

RAILWAY REFRESH IN NEW ZEALAND

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Michael O'Leary



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Acknowledgements

Cover Photos Front - Refreshment Rooms Taihape

Alexander Turnbull Library, FG Radcliffe Collection

Back - Closing of Kaitoke Refresh Rooms 6th Nov 1952

Upper Hutt City Library, Photo: JD Buckley

Tearooms and Staff Wanganui Railway Station Ca 1910

National Library of New Zealand,

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Sources:

Archives NZ

Papers Past

Upper Hutt City Library

Alexander Turnbull Library

National Library of New Zealand

Paekakariki Station Museum Archives

Manawatu Heritage - Palmerston North City Council

Abbreviations:

NZR – New Zealand Railways

NIMT – North Island Main Trunk

PWD – Public Works Department

RRR – Railways Refreshment Rooms

WMR – Wellington-Manawatu Railway

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Dedication

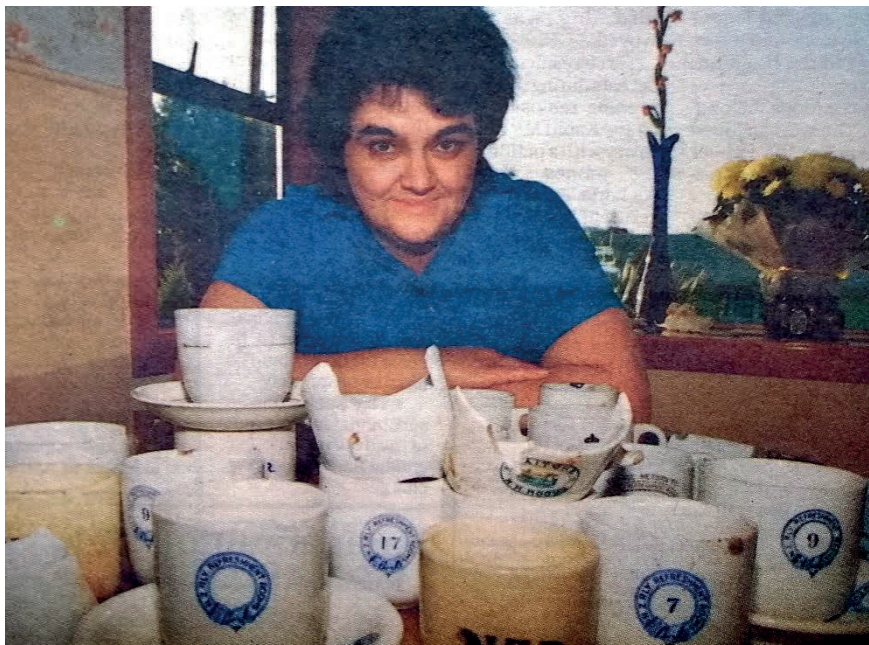
The information in this book was compiled from a series of notes written and researched by Christine Johnson from Paekakariki who passed away in September 2020.

The book would not be the same as if she had originally completed the work and is instead a collection of photographs and notes describing various aspects of Railway Crockery that has been used on the Railway System of New Zealand.

Christine amassed a great collection of crockery and broken bits dating back to the 1890s along with many documents.

This book is dedicated to Christine to honor the time and effort she put into researching and cataloguing New Zealand Railway artifacts, especially her interest in Railway Refreshment Rooms

Cups dug up from Paekakariki Station Yard



1992 - Newspaper Cutting (Kapiti Observer)

Introduction



Railway Refreshment Rooms Overview

In New Zealand the refreshment rooms date right back to the start of the railway lines. For instance, in 1864 there was a railway refreshment room on the newly opened Southland Provincial Government's wooden railed Oreti railway.

When train travel began to replace horse haulage, speeds were limited by the newness of the track beds. The limited capacity of the fuel and water tanks on the small locomotives made it necessary to have stops relatively close together. Therefore, it made sense to make these stops into refreshment stops for passengers. The railways of Great Britain provided refreshments at some of their larger stations from the mid-1830's, setting standards for quality and service which were copied in a world-wide trend. In New Zealand, contractors were quick to tender for the right to sell refreshments at the engine servicing stops and many received good financial rewards for their efforts. The Australian railway refreshment rooms also operated on a leasehold basis, the history of the services in Victoria, for example, date back to 1858 with a similar structure to the later NZR.

The rooms were let by tender, and usually under very strict conditions. It was up to lessees to obtain their own china and any other supplies, hence the many varying crockery designs. All leased refreshment room crockery came from Britain, and was manufactured by famous potters such as Wedgwood, Adams, Johnson Bros and A Meakin, amongst others. Some lessee proprietors had their surnames or initials printed on the china, as can be seen by Taihape's JST - Mr JT Shute.

It is suspected that PWD may have leased rights to sell refreshments to their train passengers, or that private entrepreneurs simply set up their own businesses on the platforms to feed the ballast trains which often had open carriages for passengers. Perhaps it was handy for PWD to have a refreshment room to feed workmen as well? Some early refreshment rooms were run from tents or huts on the station platforms. Certainly, this was the case at Ohakune. Much of the Central North Island crockery dates back prior to the 1908 opening of the NIMT and hand-over to NZR. Waiouru's rooms opened with the commencement of NZR's 2-day through service, which included the ballast trains and coaching as transport between railheads.

The NZR dining cars had their own brand of crockery as well, with services like food and linen supply being tendered out to private contract.



1920s scene inside a railway carriage – On the seat is a NZR luncheon hamper – ATL – AP Godber

When the NZR dining cars were withdrawn in 1917, NZR started cancelling private leases of the refreshment rooms with the intention of running these profitable businesses themselves. Many rooms were closed down. The standard railway cup first started to appear at this stage, and in the North Island, NZR used an identifying series of numbers. The station number appeared in the middle of the cup, in a large garter. The NZR cups were also British made and included Maddock and Royal Doulton. NZR's rooms varied from full sit-down dining rooms, to counter rooms and bookstalls.

The April 1st, 1929 Issue of New Zealand Railways Magazine announced improvements to the NIMT Express services. These included a bearer ticket for twelve trips being able to be purchased for cash at a saving of 12.5 per cent., and a twenty-trip ticket at a saving of 20 per cent. The latter entitled the holder to ten return trips to Wellington. These tickets were unrestricted as to the period for which they could be used and were transferable. Family tickets also offered another great advantage. The checking in of luggage was another boon to the traveller who, provided that he or she held a passenger ticket and paid a small checking fee, was relieved of the trouble of looking after their effects.

Another convenience for Main Trunk travellers had been established by the provision of pillows, which could be hired at 1/- each. Dustcoats were lent at the same charge on the Rotorua line, Main Trunk, and certain branches. Hat bags for ladies' use on the dusty sections of line were provided free.

In addition to these improvements, trial luncheon hampers were made available at Marton and Frankton Junctions, and a lady with children, travelling on the Main Trunk, could notify an attendant on the train that she wanted lunch brought to her, and for 3/-, this service would be given. At the refreshment rooms a good meal was provided for 2/6. The refreshment hampers with their extra charges were not a success and were eventually discontinued.

Losses of the crockery on the trains were always high, and this included NZR as well as the private rooms. During the Second World War, the annual loss of cups on the rails was 110,000 pieces. During the 1950s, the annual average purchases totalled 79,004 cups and 49,493 saucers. One penny of the purchase price of a cup of tea went towards the cost of replacement crockery. Even as far back as 1905 NZR had issued a circular which once again brought attention to the instructions in respect of crockery belonging to refreshment rooms. Stationmasters at refreshment rooms had to make periodic visits to see that the lessee's returned the original station crockery that did not belong to their rooms. This was one of the problems with the counter rooms, while although the duration of stops were minimised, it meant passengers were able to take their cups of tea and food on board the trains and the crockery would end up at different stations down the line.

However, the story of NZ-made refreshment room crockery does not start until World War 2. As well as refreshment rooms, NZR crockery was also to be found in the railway hostels, large workplaces like the workshop canteens and station staff cafeterias, as well as the buffet cars.

The refreshment Branch had hostels for its female section of the refreshment room personnel - the ladies who worked behind the counter. On the NIMT, these were at Mercer, Frankton Junction, Taumarunui, Ohakune, Marton and Paekakariki. There were railway hostels for the male employees in various parts of the country as well.

When the new, modern look trains arrived, like the Silver Fern and Silver Star, Northerner and Southerner, a new look of crockery was introduced by NZR. This era saw the introduction of small, compact, airline type crockery for use on board the buffet cars of these trains. Gone were the legendary decent sized teacups which had become folklore in the history of NZR, although these continued to survive in the larger station refreshment rooms.

The surviving refreshment rooms at the major stations like Auckland, Wellington and Christchurch, converted from the 1970's mugs with the Blue NZR and crown above, to the new standard compact cup and saucer with the black, modernised NZR logo on it. Major restructuring and downsizing saw the demise of these rooms in the mid 1980's. Gone forever was an era in rail travel, which was over 120 years old.

By the mid-1990's the last stand of NZ railway crockery was on the Inter Island Line's rail ferries. When the new Arahura was introduced, the Line produced its own crockery, made of the durable Arcoroc, with a small picture of the Inter Island Line's dolphin logo on it. Prior to this, the rail ferries had their own crockery aboard the ships. The logo was very similar to the of the 1980's NZR logo, but it was orange and black on the ships, as opposed to straight black at the station rooms.



A small plastic cup off NZ Rail Ltd's new-look Overlander, later to be replaced with polystyrene and then thin plastic



Refreshment rooms at Palmerston North Station 15 August 1959 - taken at 3 o'clock in the morning awaiting the arrival of 4 Special Rugby trains enroute to Wellington – Manawatu Evening Standard.

Wellington & Manawatu Railway Company Refreshment Rooms

Plimmerton

Prior to completion of the station, a Parliamentary Special train was run to Plimmerton by WMR in 1885. The RRR was completed and advertised in December 1885 by WMR. The rooms were leased to Mr Lennie. Interestingly enough, there were several other adverts for refreshment booths on the beach from October 1885, which coincided with the



line opening and commencement of excursion trains. With WMR owning the land, competition like this seems to be very curious, so perhaps they were held under WMR lease. The answer to this is still unknown



The WMR's Refreshment Rooms were described in 1887 as being large and spacious. In 1888, the company invited tenders for the lease of Plimmerton Refreshment House, with the right to convert portion of the building into a lodging house.

