

P.A. HENRY
4A REDDIE ST
TACAPALE

NAPIER

Napier Corporation Tramways

From 8 September 1913 to 3 February 1931

Nine Electric Trams

Gauge 3-foot 6 inches

The population of Napier was 12,000 when the system opened

The Suburbs and Streets served by the Electric Trams

PORT AHURIRI: From Faraday Street tram sheds, along Thackeray, Dickens, and Hastings Streets, Shakespeare Road, Waghorne and Bridge Streets, to terminus at commencement of Hyderabad Road, September 1913. Closed 3/2/31.

(Duplication of Dickens Street 15/6/21-cross-over at Browning Street 21/8/22.)

RAILWAY STATION: From Dickens Street into Munro Street and Station Street to Railway Station, September 1913. Closed 3/2/31.

HASTINGS STREET: From Dickens Street, along Hastings Street to McGrath Street railway crossing, July 1922. Closed 3/2/31.

Bus services introduced after streets cleared of earthquake damage.

<u>Year of Operation</u>	<u>Population</u>	<u>Street Track Mileage</u>	<u>Passengers Carried</u>	<u>Passengers per Tram mile</u>	<u>Miles Trams Ran</u>	<u>Number of Trams</u>
1926	15,000	3¾ miles	1,746,695	9.01	193,760	9

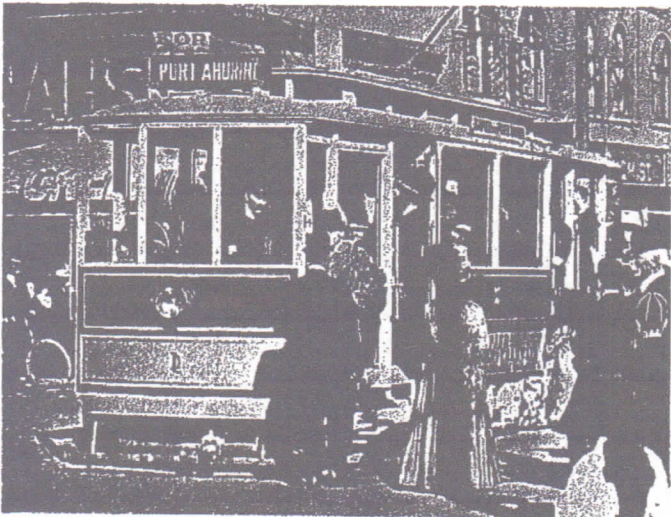
Numbers 1 to 5 (five cars)

Entered Service: 8 September 1913

Withdrawn: By an earthquake that struck the city on 3 February 1931.

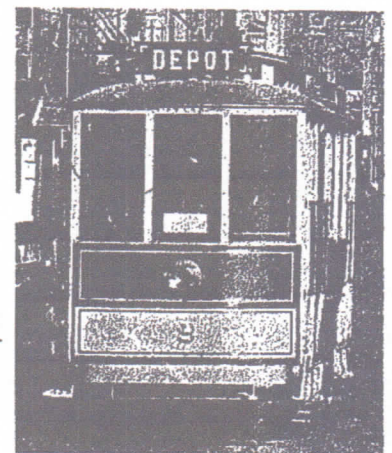
Builder: Brush Electrical Engineering Co. Ltd, Loughborough, England.

Specifications as built: Single truck, Californian combination, open compartments at each end, clerestory roof. Separate cabin at each end for motorman and conductor. Centre passage way ran from end to end of the areas occupied by passengers, but there was no centre passage way into the motorman's compartments. At night, a blind could be pulled down to screen the motorman from interior car lights. The open compartments seated 12 on cross seats, the centre saloon with curtains hung from brass rods and held in position by brass curtain holder brackets, seated 16 on longitudinal seats. Striped Duck canvas screens reinforced with horizontal iron rods and arranged to slide down posts from under the roof skirting board, were provided for wet and cold weather for the open compartments. The truck framing was pitch Pine, framing of body mainly Ash, waist rails Teak. The seats were Oak. Height of steps: 16 inches, folding, cross connected type, so they could only be used one side at a time.

