



Carrying a Crowd

Coaches, Trams, Cable-cars and Buses

UNTIL the years after World War 2, New Zealanders made great use of public transport to move around urban areas, as well as for long-distance travel. Of all the land transport systems, railways have the most extensive literature (see *Bulletin 20*) — not least because, being largely state-run for most of their history, the railways generated voluminous information and statistics which were regularly published and remain readily available today. Alternative land transport methods, on the other hand, were generally dominated by private, generally small companies, many of which had relatively short-lived existences, and whose records have long disappeared.

THIS bulletin provides an introduction to Hocken Library holdings on coaches, trams, cable-cars and buses. When using the library's computer to search for more titles, it is always necessary to try as wide a range of subject headings as possible. Note that holdings on trams are *not* listed under trams, but under 'tramways', as well as the Americanism 'street railroads'.

Books

The classic book on early coaching in the south is E.M. Lovell-Smith's *Old Coaching Days in Otago and Southland* (Christchurch 1931), very readable and strong on coaching personalities. Philip Temple's *Coaching Yesterday* (Dunedin 1980) is a short collection of coaching photographs with minimal text. Vera Hawke & Amy Scott's *Horsedrawn Vehicles of N.Z.* (Palmerston North 1980) contains some pages of illustrations and text on coaches, the book's emphasis being on non-passenger vehicles. Such early accounts as David Kennedy's *Kennedy's Colonial Travel* (London 1876) and P.R. May's *With the MCC to N.Z.* (London 1907) often have graphic descriptions.

Graham Stewart has contributed most to our knowledge of non-railway transport history in New Zealand. His *The End of the Penny Section* (Auckland 1973; enlarged, Wellington 1993) includes horse, steam and electric trams, horse and petrol buses, and cable-cars, with trams being the major focus. The photographs are numerous and the text excellent.

Stewart's *When Trams Were Trumps in N.Z.* (Wellington 1985) is primarily a pictorial history, while his *Always a Tram in Sight: the Electric Trams of N.Z., 1900 to 1964* (Wellington 1996) and *Fares Please: the Horse, Steam & Cable-car Trams in N.Z.* (Wellington 1997)

provide photographs of almost every piece of rolling stock that has ever moved over tram lines in this country. The captions are particularly informative.

Amongst a number of short photographic books are: Allan Bellamy & Bob Stott, *Twilight of Trams* (Wellington 1974), covering the post-WW2 years; Joseph M. Kenneally, *By Toe and Straphold* (Dunedin 1979) and Jeffery R. Smith, *Riding the Rails* (Dunedin 1976), both concerned with Dunedin's trams and cable-cars; and David Lowe, *New Zealand's Cavalcade of Trams* (Auckland 1980), an historical survey of trams and cable-cars throughout the country. John W.B. Lawes' *Wellington Tramway Memories* (Wanganui 1964), an illustrated history, was expanded by T.A. McGavin in the 3rd edition of the title (Wellington 1978).

John D. Keating's *Mind the Curve* (Melbourne 1970) is primarily a history of the cable-car in Australia, but it includes references to Dunedin and particularly to George Duncan who, after building the Roslyn and Mornington cable-car systems, moved to Australia to engineer their first cable-car routes. The history of the Mornington system, managed in turn by a private company, by the Mornington Borough Council, and the Dunedin City Council is recounted by Bill Campbell & Ray Hargreaves in *Straphangers and Grippers* (Dunedin 1994).

Books on buses include: Allan C. Bellamy, *N.Z. Railway Road Services* (Porirua 1981); David Jones, *N.Z. Half Cab Buses* (Wellington 1986); David & Trevor Jones, *N.Z. Superbus* (Wellington 1984); and Steve McNicol, *N.Z. Trolleybus Selections* (Elizabeth, Sth Australia, c1989). Sean Millar has written several small books on buses, including *Christchurch & Dunedin City Bus Fleets* (Dunedin 1980), *Major N.Z. Bus Fleets* (Auckland 1984), *Auckland's Bus Fleets* (Auckland 1986),

and *Trolleybuses in N.Z.* (Auckland 1986). Millar also co-authored with Ian Lynas *Leyland Buses in Australia and N.Z.* (Auckland 1983). All the books mentioned contain photographs, and many give detailed listings of individual buses with data on makers, vehicle registration number, coachwork etc. *A History of School Buses* (Wellington 1977) by Jon Addison includes the information that the first N.Z. school bus ran in the King Country on 1 April 1925.

The Christchurch Tramway Historical Society has been very active in publishing pamphlets on the city's trams, titles in the Hocken including: Leslie W. Dew et al., *Papanui: The Number One Line* (1977) and I.D. Spicer et al., *Steam in the Streets* (1971) dealing with steam trams. *Return to Ferrymead* (1966) includes photographs of trams and trolley buses before and after restoration at Ferrymead.