In August 1893, the Manawatu Herald reported that "Plimmerton, the pretty little seaside suburb on the Manawatu Railway line, is about to have a handsome hotel and accommodation house. Mr John Plimmer has purchased from the Manawatu Railway Company the present refreshment room and site adjacent to the railway station and has decided to proceed at once with the erection of a large hotel, which will contain all the conveniences of a sanatorium".

(I suspect that the RRR was rebuilt as per the 1888 WMR advert, rather than a whole new building being erected.)

WELLINGTON AND MANAWATU RAILWAY COMPANY (LIMITED.)

TENDERS are invited for the Lease of Plimmerton Refreshment House, with the right to convert portion of the building into a lodginghouse.

Specifications and all information can be obtained on application at head office, Lambton-quay. Immediate possession.

JAS. WALLACE,
General Manager.

Wellington, 20th December, 1888.

There were large dining rooms in the house. The House was built by Mr Plimmer himself (ex WMR fame) and opened in 1894. It had large dining rooms and reportedly 33 bedrooms. Just after the hotel opened, WMR began new seaside excursions to Plimmerton and Paekakariki. Plimmer House burnt down on 24th April 1906.

Plimmerton was a WMR water stop before the big climb to Pukerua, as well as a popular holiday destination.

N.B. In 1896, the sewerage at Plimmerton was cesspit style, with bad drinking water and overcrowded with houses. As many as 7 houses were built on 2 sections which were only big enough for one house. One cottage boarded as many as 12 to 25 people a night and tents housed 5 to 10 people, with as many as 50 people living on one small section at a time. The WMR was contacted by Council about this unsanitary state of affairs. The WMR intended to construct a main drain, to which each house could be connected. Council was to seek legal advice into what could be done about WMR. WMR sold the land.



WELLINGTON AND MANAWATU RAILWAY COMPANY (LIMITED).

TENDERS addressed to the Chairman will be received for Leasing the Refreshment Rooms, Plimmerton, until Tuesday, the 15th instant, at 12 o'clock noon, at the offices of the Company, where the condition of the lease can be seen. The highest or any tender not necessarily accepted.

JAS. WALLACE,
Secretary.
Wellington, 3rd December, 1885.



WELLINGTON AND MANAWATU RAILWAY COMPANY (LIMITED).

TENDERS, addressed to the Chairman, for Leasing the Refreshment Rooms at Plimmerton will be received until Friday, the 29th instant, at 12 o'clock noon, at the Offices of the Company, where the condition of the lease can be seen. The highest or any tender not necessarily accepted.

JAS. WALLACE,
Secretary.
Wellington, 23rd October, 1886.

PLIMMERTON.

MR. T. BOULD has now erected a spacious Refreshment Booth at Plimmerton, where tea, coffee, sandwiches, fruit, and all kinds of refreshing drinks, can be had.

THOS. BOULD,
Paremata.

PLIMMERTON! PLIMMERTON!!

MRS. LEWIS has erected a Refreshment Booth at the above charming resort from the busy town, where visitors will find every comfort and attention.

PLIMMERTON HOUSE,
PLIMMERTON.

Situate at entrance of Porirua Harbor, on the Wellington and Manawatu Railway, 18 miles from Wellington.—The Healthiest Seaside Resort on the West Coast of the North Island.

NOW that the Summer is approaching, visitors contemplating a change to the seaside should make early application to secure rooms at **PLIMMERTON HOUSE**, where every convenience equal to the best Hotel Accommodation is provided.

There is a beautiful Beach close to the house, where splendid **BATHING** is procurable, free from all danger; Magnificent Views and Walks through Bush or along Coast.

For terms apply to
CHARLES PLIMMER,
Manager.

N.B.—At the Store in connection with "Plimmerton House" all Groceries and other Provisions can be obtained.

On and after Monday, Nov. 18, 1895, No. 5 train will (except on Saturdays) stop when required to put down passengers at Plimmerton from stations north of Longburn only, but it will not stop to pick up passengers. On Saturdays No. 5 train will stop at Plimmerton to put down or pick up passengers.

N.B.—No. 5 train leaves Palmerston N. at 4.51 p.m.

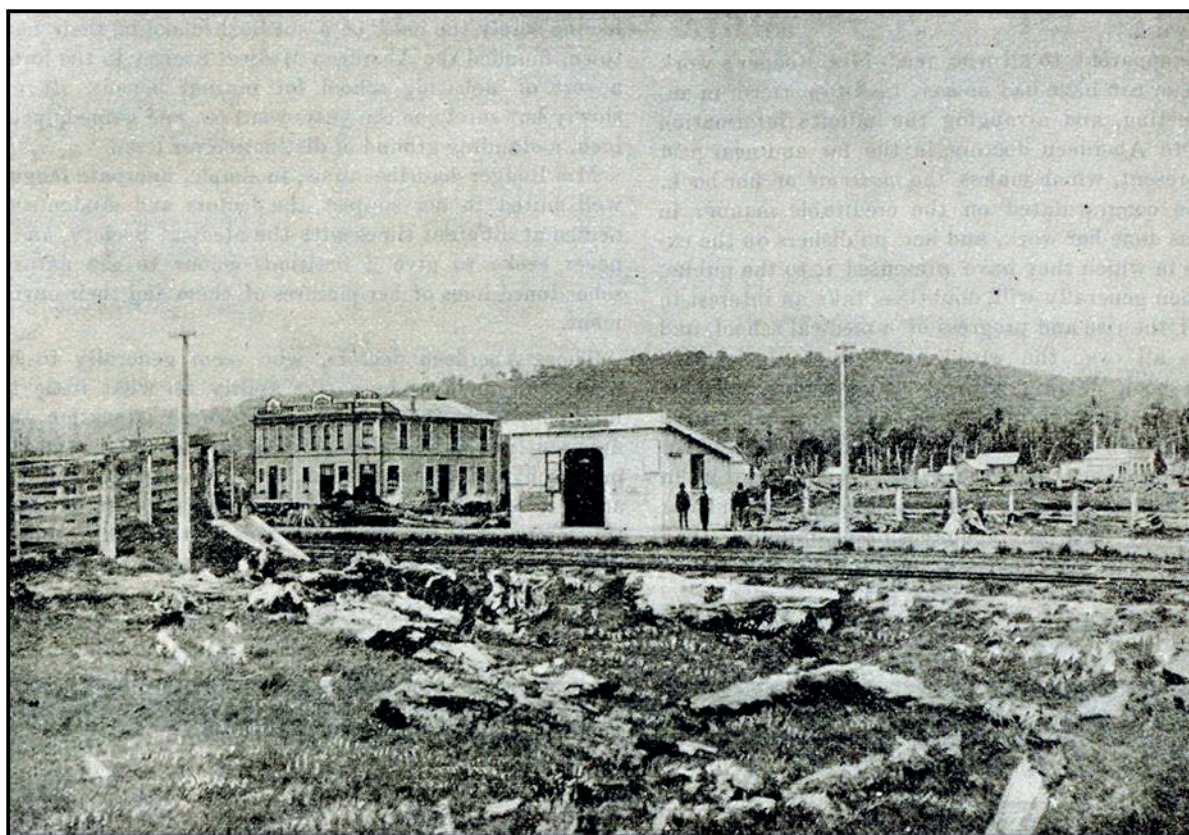
Shannon

Tenders were let for construction of Club Hotel at Shannon, by Turnbull & Son, on behalf of TG Macarthy of WMR fame. The Manawatu Club Hotel at Shannon is an interesting one, as Mr Wallace appeared before the Otaki Licensing Committee, re the license application in 1894. Wallace was the WMR General Manager (ex-Secretary). Emma Broadbent was proprietor. A license was granted subject to repairs being made and furniture supplied. The hotel also contained dining rooms.

A new License application for the Wellington and Manawatu Club Hotel at Shannon in June 1895 was made by Michael Moynihan. In May 1900, Moynihan was convicted and fined for selling a bottle of whiskey to a Maori. Moynihan pleaded that he thought he was selling alcohol to a traveller to take away, and that the Maori was a traveller. At the time there were different restrictions against selling alcohol to Maori.

A 1904 article notes that the hotel was built in the early days of Shannon and for some years it had been leased from the proprietor Mr Macarthy of Wellington, by Mr Michael Moynihan. As well as being a WMR director, Macarthy was also the owner of Macarthy's Brewery in Wellington and president of the Wellington Racing Club. Macarthy stood as a candidate for election of WMR directors in 1887, after the retirement of Mr C Johnston. Club Hotel at Shannon was sold to Macarthy early in 1893.

Totally destroyed by fire in November 1904, and tenders were called in December 1904 by Turnbull & Sons to rebuild the hotel for TG Macarthy. By June 1905 the owner of the new hotel was ordered by the licensing committee to furnish his new hotel within 7 days, or a renewal would be refused.



1893 Township and Station of Shannon

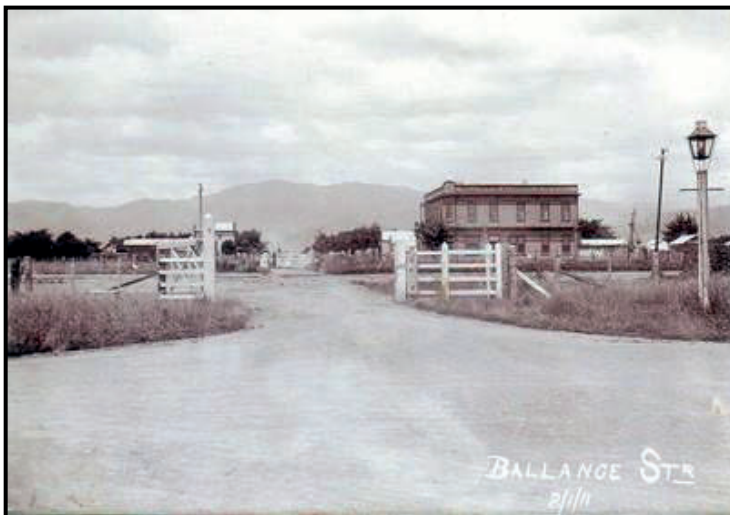
Photo : Auckland Libraries Heritage Collection



The Manawatu Club Hotel, Shannon doubled as a company railway refreshment room.

New in 1894, it burnt down in 1904 and was rebuilt in 1906 and still stands today.

Photo: 1894 Evening Post
Horowhenua Historical Society Inc.



Showing the hotel's close proximity to the railway line.

This railway crossing at the end of Ballance Street is no longer in existence, but the Club Hotel remains and was originally called the Wellington Manawatu Club Hotel.

Photo: 1911 F. Titchett
Horowhenua Historical Society Inc.


