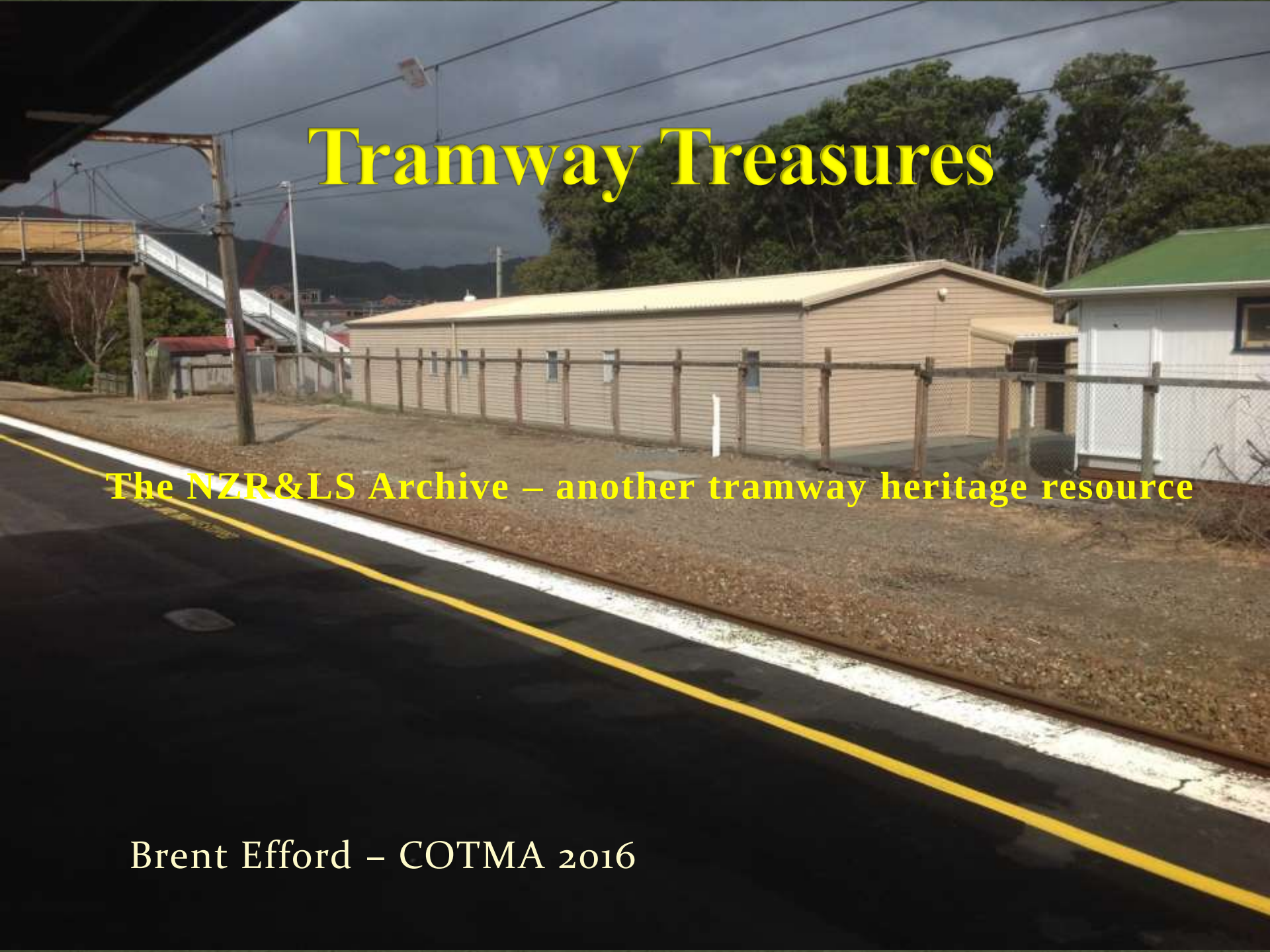


Tramway Treasures

The NZR&LS Archive – another tramway heritage resource

Brent Efford – COTMA 2016

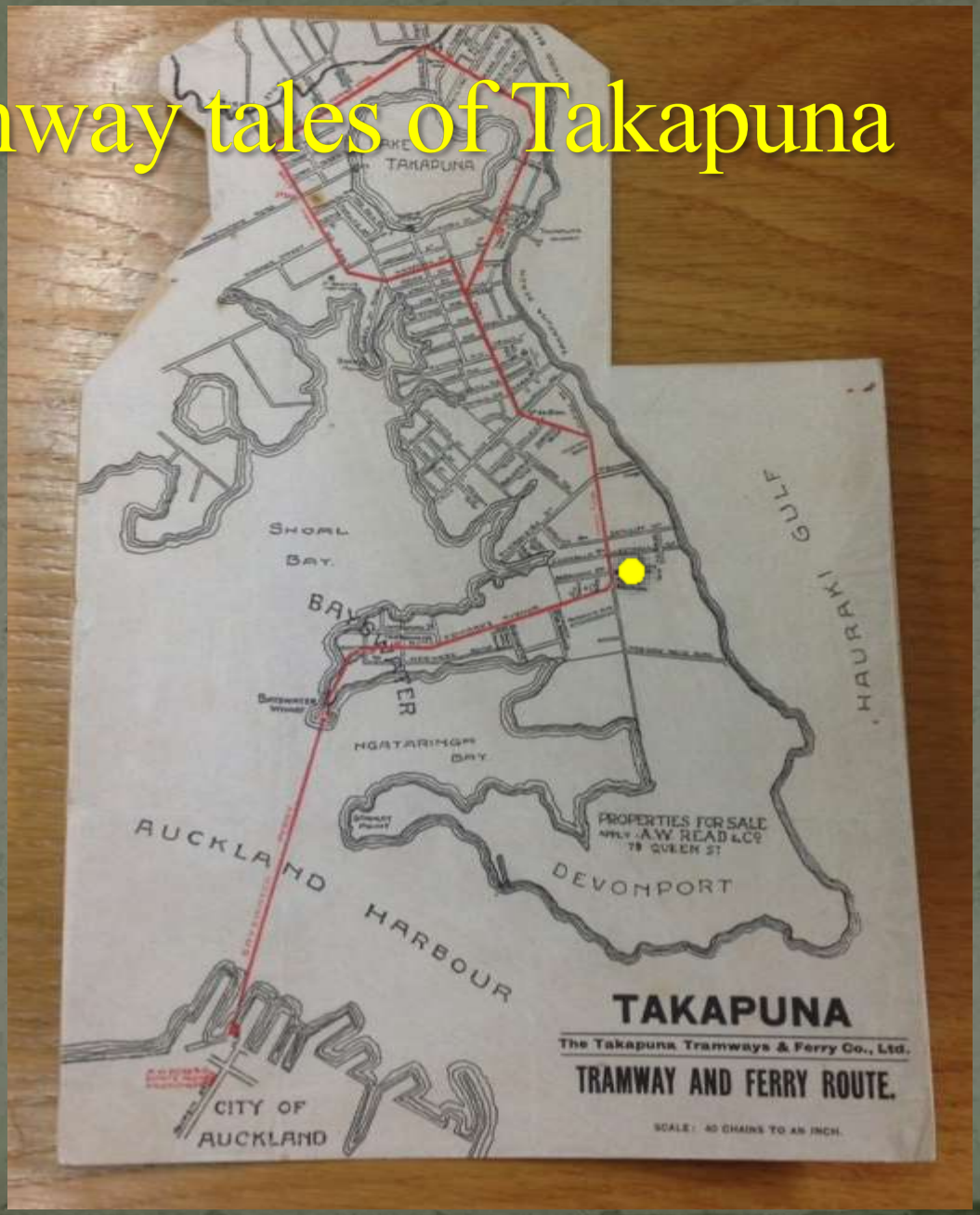

NEW ZEALAND
RAILWAY & LOCOMOTIVE
SOCIETY INC
1A







1 Tramway tales of Takapuna




HIGHLANDER MILK
TAKAPUNA
BAYSWATER & MILFORD
OFFICIAL
TIME TABLE
ROUND THE LAKE BY STEAMER & TRAM


HIGHLANDER MILK
TAKAPUNA
MILFORD & BAYSWATER
ROUND THE LAKE
STEAMER AND TRAM
OFFICIAL
TIME TABLE
A TOURISTS GUIDE

GRAHAM C. STEWART COLLECTION

The Takapuna Tramway[illegible] and Ferry Co., Ltd.

TIME TABLE

(Weather and Other Circ[illegible]stances Permitting.

Monday to Friday

AUCKLAND to TAKAPUNA		TAKAPUNA to AUCKLAND	
Passing leave Auckland.	Time at Tea leave Bayswater.	Time at Tea leave Milford.	Passing leave Takapuna.
a.m.	a.m.	a.m.	a.m.
		BH 6.15	6.40
		CH 6.55	7.20
	X 6.40	H 7.20	8.0
7.10	X 7.20	H 8.0	8.30
7.45	H 8.0	H 8.30	9.5
8.15	H 8.30	X 9.0	9.35
8.50	H 9.5	H 9.40	10.15
9.20	X 9.35	H 10.15	10.45
10.0	H 10.15	H 10.40	11.15
10.30	H 10.45	H 11.15	11.45
			p.m.
11.0	X 11.15	H 11.30	12.15
11.30	H 11.45	p.m. H 12.40	1.15
p.m.	p.m.		
12.0	X 12.15	H 1.15	1.45
1.0	H 1.15	H 1.50	2.15
1.30	H 1.45	H 2.15	2.45
2.0	H 2.15	X 2.50	3.25
2.30	H 2.45	H 3.30	4.0
3.10	X 3.25	H 3.55	4.30
3.45	H 4.0	H 4.30	5.0
4.15	H 4.30	X 4.55	5.35
4.50	H 5.0	X 5.30	6.15
5.20	H 5.35	X 6.0	6.45
6.0	H 6.15	X 6.40	7.15
6.30	H 6.45	H 7.15	7.45
7.0	X 7.15	H 7.50	8.15
7.30	H 7.45	FH 8.15	F 8.45
8.0	H 8.15	H 8.50	9.15
F 8.30	FH 8.45	X 9.5	9.45
9.0	H 9.15	X 9.50	10.15
9.30	H 9.45	X 10.10	10.45
10.0	H 10.15	H 10.50	11.15
10.30	H 10.45	DX 11.10	
11.0	H 11.15	EH 11.40	
11.30	H 11.45	EX 12.10	

B—Leaves Depot at 6.0 a.m. via Northcote Road.
C—Leaves Depot at 6.40 a.m. via Northcote Road.
H—Does not connect with steamer.
X—Runs to Takapuna Depot only.
F—Fridays only.
D—Via Hurstmere Road.
E—Via Northcote Road.

