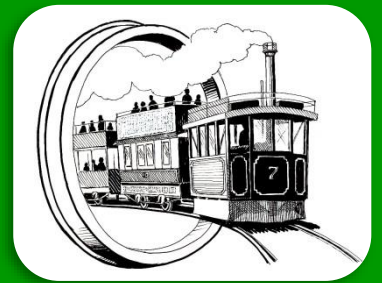


Ferrymead

Tram Tracts



The Journal of the Tramway Historical Society

Issue 38 August 2019



Hills Car 24 - Restoration Decision Made

Back to the 1920s!

Dunedin Cable Car Museum to be Officially Opened

31 August 2019

The Tramway Historical Society
P. O. Box 1126, Christchurch 8140 - www.ferrymeadtramway.org.nz

First Notch

President's Piece – Stephen Taylor



It's August (and nearly spring) - which means it is time for the AGM. I would hope we get a good turnout for this meeting, and hopefully get a few new faces to join the existing faces on the Society's management Committee.

The Society's Annual accounts for the year ending

31st March 2019 have been prepared and reviewed and are included with this Tracts mailout. My President's report is not quite ready but is expected to be completed shortly and sent out to all members ahead of the AGM.

And in addition to the positions elected at the AGM, we have a number of vacancies on the Tramway Operations Committee and also, we will re-constitute the Bus Committee. So if you feel you might be interested in helping support the Society by filling some of these necessary roles, it would help share the workload.

Also, we had a good turnout of members to the Society's July General meeting – which due to a “last minute” hiccup with venues was held in the Friendly Society's Lodge rather than the Lions Building. There is a separate write-up on the outcomes from this meeting elsewhere in Tracts.

And two projects being managed by Jonathan Day are also making good progress. The Points outside the livery stables have been almost completed – outstanding is the concreting (to be done next), then final welding and “smoothing off” the tops of the track, then asphaltting. Also, we had Independent Lines in to plant a number of new traction poles around the Trolley Bus circuit. Once this is done, it is a matter of creating bracket arms to carry the overhead (where Span Wires won't be used) then

transferring the trolley bus overhead across. Again, I expect a further write-up and pictures of progress on both these pieces of work elsewhere in this issue of Tracts.

Also, all the new (mainly engineering) workshop equipment has arrived, and along with the new electrical distribution board being wired up, the new equipment is now virtually all installed and made operational. Plus some of the existing equipment has been re-arranged to make better use of the enlarged space.

I also need to report that the Ferrymead Park management has also recently changed. The Operations Manager – Jason Harris – has resigned. I understand Vanessa Hale is acting in this role as well as her normal role of Accounts and HR manager. I understand that the Park will undertake a bit of strategizing before a permanent replacement for Jason is advertised. However, the Park has advertised a number of events coming up – first is a “Family Fun Day” occurring on August 25th. Then on September 1st, (Father's Day), there is a “Wheeled Vehicles” focused event. Lastly the Park also wishes to run an “extravaganza” event over the Sunday and Monday of Labour Weekend. We are expecting to have two trams running on 1st September (#26 and hopefully #236 back in service), plus a three or four tram service on both the Sunday and Mondays of Labour weekend, and for these two events we will need extra crews.

I would also like to congratulate Darryl Healy on completing his driver training, and Darryl has now joined the driving roster.

That's all from me – I hope to see many of you at the AGM in August.

Regards,
Stephen

TRAM DRIVING TIPS

When crossing Truscotts Road, it is absolutely essential that a red tail light is not showing at the front of your tram when crossing this public road. We would like to ask that all drivers please make sure that the tail lights are reversed whenever reversing the tram either at the Square Shelter or if short working from the Church.

Notices

GENERAL MEETINGS

This month's General Meeting will be the Annual General Meeting of the Tramway Historical Society. Please refer to the notice below for further details. As part of the AGM, the Society will be looking to re-constitute the Bus Committee, which has been held in abeyance since earlier this year due to a shortage of members. Please consider putting your name forward if you would like to help with the new Bus Committee, or any of the other Committees which have vacant roles.

Then, next month's General Meeting will be held on September 25 at 7:30PM in the Lions Building at Ferrymead, and will feature a talk and slideshow from Society Editor, Alastair who was on holiday in Japan in late May. By all accounts Alastair enjoyed himself travelling around by rail and enjoying the sights, sounds and tastes of Japan. This promises to be an interesting talk, and once again we warmly encourage all members who are able to come down and attend to do so. Supper will be provided at a cost of \$2.00 per person.