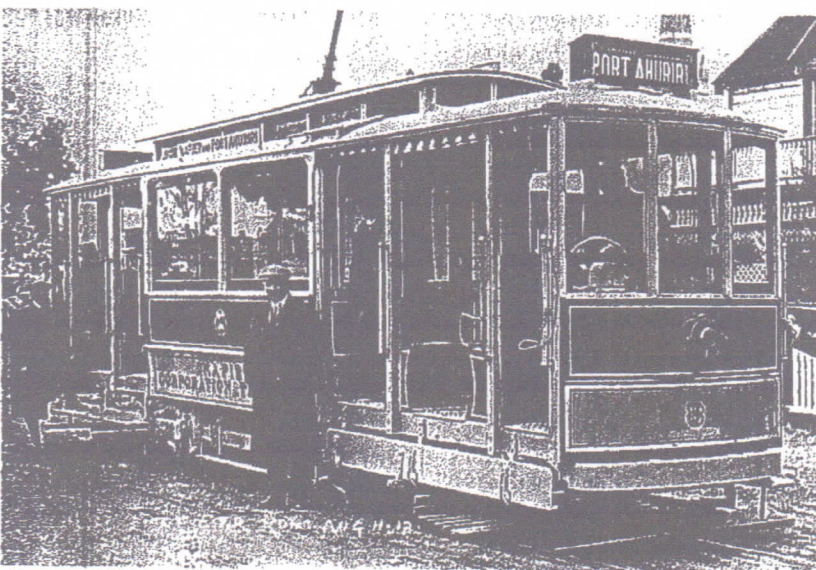


Designed by the Council's Consulting engineer in Wellington, Mr Frederick Black. Tenders called in New Zealand, Australia and England. Cousins & Cousins of Auckland were prospective tenderers. The Brush Electrical Engineering Company of England were awarded the contract. The five trams arrived at the Port of Napier on 9 June 1913, on the SS *Indrapura*. No's. 1, 2, 4, and 5 certificates issued 28 August 1913. No. 3 certificate issued 8 September 1913. No. 4 was the first official tram to Port Ahuriri on opening day – 8 September 1913 – when a crowd estimated at about 1,500 witnessed the ceremony. Only three trams were in service on the first day, and from the time the first trams left the foot of Shakespeare Road at 2.20pm until the service closed that night, 3,947 passengers were carried. Couplings on these trams were altered in 1914 in accordance with PWD requirements. Approval was given on 15 April 1915 to alter the motorman's compartments to the same design as No.'s 6 and 7, including doors on either side. In 1937 the trams which had remained in the tram barn in Faraday street since the earthquake of 3 February 1931 had brought the system to a sudden and final halt, were taken to the Kennedy Park camping ground to be used as holiday cabins. The price paid by the Council's camping ground account for each body was twenty-five pounds.

Left: No. 1 loading passengers at the foot of Shakespeare Road for the first passenger run to Port Ahuriri on opening day, 8 September 1913.



No. 2 heads for the depot in Faraday Street. The rear headlight on the front apron shows the cap which was placed over the headlight with a piece of red glass in the centre at night as a safety tail light.



No. 3 undergoing trials in Faraday Street before the service opened. The striped duck canvas blinds for weather protection on the open sections and for the motormen can be clearly seen in this photograph.

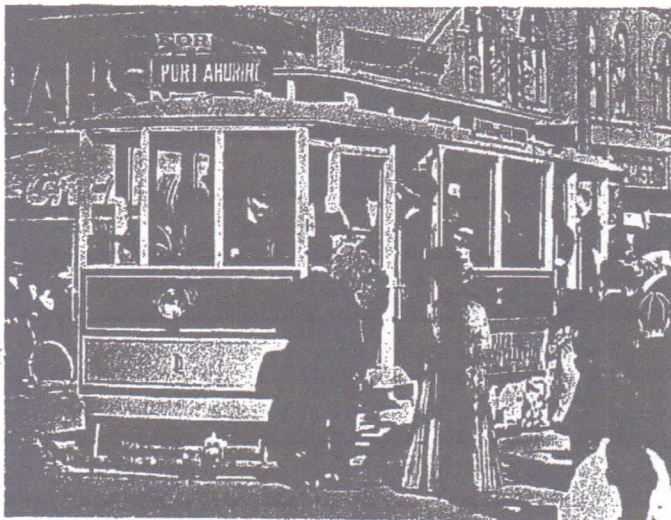
Numbers 1 to 5 (five cars)