Saturday

AUCKLAND to TAKAPUNA		TAKAPUNA to AUCKLAND	
Passing leave Auckland.	Time at Tea leave Bayswater.	Time at Tea leave Milford.	Passing leave Takapuna.
a.m.	a.m.	a.m.	a.m.
		BH 6.15	6.40
		CH 6.55	7.20
	X 6.40	H 7.20	8.0
7.10	X 7.20	H 8.0	8.30
7.45	H 8.0	H 8.30	9.5
8.15	H 8.30	X 9.0	9.35
8.50	H 9.5	H 9.40	10.15
9.20	X 9.35	H 10.15	10.45
10.0	H 10.15	H 10.40	11.15
			p.m.
10.30	H 10.45	H 11.30	12.0
		p.m.	
11.0	X 11.15	H 12.0	12.30
11.45	H 12.0		
p.m.			
12.30	H 12.35	X 1.0	1.35
12.50	H 1.0	X 1.30	2.15
1.20	H 1.35	X 2.10	2.45
2.0	H 2.15	X 2.50	3.25
2.30	H 2.45	H 3.15	3.45
3.0	X 3.15	H 3.50	4.15
3.30	H 3.45	H 4.15	4.45
4.0	H 4.15	H 4.50	5.15
4.30	H 4.45	X 5.10	5.45
5.0	H 5.15	H 5.50	6.15
5.30	H 5.45	X 6.10	6.45
6.0	H 6.15	X 6.40	7.15
6.30	H 6.45	H 7.15	7.45
7.0	X 7.15	H 7.50	8.15
7.30	H 7.45	H 8.50	9.15
8.0	H 8.15	X 9.5	9.45
8.30	H 8.45	X 9.50	10.15
9.0	H 9.15	X 10.10	10.45
9.30	H 9.45	H 10.50	11.15
10.0	H 10.15	DX 11.10	
10.30	H 10.45	EH 11.40	
11.0	H 11.15	EX 12.10	
11.30	H 11.45		

B—Leaves Depot at 6.0 a.m. via Northcote Road.
C—Leaves Depot at 6.40 a.m. via Northcote Road.
H—Does not connect with steamer.
X—Runs to Takapuna Depot only.
F—Fridays only.
D—Via Hurstmere Road.
E—Via Northcote Road.

Sunday

AUCKLAND to TAKAPUNA		TAKAPUNA to AUCKLAND	
Passing leave Auckland.	Time at Tea leave Bayswater.	Time at Tea leave Milford.	Passing leave Takapuna.
a.m.	a.m.	a.m.	a.m.
			A 8.35
		BH 8.45	9.15
		CH 9.15	9.45
		H 9.40	10.15
9.0	H 9.15	X 10.10	10.45
9.30	H 9.45	H 10.40	11.15
10.0	H 10.15	H 11.15	11.45
10.30	H 10.45		p.m.
		X 11.40	12.15
11.0	H 11.15	p.m.	
		X 12.40	1.15
11.30	H 11.45		
p.m.	p.m.		
12.0	H 12.15	H 1.15	1.45
1.0	H 1.15	X 1.40	2.15
1.30	H 1.45	H 2.15	2.45
2.0	H 2.15	X 2.40	3.15
2.30	H 2.45	H 3.15	3.45
3.0	H 3.15	X 3.40	4.15
3.30	H 3.45	H 4.15	4.45
4.0	H 4.15	X 4.40	5.15
4.30	H 4.45	H 5.15	5.45
5.0	H 5.15	X 5.40	6.15
5.30	H 5.45	X 6.40	7.15
6.0	H 6.15	H 7.15	7.45
7.0	H 7.15	X 7.40	8.15
7.30	H 7.45	H 8.15	8.45
8.0	H 8.15	X 8.40	9.15
8.30	H 8.45	H 9.15	9.45
9.0	H 9.15	BH 9.40	
9.30	H 9.45	EH 10.15	
10.15	H 10.30	EX 10.55	

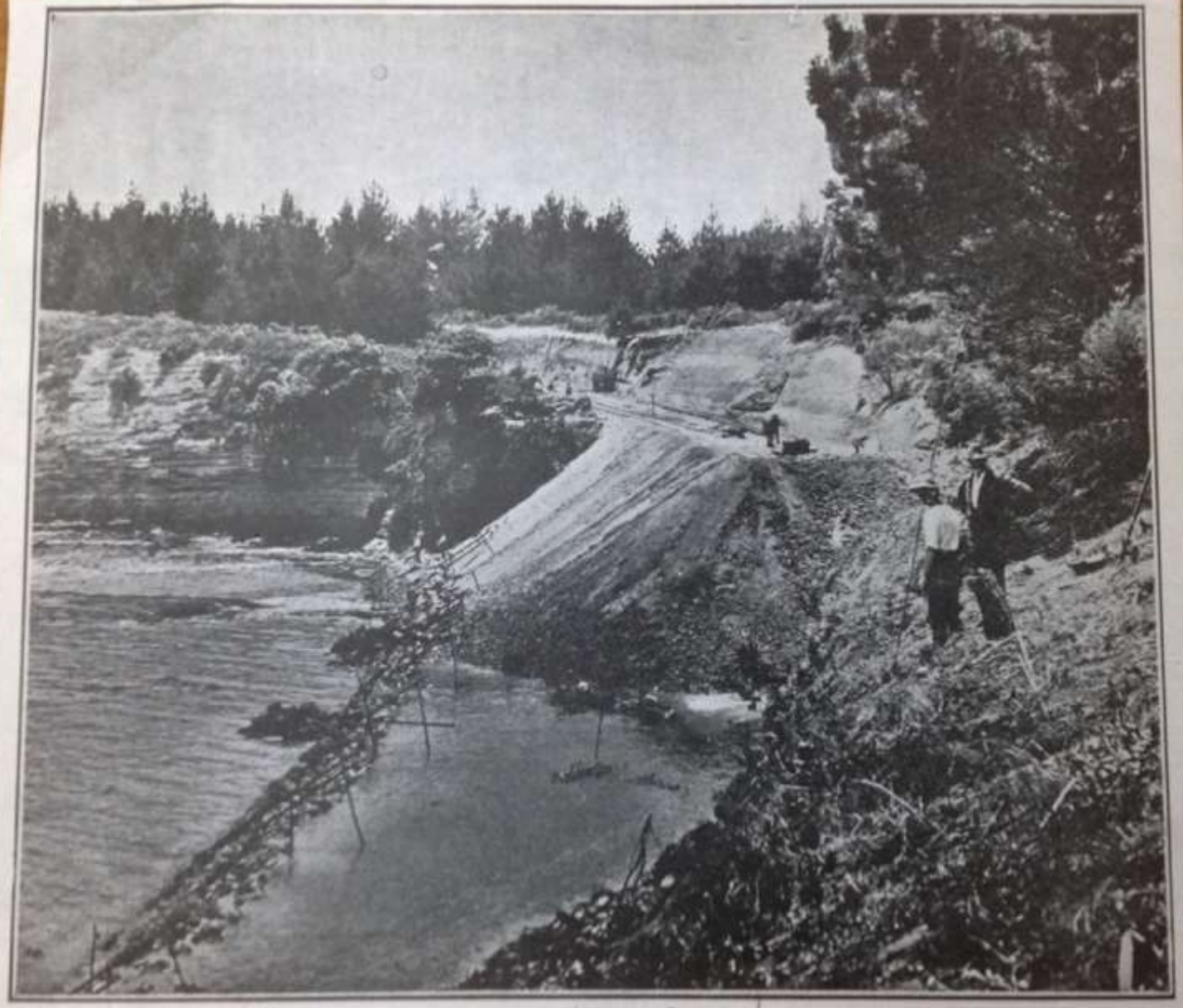
A—Runs as Tea leaves Takapuna Depot at 8.35 a.m. and runs direct to Bayswater to connect with steamer.
B—Leaves Takapuna Depot via Northcote Road at 8.30 a.m.
C—Leaves Takapuna Depot via Northcote Road at 8.0 a.m.
D—Does not connect with steamer for Auckland.
E—Runs to Takapuna Depot only.
H—Via Hurstmere Road.
X—Via Northcote Road.