WORK DAY

Our next Society Work Day will be held on Saturday 17 August, starting from 9:00AM at the Tram Barn. We now have a refurbished kitchen (as shown below on p.7), so come along on Saturday for a look while enjoying our catered morning tea, lunch and afternoon tea – thanks Alan Roi! Members are warmly encouraged to come down on Saturday and help out, even if only for part of the day or maybe to catch up afterward.

Please also mark in your diaries the dates for the next two Work Days – 21 September and 19 October 2019.

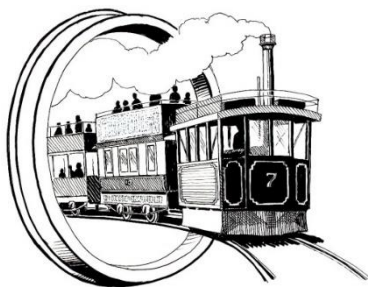
SUBSCRIPTIONS – *Stephen Taylor*

As acting membership secretary, I am pleased to report that most of the subscriptions have been paid for the current year – which, given that they are due for payment at the start of the year is good news. Those who have renewed will have received their 2019 membership card. However, there are a few members who do not appear to have paid their 2019 subscription yet. Hopefully, for those concerned, it is just something you have overlooked and will renew “real soon”. If you are not sure whether you are “current”, you can drop me a note and I will advise, but I will be writing (or e-mailing) to all such “non-current” members in the near future as a reminder. And if you have mislaid your renewal form, please let us know and we can send through a replacement.

ANNUAL GENERAL MEETING 2019

The 2019 Annual General Meeting of the Tramway Historical Society will be held on **Wednesday, 28 August 2019 at 7:45pm** in the Lions Building at Ferrymead Heritage Park. The purpose is to review the activities of the Society since the last AGM, to approve the annual accounts for the previous year, to elect the Management Committee, to consider and deal with any notices of motion (these needed to be in the hands of the Secretary no later than 21 days before the meeting) and any general business.

Supper will be provided. We look forward to your attendance.



HILLS CAR 24 RESTORATION – Stephen Taylor

We had more than 25 members attend the Society's July General meeting (plus a few who couldn't attend who provided their thoughts by e-mail) to discuss the restoration of Christchurch 'Hills' car #24, its direction and its future. As indicated in the meeting notice, Christchurch Tramway Limited (CTL) has indicated that they want to undertake a long term lease of this tram once restored, but would also want some changes to the planned appearance of the tram to better meet their operation needs.

As many of you know, a conservation plan for the restoration of #24 was produced in 2008, and it was agreed by the Society membership at the time that the restoration of #24 would follow the recommendations of this conservation plan. In particular, that it would be restored to its appearance of the late 1940s to early 1950s. Notable features of this appearance were painted interior and fully enclosed body.

The discussion at the meeting, which was led by Project Leader for the #24 restoration project (and Society President) Stephen Taylor, asked the membership to decide:

- Was the Society prepared to lease #24 in the long term to CTL?
- If so, was the Society prepared to meet CTL's requests as to changes in its appearance?
- If the appearance was to be changed, what era and period was most appropriate for the restoration to be as "historically accurate" as possible, and what implications did this have for the ongoing restoration, and in particular, what restoration work that was already complete would need to be reversed?

The result was the membership agreed to the long term lease of #24 to CTL, and agreed to alter the restoration so that it would be restored to its appearance "as new", from 1920 to 1926. This would provide for the "open section" to be left open (rather than enclosed) – with full length running boards and side barriers, varnished interior as correct for this period, no streamlined front destination boxes, no upholstered seats, no track brakes on the trucks (the track brakes were installed in 1926), and an colour scheme similar to Boon Car #152 rather than the overall green/cream of the late

1940s. There are also a number of other minor changes – too many to list here – that would also be made for historical accuracy.

It was also noted that minimal rework would need to be redone on #24 to work already completed, though some fittings relevant to the latter era already prepared could be left off (such as side sliding door rails), plus some additional interior paint stripping would be required. However, this was about the last point in time in the restoration when this would be true. It was also noted that as the Society also has sister 'Hills' car #163 available to restore, that #163 could – in time – be restored to the 1940's appearance if the Society membership then so desired.

It was also agreed that an addendum to the 2008 Conservation Plan would be prepared to reflect the decisions of the meetings.

The meeting then concluded with supper and a general discussion.

TROLLEYBUS POLE REPLACEMENT

As Stephen has noted in his President's Piece, we have recently had several new trolleybus poles installed by Independent Lines as part of the ongoing work to get New Zealand's only operational trolleybus system up and running again. The next phase of the project will be to install new bracket arms where necessary, transfer the existing span wires over where necessary, and finally transfer the overhead to the relocated span wires and new arms. While there has been some interest from Ferrymead Heritage Park regarding the return of the trolleybuses, no firm date for said return has been given as of yet. The Society would like to thank Independent Lines Services for their assistance with this project.

