

not interfere with stock or

distinct layers of the gravel. This

particular tunnel dates from the

1930s. The next sign is at the

entrance of a rock shelter [2]. The

poorest miners sometimes lived in

rock shelters or even caves near the

sluice face although this particularly

chimney was used by a rabbiter in

the 1930's. The final sign refers to

a particularly high sluiced cliff face

Leave the valley through a small

valley to the left and then take a

short zig zag climb to Menzies

From here are good views over

Cromwell and Lake Dunstan. The

Walk along the edge of the terrace

and over another stile to Menzies

Dam [5]. This large dam was fed

by races from Long Gully and later

lining prevented erosion of the wall.

from the Carrick Race. The stone

A maze of races enters and leaves

the dam. Water was a valuable

sold by the 'head' and caused

commodity that was bought and

races and remains of dams on the

terrace supplied water for the

sluicing operations below.

Terrace and over a stile [4].

Baileys Gully and down to

fine example which sports a

Bannockburn 🏌 🥦 🛪

2 hours 4 km 120 m

This short, well sign-posted walk

around the massive Bannockburn

sluicings, gives a vivid picture of

what was involved in mining this

area. There are races, dams, sluiced

cliff faces, tunnels, sludge channels

and a ghost town. The area was

mined from 1862 to the 1930's.

have been created by sluicing

gold bearing layers.

Baileys Gully and Pipeclay Gully

operations which removed a huge

amount of material to uncover the

Despite being a short walk, it can

still be very hot and rough so take

Start From Cromwell Information

Centre take the Bannockburn Road

and after crossing Lake Dunstan

(5.8 km), turn right into Felton Road

(6 km) and stop at a large dusty car

Walk Read the information panels

at the start of the walk. Go over the

stile and climb through an area of

thistles and wild thyme to enter a

small valley under high cliffs. There

are 3 information panels in this

valley. The entrance to one of the

good footwear and a drink.

park on the left (7.9 km).

Hall Road (7.6 km) and stop at a gate on the right (9.6 km).

Menzies were miners who in the

1860's built the Long Gully race

and lived as bachelors by the dam.

Other miners lived in the few earth

remain of this small settlement. The

orchard was planted in 1906 and

track down the ridge between

ridge. The ridge contains mine

[7]. A bull dozed vehicle track leads

The detour to the left takes only 10

minutes and is well worth the time.

Creek, past a modern irrigation race,

level dam [10]. This dam collected

water that was used higher up and

possibly also used to flush the

or supply water for low level

sludge channel in Pipeclay Gully

sluicing. A short loop track over a

and tunnel entrance [9] to a low

The track leads over Pipeclay

still bear fruit.

to a junction [8].

rammed houses and are all that

The track then climbs steeply up the ridge and follows the fence line on the eastern side of the ridge [4]. Briar and other scrub predominate in this area. The reserve boundary is reached after a short climb up a gully [5]. There is an interesting view of the back of the Remarkables / Hector Mountains through Slapjack Saddle.

Other Options The most practical walk in the reserve is to climb to point F (1052 m). The bluffs by their nature are less accessible.

Blacksmiths Shop [12].

the ancient apricot and pear trees sluicings is particularly barren with Leave Stewart Town by taking the towering pinnacles giving an Baileys Gully and Pipeclay Gully. away. The pinnacles were left There are good views from this claims and may have caused shafts so stay on the track. A stone disputes if they had been sluiced lined stepped race (to stop the race away. Very little vegetation has eroding) brought water down the grown in this area due to the low ridge to fluming (pipes) that then carried the water to the sluice faces

Another side track leads to a view over Baileys Gully and hut remains

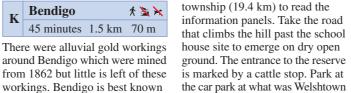
Continue back on the main track for a view down to the main sludge channel [14]. Sludge (sluiced gravel) was a major problem as it needed to be transported away from the sluiced faces in order for the miners to continue to operate. By 1887 a 2.4 km stone lined channel 1.8 m wide with a 1 in 18 fall was completed and miners charged set rates to dispose of their tailings into

1:10,000 100m 200m Map 6

stone covered knoll [11] leads past numerous tunnels is marked [1]. considerable disputes and often the channel. The actual channel is a deep rock lined tail race. The mass Prior to the availability of large ended up in litigation. no longer visible as it is buried with of stones in this area indicates the quantities of water for sluicing, The orchard and remains of mud quantity of material that has been tunnels were a practical alternative houses mark the site of **Stewart** sluiced away. Return back to the Return to the car park by way to mine the gold found in Town [6]. David Stewart and John descending and crossing Baileys junction and continue down to the Target Gully Bannockburn

The fluming was transported as flat sheets of iron that required shaping and riveting on the gold field. This work and the constant need to keep the pipes water tight provided blacksmiths with ample work.