ALL PREVIOUS TIME TABLES CANCELLED

On Sundays, Holidays, and Special Occasions this Time Table is liable to be Suspended and a more frequent Service will be run

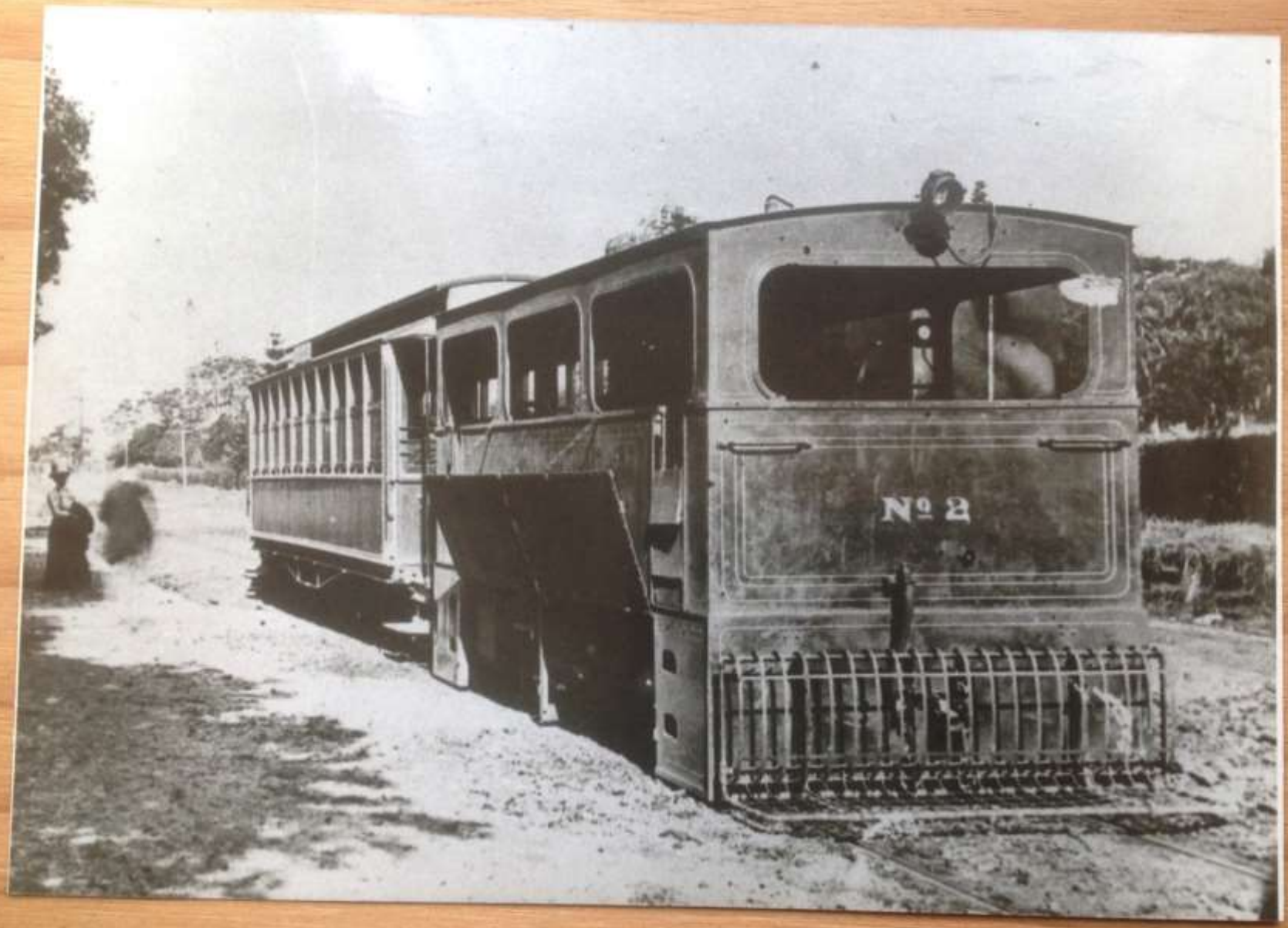
[illegible] Ltd. 7909

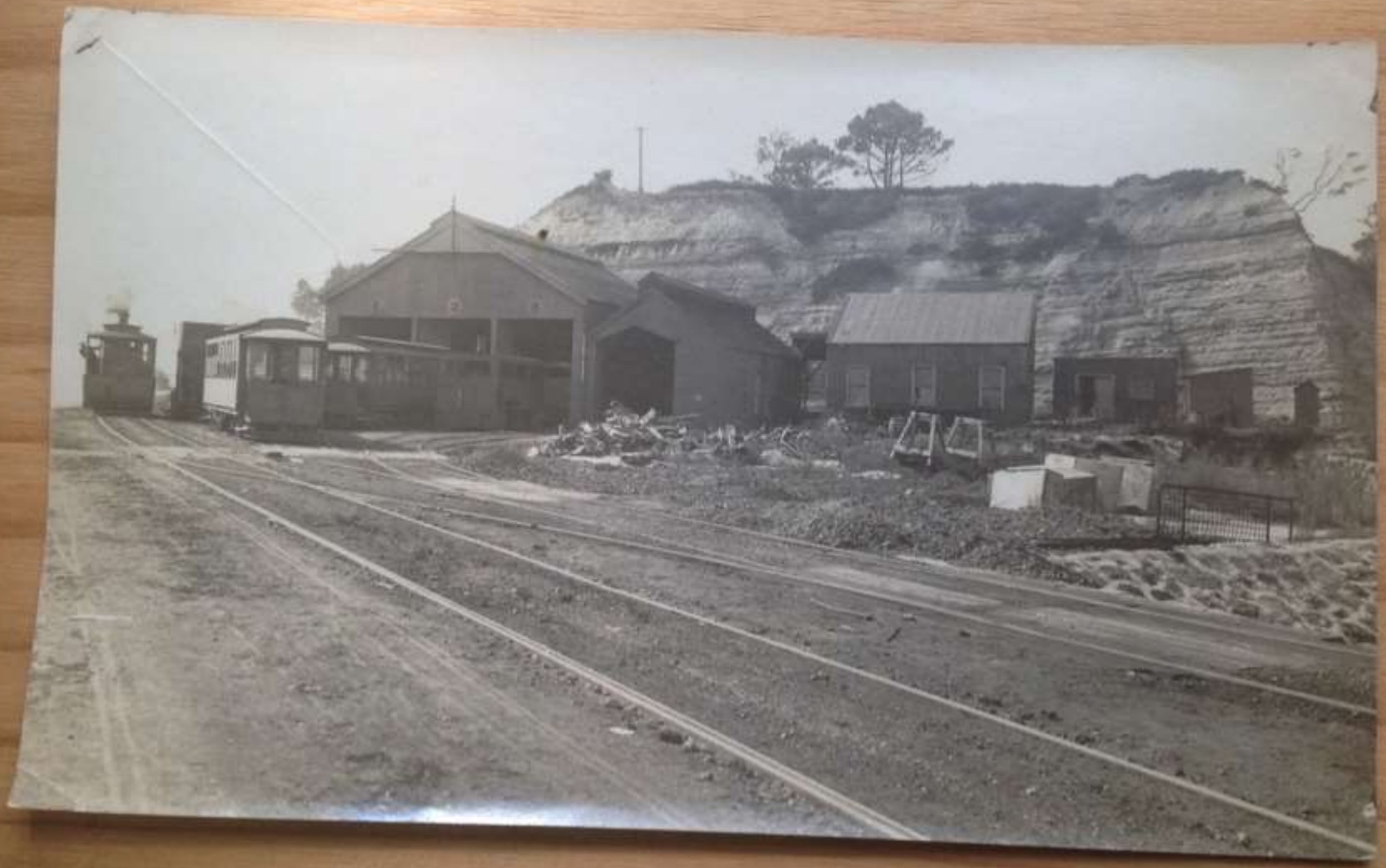
[illegible] JANUARY, 1916



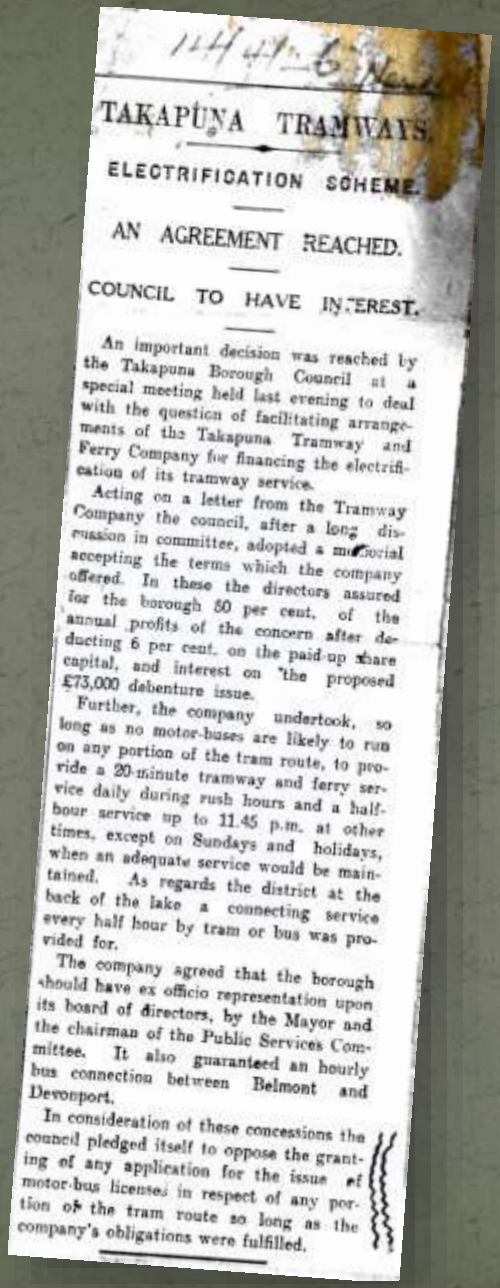
10-12-02

A NEW SUBURBAN TRAMWAY FOR AUCKLAND: CUTTING OUT THE APPROACH TO THE PROJECTED FERRY WHARF AT O'NIEL'S POINT FOR THE NEW TAKAPUNA LINE.


№ 2



1926 – Borough purchase of the Takapuna tramway – and electrification agreed – but a loan poll was required!



TAKAPUNA TRAMWAYS.

