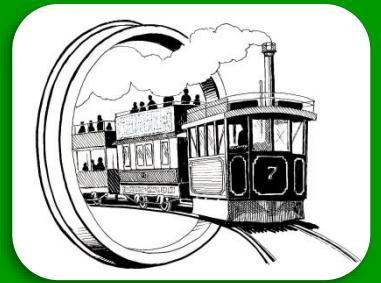


Ferrymead

Tram Tracts

The Journal of the Tramway Historical Society



Issue 42 December 2019



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

First Notch

President's Piece – Stephen Taylor



This is my last report for the 2019 calendar year, and the last part of the year seems to have flown past. So, here is a quick summary of some of the things that have been happening around the place. There has been a lot of progress on various society projects – in

particular Christchurch 24, Mornington 103 and the Trolley Bus Overhead refurbishment. More of this progress is featured elsewhere in this issue of *Tracts*.

I would also like to make a special call out of thanks to members who work in the background on keeping the place going – particularly the track gang led by Ken Henderson, the team led by Murray Sanders who are working on commissioning the new tramway poles behind the Cranmer building, and those who are looking after the ongoing Tram maintenance – currently led by the son and father team of Jonathan and Larry Day.

Firstly, at the general meeting/social function in November, a large group of members were entertained by Dave Hinman & Steve Lea with able assistance from Dot Hinman, Lois Lea and Stu & Sue Lea (all of whom were present) who provided us with an interesting presentation of their recent canal

boat trip followed by their visits to various transport related museums within the UK. Dave “over-catered” on the presentation side, so we got through less than half of what he had prepared – which means there is plenty of material for another meeting on their trip to cover off the remainder of the presentation sometime in the next calendar year. Also, Dave said he probably had enough material on just the visit to Portsmouth for a presentation just on that. The presentation was followed by networking & socialising over a cuppa and supper. And as an aside on this, if members have ideas for a topic for a general meeting (or something they want a presentation on), please advise a member of the Committee as we are always looking for ideas of topics that would appeal to the membership.

Also being the end of the year, the Society will be running a tram every day from 21st December through to end of January – except for Christmas day when the park is closed. I would like all licenced Tram Drivers to respond to John Harris’s call to fill the driving roster for this period. I would also like to congratulate Alastair Cross and Gary Riggs who both recently gained their tram driver licences.

And finally for this report, I would like to take this opportunity to wish everyone a Merry Christmas and a happy New Year. Keep safe and enjoy spending time with your family, friends and loved ones.

Cheers,
Stephen

Alastair's Angle – Alastair Cross



Well, where has 2019 gone so fast? It’s almost Christmas once again, and many of us will be looking forward to a nice holiday and maybe a chance to catch up with family once again.

As I write this, the last Night Market for 2019 has wrapped up and we’re getting ready for the

resumption of Holiday tram services once more. I’d like to thank John Harris for all the effort he puts into making the roster work and coordinating with everyone on the Society’s driving list, it really does make life easier knowing who’s doing what days. Stephen has already made his call for drivers these

holidays, so I won’t repeat it. Thanks to everyone who has filled the roster this year, you’ve made our passengers’ day(s).

So what can we expect in 2020? Hopefully Christchurch 24 will be back, or somewhat closer to being back, in service. Our trolleybuses should again be up and running, and I’m sure Don and his cable-car team will have Mornington 103 looking even better (though I admit it’s looking good even now as it is!)

Well, that’s about all from me for 2019. From me, and in the style of Radio New Zealand’s John Campbell, ka kite ano and have a very Merry Christmas!

Cheers,
Alastair

Notices

WORK DAY

As many of you are aware, the Society tries to provide a Work Day lunch for members attending the workday on the third Saturday of each month, but we have been advised by Alan Roi that **the December workday is going to be on the 2nd Saturday – i.e. 14th December**. And due to the proximity to Christmas and as the last Work Day of the year, Alan Roi will be providing a full cooked lunch and afternoon tea with a festive theme. All members are encouraged to attend, even if just visiting around afternoon tea time. On behalf of the Society, we would like to thank Alan for his efforts in organising these events and catering for volunteers over the year past.