Continue down hill. This part of the indication of how much was sluiced because they marked the corners of rainfall and lack of soil.



for being the richest hard rock gold mine in Otago. Thomas Logan, an Welshtown [1] was not as alluvial gold miner, discovered a important as Logantown but in 1876 clearly defined reef in 1863. He there were a cluster of huts, stables was unable initially to exploit it and gardens around this hilltop. because of the costs involved in There is one nearly complete roofless stone hut with a number company failed it was not until of other ruins Logan and a small group formed Follow the yellow pegs along a cart profitably mined. The Company's

track to a shaft [2] covered by a grill. This is one of the numerous shafts into the reef. The track zig zags downhill past the ruin of a blacksmiths shop and across another shaft [3]. This marks further deep shafts into the main reef. The track emerges onto a cart track. Turn left to reach the main battery site. The Matilda Battery [4] was built

as a replacement for the Soloway Battery which was down in the Bendigo township. The Soloway Battery had been put at the foot of the Bendigo Creek gorge to obtain sufficient water and its crushing of 238 ounces for 10 days work in May 1869 had started the Bendigo

The Matilda Battery was opened in 1878 and named after Matilda

Other Option For a shorter walk

go only to Carricktown (2.5 hours,

Warning: There are numerous shafts

narked route. The top of the Carrick

s isolated and exposed. Be prepared

for all kinds of weather even on sunny

udden changes in weather and plent

days. Take enough clothing for

in this area Keep to the track and



drill and an early form of battery and detonator - "an electro-dynamic exploding apparatus." Work ceased on the shaft in 1892.

Follow the yellow pegs that wind



The conical heap of spoil (mullock) is from the mine and the various concrete foundations are all that remains of a machine house, smithy, carpenter's yard and shed.

Admire the view north of the Pisa Range, Clutha valley and mountains to the north. Mining was hard dangerous work and would now be seen as primitive in its use of vast quantities of black powder and from 1880. Nobels dynamite, candles for illumination and horse power to lift and carry ore to the stamping battery. After a hard day in the mine there was at least a decent view to



and miner in the Cromwell

Company. The battery had sixteen

Battery. It was driven by an 18hp

steam engine fired by coal from

Bannockburn and a water turbine

race. The battery was set over the

main shaft which gave low level

access to the main body of the mine

became deeper, the need to pump

destroyed any hope of making the

sort of fortune the original investors,

Goodger, Logan and Garrett, had

made using the Soloway Battery.

The company went into liquidation

in 1884. In 1908 10 stampers from

the battery were shifted to make the

where they still remain. The Come

In Time battery can be visited by

driving up the Thompsons Gorge

Road and following a short sign

Return back up the cart track and

No 2 shaft was sunk in the late

continue to the No2 Shaft [5]. The

1880's and early 1890's by two new

access to new areas of the mine. It

was driven down 178 metres and

opened a few successful adits. The

company employed the newest rock

km, 300 m) Tramping in kanuka

859 m hill, via a circuit of upper

companies in an attempt to gain

posted walk into a creek bed.

Come In Time battery which is

High mining costs as the mine

out water, and industrial strife

up through the scrub back to

steady climb is rewarded by ever

1 -- I

Young Australian



Logantown developed about 1869 when miners became tired of walking up the hill from Bendigo township. Named after Thomas Logan, the founder and developer of quartz mining at Bendigo, the township was an irregular line of corrugated iron buildings, a cottage for Logan, 3 hotels, 4 general stores, 2 butchers, a bakery and a draper. Other huts, stables and gardens were scattered along the dray road.

Aurora Creek 🏌 🦄 🦮

1.5 hours 4 km 100 m

Take the left hand fork by the sign [6] and descend to Aurora Creek. East of Aurora Creek is Bendigo Creek and the site of the low level adit (tunnel) which was designed to intersect and drain the main reefs. Work between 1875 to 1877 created a 375 foot tunnel but no gold was found and the tunnel was far short of the reefs

for mining. It is now difficult to follows the creek into a deep gully imagine this picturesque gully wa [7]. This was the site of the short once the sight of heavy industry. lived Lucknow battery. The reefs in this area were not as rich as the Cromwell Reef. The track zig zags up the hill through regenerating manuka / kanuka. Numerous shafts dot this area. Descend back to Aurora Creek [8] John Perriam and his partners

worked this reef using a battery at

Bendigo in the 1860's. A 10 stamp

Aurora Battery was constructed at

this site in the early 1870's. It was

powered by water from the Aurora

Creek and a branch of the Devils

Creek Race. In 1877 the battery

was brought out by the Cromwell

climbed (metres)