ELECTRIFICATION SCHEME.

AN AGREEMENT REACHED.

COUNCIL TO HAVE INTEREST.

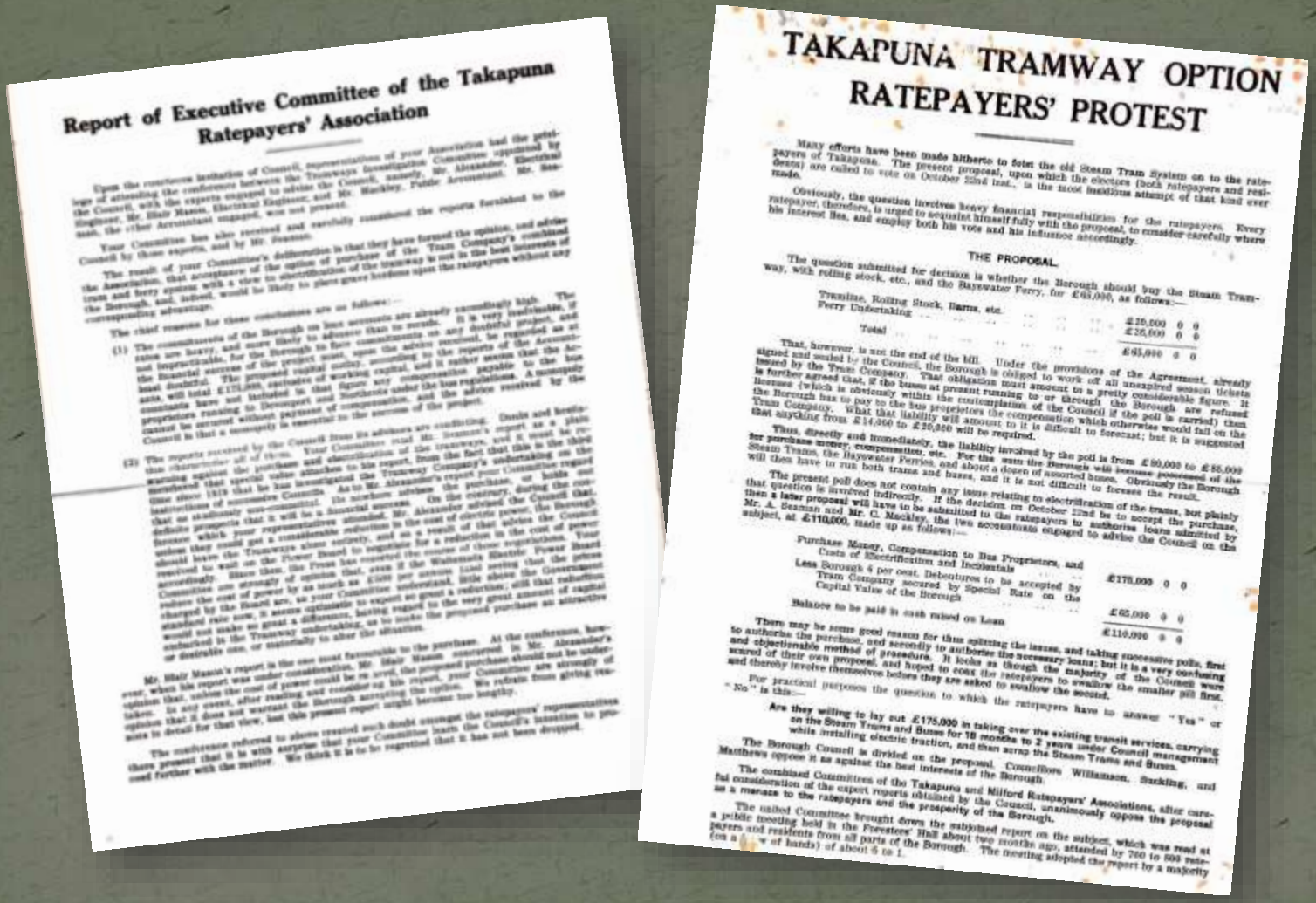
An important decision was reached by the Takapuna Borough Council at a special meeting held last evening to deal with the question of facilitating arrangements of the Takapuna Tramway and Ferry Company for financing the electrification of its tramway service.

Acting on a letter from the Tramway Company the council, after a long discussion in committee, adopted a memorial accepting the terms which the company offered. In these the directors assured for the borough 50 per cent. of the annual profits of the concern after deducting 6 per cent. on the paid-up share capital, and interest on the proposed £73,000 debenture issue.

Further, the company undertook, so long as no motor-buses are likely to run on any portion of the tram route, to provide a 20-minute tramway and ferry service daily during rush hours and a half-hour service up to 11.45 p.m. at other times, except on Sundays and holidays, when an adequate service would be maintained. As regards the district at the back of the lake a connecting service every half hour by tram or bus was provided for.

The company agreed that the borough should have ex officio representation upon its board of directors, by the Mayor and the chairman of the Public Services Committee. It also guaranteed an hourly bus connection between Belmont and Devonport.

In consideration of these concessions the council pledged itself to oppose the granting of any application for the issue of motor-bus licenses in respect of any portion of the tram route so long as the company's obligations were fulfilled.



Report of Executive Committee of the Takapuna Ratepayers' Association

Upon the conclusion of Council, representatives of your Association had the privilege of attending the conference between the Tramways Investigation Committee appointed by the Council, with the experts engaged to advise the Council, namely, Mr. Alexander, Electrical Engineer, Mr. Blair Mason, Electrical Engineer, and Mr. Buckley, Public Accountant. Mr. Seamen, the other Accountant engaged, was not present.

Your Committee has also received and carefully considered the reports furnished to the Council by those experts, and by Mr. Pearson.

The result of your Committee's deliberation is that they have formed the opinion, and advise the Association, that acceptance of the option of purchase of the Tram Company's combined trams and ferry system with a view to electrification of the tramway is not in the best interests of the Borough, and, indeed, would be likely to place grave burdens upon the ratepayers without any corresponding advantage.

The chief reasons for these conclusions are as follows:—

(1) The commitments of the Borough on loan accounts are already exceedingly high. The rates are heavy, and more likely to face than to recede. It is very inadvisable, if not impracticable, for the Borough to face commitments on any doubtful project, and the financial success of the project must, upon the advice received, be regarded as at least doubtful. The proposed capital outlay, according to the reports of the Accountants, will total £175,000, exclusive of working capital, and it rather seems that the amounts have not included in that figure any compensation payable to the bus proprietors running to Devonport and Northcote under the bus regulations. A monopoly cannot be secured without payment of compensation, and the advice received by the Council is that a monopoly is essential to the success of the project.

(2) The reports received by the Council from its advisers are conflicting. Doubt and hesitation characterise all of them. Your Committee read Mr. Seamen's report as a plain warning against the purchase and electrification of the tramways, and it must be remembered that special value attaches to his report, from the fact that this is the third time since 1919 that he has investigated the Tramway Company's undertaking on the instructions of successive Councils. As to Mr. Alexander's report your Committee regard that as studiously non-committal. As to Mr. Alexander's report your Committee regard definite prospects that it will be a financial success. On the contrary, during the conference which your representatives attended, Mr. Alexander advised the Council that, unless they could get a considerable reduction in the cost of electric power, the Council should leave the Tramways alone entirely, and as a result of that advice the Council resolved to wait on the Power Board to negotiate for a reduction in the cost of power accordingly. Since then, the Press has reported the course of those negotiations. Your Committee are strongly of opinion that, even if the Waihumata Electric Power Board reduce the cost of power by as much as £100 per annum, little above the Government charged by the Board are, as your Committee understand, little above the Government standard rate now. It seems optimistic to expect so great a reduction; still that reduction would not make so great a difference, having regard to the very great amount of capital embarked in the Tramway undertaking, as to make the proposed purchase an attractive or desirable one, or materially to alter the situation.

Mr. Blair Mason's report in the case most favourable to the purchase. At the conference, however, when his report was under consideration, Mr. Blair Mason conceived in Mr. Alexander's opinion that, unless the cost of power could be so saved, the proposed purchase should not be undertaken. In any event, after reading and considering his report, your Committee are strongly of opinion that it does not warrant the Borough accepting the option. We refrain from giving reasons in detail for that view, but this present report might become too lengthy.

The conference referred to above created much doubt amongst the ratepayers' representatives there present that it is with surprise that your Committee learn the Council's intention to proceed further with the matter. We think it is to be regretted that it has not been dropped.

TAKAPUNA TRAMWAY OPTION
RATEPAYERS' PROTEST

Many efforts have been made hitherto to foist the old Steam Tram System on to the ratepayers of Takapuna. The present proposal, upon which the electors (both ratepayers and residents) are called to vote on October 22nd inst., is the most insidious attempt of that kind ever made.

Obviously, the question involves heavy financial responsibilities for the ratepayers. Every ratepayer, therefore, is urged to acquaint himself fully with the proposal, to consider carefully where his interest lies, and employ both his vote and his influence accordingly.

THE PROPOSAL.

The question submitted for decision is whether the Borough should buy the Steam Tramway, with rolling stock, etc., and the Bayswater Ferry, for £90,000, as follows:—

Tramline, Rolling Stock, Barns, etc.	£70,000 0 0
Ferry Undertaking	£25,000 0 0
Total	£95,000 0 0

That, however, is not the end of the bill. Under the provisions of the Agreement, already signed and sealed by the Council, the Borough is obliged to work off all unexpired season tickets issued by the Tram Company. That obligation must amount to a pretty considerable figure. It is further agreed that, if the buses at present running to or through the Borough are refused licenses (which is obviously within the contemplation of the Council if the poll is carried) then the Borough has to pay to the bus proprietors the compensation which otherwise would fall on the Tram Company. What that liability will amount to it is difficult to forecast; but it is suggested that anything from £14,000 to £20,000 will be required.