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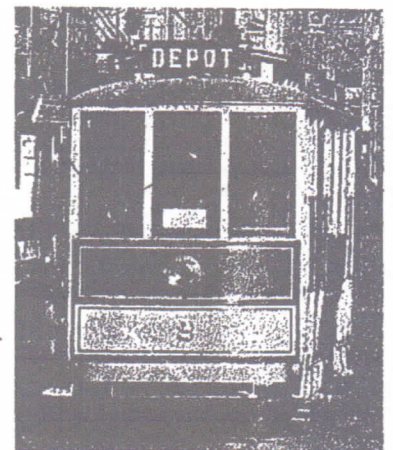
Builder: Brush Electrical Engineering Co. Ltd, Loughborough, England.

Specifications as built: Single truck, Californian combination, open compartments at each end, clerestory roof. Separate cabin at each end for motorman and conductor. Centre passage way ran from end to end of the areas occupied by passengers, but there was no centre passage way into the motorman's compartments. At night, a blind could be pulled down to screen the motorman from interior car lights. The open compartments seated 12 on cross seats, the centre saloon with curtains hung from brass rods and held in position by brass curtain holder brackets, seated 16 on longitudinal seats. Striped Duck canvas screens reinforced with horizontal iron rods and arranged to slide down posts from under the roof skirting board, were provided for wet and cold weather for the open compartments. The truck framing was pitch Pine, framing of body mainly Ash, waist rails Teak. The seats were Oak. Height of steps: 16 inches, folding, cross connected type, so they could only be used one side at a time.

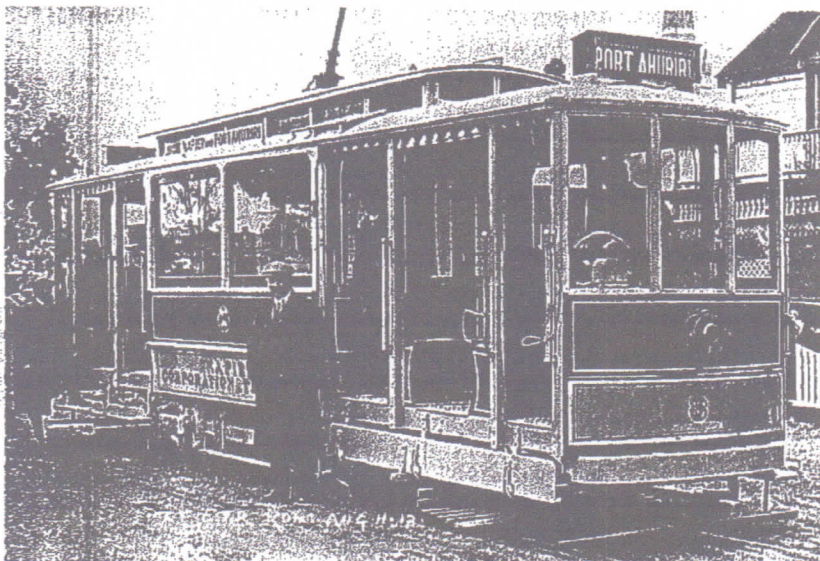


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Number 6 and 7 (two cars)