45 minutes 2 km 80 m 🏌 🏖 🔭

5.5 km 20 m 🏌 🎍 🛪 1

6 km 412 m 🕺 🏂 🦮 4

5 km 20 m 🏌 🎍 者 5

60 m 🏌 🤽 🦮

Length of walk (kilometres)

11 km

30 minutes 2 km

The track follows a branch of the Devils Creek race back to the gravel road. Rather than going straight back to Welshtown, take a short detour into Swipers Gully to visit the remains of Pengelly's Hotel. Follow the directions for Bendig to the Matilda battery [4] and continue down the gully to the gravel road. Turn right and walk up the gravel road to return to Logantown [6].



4 km 120 m 🖈 🐚 🖈

8 km 420 m 🐕 🥻 🦮

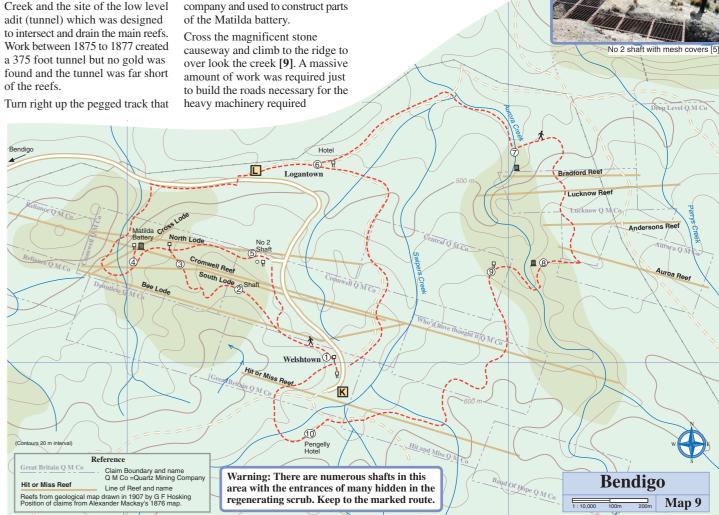
5.5 hours 14 km 770 m 🧍 🎍 🔭

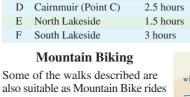
30 minutes 1 km 50 m 🏌 🥦 🔭

45 minutes 1.5 km 70 m 🤾 🥻

1.5 hours 4 km 100 m 🤾 🔌 🦮







**Summary of Walks** 

B Northburn Tailings

A Cromwell

C Old Reservoir

or a combination of biking and walking. Contact the Information Centre for other possible routes.

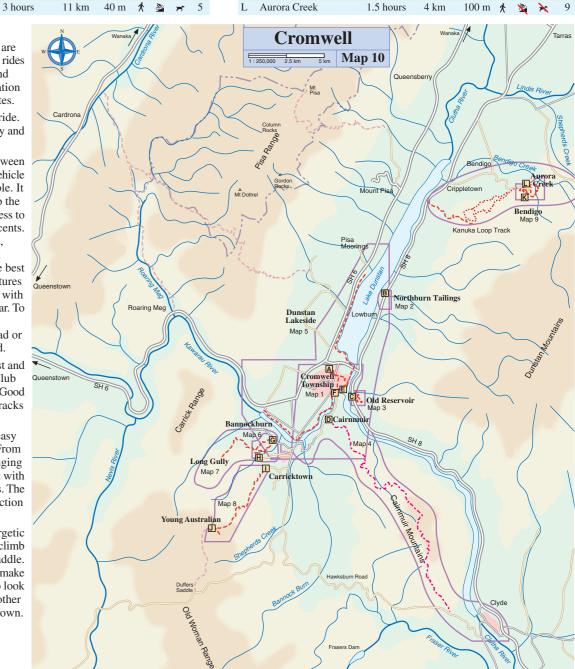
A - Cromwell A short street ride. Stop and explore the Cemetery and

Old Cromwell. D - Cairnmuir Except for between [7] and [8] the route follows vehicle tracks and is therefore bikeable. It takes lots of grunt to cycle up the very long climb and fearlessness to stay on some fairly hairy descents. Between [7] and [8] tussocks, speargrass and steep gradient combine to make walking the best option. Be prepared for punctures as parts of the track are lined with spear grass, matagouri and briar. To make a round trip the main Cromwell to Clyde (SH8) road or Hawksburn Road can be used.