Thus, directly and immediately, the liability involved by the poll is from £90,000 to £85,000 for purchase money, compensation, etc. For the sum the Borough will become possessed of the Steam Trams, the Bayswater Ferries, and about a dozen of assorted buses. Obviously the Borough will then have to run both trams and buses, and it is not difficult to foresee the result.

The present poll does not contain any issue relating to electrification of the trams, but plainly that question is involved indirectly. If the decision on October 22nd be to accept the purchase, then a later proposal will have to be submitted to the ratepayers to authorise loans submitted by Mr. A. Seaman and Mr. C. Mackley, the two accountants engaged to advise the Council on the subject, at £110,000, made up as follows:—

Purchase Money, Compensation to Bus Proprietors, and Costs of Electrification and Incidentals	£175,000 0 0
Less Borough 4 per cent. Debentures to be accepted by Tram Company secured by Special Rate on the Capital Value of the Borough	£65,000 0 0
Balance to be paid in cash raised on Loan	£110,000 0 0

There may be some good reason for thus splitting the issues, and taking successive polls, first to authorise the purchase, and secondly to authorise the necessary loans; but it is a very confusing and objectionable method of procedure. It looks as though the majority of the Council were scared of their own proposal, and hoped to coax the ratepayers to swallow the smaller pill first, and thereby involve themselves before they are asked to swallow the second.

For practical purposes the question to which the ratepayers have to answer "Yes" or "No" is this:—

Are they willing to lay out £175,000 in taking over the existing transit services, carrying on the Steam Trams and Buses for 18 months to 2 years under Council management while installing electric traction, and then scrap the Steam Trams and Buses.

The Borough Council is divided on the proposal. Councillors Williamson, Stickling, and Matthews oppose it as against the best interests of the Borough.

The combined Committees of the Takapuna and Milford Ratepayers' Associations, after careful consideration of the expert reports obtained by the Council, unanimously oppose the proposal as a menace to the ratepayers and the prosperity of the Borough.

The united Committee brought down the subjoined report on the subject, which was read at a public meeting held in the Foresters' Hall about two months ago, attended by 700 to 800 ratepayers and residents from all parts of the Borough. The meeting adopted the report by a majority (on a show of hands) of about 6 to 1.

Anti-tram leaflets 1927

TAKAPUNA TRANSPORT

Vote for the proposal to purchase and progress—Not stagnate.

Opponents of the proposal to purchase are using every endeavour to side-track you. BUT DO NOT BE MISLED.

They put forward the following schemes which can only be regarded as DREAMS.

Read what these schemes are:—

1. A shorter road to Bayswater.
   This means a road around Shoal Bay where there is no population and would cost £100,000 and would be non-productive.
2. A ferry to Barrys Point or some other point.
   The dredging of a channel alone to enable this to be done would cost over £100,000 and be non-productive and would not be as quick as an electric service from Bayswater; as land transport is more than twice as fast as water transport.
3. A bridge across the harbour.
   At a cost of a million at least, and entirely a dream for the next generation and then would not be any nearer for the bulk of Takapuna residents.

With an up-to-date electric tram service there would be no necessity to even think of Schemes 1 or 2, as there would then be no road congestion from motor buses and the present main road would do for all time.

There is therefore **no possibility of making the existing route the wrong one.**

What the opponents of the purchase are really aiming at is an absolute monopoly on the water for the Devonport Steam Ferry Co. They do not care nor do they offer any solution for the land transport. They absolutely hedge the question of the carriage of the peak load and can give no guarantee of fixed fares.

Why grant a monopoly on the water to an outside private concern when it is already in your own grasp for your own borough?

Ferry fares are already **too high.**

It is well-known that the s.s. Pupuke made a nett profit of £15,000 in one year and the passing of enormously profitable ferry traffic into the borough's hands is being bitterly opposed. Why?

To say that the Borough's monopoly of electric traction and water carriage means a loss is grotesquely untrue. To harp on the present position is entirely unscrupulous because the Borough instead of an uneconomic competition will have an absolutely assured monopoly.

THE PEAK LOAD MUST BE CARRIED.

If it must be carried, the people who carry it must have the profitable ferry service to enable them to do it.

IF THE POLL IS DEFEATED, THE COMPANY WILL BE SEATED MORE FIRMLY IN THE SADDLE BY THE NECESSARY DIVERSION OF TRAFFIC TO BAYSWATER AND THE CONTINUANCE INDEFINITELY OF STEAM TRACTION FOR PEAK LOADS with HIGH BUS FARES FOR OTHER TRIPS.

Therefore if you reject the poll you reject electric traction and reject cheap fares.

Follow the advice of your Mayor and Council.

PROTECT YOUR OWN PROPERTY

Issued by the Takapuna Property Owners' Commit

Observer Printing Works, 12 Wyndham Street, Auckland.

Comparative Values

ELECTRIC TRAMS.

Profit 8 per cent. which clears 2 per cent. over interest cost, or £3200 **reduction of rates** plus greater future profits.

Sure and easy transit.

Carry all people in rush periods.

More certain running unaffected by shipping and strikes in other countries.

Cost fixed for all time, not affected by fluctuation of Benzine.

Cheap fares under control of Ratepayers.

Purchase of Electricity of value to Takapuna and New Zealand.

Rapid and cheap transport, district will progress, more homes, less rates.

Increase Credit Value of Borough.

BUSES.

Mobility.

Saving the increase of Municipal debt by £160,000.

Hindering advance of district and loss of tramway profits thereby increasing rates.

Increased fares.

Inability to carry peak traffic.

Danger to community.

Added cost to maintenance of roads.

Money largely spent in purchase of foreign fuel and material instead of being distributed within the country.

ESTIMATE ELECTRIFICATION.

COST:	£
Cost of Elect.	65,000
	80,000
	£145,000
Comp. buses	10,000
	£155,000
Contingency	5,000
	£160,000

INCOME:	£
Cost of running 20 minutes service	56,827
	35,126
Gross profit	£21,701
Less depreciation 5% £160,000	8,000
	£13,701

Borough profit over 8%.

Issued by the Takapuna Property Owners' Committee

Observer Printing Works, 12 Wyndham Street, Auckland.

Pro-tram leaflets 1927


MILFORD BUTCHERY
MILFORD.

2 Graham Stewart photos – rediscovered



Double saloons pass cnr Aro & Willis Sts – mid-1950s.