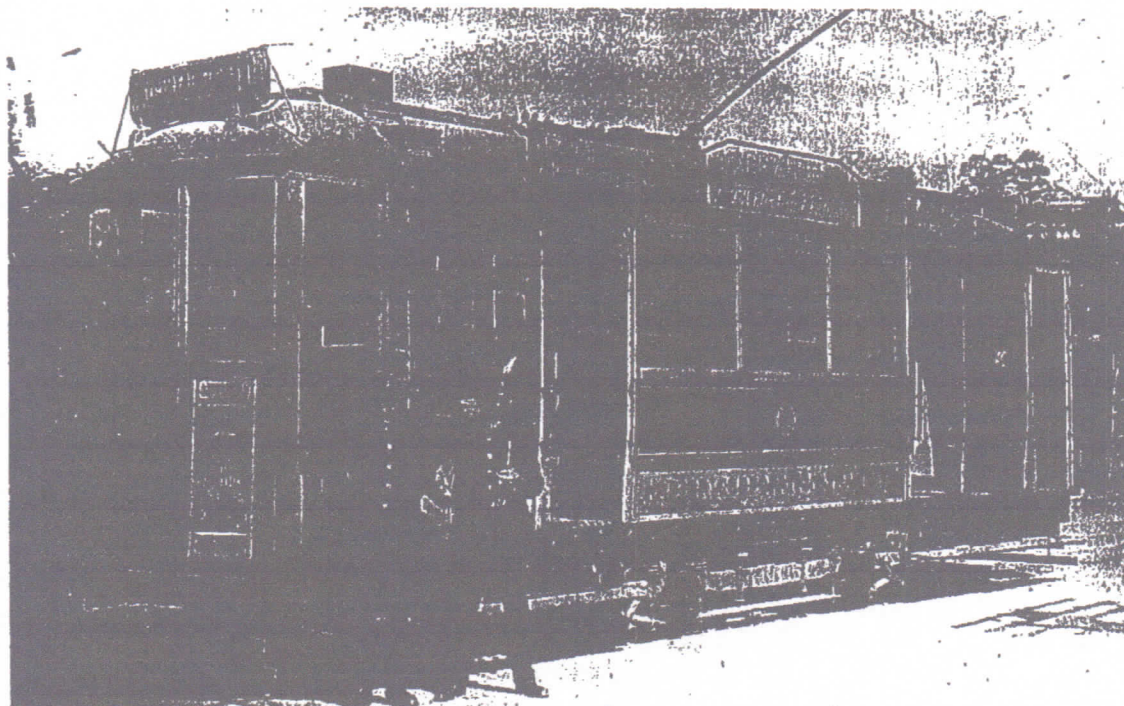
Entered Service: 3 March 1915

Withdrawn: By an earthquake that struck the city on 3 February 1931.

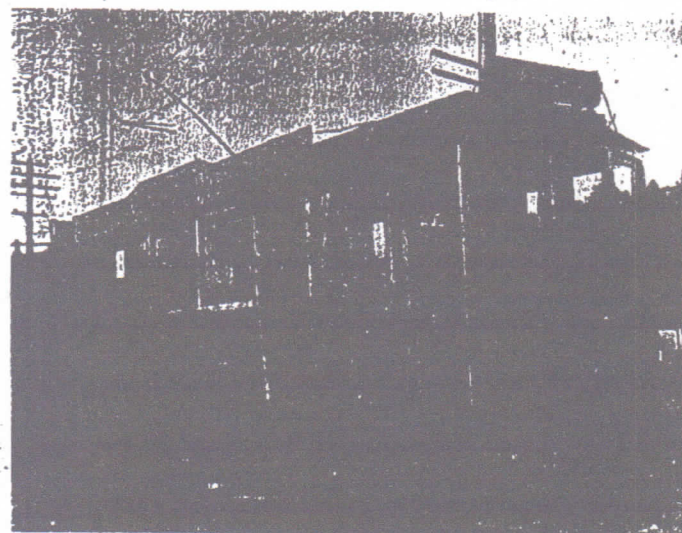
Builder: Boon and Company of Christchurch.

Specifications as built: Single-truck, California combination, open compartment at each end, arch roof with clerestory over centre closed saloon only. Separate cabin at each end for motorman and conductor. Centre passage way ran from end to end of the areas occupied by passengers. The open compartments seated 10 on cross seats, the centre saloon seated 16 on longitudinal seats. For weather protection in the open sections, aluminium lower panels and windows could be lowered from the arched roof above.

No. 6 was the first tram on the Hastings Street Branch on 21 July 1922. The test run was witnessed by a large crowd who had gathered at the Caledonian Hotel. The trip occupied a little over three minutes. Axles and wheels from under trams 1 to 5 when worn were placed under these two trams as the motors of these trams were placed slightly higher from the ground than on the earlier trams. In 1937, five years after the system was forced to close due to the earthquake of 1931, both trams were stripped of all electrical and mechanical equipment and the bodies taken to the Kennedy Road camping ground to be used as cabins for holiday makers.

