
CURRENT CONDITION	Good

SUMMARY OF SIGNIFICANCE

The railway coal crane and water vat are important components of the rail heritage in Kingston helping to service the continuation of the steam rail operation. They are tangible reminders of the significance of steam engine technology and the train – lake - steamer transport link that was so vital to the communities around Lake Wakatipu and Otago and Southland.

In the heyday of steam rail transport, these functional items would have been a common site in railway yards, however today they are a rarity and there is thought to be only three coal cranes remaining. They are authentic intact examples of their era which are still used to service steam locomotives today.
Both historic items have technological value, in that they have been designed to fulfil a practical function of supplying coal and water respectively to steam train engines and it is through a measure of good design and technical workmanship that they have survived to a large extent unaltered today.

The railway yard and its industrial functional features provide heritage and landscape value in Kingston, being the obvious working site for train maintenance, and for the preparation of the engines and carriages for their next trips. The water vat tower is a landmark in Kingston and the rail yard is a noticeable feature en route to the station and wharf and visually links these other interconnected rail heritage components that make up this Kingston rail precinct.

The coal crane, water tank/vat and turntable thus have local and regional significance both as individual heritage items and as a working unit of interconnected historical rail items. (refer turntable entry)
The fact that all three heritage items are largely authentic in design and still in operation today provides insight and technological understanding into the workings of early steam trains and their context and importance in early economic development in New Zealand.

DESCRIPTION

The coal crane and water tank/vat along with the rail turntable are key components of the railway yard at Kingston. The water vat and crane sit alongside the railway to the turntable to service the steam engines, reloading them with coal and water to prepare them for their next trips. The water tank is supported by painted jarrah beams on a concrete base. The coal crane is placed on a movable flat rail wagon amongst the coal dump directly beside the rail line.

HISTORY

Coal crane

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 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.[263] These coal cranes were once a common sight at all rail way yards servicing steam trains. They incorporated a relatively simple design and were air operated via a single piston drive. The piston was driven up the cylinder by air pressure which enabled the loaded coal bucket to be lifted up onto the train. The air pressure drive was effected through the use of leather seals attached to the piston within the cylinders which feathered under pressure to create the seal necessary to work the crane.

This was a typical design in use in the 1900s and there is thought to be only three still operational in New Zealand today.[264]

The Kingston coal crane is still relied upon on a daily basis (except in winter) to load the coal up into the Kingston flier engines for its 14 km run down to Fairlight as a heritage tourism operation.

Water tank or vat

A water tank or vat as they are known in rail circles, was a vital necessity to service steam trains. The first tank was said to have been shifted to this site in 1908.[265] and had to be ensured of a constant water supply. The existing tank relocated here in circa 1927[266] is said to be constructed of kauri timber with 2 ½ inch x 4 inches thick planks and is kept water tight by the pressure of the water within the tank pushing on

[263] Pers comm. Russell Glendinning
[264] Pers comm. Russell Glendinning
[265] ibid
[266] NZ Rail file National Archives Regional Office Dunedin. DABB D452/74a 239/8

the 50 or so timber stays, slightly angled and carefully designed to fit together.[267] The water is supplied by a dam that was constructed in circa 1877 up an unnamed creek about 100 metres into the bush from near the wharf. The water was gravity fed through pipes to the railway tank. By 1897 there was a water reservoir[268] added downstream of the dam. This dam and reservoir used to supply water to the wharf, hotel and locomotives.[269] as well as some of the rail department houses.[270] It has by all accounts remained a reliable water source for the trains and the town being supplied by the snow fed mountain stream.

Around the turn of the century (1900) there were problems with the water supply tanks keeping up to these requirements coupled with the problem of the supply pipes freezing in winter.[271]

In March 1927 the District engineer suggested replacing the 2000 gallon vat at Kingston for a 6000 gallon vat and stand at an estimated cost of 184 pounds. The 2000 gallon vat was said to be too small to leave any margin of safety in the water supply needed for the engines. The larger tank was seen as a necessity to ensure there would be a reserve for accidents. On 17 October 1927 the new 6000 gallon vat was completed. The tank tower supports were built of jarrah and some concrete was used in the foundations. The old 2000 gallon vat was taken to be used at the Eyre railway station further south.[272]

The water supply became particularly important with the pending visit of the Duke and Duchess of York in 1927 who were to stay overnight in the passenger carriage at the Kingston terminus. In order to ensure a personal water supply to their carriage a temporary water pipe was laid from the blacksmiths shop to service this need.[273] Possibly unbeknown to the Duke, his water supply was coming from the same source as everyone else's.

