



THE RAILWAYS CUPPA AND PIE

New Zealand Railways (NZR) ran dining cars on its main express trains from 1899 until 1917, when they were removed as a wartime cost-cutting measure. Over the next half century, the brief dash from the waiting train into the refreshment room (or 'refresh') for a 'cuppa and pie' became part of New Zealand folklore.

By 1935 NZR was running 30 counter refreshment rooms, plus four sit-down dining rooms and 18 station bookstalls. Customer numbers peaked during the busy Second World War years, when annual patronage topped 8.5 million.

A rail trip from Invercargill to Christchurch was interjected (at one time) with no fewer than eight refreshment stops – Gore, Clinton, Milton, Dunedin, Palmerston, Oamaru, Timaru and Ashburton. The Oamaru stop offered a two course sit-down meal, including apple pie for dessert, and a cup of tea. Passengers were back on the train in just 20 minutes.

There were also refreshment rooms on the Central Otago (Taieri Gorge Railway) line, including at Hindon (pictured).

The food became iconic in its own right with the Railways' ham sandwich, sugar bun, fruit cake, pie and cuppa served on indestructible Railways' crockery.

After the war, with reduced passenger services and trains making fewer stops, many refreshment rooms were closed – Marton in 1954, Frankton and Taumarunui rooms in 1975, and Oamaru in 1980. The last refresh closed in the late 1980s. It was the end of one of New Zealand's most distinctive dining experiences.

While many of the refresh stations have been demolished, including the famous Taihape station in 1999, some have been preserved as heritage buildings. Dunedin Railway Station was purchased by Dunedin City Council in 1994 for the princely sum of one dollar. It has become one of the city's architectural treasures and home to Taieri Gorge Railway Limited.

Source: 'Te Ara – The Encyclopedia of New Zealand' and Jim Robertson

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TRACK SNACK MENU CAR V



TAIERI GORGE RAILWAY
AND THE SEASIDER
DUNEDIN NEW ZEALAND

HOT FOOD

Please order your hot food first

Pukerangi Mince Pie with tomato sauce	4.50
This is one of New Zealand's "great pies", with rave reviews from our passengers.	
Classic Cheese Roll with a dollop of dairy butter	2.00
Cheese rolls are to Dunedin what hot dogs are to New York. Try one (or two!) and taste what makes this a southern New Zealand classic.	
Bacon and egg toasted sandwich	6.00
Sausage roll and tomato sauce	3.50
Soup – various flavours	4.00
Noodles – chicken or Oriental	3.50

SANDWICHES

Sandwich twinpack	6.00
A choice of favourite fillings	

SNACK ATTACK

Snack Pack – small crisps, drink & nibbles	4.50
Cheese slices and crackers 35g	3.50
Go Natural Muesli Bar (gluten-free) 40g	3.00
Honey popcorn (gluten-free) 65g	3.00
Cashew and caramel popcorn 65g	3.00
Chocolate popcorn 65g	3.00
ETA Cashews 50g	4.00
ETA Salted Peanuts 60g	3.00
ETA Honey Roasted Peanuts 60g	3.00
ETA Potato Crisps 40g	2.00



Please leave this menu on the train for others to enjoy.
The menu is subject to change and availability.

DEVONSHIRE

Scone, raspberry jam and dairy cream	4.00
Delicious warm scone with mouthwatering filling.	
With tea, coffee or hot chocolate	8.00

SOMETHING SWEET

Friand	4.50
Cake wedges	4.00
Banana, carrot, or chocolate.	
Cake slices – variety of flavours	3.50
Fruit cake	3.50
A New Zealand railway classic.	
Muffins – variety of flavours	3.50
Cookie Time	3.50
Milk Chocolate, or White Chocolate.	
Cadbury Chocolate 55g	2.50
Whittaker's Peanut Slab 50g	2.50
Whittaker's Sante bar	1.50
Werther's Butterscotch Candy 50g	2.00
KitKat 45g	2.50
Mentos Mints 37.5g	2.50

ICE CREAM

Kapiti Ice Cream	4.50
Ice cream on a stick in a choice of flavours.	
Tip Top Choc Bar	3.00
Vanilla ice-cream in coconut chocolate shell.	
Deep South Ice Cream Tub 125mls	3.00
Tip Top Popsicle – Lemonade	2.50

HOT DRINKS

Evoke Coffee	4.00
Short Black, Long Black, Cafe Latté, Cappuccino, Mochaccino, Flat White	
Decaffeinated Instant Coffee	4.00
Lipton Chai Latté	4.00
Twining's English Breakfast	4.00
Twining's Green Tea & Lemon	4.00
Twining's Earl Grey Tea	4.00
Hot chocolate	4.00
Hot milk chocolate	4.00