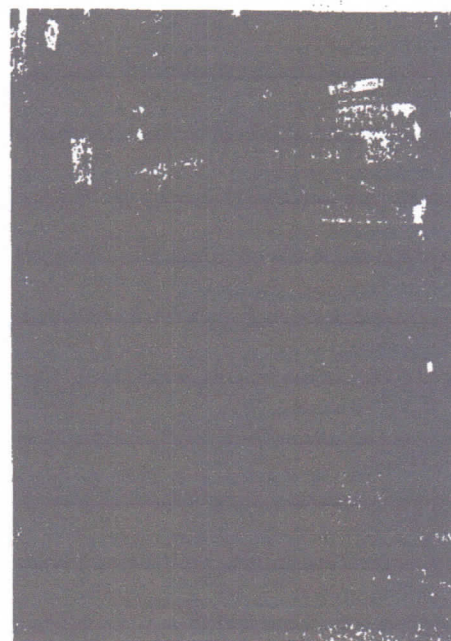


The crew of Christchurch built No. 6 being photographed before leaving the Port Ahuriri terminus for a across city run to Napier West. Allan Bellamy collection



No. 6 in the 1920s with some of the weather protection aluminium panels and windows in position. The fleet number had replaced the City Coat-of-Arms on the side waist panel. Walter Gratwicke

This photograph of No. 7 shows the tail light above the fleet number on the front apron and the clerestory roof which was built into the arched roof over the centre saloon section.



Numbers 8 and 9 (two cars)

Entered Service: No. 8 – 28/06/23. No. 9 – 19/09/23

Withdrawn: By an earthquake that struck the city on 3 February 1931.

Builder: Cousin and Atkins Limited, Auckland

Specifications: Double-truck, single saloon, clerestory roof. Two compartments, smoking and non smoking. motorman's platforms at each end.

Purchased second-hand from the Auckland City Council Tramways in 1921 for the cost of £350 each - free on the rail at Auckland.

Built for the Auckland Electric Tramways Company in 1907, Class G, originally running as four-wheel radial truck, open front electric trams, with tongue and groove saloon sides. Glass fronts were fitted in 1910 and double bogies fitted in 1909-10

Rebuilt: By Napier Corporation tramways with enclosed motorman's platforms and panelled sides. New electrical, mechanical equipment and two trolley poles installed.

Original Auckland No.	Original date of Service	Napier Number	Into Service	One-man Operation
61	15/02/07	8	28/06/23	27/06/29
62	28/02/07	9	19/09/23	27/11/30
63	23/03/07			

Body of No. 63 purchased and delivered to Napier was stored in the tram barn in Faraday Street, but never rebuilt for service in Napier.

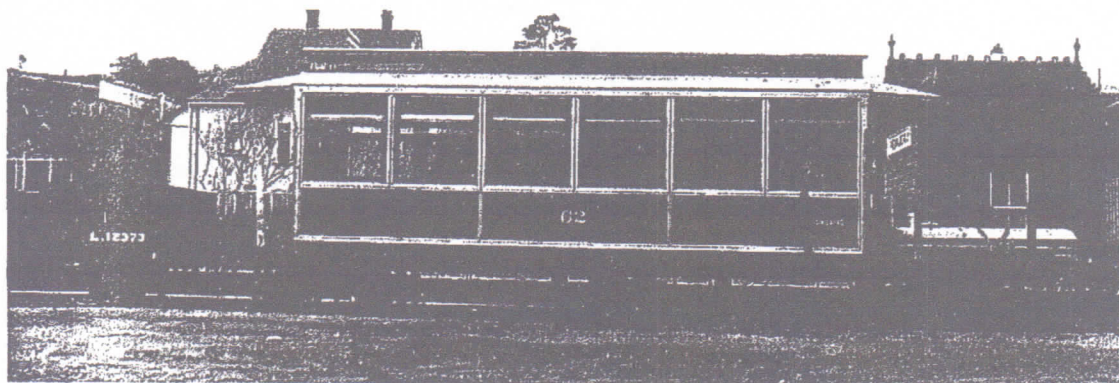
66 02/07/07

The body of this tram also purchased from the Auckland Electric Tramways Company and delivered to Napier – although no photographs exist of this tram ever being delivered to Napier. In a letter written on 11 June 1949 by Walter Gratwicke, the well-known English tramway historian, to the author, Gratwicke said...“Dear Graham, I only saw one *Metropolitan* which was jacked up on packing cases in the depot...” Proof that this tram was delivered to Napier.

