

SIDE LINE NOTES ABOUT TE AUTE-OPAPA RAILWAY STATION.

Te Aute had a class 5 passenger station building.
Passenger platform on the left looking north.
Cart-load access to platform.
Loading bank.
Cattle & sheep yards.
Loco water vats.
Fixed semaphore signals.
Station Master's house.
Uninals.

Te Aute to Pakipaki was 10 miles 15 chains.

(railway measurements) (approx 16km.)

Te Aute to Waipawa was 12 miles 51 chains.

(railway measurements) (approx 20km.)

Pakipaki became Paki Paki on 17th Feb. 1876.

Te Aute re-named Opapa on 28th. Aug. 1876.

Opapa is 81ft. above sea level. (railway Measurement.)

Opapa is 135.90km from Palmerston North.

Opapa is 254.50km from Gisborne.

The sign on the other side of the track "Opapa T.W.C." means track warrant control operated section. The driver, (now called the Engineer) with train control instructions moves into the next section. This system replaces the tablet that had operated for about ninety years.

The original Julius Vogel (P.M. in the 1860's) standard type of building & there were over a hundred nation wide to cut costs were built. This one got burnt down on 10th Oct 1899 the present building is very similar in lay out, but instead of having a lean to type of roof, it has a garble type.

Paki Paki station was a true type of class 5 Julius Vogel station. It was badly burt in the mid 1930's, hence abanded demolished & removed.

When the railways were using the 88 seater red railcars between Wellington & Gisborne, Opapa was the passing station Taken from the 1909 timetable. standing room for wagons were 1st loop 26, 2nd loop 15, 3rd loop 15, total of 56 wagons.

As a comparison Waipukurau had standing room for 162 wagons These would be 4 wheels, not 8 wheels wagons that is mostly used today.

Te Aute had refreshments here. It not sure when the rooms becme operable or how long that they in use. The sites were choosen, while the loco was taking on water, we may as well feed the passengers. For a period of time, the railways had a dining car attached, but was taken of in 1916 for economy reasons.

COULD BE OF INTEREST TO THE TE AUTE OPAPA RAILWAY STATION.

The Hast. Pakipaki was opened 1.1.1875.

Line to Te Aute 1.2.1876. Waipawa 23.8.1876 Waipukurau 1.9.1876
A 78 ton DA class diesel electric can haul a 470 ton goods train
up any climb between Napier & Woodville. Between Napier & Opapa
a DA can haul 1260 ton train. The same run in 1897, the load was
350 ton. Distance from Napier 26 miles 26 chains. To the top of
Te Aute Grade siding 28 miles 30 chains.

Rail car services not scheduled to stop at Opapa.

North Island timetable books (1965) costs one shilling. (10 cents)
Standard raicars started running between Napier & Wellington in
July 1939.

Napier expresses at this time took 7 hours 32 minutes. 88 seater
articulated twin set started in 1955. Endeavour services started
6.11.1972.

"FRIENDS OF OPAPA RAILWAY STATION.

Extracts from 1902 timetable. (was TeAute at this stage).

Class of passenger station building.-----5th.

Passenger-platform----- left.

Shelter shed-----no.

Cart-road to passenger platform-----yes

Goods shed size in feet-----nil.

Loading bank-----yes.

Cattle & sheep yards-----yes.

Crane----- no.

Water service-----yes. (for locos.)

Coal accommodation-----no.

~~Engine turntable-----no.~~

Engine reversing triangle-----no.

weighbridge-----no.

Wagon turntable-----no.

Engine shed-----no.

Fixed signals-----yes.

Stn.Masters house-----yes.

Urinals-----yes.

Distance from Woodville 135.90Km. (oppox 85 Miles)

Closed 27th Sept.1981.