WELLINGTON-MANAWATU
RAILWAY.
REFRESHMENT CAR.
THOMAS FAIRHURST,
LESSEE,
RESPECTFULLY solicits a visit
from Passengers while travel-
ling by the Mail Trains on the above
Line.
Hot and Cold Meats served at very
moderate charges.
TEA, COFFEE, PASTRY, &c.
A full supply of Lemonade, Ginger
Ale and other Cordials.
The Car is an entirely new one,
and fitted up with every convenience,
with Lavatory attached.
T. FAIRHURST,
Lessee

WMR Miscellaneous

The WMR dining cars were leased out rather than being run by the company itself. This advert was from 1889-90.

Refreshment Rooms at a Bank Locomotive Station

Paekakariki



WELLINGTON AND MANAWATU
RAILWAY COMPANY
(LIMITED).

DAILY TRAIN TO PAIKAKARIKI.

ON and after MONDAY, the 12th instant, and until further notice, the 7 a.m. train from Wellington will run through to Pukerua, and passengers will be carried on temporary line to Paikakariki to join the Foxtou coach, returning from Paikakariki at 4.15 p.m., arriving in Wellington at 6.30 p.m.

Passengers will be required to walk between the upper and lower lines.

NOTICE TO PASSENGERS.

Passengers desirous of proceeding from present terminus at Pukerua to Paikakariki will be conveyed and goods will be carried by the Company on a temporary railway between the two points, but the Company will not be responsible for any damage or injury which may occur, unless the same shall result from positive negligence on the part of the Company or its servants.

JAS. WALLACE,
General Manager.

Wellington, 9th July, 1886.

In July 1886 a temporary tramway was running along the foreshore from Pukerua to the Paekakariki Hotel while work continued constructing the tunnels. From Paekakariki passengers then boarded the Foxtou Coach run by Cobb and Co which bridged the gap to Otaki. Later Paekakariki was a major WMR water stop and engine change station, so in both cases, a requirement for refreshments would have been a certainty.

Paekakariki Hotel was destroyed by fire in 1889. A new hotel was built close to the railway station – within 50 yards. This is probably the pic of when the hotel opened out onto the platform (below). The licensing committee noted that the hotel was erected much nearer the railway station than the site of the old house. The Hotel was again totally destroyed by fire in March 1909. By July 1909, it was again advertising that trains stop for at least 15 minutes. In 1912, the hotel advertised that travellers on trains have time for refreshments. Note, the spelling was Paikakariki until about 1905.

Paekakariki's railway crockery pre-dates the opening of the station refreshment rooms by a number of years. The railway refreshment rooms at the station opened on 31 January 1910. Prior to this, it is

highly likely that the refreshment rooms were in the Paekakariki Hotel, which also advertised refreshments for train passengers. The railway refreshment room was advertised by NZR in 1909. No suitable lessee replied to the advert and the Otaki refreshment room proprietor's tender price was too low, so Kaitoke's lessee was invited by NZR to run Paekakariki RRR as well. The refreshment rooms closed in the late 1960's, as a locomotive change was no longer required to be made at Paekakariki. The bookstall closed in the 1980's due to burglaries. From 2007, the station museum cafeteria opened for commuters in the railway station. While that no longer exists, it is now a waiting room during winter months.



The 1889 hotel which faced the railway line and was further north and closer to the station. KCDC notes that the hotel and buildings were owned by the WMR, but that still needs checking. This was a major hotel for what was a small company village. Maybe WMR had interests in Paekakariki Hotel, as they did in Plimmerton and Shannon?

Paekakariki 1893

Photo: Alexander Turnbull Library



No 2 cup - Paekakariki



Paekakariki on the Main Trunk Line

Photo: Archives New Zealand

1910 adverts re the opening of Paekakariki Railway Refreshment Rooms

NOW OPEN.
PAEKAKARIKI RAILWAY STATION
REFRESHMENT ROOMS.
THOS. F. THOMSON, Proprietor
 (Also Proprietor Kaitoke Rooms).
 First-class Refreshments always ready.
 No waiting. Try our Tea and Sandwiches.
 The Kaitoke and Paekakariki Sandwiches
 are delicacies appreciated by all travel-
 lers.

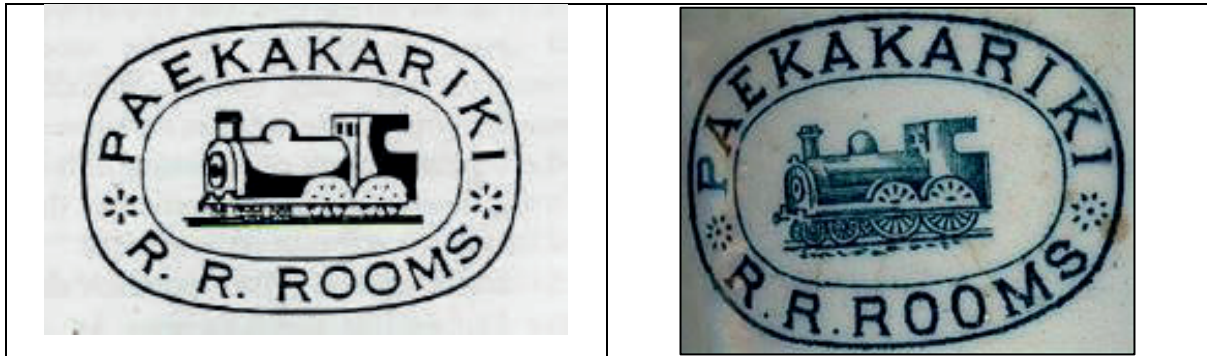
PAEKAKARIKI REFRESHMENT
ROOMS.
OPENING MONDAY NEXT, 31st JAN.,
 Under Control of
THOS. F. JOHNSON (Late of Kaitoke).
 Refreshments always ready.
 No Waiting. First-class Fare.
PAEKAKARIKI HOTEL.
THE New Hotel is now open to receive
 visitors. Ideal seaside resort. Splen-
 did accommodation. Nicely furnished.
 Every attention. All trains to and from
 Wellington stay ample time for travellers
 to obtain refreshments.
F. HILTON, Proprietor.

PAEKAKARIKI HOTEL,
FRED HILTON, Proprietor.
 First-class Accommodation for Travellers.
 All Trains Stop at least 15 Minutes.
FIRST-CLASS LIQUORS DISPENSED.

In the song 'Wellington Express' by Barry Lineham, the struggle at the Refreshment Rooms is aptly described.

No battlefield is grimmer, where battered heroes die
 Than the bloody railway battle for a cupper and a pie.
 In a scrum All Blacks would envy, only hardy souls remain
 To grab a bun and sandwich is the saviour of the train

PAEKAKARIKI: Only two heralds are known from Paekakariki. The herald pictured is green and was made by Wedgewood & Co, with the maker's mark dating from 1906. Items found have the date inscribed in them, dating between 1908 and 1910.



The second Paekakariki is marked with a brown herald containing a stylised engine in an oval with the usual wording. The pieces date from 1897 until 1904 going back to the WMR days. Walter Freeman, who catered for the WMR dining car, put in a bid for a lease for these rooms after the NZR had taken occupancy. His tender was accepted on the 21st of December 1909, however, his guarantor failed to supply the first six months rental in advance, as specified by the NZR, and the rooms were re-let. Eventually Mr J.F. Thomson, who also leased the Kaitoke refreshment rooms was given the contract for Paekakariki, and he started his tenure on the 12th of January 1910. The refreshment rooms in the current station building did not open until the 31st of January 1910, along with the rest of the building.



Refreshment Room at the Foot of a Very Steep Incline

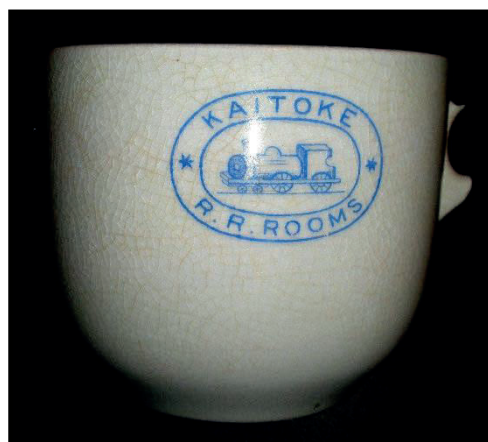
Kaitoke

Kaitoke Railway Station opened 1 Jan 1878, as did the RRR. J Prestige of Kaitoke offered to rent the rooms. Rooms were advertised by NZR 1878, 1889, 1899, 1909.

In 1886, James Martin was again the successful tenderer for Kaitoke RRR. Sale of estate of publican at RRR on 15 April 1887. Another Licensee for the RRR died 1899. Advert for Mrs Emma Broadbent's estate and her lease of RRR Dec 1899. Feb 1900, eighteen to twenty dozen spoons gone astray from Kaitoke RRR since Xmas. In 1902, Mr Chaz Benzie secured the lease of Kaitoke RRR. NZR took control of on 3 April 1927, closed 1 Nov 1952.



N.B. The beautiful Green logo is from 1909 and is shared with Paekakariki. The proprietor of Kaitoke RRR also ran the Paekakariki rooms.



**RAILWAY REFRESHMENT ROOMS,
KAITOKE.**

In the Estate of Mrs. Emma Broadbent, late of Kaitoke, Licensee of the Railway Refreshment Rooms, deceased.

TENDERS are invited up to Tuesday, 19th December instant, for the Purchase of the Interest of the late Mrs. Broadbent in the Lease and Goodwill of the Kaitoke Railway Refreshment Rooms, which lease expires on the 30th day of April, 1902, and of the whole of the stock of crockery, utensils, and plant used in connection with the business, and also the license, insurances, and stock of liquors, cordials, and stores of every kind on the premises on the day of completing the purchase, to be taken over on vacation on that day. The whole to be sold as a going concern.

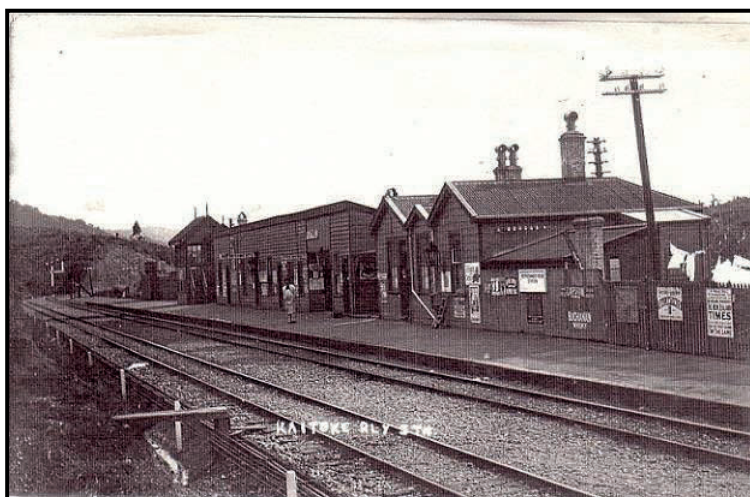
Particulars and conditions of sale, and inventory, may be inspected at the rooms at Kaitoke, and also at our offices, where full information can be obtained.