This tram was one of four cars purchased second-hand by the Auckland Electric Tramways Company in 1907 from the Metropolitan Electric Tramway Company of London.(see page 25). Both the AET Coy and the MET were subsidiary companies of the British Electric Traction Co. Ltd. This car was MET, E class, No. 131, built in 1904-05 for the Alexandra Palace line. They were built by Brush and equipped with four-wheel Brush radial trucks. They were shipped complete to Auckland and placed in service still in the *Metropolitan* livery of red and cream.

In July 1920 the Napier Council had discussions with the New Zealand agents for J.G.Brill and Company (Richardson and McCabe), about supplying standard *Birney Safety trams* for Napier. In September, J.G. Brill informed Napier they could not modify the *Birney Safety trams* to Napier requirements – the 3 foot 6 inch gauge being the problem. The *Birney safety trams* being too wide – the Napier system could not have trams wider than 7 feet because of clearances between double track sections. In January 1921 the Council called tenders for four new tramcars. The prices and delivery time of the bodies rendered the placing of orders out of the question. Later the Auckland City Council offered for sale seven second-hand tram bodies. Following a report from their Electrical engineer, the Council purchased four of the bodies offered for three hundred and fifty pounds each and decided to have them fitted with new mechanical and electrical equipment. The first two tram bodies arrived by rail at Napier on 28 November 1921. No. 61 had had the centre partition removed while No. 62 still had a centre partition to divide smokers from non smokers in the saloon. In January 1922, the Napier City Council endeavoured to be released from the contract to purchase the remaining two tram bodies, due to a lack of funds and because it would be some years before Council would be able to convert them for service. The Auckland City Council insisted the contract be honoured.

The Napier Council had to obtain a special Order-in-Council to run these over-width trams which was dated 23 April 1923. The Hastings Street extension No.2 Order-in-Council only covered the extra width of the *Birney Safety car* type. Due to the extra width of these two trams, they were not allowed to pass other trams on the following three curves where clearance was below the minimum allowed:- (1) For a distance of 15 feet on the Shakespeare Road duplication – at this point the distance of the bogie car from the passenger portion of the four-wheelers was 1 foot 2 inches. (2) At the turn from Hastings Street North into Dickens Street, two portions of this curve of 40 inches each showed a clearance below the minimum and falling to 8-1/2 inches and 7 inches respectively (passenger clearance is again about 1 foot 2 inches. (3) At the turn from Dickens Street into Hastings Street South, practically the whole of this curve was below the minimum and for a distance of 15 feet the cars touch! This line was only used for trams proceeding to Hastings Street South in the morning and returning at night and double track is not required. The PWD suggested removing the switches from the inside line and using it only as a single track. These points were locked in November 1923 and this inside curve no longer used. Order-in-council No. 4 issued on 27/09/28 for the operation of one-man-control trams on the Napier system.



The body of Auckland No. 62 being railed south to Napier from the Remuera Railway station in November 1921.

W.W.Stewart

No. 8 converted to 'One-man-control' and tested by PWD on 30 May 1929. Platform wing doors – 2 feet in width – converted to be opened by motorman – pneumatic door and step control. Length of saloon 24 feet 6 inches, length of platforms 4 feet. Dead man control of power and brakes. If the driver's hand was removed from the controller when the air brake was in the 'off' position, a pneumatic plunger operated the circuit breaker, cutting off the power. At the same time the air brake went into emergency position, and the rails were sanded with the air sanding gear and door controls balanced to allow opening by hand.

A notice 'Pay as you Enter' was painted on the body close to the leading nearside doors. All doors except the nearside leading door were securely closed and the steps folded up. Steps fitted with non-slip treads. Six 30 watt interior lights fitted. Straps and hand grips fitted. Four pneumatic sand boxes fitted. Power and reversing shafts of controller interlocked. Dick Kerr magnetic brake.

In July 1929, permission was given for motormen to unload passengers from the 'one-man-control' trams at the Hastings – Dickens Street intersection from the front offside entrance at the town terminus, when cars were being used as a shuttle service on the Hastings Street South service. Cars 8 or 9 would 'stand-over' on the track nearest the Marine Parade.