E - North Lakeside It is a fast and flat ride to Lowburn Collie Club and back along vehicle tracks. Good family riding with different tracks to take in some places.

F - South Lakeside It is an easy ride to the oxidation ponds. From the ponds it is a more challenging single track to Scotland Point with some steep grades and soft bits. The Gulch is the most difficult section to ride.

I - Carricktown For an energetic ride start at Bannockburn and climb the Nevis Road to Duffers Saddle. Descend the Carrick Road but make sure you stop and take time to look at the Young Australian and other mining remains on the way down.



Name of wall

Carricktown

Bendigo

Aurora Creek

Bannockburn Sluid

Young Australian

3.5 hours

H Long Gully Bluffs

## Carricktown / 🏂 🦮 5.5 hours 14 km 770 m

1:60,000 500 m 1 k

quartz mining. After an initial

the Cromwell Quartz Mining

claim had the extraordinary luck of

being on the richest part of the reef.

pounds of gold was extracted from

investors were recipients of one of

the greatest fortunes ever made in

From 1869 over half a million

the reefs. The Cromwell Quartz

Mining Company mine yielded

enormous dividends and the

New Zealand mining history.

reserve. The broken terrain is

littered with the remains of

The reefs are now in an historic

buildings, roads and mine shafts.

Start From Cromwell Information

Centre take Highway 8B across the

bridge and turn left into the Tarras

Lindis Pass Road Highway 8 (2

Dunstan and turn right into a gravel

road marked with a Bendigo sign

post (16 km). Drive past vineyards

km). Drive to the top of Lake

and stop at Bendigo

Company that the reef was

This walk up Caledonian Spur on a 4 wheel drive track is through a belt of quartz reefs. These were never as rich as Bendigo but were worked from 1869 despite arduous conditions and unreliable returns.

**Start** From the Cromwell Information Centre go to Bannockburn (6 km) and turn right into Schoolhouse Rd (8.3 km) which climbs up to Gully Rd (9.3 km). Turn right into Quartzville Rd. Park at the gate (10.3 km).

Walk Go a short distance up the track to an intersection. The poplar on the left marks Quartzville [1]. Take the track that goes through a gate and start to climb the spur. At the top of the trees the track crosses the spur [2]. This is the start of the lower quartz reefs.

The track continues climbing mainly on the eastern side of the spur until a point is reached where there are views up and down Battery Stream and the track turns distinctly to the left. This was the site of Halfway House [3]. The New Caledonian mine runs under the road. The area is covered in indentations which mark collapsed mine shafts.

Climb on up to Carricktown [4] which consists of a number of stone hut ruins on the spur before the track crosses Battery Stream. A steep climb leads to the next extensively mined area. Mullock heaps mark the Elizabeth Reef [5]. The Last Shot is at the next gate where there are two well preserved stone dams to the right of the road [6]. The final climb is not as steep and the top is marked by where the track crosses the Carrick Race [7].

To visit the Young

Walk J. Return to

Australian see

start by going

down the track.

30 minutes 1 km 50 m 🤺 🥞 🦮 This is a short walk for those who have a 4 wheel drive vehicle track by driving up the Carricktown Road or driving down from Duffers Saddle. The road is impassable in winter and cannot be traversed by a car due to massive ruts and exposed rock sections. Walk From the DOC sign the pegged track follows a cart track and along a race to rock outcrops [8]. At this very exposed site there are the remains of two stone huts. The track goes back into the gully to a massive water wheel [9]. The Carrick Race brought water to power this wheel which in turn drove a stamping battery. Mining started in this area in 1871, the stone being carted down the hill to be crushed. In 1874 the wheel and a battery were purchased and installed in

This is a full day tramp. (5 hours, 10 Chinamans Creek. The effort in the

shrub land is a unique experience in changing panoramas of the Pisa

Central Otago. The route traverses to Range, Upper Clutha Valley; St

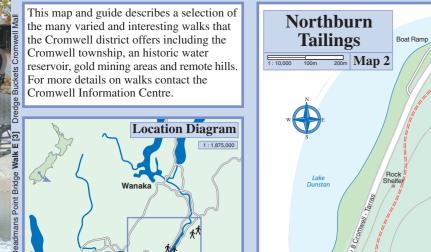
the sky line ridges of Torumano, a Bathans Range and the Dunstan

**Carrick** 

: 25,000 250m 500m Map 8

early 1875 at the same time as the Carrick race reached the site. Despite the enormous effort involved the venture was not successful and the company assets sold by creditors in 1877. In the 1990's nearly all the wood of the wheel was renewed.