The highest or any tender not necessarily accepted.

SKERRETT AND WYLIE,
Solicitors for the Executor.
71, Lambton-quay, Wellington.

Kaitoke railway station, a view to the west c1902.

Photo: Upper Hutt City Library Heritage Collections



HOW KAITOKE GOT ITS NAME

(Note: "Kaitoke" is a compound Maori word.—"Kai" means "Food,"
"Toke" a Worm.)

In the days preceding hist'ry,
Lived a might man of myst'ry,
Te Raupara, the Seer, Boss Tohunga of the land.
And as once he gravely pondered
His feet uncaring wandered
Where in our day Railway Tea Rooms Steaming stand.

And clairvoyance came upon him,
Oh, a Vision came upon him,
And the years like days before him swiftly sped
For an hour he stood unspeaking
Though the winds around were shrieking
And his braves with fear were trembling . . . Then he said.

"Trees shall fall and birds be taken,
Hills by beauty be forsaken.
O'er their barren yellow side
Shall a sinuous monster glide.
Not a serpent, but an earthworm
Magnified but still an earthworm
Slowly creeping, shaking, groaning,
Wheezing, whining, loudly moaning,
Sometimes moving, sometimes stopping,
(Very, very often stopping,
Shambling as the Worm has shambled
Since the first Worm up and ambled;
Crawling o'er its shining furrow,
Through its many a fearsome burrow,
Till upon this space of greenness
Shall it sprawl its great uncleanness
Here to feed . . ." He ceased, green-paling
As he watched that fierce regaling.
"Place of Worms, alas!" he muttered.
"Worms and Food," he sadly muttered.
Then arousing loudly spoke he,
"EVER CALL THIS PLACE KAITOKE. . . ."

That's the why and wherefore of it.—
Raupy was a surefire prophet!

G.H.O



Kaitoke Railway Station 1901

Photo: Upper Hutt City Library Heritage Collections – P. Godber

Refreshments at the Railhead for a River Port

Mercer

Tenders for erection of the refreshment rooms closed with PWD on 9 June 1877. Tenders were called for the lease of the rooms that same year. Mercer Station, the refreshment room, and the ladies' waiting room were destroyed by fire in 1879. Mr Arcel was the RRR proprietor. Mr D Darkell the proprietor advertised the rooms were re-opened in 1880. Note, Mercer was the railhead for the Waikato river port, where people and goods were transhipped to Hamilton, pending completion of the railway line. Ngaruawahia took over from Mercer as the Waikato and Waipa rivers port railhead on 1 March 1880.

In June 1882, the ladies waiting room at Mercer station was used as accommodation for lodgers. The RRR lessee was cautioned against a repetition of this. Sale of liquor at the RRR was restricted by Clause 58 of the Licensing Act.

The railway station and post office were destroyed by fire on 23 Dec 1900. Dining rooms were completed in 1912. The station closed in 1958.

In December 1871, an advert appeared to lease best sites for buildings at the railway terminus. Apply Dr Corbett, Tuakau. This may have become the site of Railway Hotel.

The unrefreshed and weary railway traveller who has pitched his sleepy frame into a suit of clothes, seized his over-night packed portmanteau, and hurried through the chill morning air to catch the morning train, is not a being to be envied. Behold him seated in the car, unfolding with half-awakened faculties the damp sheet of the morning "Granny." Reader, that individual is not happy. Warm retrospections of a luxurious feather bed float before his yet sleep-laden eyelids. But a good time is coming! In due course the train ranges alongside the Mercer Station. Hungrily, thirstily, he jumps out, and in a few seconds is refreshing and reviving the inner man at the table of that paragon of caterers, the only James (not G.P.R. we may remind "Granny"). Yes, that man returns to his seat in the train re-invigorated and at peace with all mankind. Mr James' motto should be "devil a better," for assuredly in all New Zealand there are not better conducted railway refreshment rooms than those under his supervision, calculated as they are to supply every requirement of the travelling public.

Mercer
advert, 6 December 1878

PPOINT RUSSELL HOTEL.
MERCER.
DANIEL ARKELL begs to inform the travelling public that he has made great improvements to the above well-known Hotel, and in addition to other excellent accommodation, there is now added a RAILWAY REFRESHMENT ROOM AT THE STATION, for the special convenience of travellers by every train.
The Best of Wines and Spirits.
Hancock's sparkling Ale.



Mercer - Hotel

Advertised sit down meals for train passengers. The hotel had a RRR bell in the dining room. The Railway Hotel advertised in 1873/4, with dinner ready on arrival of coach or steamer. This was probably the first RRR as such, at the railhead. The hotel either supported or competed with the RRR. In 1881, adverts appeared to support private speculation, as all trains stopped 20 minutes and passengers had plenty of time to cross the road. WH Porter took over the Mercer Railway Hotel in 1885.

RAILWAY HOTEL, MERCER,
(Late TELEGRAPH INN),
W. H. PORTER.
SUPERIOR Wines and Spirits always on hand, and
Excellent Accommodation.
Meals at all hours of the day, from six a.m. Dinner ready
on arrival of Coach or Steamer.
N.B.—Good Stabling.

RAILWAY HOTEL,

MERCER.
ALFRED R. BOLLAND, PROPRIETOR.
CHOICEST Wines and Spirits in stock.—Meals at any
hour on arrival of coach or steamer.
Good Stabling.



RAILWAY HOTEL,
MERCER.
REFRESHMENTS READY
ON
ARRIVAL OF EACH TRAIN
AT
MERCER STATION.
JAMES RIDLER, PROPRIETOR.



August 1877:

NZ poet shows his lack of appreciation of the tea served at Mercer Railway Station.

'The quality of mercy is not strain'd/It droppeth as the gentle rain'.

William Shakespeare

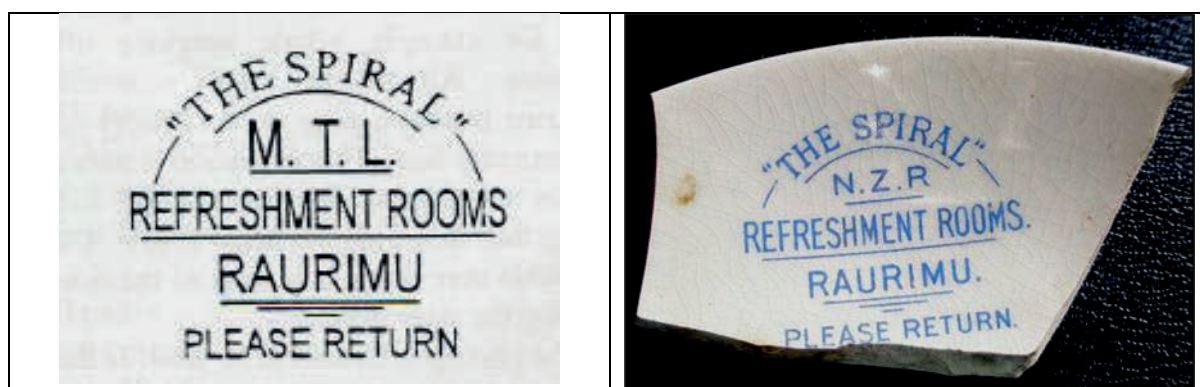
'The thought occurs to those who are entrained/The squalid tea of Mercer is not strained'.

A.R.D Fairburn

Some older crockery markings, pre-NZR take over

Reproduced below is a small selection of old Refreshment Room heralds to give readers some idea of the large variety used in the days of leased refreshment rooms. The crockery bore no resemblance to the later, well known, thick and large NZR cups and saucers. The old cups came in all shapes and sizes and were usually made of thin china. The Otaki cups, for example, were a beautiful example of the old style of china; it was a fairly small and dainty cup with a rather elegant handle.

This is just some of the crockery used by lessees prior to NZR taking over the rooms. The rooms could only be taken over or closed by NZR as the leases expired. Salesmen from UK would travel the country visiting the various premises, with sample sheets giving choices of crockery motif design. The crockery was virtually all made in the Staffordshire District and orders would be shipped to New Zealand. This crockery and even shards of it are scarce, for purists though, none of these pieces are actual NZR, as they are from the privately owned or leased Victorian-Edwardian eras. All of the old crockery shown in this publication was unearthed by Christine Johnson in the Paekakariki railway yards.



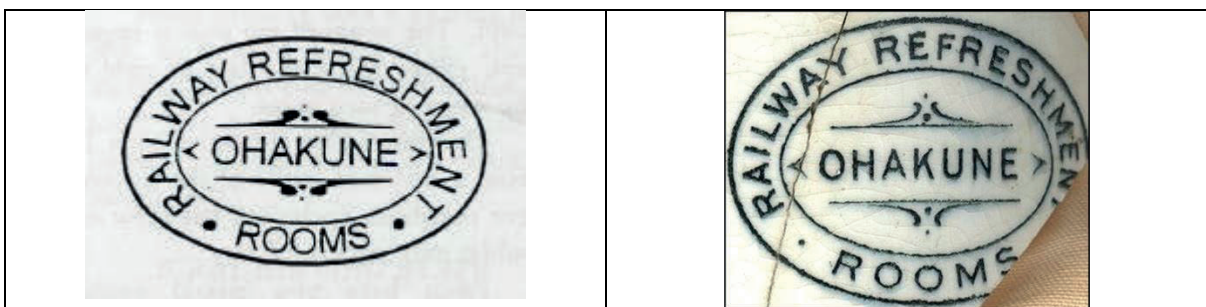
RAURIMU: The refreshment rooms at Raurimu continue to fascinate me. This is a small town at the foot of the world famed Raurimu Spiral, although, during construction days, several thousand people were based here. There are five known types of railway china from Raurimu refreshment rooms, perhaps others could still lay undiscovered. In the accompanying design, the M.T.L. is obviously an abbreviated form of Main Trunk Line. Other examples bear the abbreviation NIMT or NZR. To date, the maker and year of this china is unknown, although the M.T.L. piece is almost certainly the oldest.

