



HIGHLIGHTS

Spectacular views of the Central North Island volcanoes (Ruapehu, Ngauruhoe and Hauhungatahi).

Immerse yourself in the regenerating podocarp forest with hidden secrets.

History of the “bush tramway” era.

Relics of the “Marton Sash and Door company operations.

Traverse the escarpment which forms part of the Raurimu Faultline.

Connect to the history of the North Island Main Trunk line – our freight artery.

HISTORY & BACKGROUND

The Marton Sash and Door Company operated logging and sawmilling operations in National Park and Erua from 1925 until 1957. As was typical of the era, small service towns and bush tramways sprouted up across the land when native timber was logged.

As modern and economical technology provided alternative methods of logging, these tramways were left to disappear back into the landscape.

The area was rediscovered in the early 2000’s and nurtured back to health by the community of National Park Village. Now flourishing with regenerating sub-alpine bush, cyclists benefit from the gentle riding tracks created from the former tramway cuttings and routes.

The trail traverses the special landscapes of Erua. Local iwi Uenuku have lived in the area for centuries and continue to be an important part of the stories, community and success of the area.

ROUTE NOTES

- Please do not cross or traverse the maintrunk railway at any unmarked points. Follow the marked route and enjoy a safe and enjoyable ride.
- The trail is a great family friendly ride. The surface is on an old bush tramway and rides over sleepers and tree roots or along sections of large stones (railway ballast) in places – a suitable mountain bike will make this journey more comfortable.



Mountains to Sea
Ngā Ara Tūhono

MARTON SASH & DOOR
18KM



TRAIL ROUTE

Discover the Start your journey from the Pou at the Park and Ride at National Park Village. (Following the distinct markers (blue circles) along the route).

Information panels tell the stories and highlights along the way.

Follow Station Rd north, then follow the markers over the railway line and turn left onto Pehi Rd to ride parallel with the main trunk line through the gate and along the service access track.

Do not cross the railway line at any time except at the formal road crossing.

After 3 km, turn right through the cycle gate (directly opposite the access option from Mountain Heights Lodge). Head west, and over a bridge.

It's a short sharp climb up through the magical forest that seems as though it is transporting taking you into a place that time forgot.

The trail from this point is well-graded and mostly flat as it follows the old bush tramway. Those bumps you feel under your tyres are the remnants of the old sleepers, still doing their job of maintaining the route today.

Take in the views of the stunning central plateau mountains. Towering over the track is Hauhungatahi, an eroded volcano at the southern end of the Taupo Volcanic. Although little-known, at 1,521 metres Hauhungatahi is one of the highest volcanoes in New Zealand. The volcano is constructed atop an upfaulted block of Mesozoic marine sediments. The age of the erupted andesite lava is about 900,000 years, making Hauhungatahi more than three times as old as the neighbouring Ruapehu.

Take in the regenerating podocarp forest with little pockets of exotics which were experimental plantings from the original logging processes.

Stay left at the "Y" junction following the wide track.

At Cuff Road (gate), turn right and ride up the gravel road for approx. 1 km. Take the time to gaze out over the regenerating Erua forest both side. Remnants of other bush tramways in the area include the competing company Whanganui Sash and Door.



Someday soon, we hope to add a connecting trail South to the planned Pōkākā ecosanctuary being developed by local iwi Uenuku.

Turn right at the marker onto the "West Branch Line" home to a variety of marked fascinating historical points including:

- a small dam that was used as a water refilling station for bush lokeys. The small locomotive engine used for hauling logs on tramways was known as site of a significant jigger crash.
- a cutting forged through the pumice to ease the gradient for the bush trams to extract logs.
- a lokey (also spelt 'loci') or loco. Steam had been used on some bush tramways since 1871, but in the early 1900s there was a revolution: the advent of steel rails, and geared lokeys. These locomotives were designed for the extremely steep grades, sharp curves, and uneven tracks in the bush.

At the end of the loop, re-join the trail you came up on and return along the same route. (Again, taking care not to cross the railway line at any service crossings)

At the finish reward yourself with a coffee and something sweet at one of our local eateries. Take the time to pop inside and discover some of the amazing North Island Main Trunk Line and local history that lines the walls. There are toilets, showers and a wash station at the Park and Ride.



ACKNOWLEDGEMENTS:

- This area is the traditional rohe of Uenuku.
- Thanks to Mountain Heights Lodge for allowing access across their land and supporting the trail.

MAKE A DIFFERENCE TO THE TRAIL AND SHARE YOUR EXPERIENCE VIA OUR SHORT SURVEY.