JUICES AND SOFT DRINKS

Benger Fruit Drink 275mls	4.50
The natural taste of Central Otago.	
Just Juice 250mls – variety of flavours	3.00
Bundaberg Ginger Beer 375mls	3.50
Bundaberg Lemon Lime & Bitters 340mls	3.50
Coca-Cola 355mls	3.00
Coke Zero 355mls	3.00
Sprite 355mls	3.00
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Fanta 355mls	3.00
Pure water 350mls	3.00
Flavoured milk 250mls	3.00

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BEERS

Speight's Gold Medal Ale 330mls	5.50
Speight's Old Dark 5 Malt Ale 330mls	6.00
Speight's Summit Golden Lager 330mls	6.00
Heineken Lager 330mls	6.50
Amstel Light Lager 335mls, low alcohol	6.50
Emerson's Pilsner 500mls	11.00
Emerson's London Porter Dark Ale 500mls	11.00
Emerson's 1812 (refreshing ale) 500mls	11.00
Emerson's Bookbinder (hoppy pale ale) 500mls	11.00

WINES

	187mls	750mls
Brancott Estate Sauvignon Blanc	8.50	25.00
Brancott Estate Riesling	—	25.00
Brancott Estate Chardonnay	8.50	—
Brancott Estate Merlot	8.50	—
	200mls	
Brancott Estate Brut Cuvée	8.50	25.00
Lindauer Fraise	8.50	—

DUNEDIN FAVOURITES

Speight's Cider 330mls	6.00
Spirit of Dunedin Whisky 50mls	10.00

READY TO DRINK

Smirnoff Vodka & Citrus 250mls	6.00
Coruba Rum & Cola 250mls	6.00
Gordon's Gin & Tonic 250mls	7.50
Jim Beam Bourbon & Cola 330mls	7.50

IMPORTANT: alcohol drinks cannot legally be sold to persons under the age of 18 years. Proof of identity may be requested.



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The route was chosen from seven proposed in 1877 because it opened up the greatest area of Crown lands, presented the fewest engineering difficulties and was the most direct route to Dunedin. By the mid-1870s the gold rushes in Otago were well past and attention was being focused on the agricultural and pastoral potentials of Dunedin's hinterland. Roads were notoriously bad and railways were seen to offer the best means of improving transport and communications.

Construction of the railway began in June 1879, but within a year it had become a victim of the economic depression that persisted through the 1880s. It was 1889 before the first section was opened to traffic, and that was only the 27km to Hindon in the middle of the Taieri Gorge. Middelmarsh was reached in 1891 and thereafter progress was a little better; the rails reached Ranfurly in 1898, Omapau in 1904, Alexandra in 1906 and Clyde in 1907. Here work stopped until 1914 and it was not until 1921 that the line was completed to Cromwell.

Despite its late arrival, the railway played a major part in the development of Central Otago. Thousands of tons of farm produce and fruit, and hundreds of thousands of head of livestock were railed yearly to Dunedin and points north. Supplies for Central Otago went by trains from Dunedin that travelled overnight for early morning deliveries in the country towns.

Transport licensing protected the railway from road competition until 1961 for the carriage of livestock and until 1983 for general freight. In 1980 construction of the Clyde Dam required the closure of the section of line between Clyde and Cromwell, but transport of cement and steel for the dam provided steady business for the railway until 1989. In December of that year the Minister of Railways announced that the line would be closed on 30 April 1990.

The Taieri Gorge Railway

Simultaneously the Mayor of Dunedin announced that the City Council would buy the line through the Taieri Gorge and as far as Middelmarsh provided the community raised \$1 million to finance the project. This would enable the Otago Excursion Train Trust to continue to operate their excursions which had been a popular feature on the line since 1980, and the Taieri Gorge Limited was becoming one of Dunedin's leading tourist attractions. By July 1990 \$1.2 million had been raised and thus the 64km Taieri Gorge Railway became New Zealand's longest "privately-owned" railway.



Track & Trail to Queenstown

Otago Central Rail Trail

MIDDELMARCH

Sutton

PUKERANGI

The Reefs

Flat Stream

The Notches

Arthurs Knob

Deep Stream

Hindon

Christmas Creek

Little Mt Allan

Mount Allan

Parera

Wingatui Viaduct

Taioma

Salisbury

WINGATUI

Mosgiel

Abbotsford

Rabbit shooting b



Dunedin Railway Station (circa) 1920

The Otago Central Railway

Otago Central Railway branched from the South Island Main Trunk at Winton, 13 kilometres south of Dunedin, and ran through Middelmarsh, Pukerangi, Omakau and Alexandra to Cromwell in the heart of Central Otago, 100 kilometres from the junction.

