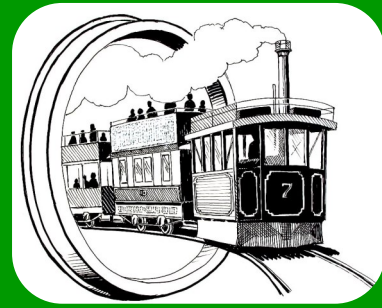


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

May 2023



In this issue:

CTB Tram 178 rebuild progress.

Takapuna 66 potential Acquisition.

Cable Car News.

Vale Neil Holder and Lloyd Williams.

And more..

Monthly Newsletter of the THS - Editor: Alex Hunter

Contributions welcome. Please send to tracts@ferrymeadtramway.org.nz

All contributions must be in by the 23rd of the month. Tracts released for distribution on 1st of following month.

Presidents Report - Stephen Taylor reports.

Well, the leaves on the (non-native) trees are changing colour and the nights are getting darker earlier & longer and daylight saving is past a few weeks ago. So, this means we are fast coming up on May, so time for another president's report from me and another Tracts from Alex. So what to write about this month?

Well, as there is a lot been going on around the place, there is plenty to comment on, much of which I expect will be reported on in more detail elsewhere in Tracts. But following are some of the things I want to mention.

Firstly, Easter and the April school holidays are now behind us. Thanks to all the crews who have driven the daily service trams over the last month. Having a larger base of drivers makes it so much easier for John Harris in his roles as traffic manager and roster clerk. Please keep up the good work – driving the trams are the main “visible” activity to the majority of the public who visit Ferrymead Heritage Park. Thus the tram crews are the public face of the Society. And as a bonus, running the trams provides much of the Society's day-to-day operational funding, it is also good for the Society.

It has also been amazing to see the progress the HTT have made on tram 178 in a short period in Tram Barn 1 – it has been de-constructed almost into a skeleton. (We wish it could go back together just a quickly). Much of what remains is the roof being held up by a forest of 100 x 50 (4 x 2 for you oldies out there) pink timber posts and beams threaded between the remaining chassis. Now work is underway to tidy up and straighten the chassis members. Good progress is also being made on tram 24, with the focus being the painting the exterior – but as that is hidden away in the spray tent in Tram Barn 3, it is very much “out of the public eye” at present.

Another amazing recent happening in Tram barn 1 has been the installation of a number of new LED “hi-bay” lights to replace many of the old (and failing) fluorescent strip lights. New lights have been installed down the “restoration” (north) side of Tram Barn 1, and more are planned to go up on the other side of Tram Barn 1 in the engineering area, and also into Tram Barn 2 and above the spray tent in Tram Barn 3. The new lighting already makes a spectacular difference (improvement) to the lighting in the workshop, and will be even more amazing once finished. This work has been funded by the HTT and thanks to them and for making this happen – and to Alex and Callum performing the installation.

And some happenings on the bus and trolley bus front. Our helping out with the Cruise Ship shuttles in Dunedin has finished with the end of cruise ship season and so far, two of our three buses have returned from Dunedin. This is likely to result in increased activity around the Trolley Bus shed as all of our wanderers from down south have returned. Already progress has been made on sorting out the bus parking (though not yet finished), plus further work on tidying up piles of bricks and the old “VR” wagon.

There has also been good progress in Cranmer and the new “library” area is (hopefully) very soon to be getting a coat of paint prior to shelving etc being erected. In addition, we have been donated 5 display cases by the Canterbury Museum and we expect these to arrive onsite in the next few days. And good progress is being made on the re-wiring of the building by Murray Sanders and his team.

Follows is a brief summary of some things coming up in the next two

months. The first Saturday in May is going to be the first (of hopefully many) of our revived monthly member workdays. This is followed on the same Saturday by the last night market before winter where they take a break before they re-start later in the year in spring. Then later in May, we are planning a members “social general meeting” coming up – more on that elsewhere in Tracts. In June, there is the annual FRONZ conference being held over Kings Birthday weekend (sounds strange doesn't it) – this time in the Bay of Islands. And we would hope to have a report back on this at a later general meeting – probably in July. And also I understand the Illuminate Light Festival is running in the Park again in June this year. The Society expect to be involved again as it was a very successful fun and fund-raising event for us last year. It would be good to see that repeated – and for it to become a regular annual event for the Society.