GENERAL AND SOCIAL MEETING NOTICES

There will not be a Society General Meeting/Function in December. The next such function will be in January. This will be on the **fourth Wednesday in January 2020 – 22nd** – and the Society will run its traditional annual Sunset Bus Tour. The bus – expected to be the Society's double decker – will leave the Tram Barns at 7:30pm. Your president has decided on a destination – which will be advised when we get there – and which should not require any strenuous walking. The trip will be followed by supper when we get back to the Tram Barn. Please bring \$5 as a contribution towards (bus) fuel and supper.

MEMBERSHIP SUBSCRIPTIONS – Stephen Taylor

I would like to remind everyone that membership subscriptions for the next calendar year are again about to fall due. A reminder will be posted out to the most recent postal address we have on file for you – late December or early January. Plus there are a few people who have not paid 2018 subs – and this will which will be included in individual reminders.

LOOKING FOR IDEAS FOR CHRISTMAS PRESENTS?

If you haven't yet completed your Christmas shopping and aren't sure just what to get the tram lover in your life (sorry, bus enthusiasts!), a reminder that the Society has several publications on sale with a limited number of copies still available, together with some other ideas.

These include:

AN ILLUSTRATED TRAMWAY ATLAS OF AUSTRALIA & NEW ZEALAND (Hugh Ballment) (\$60 +p&p)

NAPIER'S ROYAL BLUE TRAMS 1913-1931 (Graham Stewart) (\$36 +p&p)

(For either or both of these contact Dave Hinman, ph. 027 431 4778 or email d.hinman@xtra.co.nz)

MORNINGTON'S MARVELLOUS TRAMS (Hugh Ballment) (\$40 +p&p)

MIND THE CURVE (John D. Keating) (\$25 +p&p)

(For either or both of these contact Don McAra, ph. 03 942 6086 or email donjmcara@gmail.com)

ON THE MOVE (THS/CTB) full sets (8 vols.) (\$25 +p&p)

Individual volumes are also available (contact Stephen Taylor, ph. 027 436 8510 or email stephen@tbsl.co.nz)

Complete sets may also be purchased from our listing on TradeMe.

Also

TRAMWAY "DRIVING EXPERIENCE" (\$100)

(Contact drivingexperience@ferrymeadtramway.org.nz or see our listing on TradeMe)

THS MEMBERSHIP FOR A YEAR – (contact membership@ferrymeadtramway.org.nz)

The Society's preferred payment method is direct into the Society's bank account, number 03-0802-0095056-01. For those who would prefer not to pay by bank deposit, credit cards (Visa & MasterCard) and cheques are also acceptable.

CHANGES AT THE CHRISTCHURCH TRAMWAY

At the end of November and after 15 years as Managing Director of what is now the Christchurch Attractions group, Michael Esposito has retired from active day to day management. A new position of Chief Executive has been created while Michael retains the role of Board Chairman. He and the team of Wood Scenic Line Ltd arrived in 2005, having purchased the Tramway and Port Hills Gondola businesses from Armada Holdings Ltd (Jim Boulton and Martin Mongan) who had in turn bought the businesses from the original owner, Shotover Jet Limited, when sold to Ngai Tahu a few years earlier.

The group has seen considerable growth as well as challenges under Michael's leadership, with the addition of further tourist related businesses to the portfolio as well as the struggle and heartache of the 2011 earthquakes forcing the closure of both the gondola and the tramway with its almost finished first stage extension. Michael's determination to survive and rebuild saw him and his team work closely with key partners and stakeholders, including the City Council, the THS/HTT and Sydney Tramway Museum, (STM) as well as having to persuade reluctant government entities such as the former CERA to recognise the value to the city and its rebuild in having these assets repaired, extended and operating without delay. The result – the gondola reopened in March 2013, the original tram route (Armagh loop) fully reopened in two stages by November 2014, and a revised first stage of the extension was opened by then Prime Minister John Key in January 2015. Michael's advocacy for completing the part built next stage to a turning loop at Tuam Street (his idea) has borne fruit – it was approved by the Council in September this year and he continues to urge its early construction. Michael has also been a strong voice in advocating for the return of cruise ships to Lyttelton, and work is now well in hand to make this happen by late 2020. This will see a significant growth in visitor numbers to Christchurch and a consequent need for more tram capacity and hence the negotiations with THS/HTT for more trams for town and the decision to now restore Hills car 24 for city use.

