

3. Cross Creek – then and now

The home of the railway families.

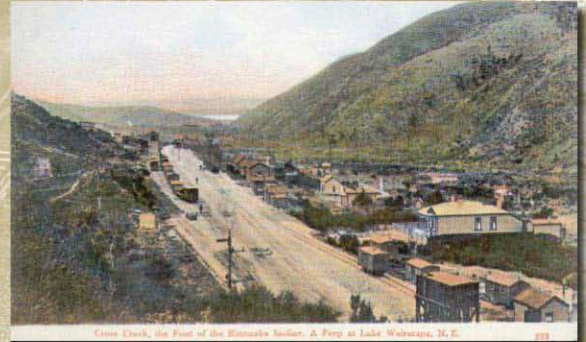
The Cross Creek Community closed down in 1955 when the new Rimutaka tunnel opened.



"Centre rail begins", Cross Creek.



Cross Creek, 1899.
Photo: NZ Railways.



Cross Creek postcard, 1908.
NZ Railway & Locomotive Society archives.

3. Cross Creek – then and now

- Compare the photo on the card (taken in 1955) with what you see now.

DOC staff and Conservation Corps groups have helped to clear gorse and broom and expose many of the ruins from the days of the railway.

Investigate the ruins of the locomotive depot:

- The engine shed (a large concrete slab remains)
- The engine inspection pit
- The tower
 - The turntable - the engines were very well balanced and could be turned around by one person.
 - The centre rail – important for grip to assist braking on the incline. This centre rail was unique to the Fell engines

The Fell engines travelled forwards up the incline and came down backwards.



Down the track to the eastern side of the railway line you can find:

- Tennis court
- The school site on the other side of the stream – 5 minutes walk through the bush.

Sketch one of the ruins listed above.

Some people are passionate about preserving these ruins and a group has formed to reconstruct the railway from Upper Hutt to Featherston. In your group discuss:

- Why people might value these ruins / this area.
- List some advantages/disadvantages, for the environment, of a heritage railway running through this area.

On your trip today watch out for the technology used to build structures for the railway. You might see: tunnels, bridges, embankments and a vertical culvert that channels water in and down a shaft.