Some of the Society's publications were published in association with the Christchurch Transport Board: Mark Alexander, *Rails on the Roads: The Steam and Horse Tram Era in Christchurch* (1985); *On the Move: Christchurch Transport through the Years, 3 Rails in the Road* (1990); and *The Wire Web: The Christchurch Tramway Board & Its Early Electric Tramways, 1903–1920* (1986). *Tram to the Terminus: The Christchurch Tramway Board & Its Electric Tramways, 1921–54* (Christchurch 1993) is a detailed illustrated history which follows on from the previously mentioned publications, but is privately published.

For readers interested in Wellington transport there are Hilda M. McDonnell's *The First 100 Years: Wellington Centenary of Passenger Transport* (Eastbourne 1978) and Robert J. Meyer's duplicated survey *The Kelburn Cable-car: A Brief History* (Wellington 1972).

Dunedin C.C. Transport Dept has published several brief documents about its services, the Hocken holdings including: *Brief History of Cable Tramways in Dunedin* (1950); and *Trolleybuses Replace Tramcars in Dunedin* (1958). A 1979 Otago University BA Hons thesis by Peter T. Verstappen is *The Penny Section: a Study in the Provision of Public Transport in Dunedin, 1890 to 1915*.

Although such books as Jim Dangerfield's *Dunedin Matchbox Railway* (Wellington 1986) and Mike Johnston's *Nelson's First Railway and The City Bus* (Nelson 1996) strictly belong to the literature of railways, both deal with urban transport.

Reminiscences

H.F. Bird, *The Pride of the Valley... Reminiscences of Coaching in South Wairarapa, 1903–1916* (Greytown 1980) tells of his life as a coach-driver; Hubert Hobbs relates his experiences as a Brighton and Dunedin bus-driver in *Transport South* (Dunedin 1984); and Temple Sutherland subtitled his *Span of the Wheel* (Auckland 1973), 'The Autobiography of a Driver'. In *Pat Lawlor's Wellington* (Wellington 1976) the veteran journalist recounts memories of that city's trams; and Gordon Parry

recalls Dunedin's Rattray St cable-car and the Highgate tram in *A Trip Down Memory Lane* (Dunedin 1995).

Company Histories

Only a few company histories have been published. They include Len E. Anderson, *Coaches North: the Story of the Hawke's Bay Motor Company* (Wellington 1967); and J. Halket Millar, *High Noon for Coaches* (Wellington 1953), which tells the story of Newman's coaches and buses. Locally, there is Wilma McCorkindale's *Otago Road Services Ltd. A Brief History* (Green Island 1997)

Local Body Reports

For much of the 20th century, local government has tended to be involved in the provision of urban bus and tram services. Statistical information on financial returns, route extensions, new rolling stock, passengers carried etc is available from published reports, the Hocken holding DCC annual reports from 1906 onwards.

As local bodies had to authorise the laying of tram or cable-car lines within their boundaries, the regulations they set were sometimes printed separately. The DCC, for example, published in 1881 *Conditions and Stipulations of Tender for Wire-Cable Tramways, High St*, and issued a revised set of conditions the following year.

Another Dunedin report of interest is R.W. Richards & W.G.T. Goodman, *Report Upon the Municipal Tramways of the City of Dunedin* (1906). More recently there have been Colin Gillion's report to the DCC on *The Replacement of Trolley-Buses* (Wellington 1970) and J.E. Valentine's *Report to Council on the Use of Trolley-buses and Diesel Buses and on Single Depot Operation* (1972).

Planning reports include: Canterbury Regional Council, *Canterbury Regional Passenger Transport Plan* (Christchurch 1994); Gisborne District CI, *Regional Passenger Transport Plan* (Gisborne 1994); *Passenger Transport for Manukau in the 1990s...* (Manukau 1993); and Taranaki Regional CI, *Taranaki Regional Passenger Transport Plan* (Stratford 1994).

Local Histories

Many local histories have sections on public transport, though the information may sometimes be fragmentary and scattered throughout the pages. Examples: G.A. Hamilton, *History of Northern Southland* (Invercargill 1952), including 'Days of Cobb & Co', pp.113–16; D.N. Hawkins, *Beyond the Waimakariri* (Christchurch 1957); K.C. McDonald, *City of Dunedin. A Century of Civic Enterprise* (Dunedin 1965); M.J.G. Smart & A.P. Bates, *The Wanganui Story* (Wanganui 1972), 'Coaches', pp.133–38; and J.O.P. Watt, *Centenary of Invercargill Municipality 1871–1971* (Invercargill 1971), 'Trams and Buses', pp.99–123. Invercargill had the southernmost street tramway system in the world. Vera L. McLennan, *Coaching Days and*

Accommodating Ways (Templeton 1972) is a history of the route across the Southern Alps to the West Coast, particularly the coaching and hostelrys associated with it.