No. 9 converted to 'one-man-control', PWD tested on 26 November 1930. Two compartments – 20 two passenger seats of wood with reversible backs, except the end seats. Each compartment contained 10 two passenger seats. Partition with a sliding door between compartments and a sliding door at each end separating the motorman's compartments. On 2 February, the day before the earthquake, the Public Works Department gave final approval for No. 9 to be used on all lines, except the turn from Dickens Street into Hastings Street South, as a 'one-man-control' tram. These ex Auckland trams were only used on the Port Ahuriri service on Sunday mornings when only one tram was in service to suit church services. This tram would do a round trip from the Depot to Hastings Street South, then to the Port, then back to the Depot in Faraday Street.

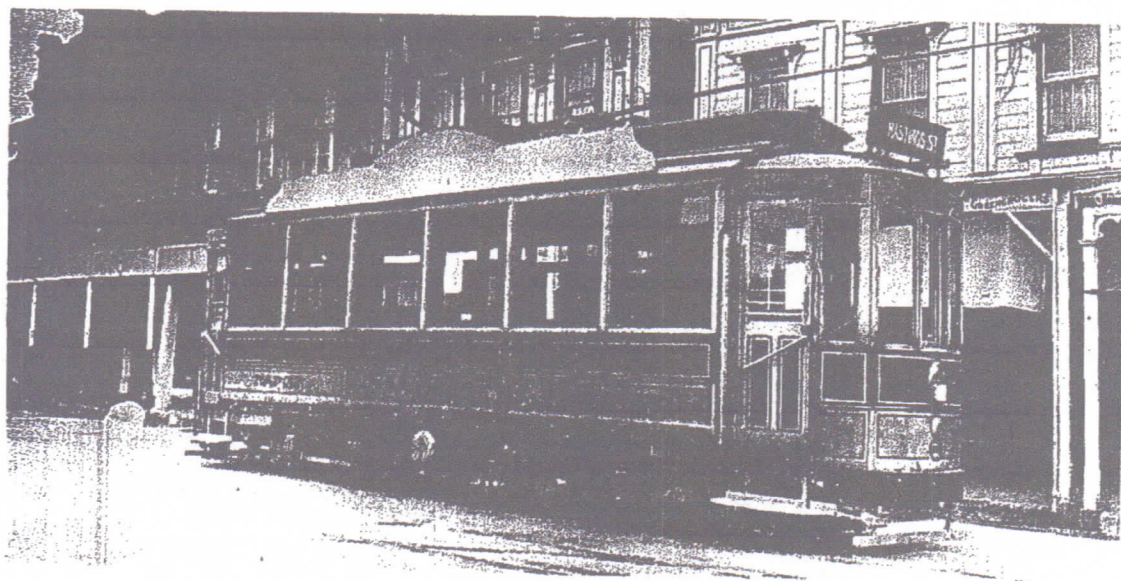
Equipment from No. 8 – sold to Wanganui Corporation Tramways and used to equip Wanganui No. 34.

Equipment from No. 9 sold to Wellington Corporation Tramways and used to equip Prototype *Fiducia* No. 232.

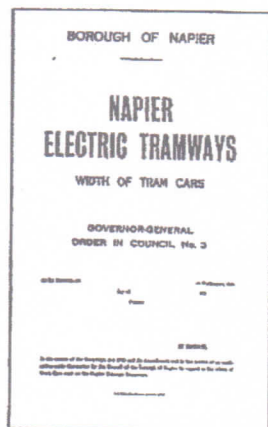
The bodies of No's 8 and 9 were taken to the Kennedy Park Motor Camp in 1937 and used as holiday cabins.

The body of ex Auckland tram No. 63 which was never commissioned at Napier, was taken to the Napier airport and used as the terminal building.

The ex Metropolitan London tram, ex Auckland No. 66, which had remained in the back of the Depot awaiting recommissioning, was sold to a resident in Georges Drive, then owned by a Mr C.O. Morse.



No. 8 'standing-over' on the track nearest the Marine Parade at the intersection of Hastings and Dickens Streets. *Walter Gratwicke*



Former Auckland tram No. 62 after being rebuilt for service in Napier with panelled sides, two trolley poles, platform doors and given the fleet No. 9.

Walter Gratwicke