NEW SWITCHBOARD

Thanks again to the generosity of Bremca, we were donated a brand new switchboard last month to replace the previous, life-expired board which, after many years of continuous expansion, was unable to take any more modification to allow the installation of new equipment. The new board has now been installed near the rectifier room, by the Running Desk. The Society would like to thank Bremca for its ongoing generosity.

OVERLEAF: *Two photos of the recent trolleybus pole replacement carried out by Independent Lines, funded by our recent grant from the Lotteries Board. Both photos: Alan Roi.*



Dunedin Cable Car Museum



Mark in your diaries 31 August, because the Dunedin Light Rail Trust will be officially launching their Mornington museum. With thanks to Don McAra for the following:

At 10:00am on August 31st the Dunedin Heritage Light Rail Trust's cable car current museum will receive the recognition of an official launch. The present tram barn will be opened by Dunedin's Mayor Dave Cull, and two restored cable cars will be wheeled out to the sound of bagpipes. A Victorian tea party is proposed to follow.

Trust Chairman Neville Jemmett is to foreshadow the next development of a bigger Stage Two museum on the present Eglinton

Road site, and is to speak on behalf of the whole cable car project. Don McAra will give some idea of the work that goes into restoring the vehicles on display. A framed certificate of the COTMA top Australasian Award for the restoration of Mornington Trailer 111 will be presented to the Trust. Both 111 and Roslyn cable car No. 95 were restored in the Tramway Historical Society's workshops over many years by Society volunteers. The Society's restorations are leased to the Trust at only peppercorn rental as we support the Trust's cause.

When the larger Cable Car Museum is built it will house other cable car bodies such as Roslyn No. 97, and more importantly Mornington grip car No. 103 which is currently under restoration in the Society's workshop. Mornington trailer 110 will be displayed "as found", and M.O.T.A.T has been approached for the body restoration, in original livery, of Mornington trailer 107. This was the only surviving vehicle of the 1903 fire which destroyed the first Mornington cable car fleet. Among other displays in the Stage Two museum will be a fine collection of framed cable car photos taken and kindly donated by Graham Stewart.

Also on display at the August 31st Mornington Museum launch will be a new book about the 1950's experience of riding the Mornington cable cars and the Maryhill extension. This has been written, and also kindly donated, by Australasian tram historian Hugh Ballment. Copies will be on sale in the University of Otago Bookshop and Dunedin's Paper Plus. Funds raised by the sale of this (recommended price \$NZ50.00) will go towards the Trust's future plans towards Stage Two, and ultimately towards rebuilding the actual Mornington line.

THS members may obtain copies of Hugh's book at a special discount price (\$40.00) from Don McAra. Members can contact Don at donjmcara@gmail.com or on (03) 942 6086 to pick up a copy. For postage, please add \$5.00. As with Graham Stewart's recent book, we request that all payments are to be made to the Society's account at 03 0802 0095056 01. Please give the reference "103" and your name so we can identify your payment.

Also available both in Mornington and through Don is the classic Melbourne cable car story, "Mind the Curve" by John D. Keating. This is for sale at a bargain \$25.00. It tells the story of how Dunedin's cable line engineer George Duncan, having built a few miles of both Mornington and Roslyn cable lines, went on to engineer more than 45 miles of lines in Melbourne.

Both these books when bought through THS will raise funds for the ongoing restoration of grip car 103, which is hoped to be completed by December 2020. Only 30 copies of Hugh's and 20 of Keating's books will be available through THS, so please contact Don if you wish to obtain a copy.