Most of the regional volumes of the Otago Centennial Historical Publications series give some space to the coach and bus services. W.H. Mayhew's *Tuapeka — The Land and Its People* (1949) is one of the fuller accounts, with 6pp on coaching. J.C. Parcell's *Heart of the Desert* (1951) contains a useful 'List of Some Well-known Coachmen, Wagon Drivers and Owners', giving the location and years of activity of some 31 personalities.

Suburban histories also generally mention whatever transport services ran in their area.

Periodicals

The major historical road transport journal is *Tramway Topics*. The Hocken holdings, incomplete, contain v3, 1964 to v8, 1969; v17, 1978 to v25, 1986; v31–v32, 1992–93; plus broken sets for other years. Despite its title, the journal includes wider articles and news items about cable-cars, buses and trolley buses. Besides original articles, it reprints documents and published items from the past, as well as giving current news items about passenger transport.

A selection of articles in the Hocken holdings is:
Anon. 'The Great Dunedin Tram Fire', v24(1), Feb.1985, pp.14–16, based on contemporary reports in the Dec.1880 *Lyttelton Times*.

Anon. 'Sixty Years of Tramway Operation in Wellington', v28(4), Aug.1989, pp.11–12, reprinting a 1939 article in *The Tramway Journal*.

Ditchfield, G. 'Dunedin's Composite Cable-cars', v31(4), 1992, pp.22–27.

Drew, L. 'Tramway to the Papanui Railway'. v22(4), Aug.1983, pp.13–16, 21.

Goodman, W.G.T. 'Report on Dunedin City Tramways', v26(6), 1987, pp.14–16, 21–23; originally issued 26 Nov. 1900.

Matheson, I. 'The N.Z. Tramway That Nearly Was'. No.183, May–June 1991, pp.4–8. on Palmerston North's unsuccessful attempt to build a tramway system.

Parsons, H. 'Driving a Cable-car: More Go than Stop', v22(3), June 1983, pp.12–16; Parsons was a Dunedin gripman.

The *Omnibus Bulletin* (1981–) carries a mixture of information on N.Z. buses including current news items, reminiscences, and historical and contemporary photographs. Other relevant periodicals include the *N.Z. Geographer* and journals published by regional historical societies, eg:

Bloomfield, G.R. 'Urban Tramways of N.Z. 1862–1964', *N.Z. Geographer*, v31, 1975, pp.99–123.

Dahms, F. 'Urban Passenger Transport and Population Distribution in Auckland: 1860–1961', *N.Z.*

Geographer, v36, April 1980, pp.2–19.

Findlay, M. 'A Modern Masterpiece', *Historic Places*, No.49, Sept. 1994, pp.9–11; Dunedin's former NZR Road Services building.

Mackay, J.A. 'Early Takapuna and Transport on the North Shore'. *Auckland-Waikato Historical Journal*, No.22, April 1973, pp.2–6.

Archives and Records Assn of N.Z. Annual Conference 1979 Papers (Dunedin 1979) contain a number of related papers, including C.R. Bachop, 'Trams and Cable-cars in Dunedin', pp.41–43; R. Greenaway, 'Tramway Services to New Brighton near Christchurch', pp.39–41; I. Stewart, 'The Tramways of Auckland', pp.43–47; and M Kerr, 'Sources for the History of Trams in Christchurch', pp.37–38.

Bill Campbell gives a personal account of 'The Mornington Ride' in *North and South*, March 1994. 'A Remuera Horse Buys Company of the 1890s', by Ray Hargreaves, in *Auckland-Waikato Historical Journal*, no.67, April 1996, pp.10–12, is one of a very few articles dealing with horse buses.

Statutes

Among Acts regulating the operation of street tramways were the *Tramways Act 1894*, which amended and consolidated existing law relating to tramways; the *Tramways Act, 1908* and the *Tramway Amendment Act, 1913*. The Mornington Borough was given authority to take over and run the Mornington cable-car system under *The Borough of Mornington Tramways Act, 1901*, while *The Borough of Mornington Tramway Act Amendment Act, 1913* defined further powers.

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Land transport other than railways does not figure greatly in the *Appendices to Journals, House of Representatives*. However, one recommendation noted in the 'Auckland Electric Tramways: Report of Royal Commission Appointed to Inquire into the Efficiency and Working of the Brakes Thereon on the 14th July, 1908' (*AJHR*, 1908, H.38) was 'that the General Government should undertake the periodical inspection of the rolling-stock of the tramway systems in N.Z.'