By 1969 with the demise of rail transport to Lake Wakatipu, the water service was no longer required. Luckily the vat was not disposed of as had been suggested and it was revitalized with the return of the Kingston flyer in 1971.[274] In 1979 the Kingston Flyer train was discontinued and the line closed. In 1982 the Kingston Flyer returned to run between Kingston and Fairlight. During those years the water vat was not used and was prevented from being pulled down by railway workers at the time. The tank has been largely maintenance free and is still operating. About every three years it is drained and cleaned out. [275]

LANDSCAPE/TOWNSCAPE SUMMARY

The coal crane and water vat have a strong connection with other functional rail structures in the immediate vicinity such as the turntable and the stationary engines and carriages often parked in the these rail yards. The railway yard and its industrial functional features provide heritage and townscape/landscape value in Kingston being the obvious working site for train maintenance, and preparing the engines and carriages for their next trips. The water tank tower and whole rail yard is a noticeable feature en route to the station and wharf and helps create a visual connection of the rail – lake – steam ship link that the town and much of the provinces economy relied upon.

SOURCES

Alistair Fraser, *The Kingston Story 1800 – 2000*, A publication to mark the Kingston Community Centre Inc. to mark the Millennium. Kingston Community Centre 2003 (1st addition 2000)

Discussion with Russell Glendinning, Rail historian by Becky Reid on 7 & 10 June 2005.

NZ Rail file, *Kingston water service* 1897 – 1973 National Archives Regional Office Dunedin. DABB D452/74a 239/8

[267] Pers comm. Russell Glendinning
[268] NZ Rail file National Archives Regional Office Dunedin. DABB D452/74a 239/8
[269] Pers comm. Russell Glendinning
[270] NZ Rail file National Archives Regional Office Dunedin. DABB D452/74a 239/8
[271] ibid
[272] ibid
[273] ibid
[274] ibid
[275] Pers comm.. Russell Glendinning

FILE NOTES

Kingston Flyer being watered at Kingston, August 1967

ENTERED BY: Rebecca Reid DATE ENTERED: June 2005

PHOTOGRAPH/NEGATIVE: QT Working Party 2004

NAME (including former names)

Stone Seat

LOCATION/ADDRESS

Off Kent Street, located in Kingston Recreation Reserve.

HERITAGE ASSESSMENT

	Archaeological Value
√	**Architectural Value** Moderate
√	**Cultural/Traditional Value** Moderate
√	**Historical/Social Value** Moderate
√	**Landscape/Townscape Value** Moderate
	Rarity/Representative Value
	Technological Value

OVERALL HERITAGE VALUE Moderate

AGE/DATES	2000 Opened 18 November 2000
ARCHITECT/BUILDER	Ken Robinson/Kevin Moroney
MATERIALS	Concrete base, concrete block faced in schist rock, hardwood timber seat.
LOCAL AUTHORITY LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	2913106700
LEGAL DESCRIPTION	Section 1 Blk Ā Kingston Town Recreation Reserve
TYPE/USE	Community Seat
CURRENT OWNERS	QLDC
CURRENT CONDITION	Excellent

SUMMARY OF SIGNIFICANCE

The seat, built for the purpose of remembering two of the most disastrous floods in the District, has a strong historical connection with these events. It provides a tangible reminder of the actual levels of the floods and a seat to perhaps ponder the possible impacts of the events on the small Kingston Township in both the 19th & 20th centuries. These flooding events are part of the Kingston community"s history and consciousness and the voluntary effort to construct a site of remembrance to some degree shows the importance of the disasters and their place and influence in the history of the township.

DESCRIPTION

The stone faced structure with a wooden seat facing Lake Wakatipu, is shaped like an S and is built on a concrete base. It is part of the Kingston Recreation Reserve and marks the lake levels of the two major floods at Kingston. Two brass plaques on the wall behind the seat show the flood level on 6 October 1878 @ 312.60m asl.as compared with the flood level on 18th November 1999 @ 312.78 m asl. At the east end of the structure is a surveyor"s peg which was incorporated into the design.

HISTORY

The Kingston Community decided it would be a good idea to have a permanent record of the lake levels in the floods that seriously affected Kingston in its history. A seat looking directly onto the lake shore in the Kingston Recreation Reserve was decided on. Two locals at the time, Mr Kevin Moroney and Alistair Young, both members of the Kingston Community Association, were responsible for the project which was undertaken by volunteers. Before the seat existed there was a concrete post with a surveyors peg on the top. Mr Moroney wrote to the Lands and Survey Department and then the Land Information New Zealand (LINZ) office in Dunedin stating what their plans were for the seat and suggested incorporating the surveyors peg. The idea was welcomed and $1500 was forthcoming to help with the funding. The Queenstown Lakes District Council also put in $600 for the project. So for approximately $2100, the seat was created.[276]