From the Ferrymead tram folk, a big thank you for the strong and enduring support from Michael and his team, and we wish him well in his retirement.

The new Chief Executive is Sue Sullivan, a former General Manager with Tourism Holdings Ltd and for the past 5 years Chief Executive of CINZ (Conventions and Incentives NZ) and we look forward to working with Sue to see our partnership and co-operation with Christchurch Attractions continuing to develop in the years ahead.

Howard Clark, Chairman of the STM (part owner with CTL of the Restaurant Tram 411, and owner of Sydney tram 1888 leased to CTL) was in town for Michael's farewell. Future repairs to 411 by the HTT were discussed and Howard also spent Saturday at Ferrymead. There he talked with THS/HTT about progressing the restoration of their ChCh Yank tram N^o 12, including an assessment of what tram parts can be provided by STM for the project. The day concluded with some socialising and dinner at our Ferrymead "local", the Valley Inn.

RESTORATION REPORT – CHRISTCHURCH HILLS CAR 24 – *Stephen Taylor*

Whilst there has not been much said about progress on #24 recently, which is currently hidden away in the paint booth to allow for recanvassing the roof, work on this has been progressing steadily. All the various components that have been worked on and prepared to be fitted to the roof following canvassing are progressing well – and in particular the four destination boxes (two end and two side) are looking stunning and also the mechanisms are again functional. Photos on pp.9-10 show the "lower" roof, immediately prior to the canvas being applied, and then the work done since, including the first applications of its many coats of paint, the addition of the wooden side guttering and a start on installing the monitor roof. This continues along with the attachment of other fittings to the lower roof. When the monitor roof is complete, focus will then go onto fitting catwalks, pole bases and poles.

WELLINGTON ELECTRICAL EQUIPMENT ARRIVES

As was mentioned in the last *Tracts*, the Society has been able to obtain a matched Transformer and solid state Rectifier set from the former Wellington trolley bus system. This has recently arrived on site. And in the same container, there were nine boxes of trolley bus overhead parts purchased from the Wellington Tramway Museum – many of which will be needed for the new trolley bus bracket arms that are intended to be installed. (See photos on p.10)

The next step for the new transformer/rectifier set is to determine how this equipment will be stored in the short-term, pending subsequent installation. We intend to consult a panel of “experts” to determine the next step/s – and how soon these next steps should occur. This panel of experts would likely involve Society members such as Steve Lea, Dave Sanders, Murray Sanders, Greg Harris, Brian Lester and Alex Hunter should be involved, their brief being to help determine

- Do we leave the items in the container, or move them to “better” covered storage, and if so, where – Traction Substation if there is space, Tram Barn 3 or possibly elsewhere, and how soon?
- What do we need to do to commission the transformer/rectifier – and likely costs, and how soon? We may have to fundraise for this.
- Will it be “instead of”, or “as well as” the current Mercury Arc transformer installation in the Traction substation?

TROLLEY BUS NEWS

While on the subject of the trolley buses, Alan Roi informs that all of the trolley bus wiring has been moved over to new poles and work has now moved down to the depot area. Here the focus is on realigning and simplifying the overhead to give a better result operationally, as well as reducing both the weight of the overhead and the possibility of de-wiring or stopping in a dead section when trolley bus services resume. As of 7 December, the overhead had been transferred to temporary hooks at the new

height; future work parties will focus on properly installing the overhead and bring the network one step closer to being operational again.

PURCHASES ON ACCOUNTS – A POLITE REQUEST

We have had a few issues recently when members have purchased items on Society, or Heritage Tramways Trust, accounts and these have been charged back to the wrong organisations. Please remember that there are at least three organisations in Christchurch with “Tramway” in their names and a whole bunch with “Ferryroad”. Many of these organisations also patronise the same suppliers as we use, which can cause them confusion.

So if you are placing an order that is being charged back, please double check that the account is being sent to the correct organisation. (Not everyone serving behind the counter is as familiar with our organisation as you might be). Also, you need to provide an order “number” which should be the project name or at least your name so we can work out what the purchase was for. Also, note that our correct street address is 275 Bridle Path Road and our postal address is Box 1126, Christchurch 8140. In most instances, you will be provided with a packing slip – please check the details on these before leaving the premises and get them corrected if wrong. And then ensure the packing slip is left on the board in Tram Barn 1. – *Stephen*.