RAILWAY St
L47-571



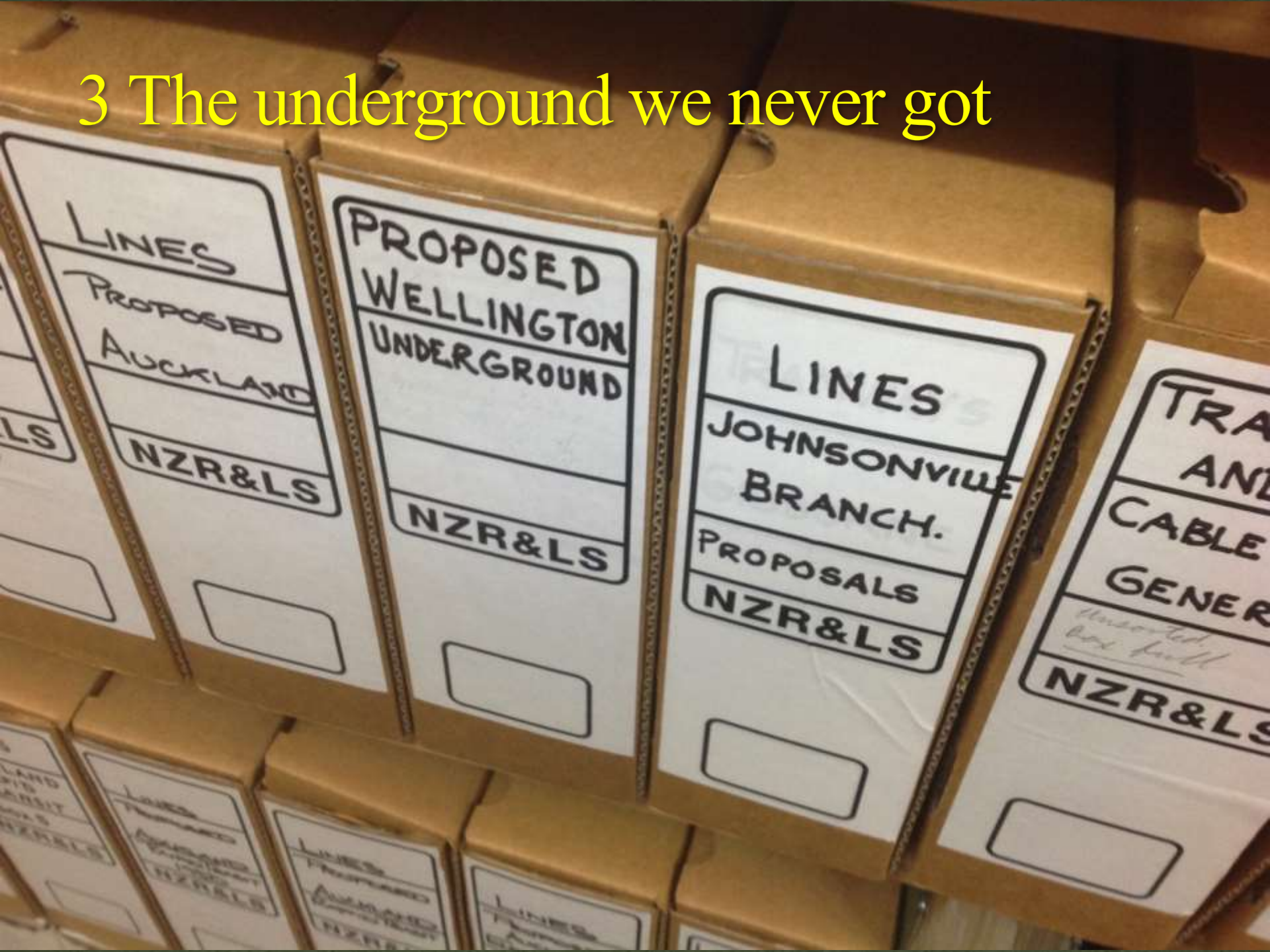

Talisman
BUTEX
ENAMELISED
PAINT
RAILWAY
CARPETS
Maple

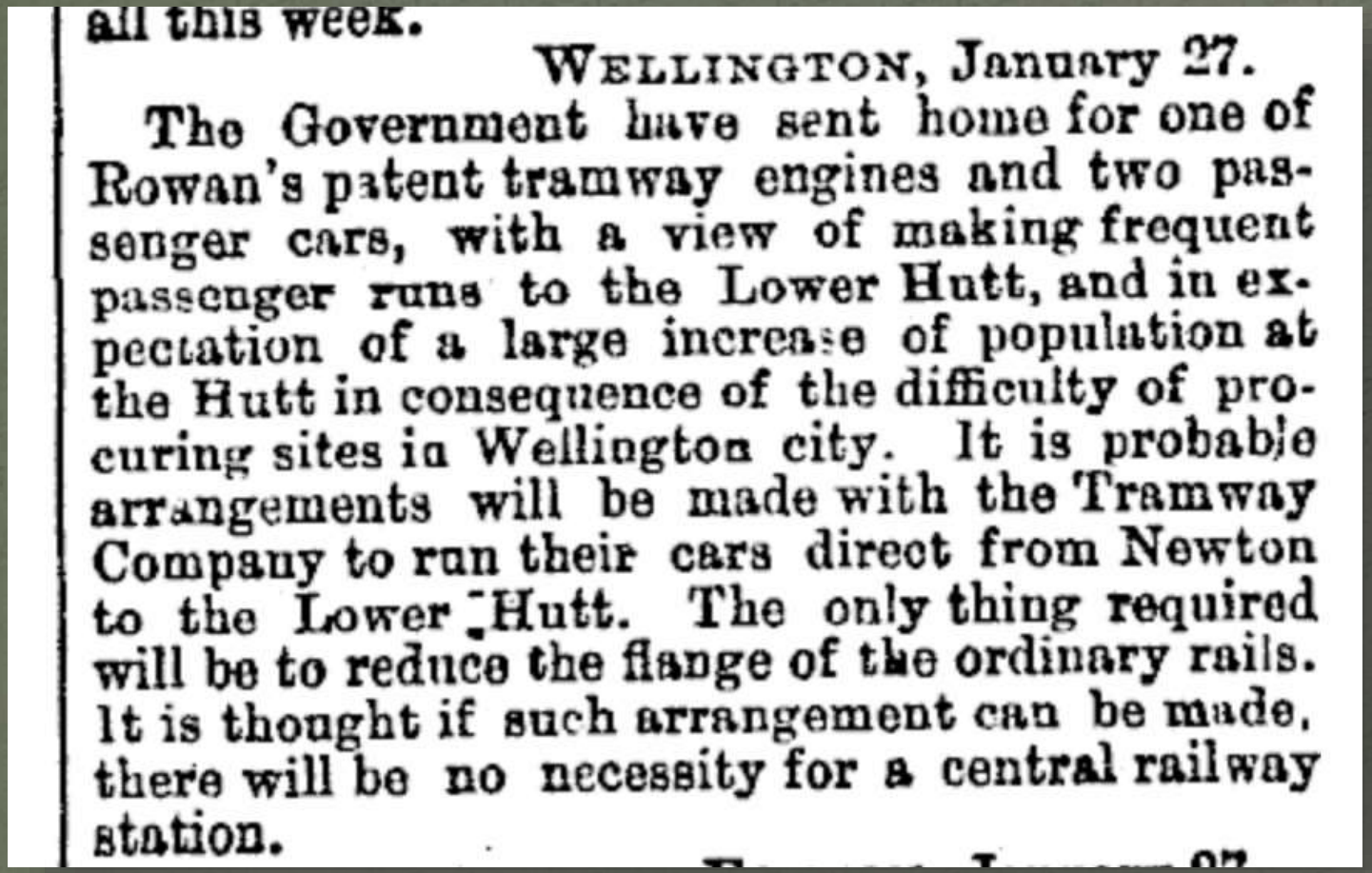

7
RAILWAY
ARO
FIRE ALARM
175-515


Ara Street 9


7
Drink
PURE, SPARKLING
CAMROC
DRY GINGER ALE
A THOMSON, LEWIS PRODUCT

3 The underground we never got



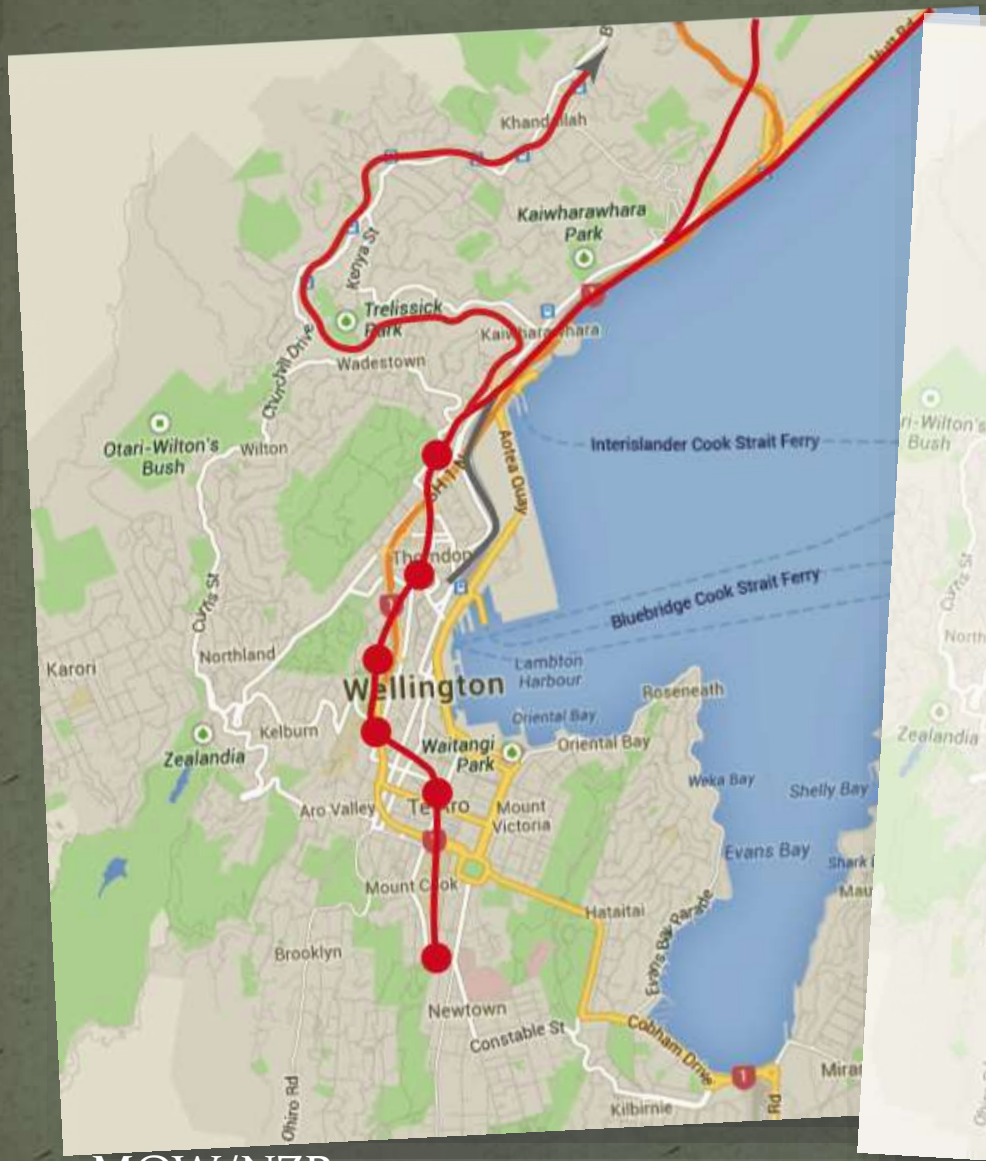


all this week.