The battery [10] was shifted to the other side of the gully at some stage and a pelton wheel installed. To visit the battery involves a scramble across the gully. Allow an additional 30 minutes to do this



Tracks are less well formed, are longer, may be rough, slippery ar muddy in places and often require boots and wet weather clothing Car Park Thieves Cars left at the start of tracks have been broken in Don't encourage thieves. Remove valuables and lock car doors. Safety Watch If you see any hazards report to DOC Safety Watch 080

If made to make the information of this map as accurate as possible feedback will be gratefully accepted.

ntact the Cromwell Promotion Group, P. O. Box 38 Cromwell, ema
@cromwell.org.nz, web site www.cromwell.org.nz.

'A				
nuus	Track Described			
Lake	Tracks Other			
	Road (Sealed)		Toilets / Water	<b>*#</b>
	Road (Unsealed)		Plaque / Seat	- d
<u></u>	4WD Track		Sign / Historic	P 6
Walk	Fence		Car Park / Start	® K
Ma	Approx Legal Boundary		Gate / Stile	✓ H
S	Land Owner	DOC	Views	<b>→</b>
IIa	River / Stream		Race Disused	≪…≪…
no	Contour		Race Live	
≥ =	Cliffs		Gold Reef	
Dunstan Mountans	Farmland < 500m		Trees	00
₹	- 500m to 1000m		Urban Area	
	- 1500 m <		Building	
	Scrub		Site of demolished	
	Plantation	+ + +	buildings	
	No Dogs	*	Not suitable for Mountain Bikes	<u></u>
ə		- ' '		

R Northburn

Start From the Cromwell

45 minutes 2 km 80 m

Information Centre take Highway

8B across Lake Dunstan and turn

left onto the road to Tarras (SH 8)

and stop at John Bull Creek (8 km).

Walk From the car park take a

south. Then climb for a short

vehicle track beside the highway

distance to the reserve which is on

the top of a terrace. Enter the reserve

and go to the viewing platform that

overlooks the tailings. The best time

to view the tailings are in the late

afternoon sun. The neatly stacked

backbone tail race. The tailings are

fragile and should not be walked

on. They have a striking pattern.

rows of stone lead to a central

CENTRAL OTAGO **NEW ZEALAND** 

12 unique walks

through history

With mountain bike options

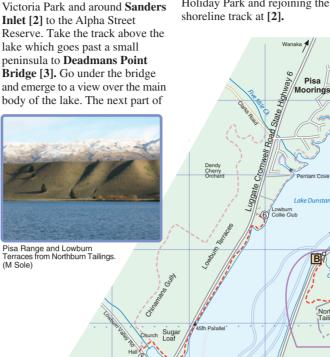
The tailings are the result of ground sluicing, without the use of high pressure water and in a confined working space. Neatly stacking the stones prevented them collapsing onto the working area or into the sluice or central race. Water was released from a holding dam and taken by a head race over a work face. The water was released in sufficient volume to wash the gravels into a central sluice where riffles would trap the gold. To do this efficiently miners worked paddocks and stacked stones which resulted in the herringbone formation. A group of people with great discipline would have been needed to make this system work. Return back down the track to the

Mt Pisa from Northburn Tailings (M Sole

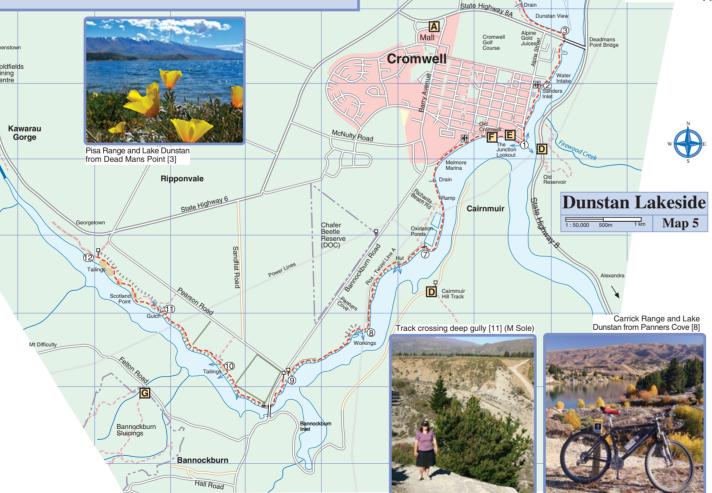
the walk can be exposed to strong North Lakeside 🤺 🏖 🛪 northerly winds that blow down the 1.5 hours 5 km 20 m lake. Large areas of exposed sand Extensive landscape development between here and the town, combined with strong winds caused along the lake shore has created an excellent walking track or gentle the town considerable problems and bike ride. Start from Old Cromwell expense in the 1800s. Climb the Town. Take the track past the ruins bank at a group of pine trees to a to the Junction Lookout [1]. car park and sandy picnic area at Dunstan View. Carefully cross the Continue north along Alpha Street road. Return to Old Cromwell Town and take a narrow foot path behind by taking Alpha Street past the the Bowling Club building. Cross Holiday Park and rejoining the