LEFT: It's just after 8p.m. on 7 December, and the last Night Market for the year has wrapped up. With the last passengers now on their way home, and the shadows steadily lengthening, motormen Matt and Alastair are preparing to put Christchurch 26 to bed and make their way home too after an enjoyable night out. The destination signs say it all – ‘Depot Only’ – the tram is now out of service for the day, though by the time this photo was taken there were very few punters remaining in the Park.

Photo: Alastair Cross.



ABOVE: Two views of the recent trolley bus overhead reconfiguration at the Trolley Bus Shed, 07/12/19. The wires were transferred to temporary hooks at the correct height with the help of our Bedford tower wagon. The view at right shows the temporary support hooks in place and the overhead transferred over for the simplification works to commence. Two photos: Alan Roi.



ABOVE: As described on p.4 above, Michael Esposito has recently retired from the position of Managing Director of the Christchurch Tramway. One of the more visible decisions made during his time as MD was to lease Sydney R-class tram 1808 from the Sydney Tramway Museum, to be subsequently repainted blue as 'Sydney 1888' (left). At Michael's farewell party, Howard Clark is seen here saying a few words on behalf of the STM. (right). Two photos: Dave Hinman.

TRAM DRIVING TIPS WITH DAVID JONES

When putting tramcars away after use, it is a requirement that a road cone be placed between the rails in front of the vehicle ahead. You then inch up your tram to the cone – not the bumper of the parked tramcar ahead. This gives a small margin for error in the event that things do not go entirely to plan – after all, you don't really want to be responsible for damaging any trams, or worse, the tram sheds themselves!

Overseas Adventures with the Hinmans and Leas

Dave and Dot Hinman's overseas adventures took them firstly to Hong Kong, where they rode electric and cable trams and modern LRV's while fortunately not being there when there were protests in action. From there to a few days in northern Germany where they didn't ride trams but saw a pro Hong Kong protesters support rally in Hamburg! After that it was off to the UK via some fast German trains and, the Eurostar and the "Chunnel". Several days were enjoyed in Portsmouth for some family history and naval dockyard exploration, before continuing their train journey to Acton Bridge in Cheshire. There they joined the Lea's (x4) for a two week "Four Counties" canal boat tour, the main feature of their November General meeting presentation. The talk also included subsequent visits to the Wirral Transport Museum & Heritage Tramway in Birkenhead, and the Sandtoft Trolley Bus Museum, but then time ran out to talk about various other places visited. These included the Isle of Man (heritage trains, horse and electric tramways (and castles!) the Black Country Living Museum at Dudley, the Heaton Park tramway museum in Manchester, the National Tramway Museum at Crich, The Great Orme (funicular) tramway at Llandudno, the $\frac{2}{3}$ scale Seaton tramway in East Devon, Blackpool with its modern light rail and heritage trams (and Illuminations) and Edinburgh and its new light rail. Finally, on the way home Dave and Dot had a three-day stopover in Shanghai (the second largest city in the world - population 24 million) and where trolley buses, a couple of old trams and a newly opened light rail system were discovered. The following photos give a glimpse of some of what was covered at the meeting.

Text and Photos (pp7-8): Dave Hinman



Happy Valley terminus Hong Kong



Peak Tram (funicular) Hong Kong



Tuen Mun Light Rail Hong Kong



HMS Victory, Portsmouth – masts truncated for repair



On the canal - negotiating locks and visiting canal side pubs



Overnight wait to pass through Harecastle Tunnel



Wirral Tram – Merseyside Ferry Terminal



ABOVE: A long way from home. Former Wellington trolley bus 82 has become quite popular at Sandtoft, and despite a niggling door fault, became the centre of attention on the day Dave and Steve visited, being the only single-decker trolley running on a British double-decker day!



Above: Recent work on Christchurch 24 has seen the repairs to the roof completed (including filling in the large holes left by the latter day streamlined end destination boxes). Photo: Stephen Taylor.

Below: New roof canvas laid and painted on the lower roof, with HTT team members Graeme Richardson and Brian Fairbrass fixing and sealing the ribs in place for the monitor roof. Photo: Dave Hinman





Above: By the time this photo was taken, HTT staff had added the first final colour coats of paint and Project Leader Stephen was starting to add the mounting brackets for the advertising panels. Photo: Dave Hinman.