Overall it took about 4 weeks to construct, following a design by one of Mr Moroney"s contacts, an architect in Nelson, Ken Robinson. The schist rock was sourced locally and once the concrete base was poured, Mr Moroney called on all the bricklayers he knew in the town to come and lend a hand with the work. At times there were six men helping to lay the concrete blocks of the main structure. Once this was complete the whole S shaped wall was faced in schist rock. The stone work was mostly done by Kevin Moroney.[277]

Another local (now deceased) Ray Kerr had the job of trying to source some hardwood timber for the seat. He contacted the electricity Department in Invercargill and purchased two telephone poles which were worked into planks by Dusty Coleman, a holiday house owner at Kingston.[278]

The opening of the seat was planned to coincide with the date of the last flood which was exactly a year previously. So on the 18th November 2000 the seat was officially opened in Kingston and people gathered to remember the devastation it had caused. On the same day a similar flood marking ceremony was held in the Queesntown Bay where a stone sculpture was unveiled to mark the event.[279]

ARCHITECTURAL DESCRIPTION

The design is in the shape of an S and the seat itself sits in the main curve with the view over Lake Wakatipu. There are two short walls on either side of the seat that help enclose the space.

LANDSCAPE/TOWNSCAPE SUMMARY

As part of the Kingston Recreation Reserve the seat and stone structure fits in sympathetically with its surrounds and has been placed in context with its vantage point over the lake that created havoc in the floods of 1878 and 1999 in the township.

SOURCES

Discussion with Kevin Moroney by phone Rebecca Reid 13 June 2005
Discussion with Joan Scarlet at Kingston by Rebecca Reid 10 June 2005
Mirror article 22/11/2000

[276] Pers comm. Kevin Moroney 13/6/2005
[277] ibid
[278] ibid
[279] Mirror article 22/11/2000

FILE NOTES

ENTERED BY: Rebecca Reid DATE ENTERED: June 2005

PHOTOGRAPH/NEGATIVE: QT Heritage Working Party

North elevation (older portion of Ship Inn)

NAME (including former names)

Former Ship Inn Hotel

LOCATION/ADDRESS

24 Cornwall Street, Kingston (On the corner of Cornwall and Cambridge streets, Kingston)

HERITAGE ASSESSMENT

Archaeological Value

√ **Architectural Value**
Moderate
Cultural/Traditional Value

√ **Historical/Social Value**
High
√ **Landscape/Townscape Value**
High
√ **Rarity/Representative Value**
High
Technological Value

OVERALL HERITAGE VALUE Mod to High

AGE/DATES	Oldest part constructed c:1863-1864
ARCHITECT/BUILDER	?
MATERIALS	Wood, iron roof
LOCAL AUTHORITY LISTINGS	
Local Authority	
NZHPT	No
VALUATION NUMBER	2913114300
LEGAL DESCRIPTION	Section 16 & 17 Block X Kingston Town
TYPE/USE	Residential
CURRENT OWNERS	Richard Peter Morris
CURRENT CONDITION	Fair - Good

SUMMARY OF SIGNIFICANCE

The portion of the Ship Inn remaining on Cornwall street provides an example of the style and scale of Inns that early travellers were once reliant on. The whole building, including the later circa 50s addition, makes an important contribution to the streetscape. To some extent it creates a connection to the 1860s streetscape and the street changes over time and is one of the only reminders that this street was originally the business area in the early township. The additions and changes that have subsequently been undertaken to the building have been reasonably sympathetic to the older front portion and thus it is still possible to read the more historic part of the structure and gain some understanding of its original architecture and style.

Hotel accommodation was very important in Kingston"s history and the fact that a portion of an 1863 building still exists as a direct link to this era gives it rarity value. The building has strong social and historic value having been a gathering point for weary travellers and their horses, particularly in the days

of dray roads. It also represents the beginnings of early accommodation lodgings necessary to sustain the tourism trade that was to become the Wakatipu"s most important industry.

DESCRIPTION

The building was originally used as an Inn and is located on the corner of Cornwall and Cambridge Streets in Kingston by the Lake Foreshore. The front part of the building is original with the back being having been added on at a later stage. There has been little change (some windows/doors) to the exterior structure of the building however the interior has undergone a number of alterations over the years.

HISTORY

Kingston became a busy shipping centre with the discovery of gold in the Nevis, Nokomai and Wakatipu goldfields in the early 1860"s. As the main route from the South, the town was quick to establish hotels, banks and stores and "*it was not uncommon for thirty five bullock wagons to be in the town and it is reported that at one time there were as many as five thousand people camped in and around Kingston"* [280]

The hotels in Kingston sprang up as the many travellers to and from the Wakatipu found they had to spend a night in order to wait for the steamer connections up to Queenstown and beyond. They came by coaches, bullock trains, drays and horses from Invercargill and Dunedin and were heavily reliant on the provision of accommodation for themselves and their horses en route to the goldfields. Research has shown that in 1863 there were already seven hotels in Kingston including the Ship Inn.[281]

With the completion of the Southern rail to lake link at Kingston in 1878 its position as a major lake port gained importance. The demand for accommodation and hotels grew and there was said to have been at least ten hotels operating in the town during the late 19th century. The main street for the town developed along Cambridge and Cornwall Streets in response to the early dray road into the town. There were thought to have been initially four hotels along Cornwall Street [282] all fronting the lakeshore.