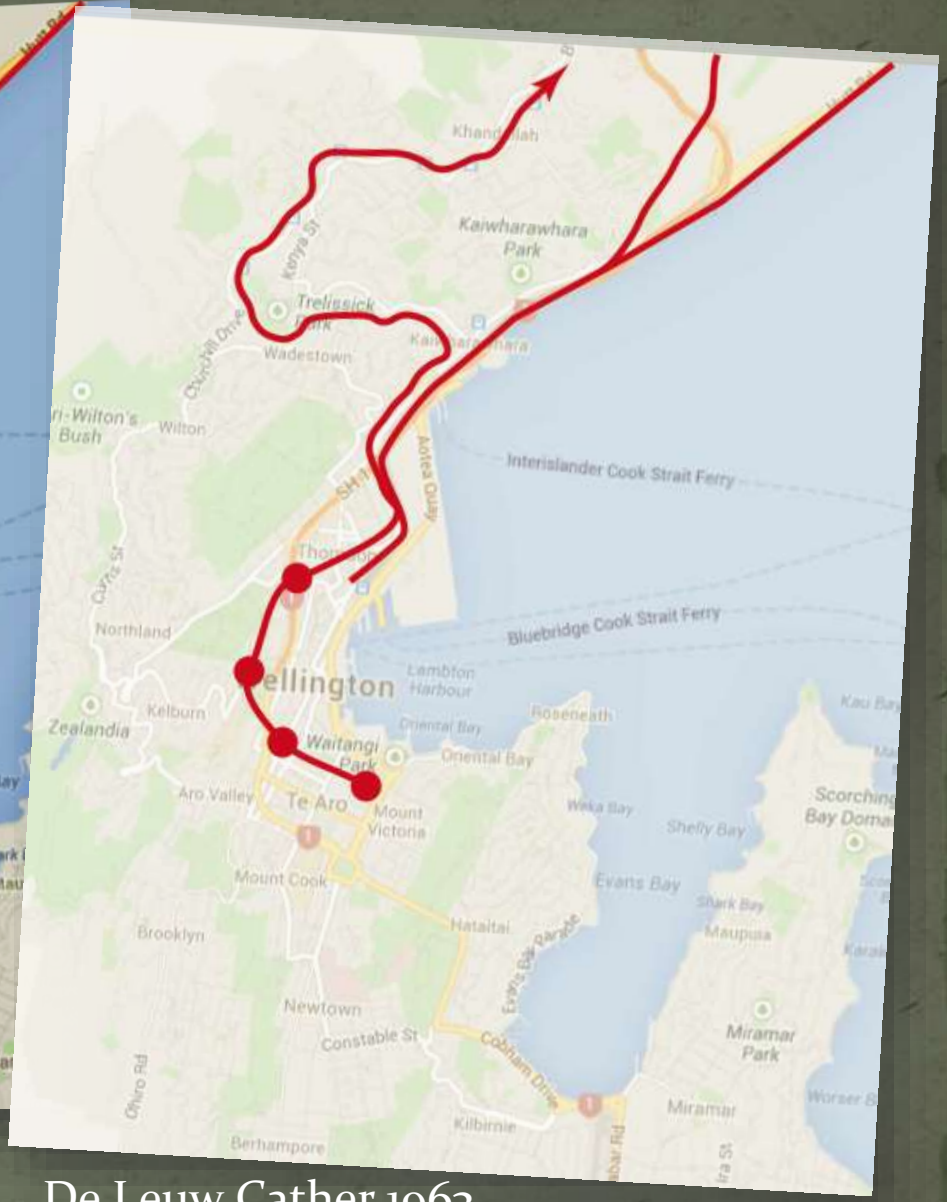
WELLINGTON, January 27.

The Government have sent home for one of Rowan's patent tramway engines and two passenger cars, with a view of making frequent passenger runs to the Lower Hutt, and in expectation of a large increase of population at the Hutt in consequence of the difficulty of procuring sites in Wellington city. It is probable arrangements will be made with the Tramway Company to run their cars direct from Newton to the Lower Hutt. The only thing required will be to reduce the flange of the ordinary rails. It is thought if such arrangement can be made, there will be no necessity for a central railway station.

Victorian tram-train plan – Press, 28 January 1879



MOW/NZR 1959



De Leuw Cather 1963

Plans For Underground City Railway Are Still Alive

AN UNDERGROUND railway from the Railway Station to Courtenay Place was still under investigation and could be added to the proposed development for Wellington City, said the chairman of the City Council town planning committee (Cr W G Morrison) today.

Cr Morrison said the de Leuw Cather report included a suggested route for an underground railway. He said the council had already approached the Ministry of Works and asked for a more refined survey to be made, because there was the location of important features, such as stations, with ventilation, escalators, and lighting which had to be decided.

The Minister had stated he would consider the proposal when Auckland reached the same point of development which will take place shortly."

The Commissioner of Works was very interested, Cr Morrison said.

More Advanced Survey Needed

The route of the underground had not been placed on the map, because of the more advanced survey which had to take place before the exact route could be decided on. It was, however, commented upon in the scheme statement as follows: "Provision is likely to be made for an underground railway as soon as further detailed investigations of its alignment from the station to Courtenay Place have been completed."

Cr Morrison said that the railway was proposed to be an underground extension of the existing Hutt Valley and western suburbs routes. People would board the trains at their normal stations in the suburbs, and disembark at the station closest to their destination within the city.

Further comment on the whole plan came today from the Wellington Automobile Association.

24-Hour Cure For Eight Hours

The main objection to the conversion to one-way streets was that it would provide a 24-hour cure to what could be only an eight-hour problem, the president of the Wellington Automobile Association (Dr S J Thompson) said.

"Even so, this would be preferable to increased congestion, clogging of thoroughfares, and loss of business to less congested areas.

"The association has been particularly concerned with the implementation of a one-way street system and has advocated this for a number of years," said Dr Thompson. "It is to be hoped that very early priority will be given to this proposal and allied with it the increased use of traffic lights at intersections."

The Town Plan is now on display in public libraries and means giving details are available for inspection in Room 4 in the Town Hall, next to the public relations office. Objectors to the Town Plan have until October 25 to lodge their complaints.



"EVENING POST"
22nd March 1969

Inquiry Gets Reminder On City Underground Railway

22/3/69 Evg Post

HE hoped the Government committee inquiring into urban passenger transport would not miss studying what the de Leuw Cather report had to say about a downtown underground extension of Wellington's suburban railway, said Cr W G Morrison today.

Cr Morrison, who is chairman of the City Council's town planning committee, said there has been no report yet of the champions of the underground extension coming forward to make submissions, although he expected they would do so.

At present, he said, the council was studying the requirements so the route particularly in the vicinity of stations, could be adequately protected.

Steps had already been taken to protect the route and foundations, for instance, were placed deep enough and far enough apart so as not to interfere with a future rail route below. The expense of protecting the route was small compared with the expense that might be involved if the route were not protected.

Advantage

Although small, Wellington was unique among municipalities of the world in the possibilities it offered for economic use of an underground extension of its suburban commuter trains, said Cr Morrison.

Unlike cities such as London which required rail lines radiating in many directions, Wellington had the advantage that great numbers of people used the commuter trains from the suburbs, all coming into the city from the one direction.

With all these people already aboard the trains, Wellington did not need a separate underground railway system, but just an underground extension of the exising lines, said Cr Morrison.



Evening Post 21-5-65

CHEAPER, GREATER HELP TO TRAFFIC

Railway Underground Should Precede City Motorway

AN underground railway between Thorndon and Courtenay Place must come before the foothills motorway in Wellington, believes a former Commissioner of Works, Mr. F. M. Hanson.

If the railway, which will cost about half as much, came first, there would be no requirement for the central section of the motorway between Thorndon and Te Aro for many years, said Mr. Hanson today.

"So far there does not seem to have been any serious suggestion that the time and the conditions are not ripe for the construction of a motorway right into the central areas of the terminal city of Wellington," says Mr. Hanson.

"If the motorway and attendant parking facilities were completed right now, present traffic conditions would be improved, but in 15 years, when motor traffic wishing to enter the city would have doubled, it would be an entirely different picture.

"Where there are now 12,000 vehicles coming into the city each day from the Hutt Valley and northern areas, the number in 15 to 16 years will have multiplied to 40,000. These are published findings of De Leuw, Cather and Company.

"There will be also almost a doubling in the number of motor vehicles from the eastern, southern and western suburbs.

"The motorway will carry much of this traffic and may relieve some outer streets, but will clutter up the inner street system, which theoretically should be relieved of traffic.

"Obviously the Wellington motorway will be a perfect example of a dumper of vehicles into the city. This means traffic chaos and the rapid erosion of the commercial and social part of central Wellington.

"With the clearance of much of the motor traffic from the central city, there will be room on existing streets to serve the proportion of through and intercity motor traffic for many years ahead. The railway obviously will be the saviour of the motorist and of Wellington City.

"The operations and works for the proposed transport plan would be along the following lines — Proceed immediately with the planning and construction of the underground railway with the provision of an additional station near Thorndon Quay at the old Thorndon Railway Station site. The other four stations should remain as described by De Leuw, Cather and Company. The railway should be completed within 10 years.

Simultaneously with the railway construction commence the erection of multi-floored parking buildings first at Hobson Street — Fitzherbert Terrace — Tinakori Road, where some land is already available; secondly, over the railway yards just to the north of the present Railway Station, thirdly, over railway property near the new Thorndon Station all at the north of the central city, and fourthly at Cambridge Terrace — Tory Street, Courtenay Place area at the south end of the central city. All fringe parking buildings should be so designed that they can be progressively extended.

When the railway is under way the duplication of the Hataitai tunnel should be put in hand. This work must be completed in the not too distant future if a serious traffic bottleneck is to be avoided.

Make a simple termination

cities, should be paid for by the Railways Department. Also it is more or less a national policy that the only new railways which will be acceptable are those which can be economically justified and seldom can a suburban passenger rail service pay its way when interest on capital is charged.

"Since Railways have a monopoly it might be claimed that they should really take the bad with the good, but we all know perfectly well that it would be unrealistic to suggest that Railways should find the entire capital cost of the two miles of underground railway through the central city area of Wellington where an operational profit will not obtain. The railway would be of more benefit to the motorist than to anyone else and it is not to be the motorist is not to be made useless in the Wellington city then the motorist must pay substantially towards the railway scheme.

"The proposal that the Roads Board should pay for the railway is not a matter of expediency. It is just as much a matter of equity as that the motorist should pay the full cost of State Highways which serve many purposes other than motoring or that the motorist should pay for the strengthening, widening and heavy maintenance of city trunk routes just to carry heavy passenger buses which themselves pay no petrol tax or make any other substantial contribution towards roading costs.

"Buses do relieve the streets of motor-car traffic but they are a serious hindrance to motor transport in every way would contribute greatly to the free flow of motor traffic.

"Under existing policies and practices it would meet all the requirements of equity if the Roads Board paid for the construction of the railway and the Railways Department provided modern rolling stock and took full responsibility for operating and maintenance expenses.