Cromwell

1:10,000 100m 200m Map 1







Walking Guide and Maps

Other Option - Longer North Lakeside For a longer walk (5 hours, 19 km, 20 m) from Old Cromwell Town go to Dunstan View and then continue along the shore to McNulty Inlet [4]. A boat club and aquatic centre have been established in this sheltered harbour. There is also a picnic area at Rotary Glen. Proceed around the Inlet and through extensive poplar plantings to the main road. As part of the formation of the lake, the landscaping used extensive planting of trees including varieties of willow and eucalyptus. The plantings were trickle irrigated to ensure their establishment.

Take the metalled track nearest the lake to Lowburn. **Lowburn** Harbour [5] and peninsula has a

car parking and a picnic area. Cross the road and follow Lowburn Valley Road to the relocated Lowburn hall and church. Just prior to flooding Lowburn had been a settlement 1 km to the east consisting of a bridge, hall, church, camping ground and the Welcome Home Hotel. On the north side of the hall are the plaques that have been relocated from the 1930s concrete road bridge at Lowburn. The bridge still exists under Lake Dunstan. Continue around Lowburn Inlet back to the lake. Then go north on the vehicle track along the shore past the 45th parallel monument to the Lowburn Collie Club [6]. Return to Old Cromwell by using the track by the lake.

site for boat launching, extensive

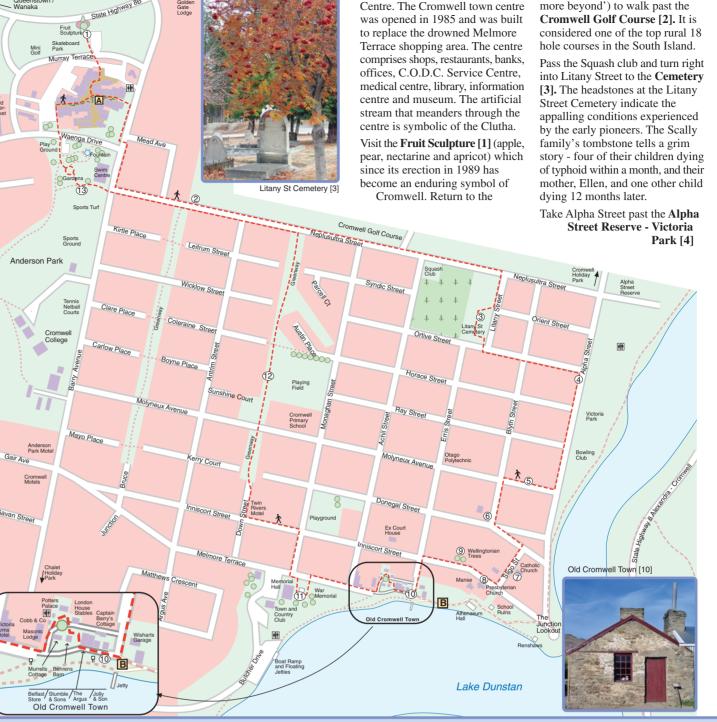
3 hours 11 km 40 m Start from Old Cromwell Town and follow the narrow track to a large

car park at Melmore Marina. Cross the car park and follow the shore using the road and then a track through willows to cross a bridge over a drain. A vehicle track goes around the oxidation ponds to a gate and sign [7]. A track then follows the edge of the terrace above the lake past a stone hut in pine trees. Then the track after following a line of power pylons descends to cross gold workings [8] before reclimbing the edge of the terrace. The track follows this terrace until emerging at the car park at the intersection of Pearson Road and Bannockburn

South Lakeside 🏌 🏝 🛪

Road [9]. Return back along the track to Old Cromwell Town. Other Option - Longer South