A further design bears 'Raurimu' in a red triangle similar to one of the old Te Kuiti designs. The fifth known piece has an illustration of a round blue garter marked with the 'Spiral Railway Refreshment Rooms - Raurimu'. This piece bears the mark of Johnson Bros. dating from 1913 onwards.



OTAKI: Two examples are known from Otaki, both are complete. One cup is made of thick porcelain with the word 'Otaki' simply written on the cup, the maker and year are unknown. The other example, which is illustrated is a blue crest, being made by W.A. Adams & Co., a famed British pottery, between 1890 and 1896. The cup certainly dates back to the Wellington & Manawatu Railway Company era. Otaki's lessee around the turn of the century was a Mrs F.J. McHardie. The current station building was constructed in 1910, the original one having been destroyed by Fire.

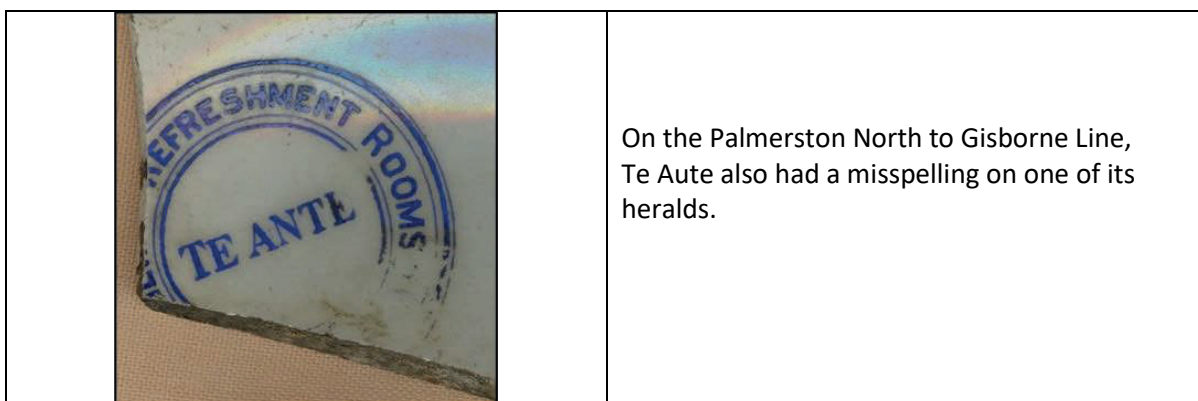
OHAKUNE: This herald dates from somewhere between 1883 and 1913. Although the exact year is unknown, the refreshment rooms at Ohakune were open during 1906, before completion of the North Island Main Trunk. The maker was Johnson Bros and the herald is in black. The maker's mark was earlier than that of Raurimu. Perhaps the rooms were open for construction workers and passengers travelling by horse and coach over the yet uncompleted sections of the NIMT.



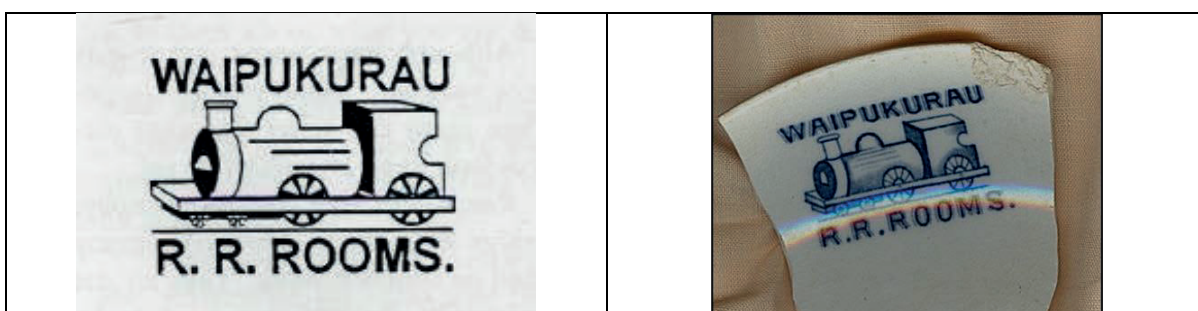


Three other heralds are known from Ohakune, all are in an oval garter, being either blue or black. the third such herald is mis-spelt, reading 'Ohakuni'. One can imagine the old English manufacturers becoming quickly confused with the Maori language, still, they managed to get Paekakariki right. With the later coming of the NZR and the numbered series of crockery, '0' was the number for Ohakune.

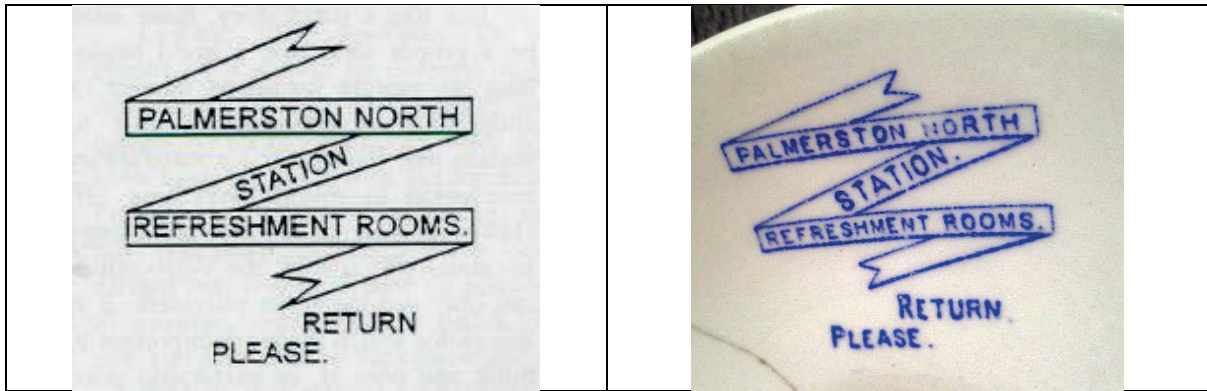
NZR's Refresh Rooms opened in the new Ohakune railway station, in 1909.



On the Palmerston North to Gisborne Line, Te Aute also had a misspelling on one of its heralds.



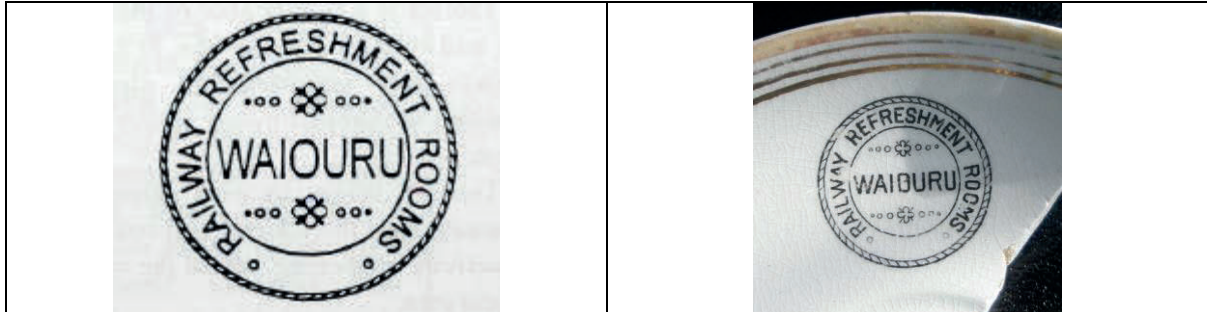
WAIPUKURAU: This black herald is the only one, so far, known from Waipukurau. The maker and year are the same as that for the second piece of Paekakariki. During the period from 1893 to 1899, Mr Peter Gow leased the Waipukurau refreshment rooms. The actual spelling of Gow's name is a mystery in itself as the files record both 'Gow' and 'Gour'. Waipukurau was a counter room as well as a set table and luncheon station.



PALMERSTON NORTH: This striking zig-zag crest was printed in blue. Maker was the well-known Grindley Ware, by Globe Potteries. The maker's mark dates back to 1908. Woodville had a similar crest but was in black rather blue.

Another crest from Palmerston North was also in blue and consisted of an oval garter. During the period that the WMR was privately owned it is interesting to note that as well as running the line's dining cars, Walter Freeman leased NZR's Palmerston Refreshment Rooms during the 1890' s.

WAIOURU: This old marking in black and the maker is unknown. Saucer was made of relatively fine crockery, with pink and gold rims on the edge. To date this is the only known herald from Waiouru.

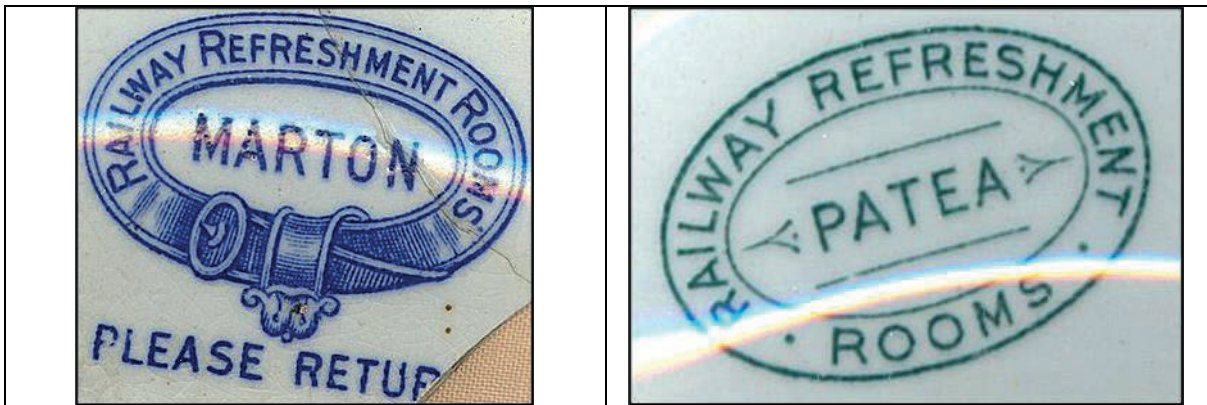


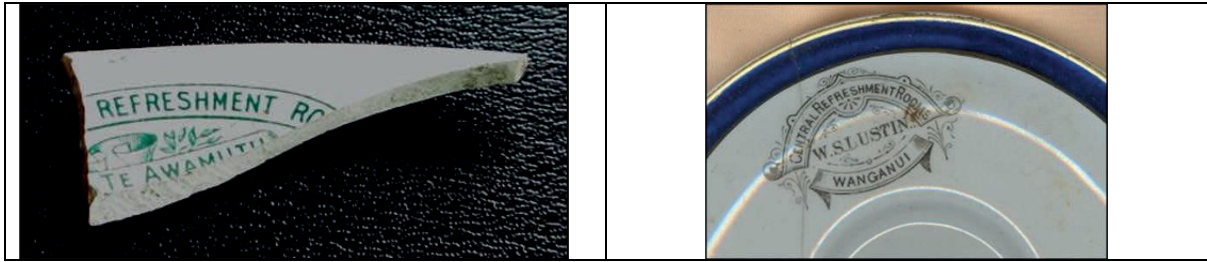
TAUMARUNUI: most beautiful old marking was in green and unfortunately, the maker and date of this piece unknown. As the design is ornate, this an indication that the piece probably dates back to around the turn of the century.