Also, advance notice that the Society's AGM is planned for August (as usual) this year. Remember that I have announced at the last AGM that I will not seek re-election as President at the upcoming AGM – I always felt that a maximum of 5 years would be enough and I still think it is time for fresh blood (and ideas) to take over the this role for the Society.

And also coming up is the next COTMA conference - planned for October this year in Auckland and being hosted by the Western Springs Tramway at MOTAT. These conferences are always well worth attending, both for the chance to network with people from other tramway museums throughout Australasia, but also to get a good look around another tramway museum and see how things are done there. More information can be found at <http://www.cotma.org.au/>

Finally a quick summary of some other recent happenings. We have been given a generous bequest from the estate of R D Grant towards Tram Restoration. Ron was a long standing Society member who passed in May of last year as reported in the July 2022 Tram Tracts. And sadly I must also report on the death of another of our older members – Lloyd Williams who passed in April. And finally – and on a happier note – I am pleased to report we also have a new member – Jordan Cox-Bett. Welcome to the Society Jordan. More from me next month.

Workday. Saturday 6th May.

Callum Brieske is organising a workday this coming Saturday. This will be a monthly event.

Morning tea provided at 10am.

All welcome to come along and get involved!

- Trackwork
- Tram maintenance and cleaning
- Cramner building activities.
- And plenty of conversation!

Cover Photo: Graeme Richardson and Alan Hinman busy at work grinding off old rivets from CTB tram 178's steel sides. Photo by Editor.

Goals and Projects

Stephen Taylor Reports.

As reported in the last issue of Ferrymead Tram Tracts we have included a copy of the 2023-2024 Goals and Projects document. This was most recently reviewed and updated by Society members at the Society's March 2023 general meeting, and after ratification of the updated document at the April Management Committee meeting, is being published with this issue of Tracts for all to read.

As noted previously and here again, many of the projects are rather aspirational, and unless these projects are actively supported by our members, they will not happen no matter how desirable they may be thought to be. While it is a truism, it again bears repeating that the only hands the Society has are your hands and that we need our members active support if the projects set out on the lists are ever to be achieved.

One new project is worthy of mention (number 92 on the list) here is the proposed restoration of Takapuna 66 from the Dunedin Tram Fleet. We have been offered the unre-

stored body of this tram by Toitū Otago Settlers Museum. Toitū have had the unrestored body of this tram stored since the early 1990's and it is in an off-site warehouse in Dunedin. Toitū have decided it does not fit their collection. This vehicle would become a desirable addition to our collection and fill a gap long existing. As a restored tram, it would also fit the category of a fully enclosed tram what has long been needed by the Society for operation at Ferrymead – particularly in the winter months, and the restoration is expected to be relatively straight forward.

While it is not yet a "done deal" there are still a lot of activities to undertake before the body of Takapuna 66 arrives at Ferrymead and restoration can commence. Firstly, Toitū still have to formally de-accession the tram body from their collection and offer it to us – a process we understand is now in progress. The Society's task include arranging transportation, developing a conversation plan, options for restoration and a plan for the work to follow, then funding of the restoration and so forth.

Top photo shows a view taken recently of 66 in storage at Toitū.

Photo by Stephen Taylor.

Below is a photo of 66 in its former glory in service in Dunedin in the 1950s.

Photo by Graham Stewart.



Vale - Neil Glenn Holder. 1933-2023.

Neil Holder passed away on 27th March, he was 89.

Neil joined the THS in the early 1960's, and partook in activities such as the working parties in the old paint shops at the CTB workshops in Moorhouse avenue.

In the 1970s and 1980s he was involved with many of the tram restorations, he would take a window frame home after a Monday night working party, and return it all varnished and ready to go for the following Monday, as well as doing constant paint and varnish repairs on the running fleet keeping them presentable. Neil moved to Motueka in the year 2000 to retire.