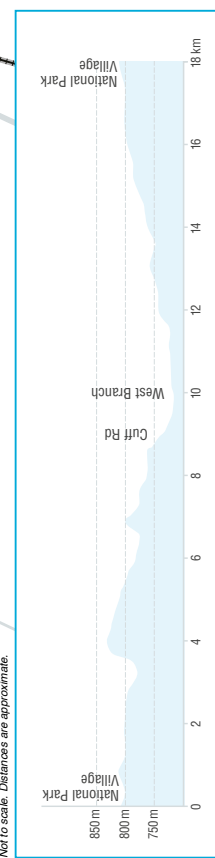
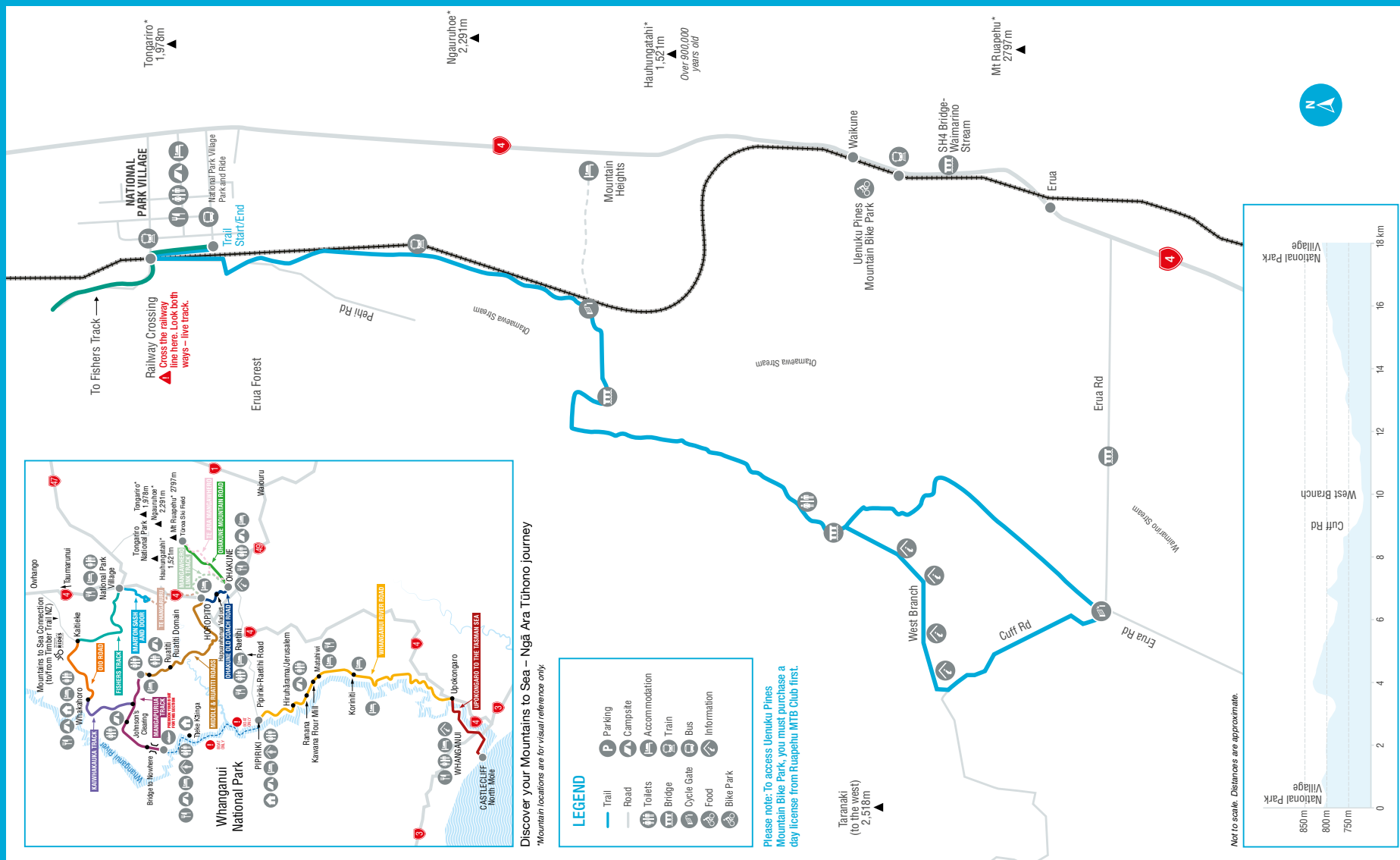
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MARTON SASH AND DOOR



GRADE
3

LENGTH
18 km

TOTAL DESCENT
Undulating

DURATION
2-3 hrs
(depending on conditions)

LOCATION
National Park Village

RIDE
All year – be prepared for winter conditions.

DIRECTION
Generally ridden from National Park Village return as a loop.

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