There are also two blue coloured designs known from Taumarunui and both date back to the same era as the Palmerston North piece.

TAIHAPE: There are six known crests from Taihape. The oldest such piece being made by Alfred Meakin Potteries, dating between 1897 and 1904. The crest is in blue and is in an oval containing the usual Hotel words of 'Railway Refreshment Rooms Taihape'. In the centre of the oval are the initials 'JST' in beautiful old-fashioned lettering. These being the initials of 'Shutes' who were the proprietors of the rooms. Around the edge of the crest is a lovely old design, similar to that of Taumarunui. Another plate, also in blue, marked 'Shutes' is in an oval garter.





1917 - Soldiers at Kaitoke Station enjoying a cuppa
Photo: Masterton Library Archive

An Open Letter to the Staff
From Mr. and Mrs. Cup and Saucer

Dear Staff,

You and we are fellow-workers for the general public, the owners of the railways.

The longer you and we are together, the better it will be for the public, who have to pay for us.

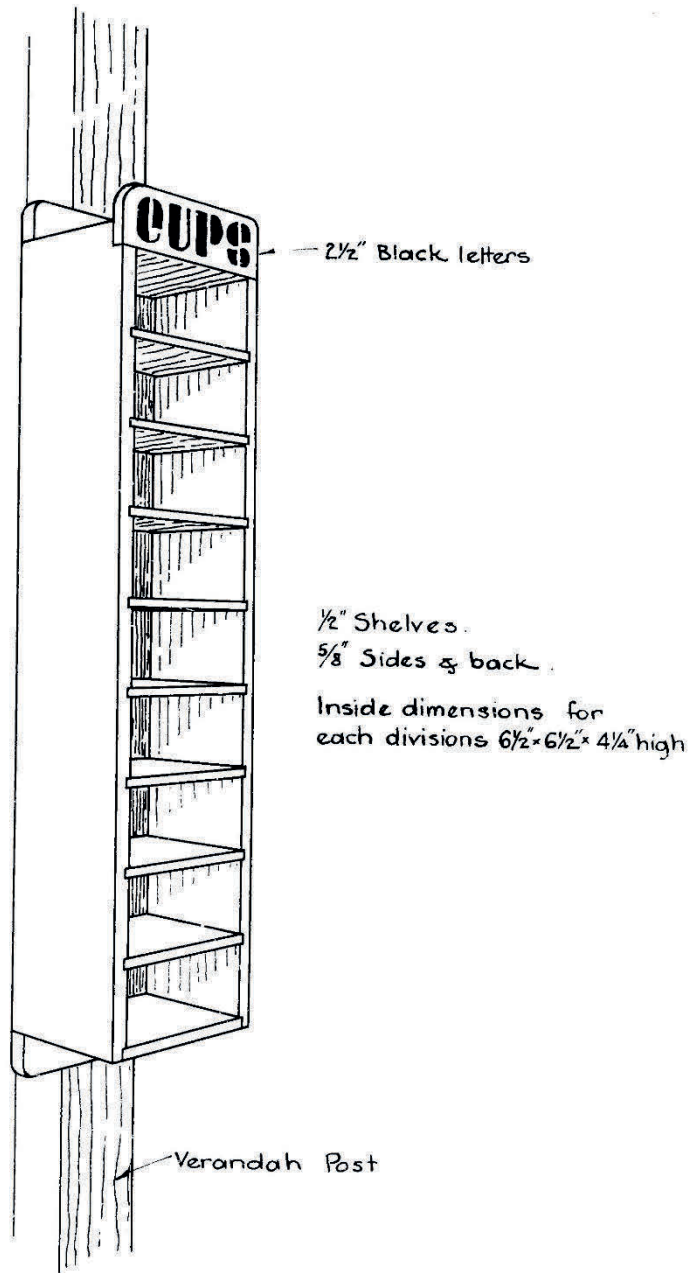
As a cup and saucer our spirit for service is very strong, but our bodies are fragile. Please handle us as gently as possible.

Please do not use us for any unauthorized purpose.

In these difficult days it is not easy to replace us.

Mr. and Mrs. Cup and Saucer.

A gentle reminder to please return your cup & saucer



N. Z. R.

CONTAINER FOR USED CROCKERY FOR
FITTING TO PLATFORM VERANDAH POSTS.

Finish to be enamel to selection,
by Comptroller, Refreshment Branch.

54-999

North Island Numbered Crockery 1920s and 1930s

- 0** Ohakune
- 1** Whangarei
- 2** Paekakariki
- 3** Marton
- 4** Palmerston North
- 5** Woodville
- 6** Waipukurau
- 7** Taihape
- 8** Mercer
- 9** Frankton Jcn
- 10** Taumarunui
- 11** Putaruru
- 12** Hawera
- 13** Kaitoke
- 14** Patea
- 15** Maungaturoto
- 16** Tauranga
- 17** Helensville
- 18** Paeroa
- 19** Masterton
- 20** Te Kuiti
- 21** Aramoho
- 22** Napier



It appears that this crockery was used when NZR took over the rooms, after withdrawal of the dining cars. The early numbered crockery then was a lot finer and rather thin. The much thicker and heavier hotel ware seems to date from the 1930's.

The numbered crockery was made by different UK manufacturers, probably in response to tenders called by NZR. This Frankton cup was made by Royal Doulton. Being of superior quality to the usual hotel ware, it was probably used in the dining rooms, rather than the counter rooms.



Enter the NZR era and withdrawal of the dining cars



The lessee of Gore RRR needed more crockery, but was aware that her lease would be cancelled, with NZR taking control of or closing uneconomical rooms all over the country, following withdrawal of the dining cars. The lessee hoped that if she purchased crockery in the name of NZR, that they would buy it from her and she wouldn't be left high and dry, with a shipment of new crockery from UK and no rooms. NZR did purchase her crockery, hence NZR's Gore rooms had this unique design, while other South Island NZR rooms used the boldly coloured system of cups and saucers. The North Island differed by using numbered rather than coloured crockery.

South Island Coloured Crockery 1920's and 1930s



Like the North Island's numbered crockery, it appears as though this crockery was used in the South Island when NZR took over the rooms, after withdrawal of the dining cars. The early coloured crockery then was a lot finer and much thinner. The much thicker and heavier hotel ware seems to date from the 1930's.

NZR Brown	Christchurch
NZR Green	Otira
NZR Blue	Ashburton
NZR Red	Oamaru
NZR Orange	Palmerston
NZR Grey	Dunedin

Note, there are variations within these colours. i.e. The orange of Palmerston can also appear as yellow, and Otira's dark green can also be a lighter coloured, lime green and Dunedin is black.

N.B. The markings above the "Z" appear to denote the various batches made, rather than the maker, as the same markings have differing makers marks on them. Perhaps these were used as a way to date the crockery.



Selection of different NZR Cups



These 2 specimens are made from porcelain, the date is unknown. Porcelain crockery was not manufactured until the early twentieth century. The cup was unearthed at Paekakariki and the saucer piece at Frankton.



1920's



1921

These 2 saucers were unearthed from the buried turntable pit at Paekakariki. Although dated, it is unknown what they were used for. The saucer on the right was also found at Frankton.



This is a particularly attractive saucer. It is thick, with the NZR logo, 3 gold rings and a rim of either pale green or pink. Unknown what it was used for, possibly dining rooms? A photograph exists of saucers very similar in the dining cars, however, the makers mark does not coincide with the dining car era. This specimen was found in the old, buried turntable pit at Paekakariki, so it is from the pre-Ka class Locomotive era.

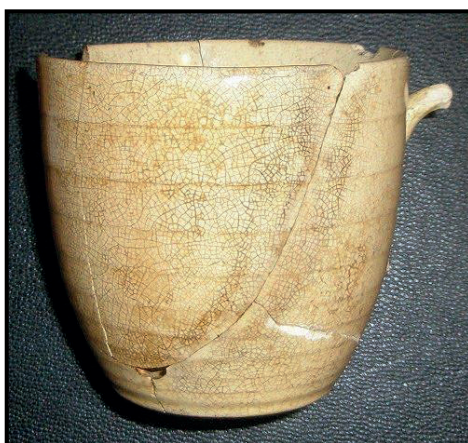
WORLD WAR 2 - NEW ZEALAND MADE

- The Real Kiwi-NZR Icon -

THE HANDLELESS CUP - This was the first NZR Cup made in New Zealand, (handle-less) about 1941, by the Amalgamated Brick & Pipe Co. (Later Crown Lynn) Because of the state of war, British china could not be imported. Compounding the problem, was that there was no one in NZ who was skilled enough to apply handles to cups. The handle-less cups were unpopular and burnt passengers' hands. An attempt was made to secure handles to these cups, but it was not a success. The cups are often mistaken for and sold as NZR shaving mugs.



The NZR logo came in Black or Dark Green and was stamped onto the cup body. It is often crooked or smudged, giving the cups real character. Surviving cups with the trial handle on them are very rare but one has been sighted. These specimens came from Paekakariki. The tip contained no matching saucers or any shards of them.



THE "BEEHIVE" CUP was produced resultant of a serious dinnerware shortage in NZ during WW11. It was produced by Amalgamated Brick & Pipe Co and was New Zealand's first domestically made commercial table ware. The design was named "Paris." The 1940's beehive cup had handles of varying shapes, as attempts were made to find a way to securely fasten them to the cup. The Paekakariki station dump provided direct evidence that these were also used by NZR. The above specimen was unearthed in pieces from the dump. Accompanying it were parts of matching beehive saucers with a large NZR stamped in the centre of them. The NZR logo was exactly the same as that used on the handleless cups.

This big war time cup was probably the largest NZR cup ever made. Specimens unearthed at Paekakariki were marked on their bases as either 1943 or 1944. UK made.