For me personally, I first met Neil when I went along to his Barbers shop in Colombo st, Beckenham about 1998 with the late Stuart Hobbs, so he could have his hair cut.

Neil was also an electric tram driver.

We would like to pass our deepest condolences to Neil's family at this difficult time.

Paul Markholm writes and has shared a few memories of Neil.

I first met Neil about 1964. I joined him scraping paint in the interior of Tram Trailer Duckhouse 115. It was Monday nights at the old tram workshop in Moorhouse Ave. The Traverser (Now at THS) was just outside the door. The method for removing the old paint was a wood chisel on end, slow but effective and hard work above ones head.

Working with Neil was a treat. He had life experience that, at my 14 years, I took on like a sponge. He was a real part of my education, especially in matters of relationships.

One night working away, Neil announced that he was going to chase a Goods Train to Ashburton next Saturday. He asked if I would like to come along. So a group of railfans including myself, piled into his Bedford Dormobile van and had a great time grabbing photos at many places.

Many trips with Neil ensued over the years as he was passionate to get to many places and branchlines.

Neil had a barbers shop in Waltham Road and later in Beckenham. I am sure early members of THS got their "short back and sides" done with Neil.

When Neil moved to Nelson I lost touch with him, but I will never forget his lovely nature and how easy he was to get on with, a wonderful Man.

So Neil Holder was a stalwart member of THS in the early years.

Rest in Peace Neil.



Above: Neil gets a photo of the express as it leaves Rakaia with a Ja on the front : P.Markholm photo.

Vale - Reverend Lloyd. L.J. Williams 1936 - 2023.

Lloyd Williams has passed away in early April, he was 87.

Lloyd joined the THS in the year 2007 and was interested in becoming a tram driver, he served for many years on the driving roster, retiring from it a few years back, but Lloyd came along regularly to the THS social functions

He was also a member of the Management committee for a period ending in 2011.

Lloyd was an Anglican Minister and served for many years in the Anglican Parish of Belfast-Redwood (now the Parish of Northwest Christchurch).

Lloyd also conducted the Marriage ceremony for Graeme and Phyllis Belworthy at the Church at the Ferrymead Township.

We would like to pass our deepest sympathies to Lloyd's wife, Pat and family at this difficult time.



THS May Social Function

Graeme Belworthy has organised a night at the movies at Graham Johnson's Theatrette!

Date: Wednesday 24th May

Meeting at the THS Trambarn at 7.20pm and heading to the Ferrymead Township by Tram.

Cost is \$2 for the theatre AND \$2 for the supper!

After the movies we will return to the Trambarn where we can observe recent progress on 178 & 24 and enjoy one of Phyllis's trusty suppers.

Limited to 25 people in the Theatrette.

See you all there!

HTT Report.

Dave Sanders Reports.

Kia ora koutou

The HTT team have been extremely busy this month with the strip down of 178.

It is a shell of it's former self with only the roof and trucks largely untouched.

Now begins the "putting it right" stage, refurbishment, leading to reassembly.

As is usual with large projects of this nature, the repair requirements are more extensive than first defined. We have had to completely dismantled both sides and will be reconstructing both ends to make them more stable.

Once the saloon frame is realigned, straightened and levelled the "jigsaw" will begin to be assembled with new sides and replacement T&G flooring installed – thank you CTL.

Think of a twisted banana and you will have some idea of what we have begun to work with.

Along with the above (and numerous other tasks), new window frame will be started in the next week.

Meanwhile others in the team have also been working on final assembly of the second truck and of course ongoing work on 24 in preparation for its final paint (actually underway as I write this).

Planning is also under way for Punt refurbishment with an eye being cast wider to include future Punt storage requirements on the THS site. As part of this we are investigating the installation of a new door at the rear of TB3 to give us a vastly improved access to the Punt storage area.

Just to round out, we have had a CTL site visit by Sue Sullivan this week which culminated in a BBQ lunch in TBI to welcome our new staff. It was good for Sue to be introduced to the team and put faces with names. Thanks to you all for helping pull this together.