"As an additional contribution the Railways should forego any charges for air space above the railway yards for the parking buildings. Further the Railways should pursue the construction of free parking facilities at all outlying stations.

"The free fringe parking buildings are of course only the motorway terminal. In the case of a city motorway which is not in the form of a by-pass route. There would be no valid argument against the fringe parking facilities being paid for as part of the motorway.

"Furthermore, to provide free parking in these areas seems to be quite different from making wide streets and enough to provide for parking along both sides.

"The capital expenditure and maintenance costs of providing parking buildings in many streets and together with the cost of and restrictions on parked vehicles on main routes of traffic, would the provision of parking much less attractive often more expensive multi-floored parking buildings. Even main highways passing Roads Board's a wide expensive strip to allow for and free parking.

"It all adds to the fact that in Roads Board for the free parking as part of the

"Professor Hanson that a modern railway will destroying and making outmoded number of to 20 lanes will not create ing problems.

"There is no destroying and make outmoded and commercial them to motorways.

"Along the line of means of the city has been great disaster Zealand.

"The Minister city would be the

"Railway to Courtenay Place suggested"

"The Evening Post," Wednesday, Nov 11, 1981 21

Railway to Courtenay Place suggested

Wellington's Chamber of Commerce is to examine an idea of extending the suburban rail service from the Railway Station to Courtenay Place.

The chairman of the chamber's civic affairs committee, Mr Warren Allen, said the chamber had also come up with the suggestion of an elevated monorail system for the central city.

He said the suggestion of extending the railway to Courtenay Place was made because of the inconvenience suffered by people commuting from the station.

He said the railway could be extended along the wharf front.

The monorail proposal was designed to get traffic out of the central city and into car parking buildings at either end of the central business district.

It would also mean that buses could be kept out of the central city.

A chamber member, Mr Steve Reidy, welcomed the rail extension idea and noted that the line had originally run to Te Aro.

The chamber in its early days had pressed for the retention of that line, and Mr Reidy said it was novel that as the chamber celebrated its 125th anniversary, it was considering the same idea again.

The proposals will be examined by chamber committees.

Evening Post 11/11/1981

Evening Post 21/5/1965

Evening Post 7/9/1966



The Evening Post

WELLINGTON, WEDNESDAY, SEPTEMBER 7, 1966.

Growing On The Right Rails

MENTION transport in Wellington and the immediate preoccupation is the internal bus service but emerging for greater consideration now are the rail connections.

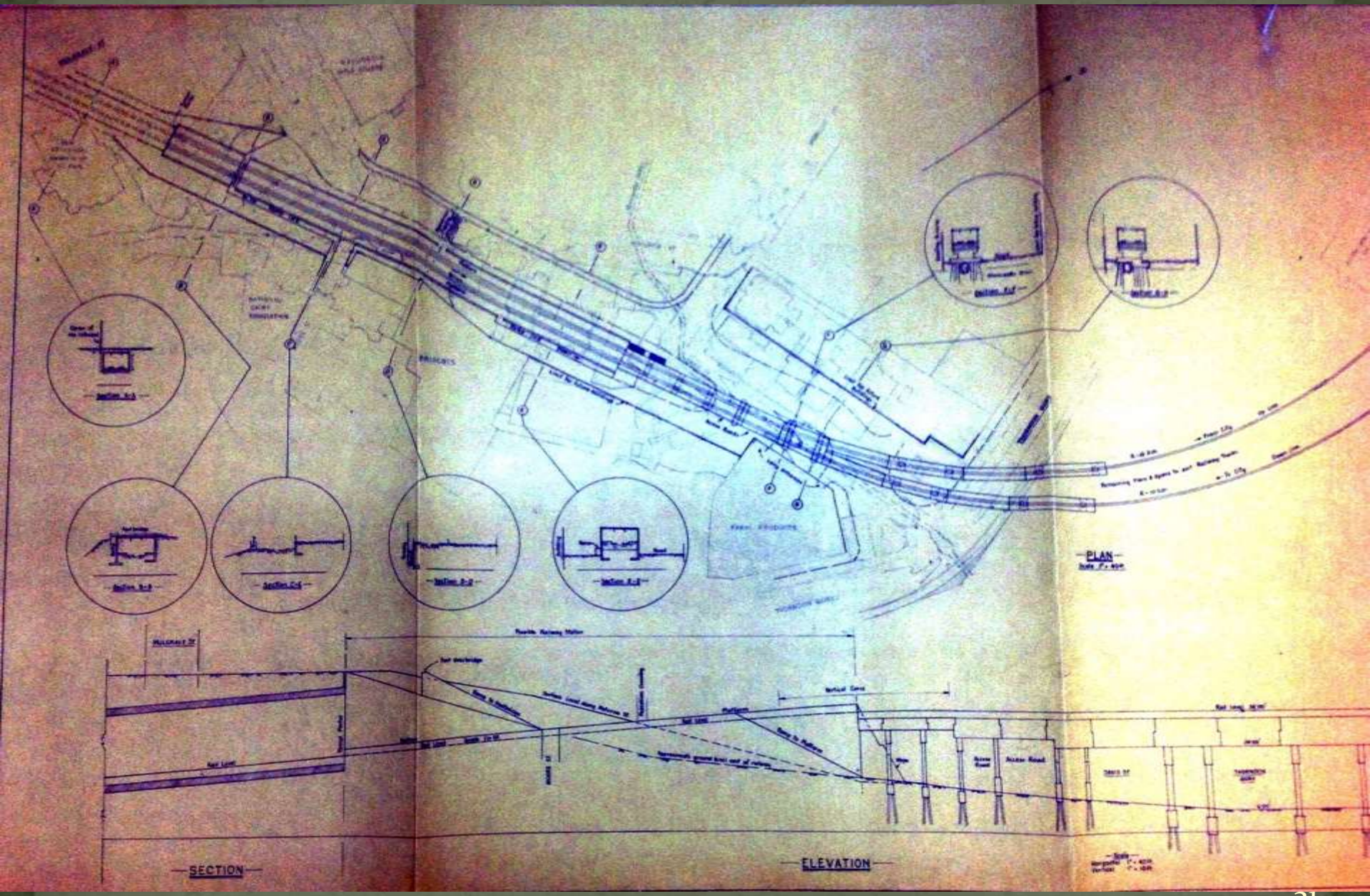
The outlying coastal suburbs are seeking an extension of the present service to give them a direct link with the Capital; an underground railway for Wellington is being talked about again and in encouraging terms.

ON the coast the present suburban electric train service stops at Paekakariki. But beyond are the growing areas of Paraparaumu, Raumati, Waikanae and Otaki which are an obvious part of Greater Wellington and of necessity closely linked with the Capital. Their representatives are now actively pushing their case for an extended service.

It would be a logical development. Apart from the considerable inconvenience to large numbers of commuters at present, there are such factors as the rapid population increase envisaged and the need to come to Wellington for employment and advanced education opportunities. With their capacity for housing development, these areas could take some of the strain off the city but efficient transport is a prerequisite to any real development. The outcome of the deputation to the Minister of Railways tomorrow urging the extension of the rail service will be awaited with considerable interest.

ANYONE wanting a bad dream has only to envisage the snarl-up possibilities if something realistic is not done with Wellington's transport and commuting situation, especially once the motorway is in full operation. A streamlined underground railway service could be a highly effective way of smoothing out the whole situation but now is the time for stepping up really serious work on it.

It is not a difficult construction task and other problems — finance is a notable one — should not be all that difficult. Cr. Morrison said this week that sooner or later we should be getting worked up about an underground railway. The railway is important enough to the city for the activity to start sooner.


PLAN
SECTION
ELEVATION

MR HAYWARD

FUTURE OF M.U. SERVICES - JOHNSONVILLE LINE

Current trends suggest that, in time, the Johnsonville line will be the last area in which existing MU stock will run. Hutt Valley and Paekakariki lines will have, in two stages, new stock which will be unsuitable in either configuration or possibly power for the existing loading gauge and 1500v supply constraints on the Johnsonville line.

I should like to suggest that we begin thinking now about replacing the Johnsonville MU's in time, with a form of Light Rapid Transit (LRT) - i.e. an advanced form of tram which can be run in multiple if required. It would have, I suspect, the following advantages:-

- lower capital cost than equivalent MU stock;
- as it is a lighter vehicle, lower track costs;
- it can operate in smaller units, and thus provide a more frequent off-peak service at a lower cost (possibly with one man operation);
- the nature of this route, with many stops close together, suits this type of operation (I am sure that we will eventually be obliged to place at least one more station on the line);
- the short length and different 'style' of operating would make possible the installation of additional crossing loops at points which would be quite impracticable for MU's, thus allowing more frequent services with smaller train units.

The main reasons I raise this point now are twofold.

1. As I see it, we shall need to decide on future stock for this line within the next decade.

2. If we should adopt this option, it would probably be best to keep the Johnsonville line largely separate from other services at Wellington station. This could mean a track skirting Thorndon Quay to a point near the present Platform One. Such a site is at present being considered for a new telephone exchange and office block. We would need to make sure we did not block ourselves out.

... ...

I recommend that this concept be seriously explored for this line, and its implications for other areas (e.g. West Auckland, even Dunedin), be kept in mind.

A.E. McQueen

13 July 1978

Memo AE McQueen to Trevor Hayward 13/7/1978

Future of the NZR&LS Archive

- Need more use of computers
- Better finding aids, cataloguing and labeling
- Topic specialists should be named and available to help researchers and out-of-town enquirers
- All items should be digitised and lodged in a database whenever they are retrieved (not feasible to digitise everything!)
- Digitising of deteriorating slides and photos is an urgent task
- Need to conserve both shelf space and volunteer time.

What about your archives?

- Individual enthusiasts often have valuable archives
- Ensure their preservation by making provision in your will!