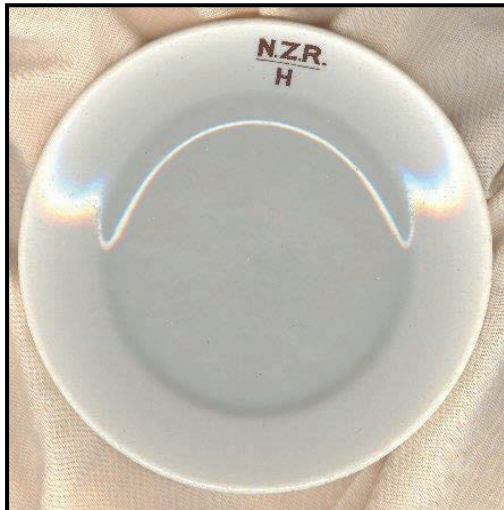


Unusual 1940's cup, in that the NZR is on the base and is in green. The cup was unearthed at Paekakariki and had not been previously seen



1925/6 design used for the unsuccessful lunch hamper trials on the expresses.

UK made. For extra payment, a cane hamper containing food/drink could be pre-ordered, but these were not a success, as the public preferred to see and select their own food. The trial was made, in order to relieve the burden of crowding at the station counter rooms



NZR H = Railway Hostels.
Crown Lynn NZ made.



A small Temuka made mug, ex the
Clinton dump



This mug is possibly the heaviest &
thickest made and is probably that
which built the railway cup legends. It
has no NZR markings and is dated 1943
or 1944. The Paekakariki dump was
littered with these. UK Made. Perhaps
the plain/unmarked cup was a war
economy, or it was used for the US
Marines stationed in the area.



Temuka made mug, found in the
Paekakariki dump. These cups, which
were probably manufactured in the late
1940's, are relatively common.



Two more unidentified NZR cups. The marking on the right side is very small and appears to be fairly old (ex Paekakariki dump). It was made in UK. The cup on the left does not have any maker's marks, but from the high quality, it appears to be British made.



This British-made un-numbered cup remains a mystery. The most likely explanation for it is that the cup was used at the terminal stations like Auckland and Wellington as these stations did have refreshment rooms, but for some reason were not allocated numbers. A Crown Lynn version of the un-numbered crockery also exists.



This NZ Temuka-made un-numbered cup also remains a mystery. The most likely explanation for it is probably as above, but this being NZ made would be a later date, or even possibly during the war.

The Long-Lived Orange Crest

The orange crest crockery was made by many different makers, from various British manufacturers, right through to Crown Lynn, and it spanned many decades. This NZR crockery was also made by Royal Doulton and produced in Sutherland Bone China from UK. This appeared to be an official, more formal type of crockery. It was also to be found in the NZR staff cafeterias, such as Hutt Workshops and Wellington. During the 1980's this design could be seen in the head office staff cafeteria, but never in the public refreshment or dining rooms. Little more is known about it, but because of its great variety, this china alone could easily form the basis of a specialised collection. Because this design spans many decades, it also shows both variations of the crown above the NZR scroll, starting with the King's Crown. It is of more than a passing interest, that the older Parliamentary type of crockery also bore the Crown in exactly the same colour. It would be interesting to know if the high quality bone china versions of this type of NZR crockery were used on the Royal Trains, or for other special and highly formal events.



**Crown Lynn 1970's – ex Wellington
HO Staff Cafeteria**



A Black Crest



This black crest cup was British made, between 1950 and 1955. A matching large milk jug was found at Kaikoura.



This is a fairly heavy cup, but it has no maker's backstamp to identify the maker or date. Being high quality, it is more than likely to be British made.



Cup, glazed ceramic, cylindrical body, off-white in colour. Circular handle that has been cast separately from the body then attached.

Crown Lynn c1948-55

SERVICE



THE RAILWAYS DEPARTMENT PROVIDES FOR ALL PASSENGERS A FULL MEASURE OF SERVICE WITH HIGH-QUALITY MEALS AND REFRESHMENTS WHICH WILL SATISFY THE MOST FASTIDIOUS.

At OAMARU station luncheon will be served on the arrival of this train. The price is 4/- for adults and 2/- for children under 12 years of age. A typical menu is shown below, but in order to provide variety the actual menu may differ slightly.

LUNCHEON

- | | |
|------------|---|
| SOUP | VEGETABLE |
| FISH | POACHED FILLETS OF GROPER |
| ENTREES | BRAISED SAUGAGES AND ONIONS
STEAK AND KIDNEY
SAVOURY MINCE AND GREEN PEAS
HARICOT OX TAIL |
| COLD MEATS | ROAST LAMB WITH MINT SAUCE
ROAST BEEF |
| VEGETABLES | TWO VEGETABLES (in season)
CREAMED POTATOES |
| SWEETS | FRUIT PUDDING WITH SWEET SAUCE
APPLE PIE WITH CREAM
BAKED CUSTARD
PEACHES WITH CREAM
JELLY WITH CREAM |

TEA

COFFEE

Enjoy a meal in the Railway Dining-rooms at Oamaru.

KINDLY PASS ON TO NEXT PASSENGER



[1480

By order—

J. P. MAXWELL.

Cups of the Modern NZR

The start of modernisation and return of the dining cars - The airline crockery era – where NZR hostesses wore bright red tight fitting, mini skirt frocks and buffet car decor was bright orange, along with very compact meals



This style of crockery is often mistaken by antique dealers for everything but what it was. There were rectangular bread and mains plates, and square desert bowls and saucers.

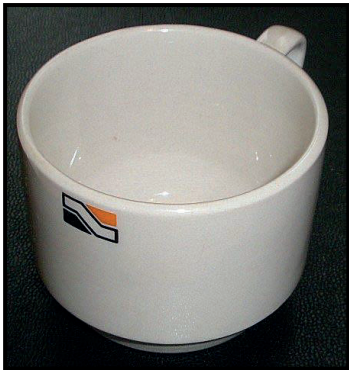


In with the new and out with the old.

The new look logo meant an end to the iconic NZR cup and saucer with the blue crown. The maroon crockery first appeared on the Southerner, and later on the Silver Star and Silver Fern, etc, and was Crown Lynn made. The maroon colouring was not present on later batches. This airline style crockery was used in the new, modern long-distance train buffets cars. Fallen flags like the Southerner, Endeavour and Northerner come to mind.



While the airline style crockery was used in the buffet cars, the standard crockery depicted on the left was used in the station refreshment rooms.



Railway crockery with the orange logo came from the Railferries. Apart from the special Arahura cup, this was the standard ferry cup shape.



Unknown what this was used for, but it is the same shape as the ferry cup, so maybe it was a simple misprint?



This large mug was made in the mid-1980's, using the mould for the old blue crown mug. One box was ordered in error, hence very few of them were made. It is a rare item and only ever appeared in Wellington.



The standard NZR tea cup of the 1980's used at the railway stations.

Some Modern Day Occasion Specials



This was rather a clever cup, with a picture of a Double Fairlie on it. The engine stretches right around the full circumference, so it looks like a single locomotive on either side of the cup. It was part of a Crown Lynn made child's set, which included a saucer and funnel.



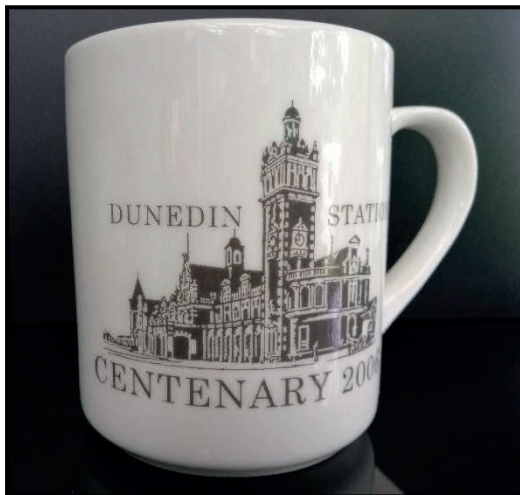
Sometimes mistakenly sold as NZR Official china, this was part of a set of 6 mugs which pictured various locomotives. Crown Lynn sold the cups as complete sets in the 1980's.



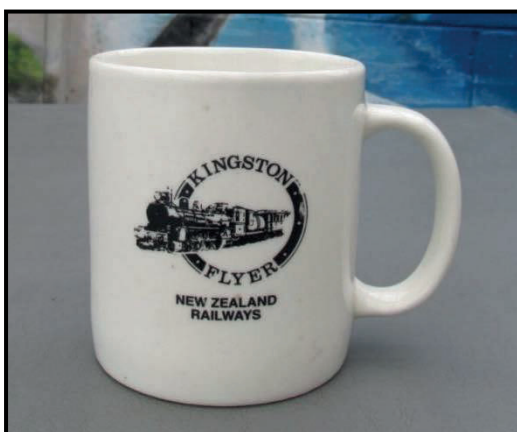
Using the NZR mould, this mug which celebrated completion of the NIMT Electrification was made up by a Taumarunui group and sold as a fundraiser. It was the last ever railway type cup to be made by Crown Lynn.



A special mug was produced to recognise the fact that NZR had been in operation for 90 Years in 1998.



This mug was produced to mark the Centenary of Dunedin Railway Station in 2006.



A special mug commemorating the New Zealand Railways – Kingston Flyer Excursion Train.

	
<p>Introduction of Travelpass to NZR</p>	<p>Mid-1980s - It is likely that this cup celebrated the new look NZR with the slanted logo</p>
	
<p>1987 - 50th Birthday of Wellington Railway Station.</p>	<p>Introduction of Railfreight Systems</p>
	<p>Another from the Railfreight Systems Group. Produced for freight customers</p>

	
<p>In 1991 to commemorate the name change to NZ Rail Ltd all staff were issued this mug</p>	<p>Speedlink parcels division a Branch of the Road Services Group.</p>
	
<p>Produced by the Staff Training Division to celebrate the introduction of the Driver Training Simulator</p>	<p>Tranz Rail Freight Call Centre mug for customers</p>
	
<p>This cup was part of a set used on the new railferry, "Arahura." It was the last NZR crockery to be used in commercial service</p>	<p>Introduction of the Silver Star to the NIMT</p>



This cup and saucer set was produced by ONTRACK to celebrate the centenary of the North Island Main Trunk Railway in 2008.

Produced by Crown Lynn, now based in Malaysia, this porcelain cup and saucer is one of 2400.



A mug produced by Tranz Metro for staff in 2016.

It is to commemorate the end of the brand which occurred on 2nd July 2016, 78 years to the day that electrification came to Wellington.