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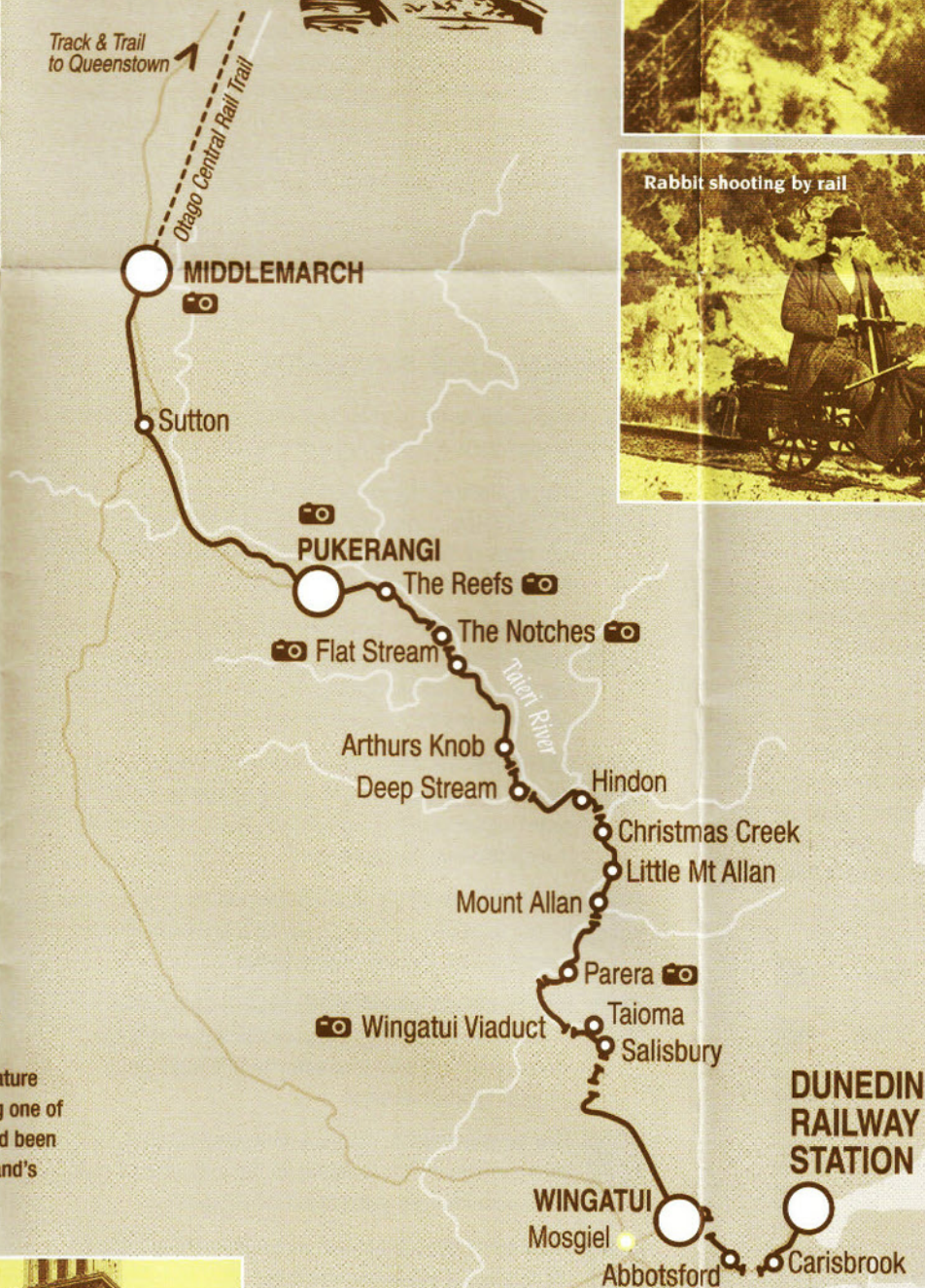
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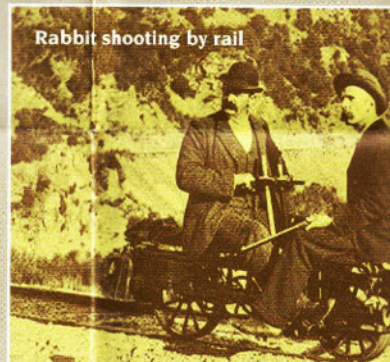
Otago Central Rail Trail



Wingatui Viaduct 1908



Rabbit shooting by rail



Dunedin Railway Station (circa 1920)