From Our Members' Cameras

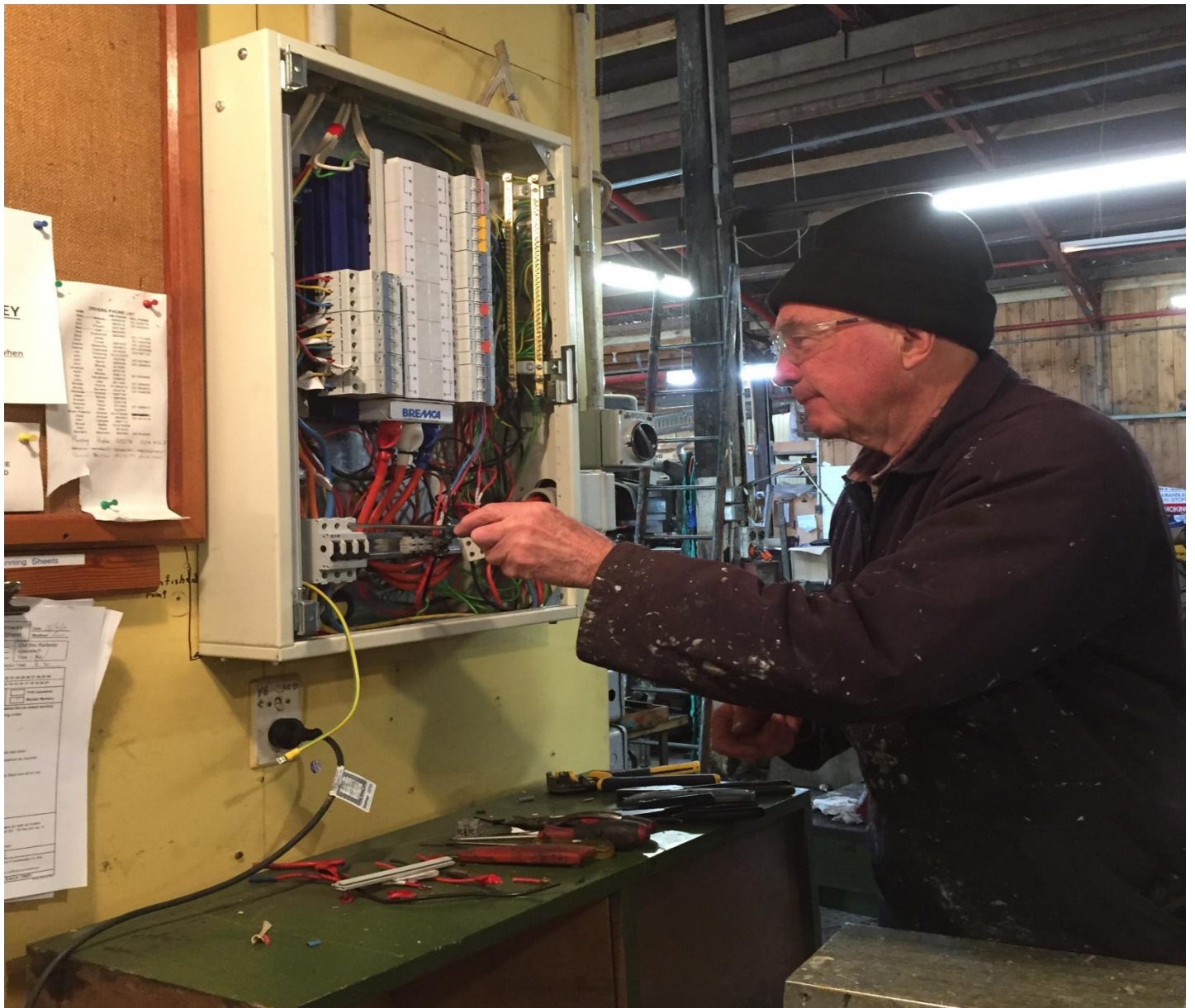


ABOVE: The staff room in Tram Barn 1 has been rather cluttered with goods from the kitchen lately... because the kitchen itself has been given a facelift with new cupboards and provision for a dishwasher! The new cupboards have been kindly installed by Ken Richardson, Graeme Richardson's father. Two photos: Dave Hinman.



LEFT: With the changes to 'Hills' car 24 as part of its restoration for Christchurch Tramway use, a pair of end canopy destination (number) boxes (one on the drum at rear; the other one in the foreground) have been recovered from storage, having been acquired many years ago. Both have been deemed restorable after many years out of use. They will be used along with the two smaller destination (name) boxes standing on end in the centre of the photograph. These smaller destination boxes – used as end canopy destination boxes on earlier Christchurch trams between c.1910 and c.1921 – see cover photo - will be mounted above the leading motorman's platform door on each side as shown below. Photo: Dave Hinman.





ABOVE: Concurrent with the installation of the new workshop equipment, the Society has installed a new switch board donated by Bremca. Here, Wayne Fisher is shown fitting the new board up ready for use and to replace the old, life-expired board. Photo: Dave Hinman.

FRONT COVER: Early days of Mark 1 (1912) Hills Car 166 at New Brighton, posed for a photo prior to a journey back to the City. Our Mark 2 (1920) Hills Car will look quite similar when completed except for the earlier style end destination boxes (and no. discs) as noted on p.7 above. Boon 152 is restored to this pre- 1920 period.

Photo: THS Collection

FERRYMEAD TRAM TRACTS

The Newsletter of the Tramway Historical Society

Editor: Alastair Cross

Contributions can be sent to the Editor at tracts@ferrymeadtramway.org.nz

We welcome contributions of information for both Tracts and our Society Facebook page. Slide photographs and text are welcome by prior arrangement.

**The Tramway Historical Society
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