A COMPLETE MYSTERY



Earthenware version of the gold clover cup. This one was found inside Whangamomona station

This unmarked cup was found at Frankton, Paekakariki and Whangamomona. The cup was present in the Paekakariki station dump in reasonably large numbers, so probably belonged to one of the old leased refreshment rooms. The design was very popular in the late Victorian era. The cup is made of porcelain and earthenware, has either one or two gold rings on the outside of it, and a gold clover inside, at the bottom of the cup. There is no maker's mark on any of the cups. Other similar cups without any markings and patterns whatsoever, both porcelain and plain, were also found at Paekakariki.



Close up of the clover inside the cup

EVERYONE WANTS A RAILWAY CUP
BUT ... THE SAUCERS ARE FAR MORE VALUABLE

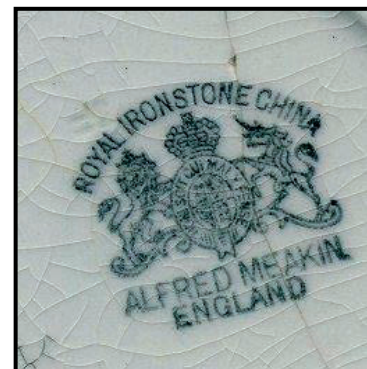
Or How to Date Railway Crockery

Another very painstaking part of railway crockery identification is joining up the many broken pieces of saucers. Saucer shards are invaluable for identifying the makers and ages of the early railway crockery. The early crockery dating back to the leased rooms was almost always made in the UK District of Staffordshire, and it was fairly thin. If the cups and saucers were ordered as sets, then a backstamp will appear on the back of the saucer base only, but there will be no makers markings at all on the cup. Should the cups be obtained as a separate order, then they would be backstamped. In most cases, the early railway china was ordered as cup and saucer sets, so the saucer parts are required for a positive identification. In the case of shards, this is why it is important to collect all broken saucer parts from a dump, to obtain the maker's marking and to match that up with the railway station logo. Sometimes the actual year will be embossed into the saucer, close to the maker's mark. Two examples below.

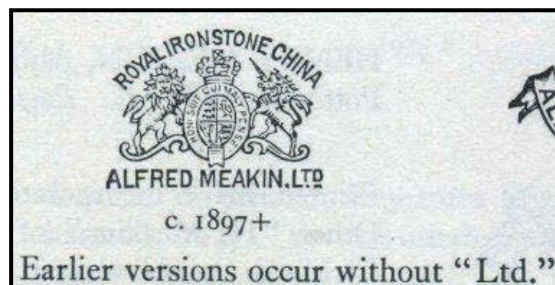


+

=>1897



+



=1909

(Once joined up, the year was found embossed into the back of this Wedgwood & Co Ltd made saucer.)



A Trap For Young Players



This cup was sold throughout the Horowhenua in the 1990's as the genuine railway cup. In fact, it is a modern reproduction and was sold fraudulently. The most important clue is that the cup does not have a maker's mark, whereas the real NZR cup always had the Crown Lynn backstamp on the base of it. Another real give away is the patterning in the NZR lettering. The original Crown Lynn NZR cup sometimes had similar patterns, but only faintly and without the clarity of the reproduction. Some of the original NZR cups also had solid lettering, and this was often fairly rough. The reproduction cup is smaller and thicker than the original one was and the glazing is rougher/thicker as well, sometimes containing sand. The last give away is that there are 3 small holes in the cup base. This is where it stood on a tripod type arrangement while being fired. The older NZR cups were fired in a similar manner, but the original NZR cup was not, and the holes are not present. This reproduction also had a matching saucer, with no maker's mark on the base of it. The NZR saucer carried the Crown Lynn backstamp and often the year of manufacture as well.

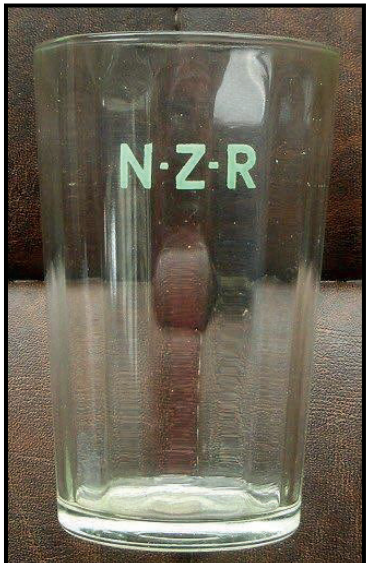
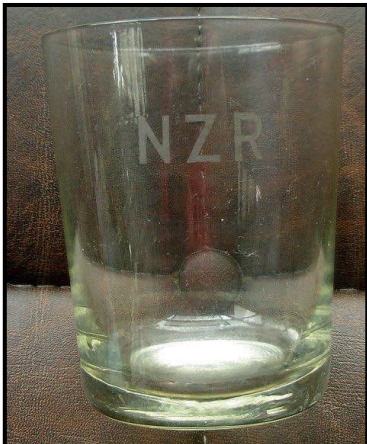
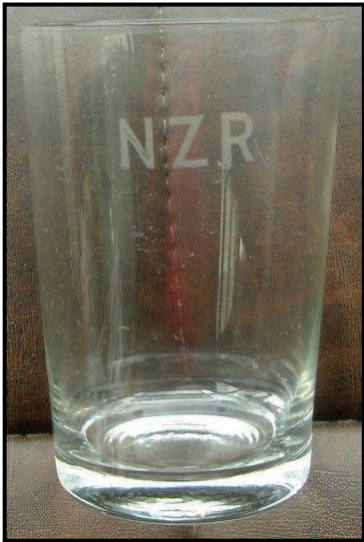
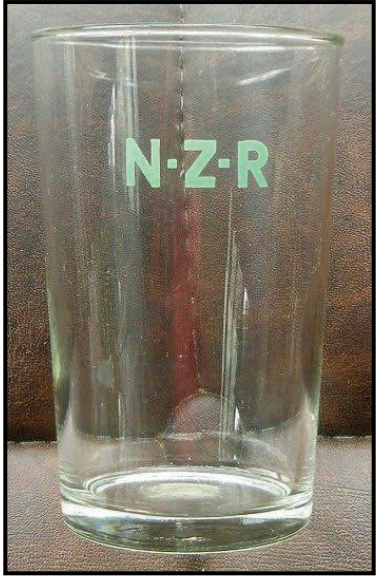


The "Fake" cup.

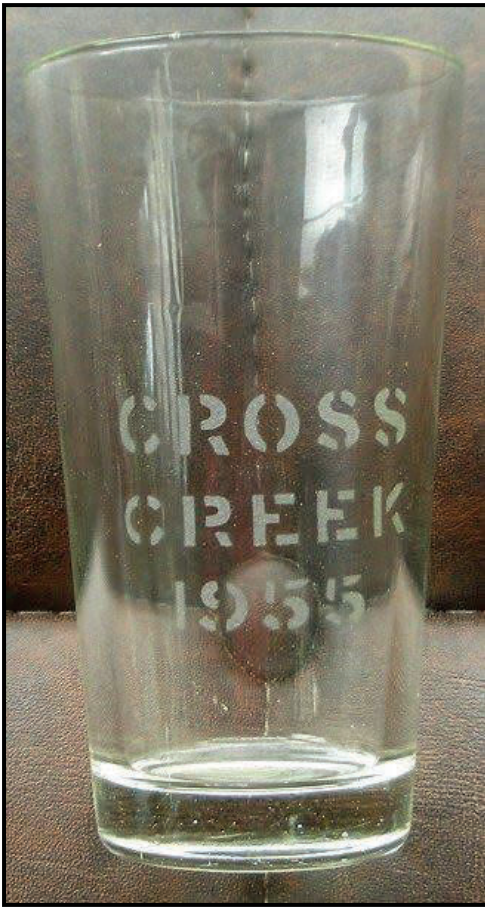


The original Crown Lynn
cup logo

A Drinking Glass Pictorial



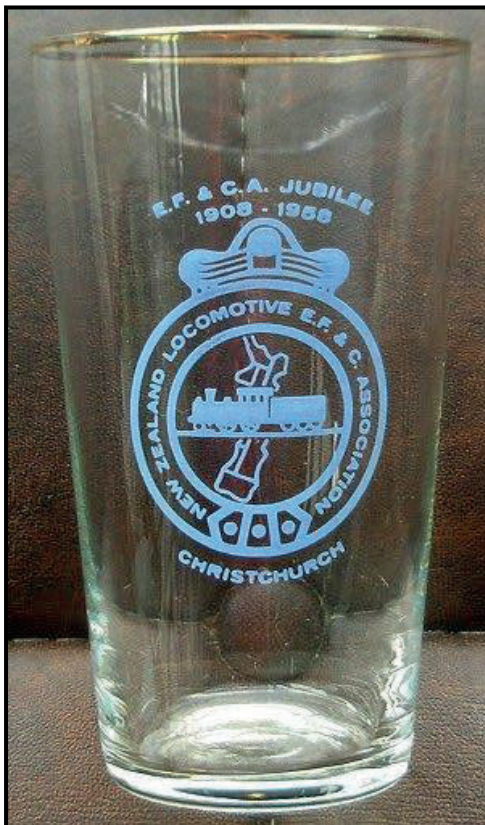
SPECIAL DRINKING GLASSES




Drinking Glass Given to Residents on the Closure of Cross Creek in 1955



Drinking Glass celebrating 40 Years of the Rimutaka Tunnel 1995



Drinking glass from the celebrations of the 1958 EF&CA Jubilee (Engine Drivers, Firemen & Cleaners Association)




WANGANUI RAILWAY.
EXCURSION TO MARTON ON
NEW YEARS DAY, JAN. 1, 1878.
 A Train will leave the Town Branch Station, Ridgway Street, at 9 a.m. for Marton, leaving Marton for return journey at 6 p.m.
RETURN FARE 7s 6d.
 The ordinary Train service will be suspended on the above date.
H. ST. JOHN CHRISTOPHERS
 General Manager

MOTU-MATAWAI-GISBORNE PASSENGERS.
 THE Travelling Public are notified that
LIGHT REFRESHMENTS
 TEA, COFFEE, AND COCOA,
 With SANDWICHES,
 Etc.,
 Are obtainable at the
MATAWAI REFRESHMENT ROOMS
 At All Hours.
E. CONNELLY,
 Train News Vendor.



RAILWAY HOTEL,
 (Opposite Station.)
TAUMARUNUI.
 First-class accommodation.
 A large number of Single Rooms
 Excellent Cuisine.
 Tariff: 6s per day.
F. SCHELLACK,
 Proprietor.



NO Tenders having been received for the lease of the Railway Refreshment Rooms, the Station-master, Hawera, is prepared to receive offers from persons desirous of renting them. Immediate application is requested.
 By Order.



THE TEA JUGGLERS.