Newspapers

Newspapers provide a great wealth of information about the tramways, cable-car systems and, for the past half-century, buses — particularly if council owned. Coach services, horse buses and the privately-owned bus services tend to have received less space. Check out reports of annual general meetings of companies, local body meetings, new developments in routes and vehicles, accidents, historical articles, etc, not forgetting editorials and readers' letters — the latter often providing a passenger's critical view of public transport services. The index *Otago Daily*

Times Headlines 1946–1980 (Dunedin 1998) is a valuable means of tracking down newspaper items on passenger transport. The Hocken holdings of newspapers are listed in *Bulletin* No.3.

Statistics

N.Z. Official Year-Books carry total national statistics for urban local-authority passenger transport from 1911, and as far as tramways are concerned these are broken down into individual authorities from 1926. National totals from 1911 to 1976 are in G.T. Bloomfield, *New Zealand: A Handbook of Historical Statistics* (Boston 1984), along with similar data for N.Z. Road Services for the period 1931–76.

Timetables

Coach, tram and cable-car timetables are occasionally found in newspaper advertisements. The *Commercial and Tourists' Guide* (Dunedin 1901), issued by the Dunedin based N.Z. Express Co. contains timetables for five Central Otago coach services, with other scattered references. *The Australasian ABC Guide* (Dunedin 1875) includes 'The Traveller's Guide to Places Not on the Railway of N.Z.' which advises travellers the means of conveyance to and from, whether it be by coach, 'bus' etc.

Stones' Otago and Southland ABC... contains timetables for Dunedin's cable-cars, as well as both Dunedin and Invercargill tram services. Scattered in the Directory section is information about coach services and fares to smaller southern towns —eg in December 1890 it notes under Nenthorn that the coach fare from Palmerston was 15s single, 25s return. Hocken has complete holdings 1889–1901, and broken holdings through to 1928. *Official Time-tables* for Dunedin bus services are held from the 1960s.

Regulations

Dunedin City & Suburban Tramways Co. Ltd, *Rules and Regulations: for the Use of Employees* (Dunedin 1897). This pamphlet was reprinted in *Tramway Topics*, v22, Oct & Dec., 1983.

Passenger Surveys

Surveys are part of daily life now, and public transport users are frequently targeted, not only for future planning, but also to gauge reaction to existing services. Hocken holdings include: *Brighton, Green Island and Mosgiel Bus Passenger Surveys* and *Port Chalmers and Dunedin Bus Passenger Surveys* (both Dunedin 1985). A Christchurch survey undertaken by the University of Canterbury Geography Dept is C.C. Kissling, *A Student Enquiry into the Use of Public Transport, 1968* (1973).

Miscellaneous

A starting point for Dunedin tramways research is the *Original Tramway Contract and Order in Council* (Dunedin

1877), published by the DCC. In December 1878 the Dunedin engineering firm of Reid & Duncans presented to the Roslyn Borough Council and the district's property holders and residents a *Report on Proposed System of Tramways for Roslyn, Half-Way Bush, and Surrounding Districts*. From this report sprang the Roslyn Tramway Co., which brought three firsts to Dunedin — the first cable-car line, the first grip-car built outside the U.S., and the first electric tram to run in N.Z. (along Highgate). Also held is a photocopy of *Memorandum and Articles of Association of the Roslyn Tramway Company...* (Dunedin 1899) issued by a group which took over when the first Roslyn company went into liquidation.

Other miscellaneous holdings include such staff magazines as the Christchurch Transport Board's *CanTerBus* (1978–). A biography of the pioneer N.Z. cable tramway engineer, who first worked out how cable-cars could retain hold of the rope while negotiating a curve, is provided by Kenneth G. Duncan in *George Duncan* (Dunedin 1990). The Auckland Electric Tramways Union made sure the public knew all the facts of a strike, by publishing the 130pp of evidence in *Auckland Tramways Dispute. Report of Proceedings Before the Special Board of Conciliators...* (Auckland 1908).

Maps

Urban tramway maps are included in John Yonge's *N.Z. Railway and Tramway Atlas* (Exeter, 3rd ed., 1985). Larger-scale and clearer maps of the various urban tram and cable-car routes may also be found as an appendix in Stewart's *End of the Penny Section*. Nineteenth and early 20th century maps occasionally show coach routes, while it is usual for urban maps to show main transport routes.

Photographs

The *Index to Reader Access Files* is a guide to topics in the Hocken photographic collection. Obvious headings are 'trams' and 'horse-drawn vehicles', but see also under urban headings, eg 'Dunedin—Trams & Tramsheds'. As very many photographs are not immediately accessible to readers (such as those in albums, and specific collections such as the Basil Horwood Collection featuring DCC buses) ask staff to check their computer data base. As trams and cable-cars are often to be found in streetscape photographs, and coaches occasionally in early rural scenes, check a wide cross-section of photographs, as well as the illustrations supplements of the *Otago Witness* (1900–28) and the *Auckland Weekly News* (1900–42).

And finally, don't ignore the Hocken's collection of ephemera for such items as train and bus tickets.

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