Below: Our new solid state rectifier and transformer prior to being removed from the Cable Car Lane substation, Wellington (**left**) and the boxes of overhead fittings from the Wellington Tramway Museum which arrived in the container with the rectifier and transformer, as described on p. 4 above, and now moved into the trolley bus shed (**right**). Photos: Stephen Taylor



FRONT COVER: Moving museum equipment with the General Manager's support! Thanks to a good rapport between the Society and senior management at the Christchurch Transport Board, the Society was occasionally able to borrow the CTB's AEC Matador breakdown truck to move preserved vehicles as necessary. Such was the case on a drizzly 4 November 1967, where several members are shown coupling the Matador to newly-arrived Crossley trolley bus New Plymouth 3 on the wharf at Lyttelton for the short trip through the hill to Christchurch. Photo: Dave Hinman.



ABOVE: Let the Battle of the Bottle Neck commence! In years gone by, the intersection of Hereford, Colombo and High Streets below Cathedral Square was known as the Bottle Neck by tramway men, as it was here that several routes diverged - to Cashmere, Opawa, St Martins, Brighton and Sumner, to name but a few. This intersection could become rather congested at peak times with so many trams trundling through, but never did it reach this sort of chaos where everything ground to a halt!

But that's precisely what has happened in this image, as drawn by Don McAra for Tracts. The inbound Sumner tram has managed to trap an outbound Opawa tram, but in turn has come to grief itself against another outbound tram, this one for Cashmere. With nothing moving or even able to move, tempers have run high, and eventually flared over into frustrated confrontation between passengers, and crew members. Unfortunately for the local constable, one passenger seems to be upset enough to want to try his luck – oh, dear!

While this never happened in real life, it was not unknown for vehicles to occasionally get 'stuck' in traffic leaving the Square, whether by accident, or – in the case of the privately owned Inter City bus line between the City and New Brighton – intentionally by the loyal Tramway Board staff and their vehicles. Original Artwork: Don McAra.

FERRYMEAD TRAM TRACTS

The Newsletter of the Tramway Historical Society

Editor: Alastair Cross

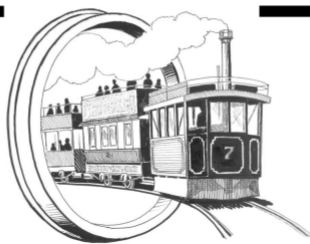
Contributions can be sent to the Editor at tracts@ferrymeadtramway.org.nz

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
P. O. Box 1126, Christchurch 8140
www.ferrymeadtramway.org.nz**

The Tramway Historical Society Inc.

Operating the
Ferrymead Tramway
275 Bridle Path Road
Ferrymead, Christchurch



P.O. Box 1126,
Christchurch, NEW ZEALAND
www.ferrymeadtramway.org.nz
Charities Registration #CC21723

DONATION FORM

The Tramway Historical Society Inc. is a registered charitable organisation with the New Zealand Charities Commission – www.charities.govt.nz – and has authorised donee status with the Inland Revenue Department. As such, any donations – with from individuals or companies – over \$5.00 are fully tax deductible in New Zealand under current legislation. Our Charities Commission registration number is CC21723.

Surname:

First Name(s):

Contact Address:

(For mail, etc.)

Contact Phone Nos:

E-mail:

Other Contacts:

(fax, mobile, work, etc)

A tax receipt will be issued for all donations over \$5.00 and posted to the donor at the address supplied above.

Details of Donation

Purchase of ex-Wellington Trolley Bus Rectifier/Transformer Set:	\$
Replacement boiler for Kitson Steam Tram:	\$
Diesel Bus Shed:	\$
Christchurch Hills Car #24:	\$
Dunedin Mornington Cable Car #103:	\$
Other - Purpose of Donation:	\$

Please send this form and donation to the Secretary at the above address.

Payments may also be made directly to the Society's Westpac Bank Account number 030802-0095056-01 – please use your name as a reference so that we can identify your payment.

Payment may also be made by Visa or Master card (please circle)

Card number _____ Expiry date ____ / ____ CVV ____

Name on Card (exactly as it appears on your credit card) _____