Lakeside Walk (5 hours, 18 km 40 m) It is possible to continue along the lake edge from the end of Pearson Road [9]. The track goes under the Bannockburn Bridge and then along the edge of a terrace where there are small herringbone tailings and other gold workings [10]. From the terrace there are views up the lake. As the lake fills with sediment large islands have formed in this part of the lake. After crossing a gulch [11] the track descends to cross a gravel pit and spectacularly large herringbone tailings before reaching a vehicle track [12]. Return back along the

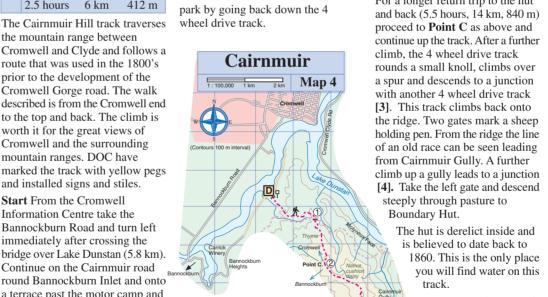


Cromwell

2 hours 5.5 km 20 m

Start at the Cromwell Information

Range, Dunstan Mountains and Other Option - Boundary Hut Lake Dunstan. Return to the car For a longer return trip to the hut



a terrace past the motor camp and Bannockburn Heights vineyard (8 km). A DOC sign marks the start of the walking track (10.3 km). Walk Follow a well mai wheel drive track that climbs through arid tussock land. After climbing a ridge descend to a small saddle [1]. The main track descends nto a valley before continuing over the hill to the Cromwell Gorge. At [1] go through a gate and continue up the main ridge on a less well naintained 4 wheel drive track. The ground is covered by thyme and higher up very short cushion plants

D Cairnmuir

2.5 hours 6 km 412 m

the mountain range between

Cromwell and Clyde and follows a

route that was used in the 1800's

Cromwell Gorge road. The walk

to the top and back. The climb is

worth it for the great views of

Cromwell and the surrounding

mountain ranges. DOC have

and installed signs and stiles.

Bannockburn Road and turn left

bridge over Lake Dunstan (5.8 km).

Continue on the Cairnmuir road

mmediately after crossing the

**Start** From the Cromwell

Information Centre take the

described is from the Cromwell end

marked the track with yellow pegs

prior to the development of the

外 🍱 🦮

Point C (622 m) [2] is just before the track turns to the left and makes a small descent. It has views of Cromwell, Bannockburn, the Pisa

that tolerate the arid conditions.

round Bannockburn Inlet and onto Return to the car park by descending back down the track. Right Clyde from [9] Warning: Cairnmuir Hill is isolated and exposed. Be prepared for all kinds of weather. Take enough clothing or sudden changes in weather and plenty of water. Carry a cell phone but do not rely on it working.

Other Option - Cromwell to

Cromwell Information Centre and

go down Barry Ave and left into

'farthest attainable point' or 'not

usultra Street (Latin, means

The full traverse is a very long day and is best attempted in good weather (9 hours, 25.5 km, 1250m). A good level of fitness is required and take enough food clothing and water. This traverse can be combined with the Alexandra -Clyde 150th Anniversary Walk for a comfortable 2 day trip to

Follow the route to Boundary Hut described above and continue up the track on a long final steady climb which leads to views of Lake Dunstan just below the summit of Mt Jackson [5]. The track crosses the basin between Mt Jackson and Cairnmuir Hill to a sharp right-hand 1860. This is the only place turn [6]. Go left through the fence to the summit of Cairnmuir Hill. Return to the track and continue to the stile [7]. From the stile, the track follows fence lines through low tussock and spear grass. The fence line runs along the Fish and Jackson Creeks and marks the bounda between Cairnmuir Station and Earnscleugh Station. From the saddle a short climb [8] and stile leads to a vehicle track which undulates over the hill tops to **Point S** [9]. To the south there is a good view of the end of the Obelisk Range and Fraser Dam. The track descends steeply to the junction with the Sheehey Lake track [10] Another gate leads to an undulating descent to the Hawksburn Road [11]. The numerous overhead transmission lines make small zapping noises. The Hawksburn Road is maintained reasonably well up to the lookout, but from the lookout, the road may not be negotiable by car. It is preferable to walk down the road to Clyde.

swimming pool, motor camp and a small mini golf course were also situated here. The only remaining club is the Cromwell Bowling Club. which opened in 1912, and welcomes visitors to its green and indoor rink. Turn up Molyneux Ave [5]. This

Prior to 1980, this was the main

sporting area of Cromwell - home

of the rugby, soccer, tennis, croquet

and bowling clubs. The Cromwell

part of Cromwell dates back to the 1860's when Cromwell was established as a gold mining town on the banks of the Clutha and has a number of old stone buildings. At the corner of Blyth Street and Donegal Street is **St Andrews** Anglican Church [6]. Built in 1874 for £700, the church was consecrated by Bishop Nevill of Dunedin. The first service in the

Turn next into Sligo Street the site of the **Catholic Church** [7] of Mary Immaculate and the Irish Martyrs. Built at a cost of £2,400, the foundation stone was laid on St Patricks Day 1908, and the completed church opened on 18th April 1909. Mr W. Gair was responsible for the stonework.