Other small improvements have been made to the TBI work area with the next main project being to upgrade the lighting in TB's 1 and 2.

As always, contact me directly as you like on 021 423 763. I am generally down there on Wednesdays and Saturdays.

Ngā mihi nui"



HTT Continued. -



Leighton grinding off old rivets



178 LH side all stripped.



The new LED lights illuminated and looking great



The back cab all stripped ready for the next stage.



Alan Hinman spray painting the seat frames



Mike Hobbs gearing up to sandblast the chassis channels for 178, we are very fortunate to have this facility.



Brian showing off one of 24's cab doors during the painting process.



Brian working on 26's pole base.

Tram 24– A couple of photos of 24 in the spray paint tent, during the top coating of the many colours. Brian and Leighton are doing a sterling job and its looking great.



Drivers Tips

David Jones reports.

On a busy day when you are on your own, there is a need to keep to a timetable as well as to process passengers. Disembarking passengers to visit the tram hulks at the Cranmer stop is not a "must do." This should only be carried out if time and low passenger numbers permit. The following tips will help you to achieve this and take the stress out of a busy day:

- 1: There is no need to open both tram batches at the Cranmer stop. Just open 195 and point out that one of these would pull two of those. Those being trailer hulk 126 - see photos inside 195. You can mention that the hulks have only survived 70 or so years in the open because they were fitted with iron roofs since they stopped being used as trams. Trams have canvas over wood roofs that have to be painted every few years or else rot sets in.
- 2: If short of time, simply reverse the tram at the Cranmer stop without letting passengers disembark and return to the village without opening the tram batches.
- 3: When it is really busy, or you need to make up time, cut the service at the Square Shelter and return to the village. This is standard practise when operating multiple trams in service.
- 4: If it is busy and you are using No 1, position the two outside bench seats at each end to face each other. This avoids the need for passengers to get off and back on when the tram is being reversed at the Square Shelter or Cranmer stop. It also avoids having passengers in your work space.

- Please remember to lock the doors on the Batches at the end of your day!
- Contrary to what you have previously been taught or told, it is not a requirement to wind on the parking brakes on air braked trams when parking trams in the tram barns. The risk of injury prohibits the use of the parking brake for parking unless it is carried out by workshop staff. The parking brake may only be used for inching trams with the air brake in the full release position.
- On manually braked trams the parking brake is also the service brake. This must be used when in service and wound on at tram stops and when parked up during lunch breaks etc.
- It needs to be pointed out that when taking out a tram for any reason apart from a formally rostered or formally chartered reason, the Traffic Manager, John Harris must be notified. In addition the HTT Workshop manager - Graeme Richardson - needs to be advised prior to the event. If the Traffic Manager is not available then alternatives to contact are the President, the Operations Committee Chairman or the Safety Case Manager.

Bus Operations.

Alan Roi Reports on the cruise ship bus operation in Dunedin.

In August/September 2022 our colleagues in the Otago Heritage Bus Society were approached by Dunedin Venues to operate a small number of trips connecting the Cruise terminal in Port Chalmers with the Taieri Gorge Train. This was thought to be an easy task for them, but the job soon grew into a lot more of these trips. The Dunedin guys realised that even with their team of drivers they would be stretched and asked us to consider helping them. We considered this and decided to join the party. We have three of the MAN SL 202's in our fleet and Bristol 538 was thought about as a spare bus(See Bottom Photo, ed). 538 turned out to need quite a bit of work on it and has remained in Christchurch. The only problem being buses 614 and 620 were still in tired Otago Road Services livery and needed an image improvement.

Where there is a will, there's a way and with a lot of hard work we managed to get the 2 buses through the spray both at Ferrymead and looking very presentable. A third 202 was at Ferrymead as well, looking equally as tired as out two. This is 628 that belongs to Anthony Holliday, and normally resides in Dunedin. We managed to put this through the spray booth as well and it now looks splendid. In a period just over a month long we managed to give facelifts to three buses.