The original building (part of the front section of today"s existing Ship Inn) at the site of the "Ship Inn" is thought to date back to 1863. It was possibly called the Camp hotel as mentioned in the St Johns (early name for Kingston) Police charges book in 1863-64.[283]

The Ship Inn appears to have changed hands a number of times in its earlier years;
In 1863 it was owned by William L. Chambers (possibly used as a circulating library, reading room and café) and by 1872 had changed hands briefly to John Black Kerr. (Kerr was one of the main hoteliers in the town in the early days and also ran the Royal Mail 1877, the Lake Hotel (1878) and the Terminus 1878 – 1883) By 1873 Daniel Butler was the proprietor of the hotel confirmed in the 1873 Goldfields directory that states, "*Old Ship Inn, Kingston offers*. *"superior accommodation for travellers. Private parlours and bedrooms for families, good stabling, paddock accommodation. Wine, spirits and ales.. of the Best brands obtainable in the country"*[284]
However in 1874 James O"Brien took over and the "Ship Inn" was advertised in the Otago Almanac Directory 1864 as having 13 bedrooms.[285]

Once the train connection (1878 onwards) was established at Kingston other larger hotels such as the Railway Hotel and Lake Wakatipu Hotel were built nearer the wharf and railway station to cater primarily for the train travellers. These hotels did not cater for the horse drawn traveller and therefore offered no stables and paddocking for visitors.[286] unlike the earlier hotels like the Ship Inn.

The building has had to cope with numerous floods, during its long history, particularly the 1878 and 1999 floods, which were major events in Kingston. Today the building is still used as a residence and has had a

[280] Alister Fraser, The Kingston Story1800 – 2000The Kingston Community Centre 2003 (3rd edition)
[281] Barabara Payne, *Ten Hotels You Say*, The number and location of hotels in nineteenth century Kingston. Dissertation for a BA with honours in Anthropology, Otago University November 1999. p. 9
[282] Barabara Payne, *Ten Hotels You Say*, The number and location of hotels in nineteenth century Kingston. Dissertation for a BA with honours in Anthropolgy, Otago University November 1999.
[283] Barbara Payne, Ten Hotels you Say… p 39.
[284] Goldfields Directory 1873, cited in Barabara Payne, Ten Hotels You Say p40
[285] Barbara Payne, Ten Hotels you Say
[286] ibid

number of ownership changes as well as alterations to the interior of the structure.[287] The original part of the 1860s Ship Inn comprised of the front portion facing the lake. The wooden portion to the rear of the older section, facing Cambridge Street, was added at a later stage thought to be during the 1940s or 50s. A photo dated in 1959[288] shows the building clearly with the two portions, the back part of the building having 3 double sash windows and a door facing Cambridge Street as well as a high gable roof line. In circa 1992 – 93 the then owners re lined the interior of the back portion of the building and added an upstairs room into the roof cavity of the existing roof line.[289] Today the front lower portion and the rear wooden addition can still be clearly read. The old stacked stone chimney still exists and apparently served two interior rooms.

ARCHITECTURAL DESCRIPTION

A full architectural description and access to the property is required to finalise this assessment.

LANDSCAPE/TOWNSCAPE SUMMARY

The whole building including its' later circa 50s addition makes an important contribution to the streetscape. To some extent it creates a connection to the 1860s streetscape and the street changes over time and is one of the only reminders that this street was originally the business area in the early developing township. It provides visual interest along the lakeshore and contributes to the historic character of the town.

SOURCES

Fraser, Alister, *The Kingston Story 1800 – 2000* The Kingston Community Centre 2003 (3rd edition)

Payne, Barbara, *Ten Hotels You Say*, The number and location of hotels in nineteenth century Kingston. Dissertation for a BA with honours in Anthropology, Otago University November 1999

FILE NOTES

The rear addition is thought to be from the 1950s based on its style. It seems possible that the one storied addition was part of the Ship Inn reasonably early on, given the early descriptions of the Inn as having had 13 bedrooms. More research is required to ascertain dates of the rear addition.

ENTERED BY: Rebecca Reid DATE ENTERED: June 2005

[287] There is a need for further Title research in order to state the full list of owners of this building up to the current day.
[288] Alister Fraser, The Kingston Story1800 – 2000The Kingston Community Centre 2003 (3rd edition) p 22
[289] Pers comm. (previous owner)