



Tamaki development well in hand



A view of Tamakis' development on Wood Hill (or should we rename it 'Mt Tamaki'?). This development has taken place over the last week or so. (Another photo page 3)

Round the barn

BARRY MARCHANT reports

ON THE PRESERVATION FRONT, work on repainting No 236 continues at a good pace, but more assistance would be welcome. In the workshop area work continues on the truck overhaul for 236 including the casting of new suspension bearings.

Graeme has finished remedial work on the body damage to one end of No 1 which occurred following its derailment earlier in the year, but unfortunately has now found similar damage at the other end. A decision on when more repair work will be undertaken has yet to be made, but in the meantime No 1 is available for service with a crew of two.

Photo: Barry Marchant

Season's Greetings

Well! It's here again: time to wish all our members and their families and friends all the very best for Christmas and the New Year.

Time also for me to say some words of well earned thanks to all those who have helped with the newsletter. Colin Loach and Barry Marchant have, as always, looked after the distribution with cheerfulness, competence and reliability, as well as contributing articles and photographs.

We had interesting and informative contributions from an impressive number of people including (alphabetically): Trevor Craib, Russell

Grigg, Dave Hansen, Ted Harrall, Brian Harris, Ken Henderson, Dave Hinman, Stuart Hobbs, Bradley Knewstubb, Colin Loach, Don McAra, Barry Marchant, Murray Sanders, John Shanks, Graham Stewart, Stephen Taylor. Such a large list shows clearly that this is truly a Society newsletter and not just one person's "baby". My warmest thanks to all of you.

The next issue of *Tracts* will be in February. Meanwhile, may you all enjoy a great Christmas and a prosperous New Year.

Joe Pickering
Editor

Next work party

The next work party is scheduled for **Saturday 20 January 2007**. Formal work parties are held every **third Saturday of the month** but there are also activities **every Saturday** and on **Monday evenings**.

Early memories of the New Brighton line

TED HARRALL poses some interesting questions about the line he knew as an 11 - 12 year old, provides a few interesting facts about the scene below in Seaview Road, and recounts an incident on the line in 1913.



The photograph shows a California car in Seaview Road, New Brighton. When was it taken? Perhaps before the electrification of the line along the (then) Esplanade from North Beach to New Brighton Pier, which opened on October 1, 1914, but after destination boxes were placed on the car roofs.

Observe that west of what is now Oram Avenue there is double track and another tram is travelling east in the background; at least in the 1930s and later, the double track at New Brighton was confined to New Brighton bridge and Seaview Road was single track from the pier to just east of Hawke Street. The overhead in the photograph curves north into what is now Marine Parade. Did it terminate at the car barn which stood just north of Hawke Street about where the New Brighton Working Men's Club now stands? During World War II and into the 1940s this tram barn was full of double decker trailers: were they put there in readiness to evacuate the citizens if the Japanese Navy was lurking over the horizon?

When was the New Brighton balloon loop laid?

It is not in the above photograph but it was certainly there when the picture on page 18 of Book 4 of *On the Move: The Wire Web* was taken. This shows a Boon car with a disc route number 10 above the destination box setting out for town via North Beach: it would have turned right into Seaview Road and left through the triangular junction at Oram Avenue, and left at Beresford Street to the Esplanade terminus, then left to return to the city. Thus the loop had two points of entry and two exits. Was this loop unique to Christchurch?

When the trolleybuses came to New Brighton Pier in 1931 they followed the same route 10 as the trams back to the pier. One of my uncles managed Dixon's Butchery in New Brighton and as we lived in Richmond, we used to go by bus to visit. Am I the

only living THS member who can recall going to New Brighton Pier on a trolleybus?

Editor's footnote: Ted mentions that there is no reference to the photographer but says that his late wife, Mary, was a grand daughter of Frederick Bolton Hughes who was a Boer War correspondent and a sometime associate of Burrell the Christchurch photographer and that may be a clue to its source.

The Albert Street mishap

RUSSELL GRIGG has some interesting comments —and question—on the incident unearthed by Trevor Craib and featured in our October issue.



What an interesting photo from Trevor Craib in the October issue of *Tracts*. Though living in Dunedin at the time I have no recollection of it.

The presence of the two grip cars together on the downhill track could indicate that the gripman on the second car was unaware that there had been an accident ahead and had proceeded to the position shown in the photo.

Albert Street as shown here is of course no more having become an important roadway from the city to the hill suburbs and beyond. The cable cars ceased operation many years ago.

But do any of your readers know what happened to the steam roller? A steam roller and road grader were used by the Dunedin City Council Transport dept to recover Sydney bogie tram 51 after its runaway and derailment left it under a shop verandah in Silverton Street, Andersons Bay. Was this the same machine shown in the photo?

The Pages Road mishap

TED HARRALL found this photo in the *Canterbury Times* dated December 24, 1913—ten days after the event!



The caption reads:

On Sunday afternoon, December 14, a tram from Christchurch to New Brighton met with a mishap at the points of the loop line outside Wainoni Park. The accident occurred by the rear bogey wheels of the electric car refusing to take the loop, the result being that the car swung round with each set of wheels running on a different line. At the same time, the air brake connection with the trailers snapped, and the impetus of these cars, heavily laden with passengers, forced the electric car round until it was at considerably more than a right angle

to the lines, blocking up the whole of the road and lying over at a dangerous angle. It took two hours to clear the line and resume traffic.

Ted comments: This “incident” occurred on Sunday 14 December 1913. The location of the loop was at the slight curve in Pages Road between what are now Bickerton Street and Ottawa Road. The loop to the east was at the “kink” at Pages Road at the Breezes Road intersection. The loop to the west extended from just west of Cuffs Road and round the curve to Kearneys Road. In the middle of this section was a wooden shelter labelled

Sandilands (a suburb now unrecognised). The section of double track from Havelock Street to Cashel Street extended the full length of Buckleys Road to where Buckleys Road meets Pages Road just east of Bromley Park.

There was a relatively steep rise on a curve to the Sandilands loop and a Boon car with two Boon trailers would slow noticeably up the rise. Conversely a Brill came down this slope at high speed.

All these loops were arranged so the motorman could see the entrance to the succeeding one before leaving the preceding double track.



Another photo showing the new platform/tram stop built to service the Tamaki development.

Photo: Barry Machant



Across the ditch with the Loaches

COLIN LOACH and his camera are never far away from each other—especially when Colin goes overseas.

He and Win have been to Australia twice this year and we understand that, while there for the second time, they gave birth to a granddaughter—well they weren't the ones who actually produced the child, but you know what I mean. Congratulations to them and the fond parents.

But during their stay they visited Whiteman Park in Perth where there is a tramway museum and where Colin took three of the four photos on this page.

Top left: Frank Edwards showing Dale Webb and Win Loach, new arrivals at Whiteman Park, H class cars Nos 371 and 372 just arrived from Adelaide.

Above: John Davies, motorman and Ron Aplin conductor with Melbourne W7 1017.

Middle left: Frank Edwards with Brill 21 E tram truck.

Left: Back home. We put this in as a tail ender. Colin used either an aeroplane, a very long ladder or a hill to get this view of Ferrymead.

All photos: Colin Loach