Anglican Church was preached by

Rev. Dewe.

St John's Presbyterian Church [8] in Inniscort Street was built for £1,100, and opened in 1881. The church had a Sunday school hall added in 1913.

Continue along Inniscort Street to the Wellingtonia Trees [9] These two historic Cromwell landmarks were planted in 1889 by Mary, wife of John Richards who was licensee of the Bannockburn Hotel. The highest tree stands at about 41 metres. Tiles have been laid under the trees to allow the roots to grow. Descend Erris Street to Old Cromwell Town [10]. The historic precinct includes Murrell's Cottage,

in its original form but restored

inside. This was the home of

puller. Other buildings are

Cross Waenga Drive to return to Edward Murrell, watchmaker/tooththe Cromwell Information Centre

an impressive flying fox.

reconstructions of shops, offices

the old main street. Spend time

the history of this area.

exploring the shops and read the

various plaques that give details of

Continue up Melmore Terrace past

the 1890 Masonic Lodge which is

still in use today. On the corner of

the block is the Victoria Hotel which

On the left hand side of the road is

the Cromwell Memorial Centre

Cromwell's War Memorial and

captured German field gun were

Take the greenway that starts at

Down Street back to Neplusultra

expanded in the 1970's to become

the base for hydro development.

Greenways with winding asphalt

plantings were constructed in the

new and old part of Cromwell to

link the schools, residential areas

At the end of Neplusutra Street

cross into Anderson Park [13].

Named after Mr I.G. Anderson

(Mayor 1960 - 1980), this sporting

complex includes tennis and netball

courts, rugby, touch 7's and cricket

grounds and the Cromwell Sports

Club with lounge and bar facilities.

The Central Otago Sports Turf is

an artificial sand surface hockey

field and was completed in 1997.

The Cromwell Swim Centre was

Continue through the Public

Gardens which has formal rose

gardens, a large sun dial and a coin

operated fountain. The fountain

commemorates 100 years service

Volunteer Fire Brigade. Adjacent

is the children's play area including

**Old Reservoir** 

1:10,000 100m 200m Map 3

to the district by the Cromwell

opened in 1985, and has two heated

paths, lighting and irrigated

and town centre together.

Street [12]. Cromwell was

[11]. Originally sited at the Junction,

relocated to the present location in

was originally built in 1863.

and stables from Melmore Terrace,

Warning: Be very careful when walking along and crossing the Highway. Trave on the Lake Dunstan side of the road.

Old Reservoir 🕺 🧎 🦮 30 minutes 1 km 60 m

This short track climbs up to a former Cromwell water reservoir and is worth the effort for the view and the chance to walk through vegetation in one of the most arid

places in New Zealand. **Start** From the Cromwell Information Centre take Highway 8B across Lake Dunstan and turn right onto the road to Alexandra (SH8) and stop at the Bruce Jackson Lookout (3 km).

Walk From the Bruce Jackson lookout there are good views of the Junction. Walk for a short distance down the highway and carefully cross the road to the track which starts in a briar filled gully [1]. The track zig zags up the hill, crossing the abandoned water supply pipeline before reaching the reservoir wall [2]. The reward for this short climb are great views of Cromwell and Lake Dunstan.

The water scheme was built after

traced to a previous water scheme that brought water to Cromwell from Mt Pisa by an open race. The council purchased a miners race in Firewood Creek and built the reservoir in 1875. A pipe ran

n outbreak of typhoid fever was

from the reservoir, across the now submerged bridge over the Clutha and into the town's water mains The reservoir was enlarged and faced with stone in 1882. Further renovations and extensions were made in 1892 and 1898. Return back the way you have come.

Other Option (1 hour, 2.3 km, 120 m) From the Reservoir [2] continue up the hill to a stile and vehicle track. Descend the track, and climb the knoll where there are good views up Firewood Creek and the race that feed the reservoir [3]. Return to the Vehicle track and descend to the top of the Cromwell Slide [4]. The field of survey pegs are used to detect land movement. The track steeply descends to Firewood Creek [5] and then return back to start.