Before we knew it, October had arrived, and we headed off to Dunedin on the 25th. Initially only 612 went down along with Anthony's 628. The Christchurch team, mainly Anthony and Jonathan pressed on getting the other two buses ready for use including COF's. We were parking with our colleagues in Fryatt St, an industrial area near the rear of the Railway Station.

The next day saw the first Cruise Ship Charter. The buses, accompanied by Dunedin Railways staff headed to Port Chalmers to meet the ship, and bring the punters into town to catch the train at the Railway Station. After lunch an return trip was made. As there was only 1 THS bus in Dunedin, we hired bus 628 from Anthony and ran like that until the Christchurch folk sent another bus down. This continued on cruise ship days right throughout the season. After an initial Period operating from Fryatt St(See middle Photo, ed), we were able to move our buses to a portion of the Forsyth Barr Stadium. This allowed all the buses to be parked together. However, in mid January, we had to return to Fryatt St to allow the stadium to be set up for a performance by the Red Hot Chili Peppers. We also had to use Fryatt St for a Concert by Cyndi Lauper and Rod Stewart, and also for a significant Rugby Match. To start with we used accommodation at the Dunedin Holiday Park at St Kilda, but later moved into a boarding House at the north end of George St.

While we were in Dunedin we helped our Otago colleagues out with a number of other bus jobs. These were mainly weddings, but there was a memorial trip where a tree was

planted and a grave visited, and a series of school charters. The most significant "Other" job was on Christmas Day and again on Good Friday when 620 was used to run the "Suburban Rumbler" (See Top Photo, ed). As the authorities do not provide town buses on Christmas, Good Friday and Easter Sunday, the heritage movement steps in and does so, providing an hourly service on the Normanby – St Clair Route. Some of the vessels were really full and on a few occasions we were seconded to operate the regular port to city shuttles as well.



Cable Car 103 Restoration.

Don McAra reports.

Work on the main body strong back has been assisted recently by Brian Fairbrass turning four 95mm diameter rings which sit on top of the axleboxes. The rings surround the oiler pipes where they enter each axlebox to lubricate the bronze axle journal bearings. The 20mm rods of the strong back will be welded to the rings on either side.

On the woodwork side, Richard is making the complex joinery needed to replicate those parts of the inner cabin walls which have been cut away to remove all signs of borer. I shall continue with this long journey when Richard and his family are in Tasmania next month.

Don Clark and Lawrie Cooper have been fabricating the four clevises needed to complete the strong back linkages.

Top Right : Don gearing up to machine a piece of wood on the Chain-Chisel Morticer (This machine came from Boon and Co of Ferry rd, so it has quite a history in tram building)

Middle Right : Lawrie Cooper drilling a hole for the new strong-back clevises.

Bottom L+R Don Clarke, (not the rugby player..) a retired engineer has joined the team on the Cable car and is really enjoying the work. He is also working on the strongback for 103. (Photos by the editor and Don Mc Ara.)



Did you know.. By Ken Henderson.

Tram Shelters

The scoria stone shelter adjacent to the Hall of Wheels tram stop originates from the tram terminus in Head St Sumner. It would have been the destination for the steam trams including our Kitson (Kitty) until 1907 after which time electric trams often pulling trailers at busy times replaced steam power. The shelter was built at its present site around 1980 as part of the "PEP work schemes" run by the government of the day to ease unemployment. It is quite a large structure because it once housed Ladies toilets. Alan Roi used to sell ice creams and other snacks as a fund raiser for the society from the shelter.

Also originating from Sumner is the huge Masonic Lodge which was transported (minus the stone façade) early one morning in the early 2000s.



Then and now..

This month shows a scene that can almost be recreated by location, The top photo is by W.W Stewart in 1923. Shows 'Yank' Tram 19 on the intersection of Hereford, High and Colombo sts, called the 'Bottleneck' heading on a short run on Route 15 to the Railway Station.

The bottom photo is in a similar location and the scene is much changed, the only landmark left is the Cathedral of which the roofline is visible in both photos. Ex MMTB tram 244 is heading across the intersection from stop 9 towards Cathedral Square.

