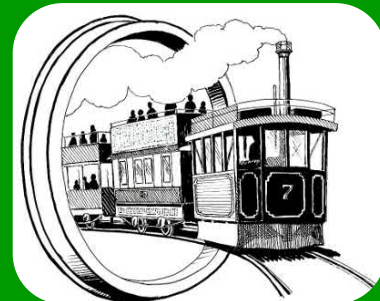


FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 30—November 2018



Trolleybus News

A major grant to get things going!

BECA Heritage Week

Four trams, multiple crews and an Influenza trailer

The Saga of Brill 194

The last complete Brill needs a new home

The Tramway Historical Society

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President's Piece—Stephen Taylor



Yet another month has flown by and time for another report from me. Of the many good things happening over the last month, I thought I would select just a few to mention here. I expect there will be wider coverage of some of these events elsewhere in this issue of *Tracts*.

Firstly, there was the event on 14th October – “Rewind at Ferrymead”. This was referred to in the October *Tracts*, and the Society did itself proud –

running a four tram service – 1, 22, 26 and 236 – (and 18 in use as an “Inhalation Chamber” display) with plenty of crew and dispatchers in operation. The numbers appear to have been on the low side of expectations – probably closer to 3,000 – possibly due to the cold southerly wind blowing most of the day. But it was good to see the good response to our plea for help, with a number crew who have not driven on a busy day turning out to assist.

Secondly, the October General meeting was the COTMA report back. It was again good to see a good attendance by members, and also special mention needs to be made of the COTMA “Volunteer Achievement Award” made to Barry Marchant which was presented to Barry at this meeting. It would be good to see as many attendees – or even more – at the November meeting – and armed with plenty of questions and comments for the next Q&A session.

On the Sunday of Labour Weekend, Dave Hinman was

unexpectedly contacted by the Holland family, the current owners of ‘Brill’ 194, which is as far as we know the last complete “Brill in the wild”. It is currently being used as a holiday home just outside Oxford – and last reported on in the April 2007 issue of *Tracts*, but it has been repainted and re-roofed since last seen by the Society. Due to circumstances beyond their control, the owners have now decided to offer it to the Society but we will need to act fast here. I was one of a few Society members who arranged to visit it at short notice on the next day. We can report that the body is in mostly good condition and the owners appear to have taken good care of it. Again, I expect this to be reported on in more detail elsewhere in this issue of *Tracts*.

Then we also had a Tram “Driving Experience”, arranged for Society member Ian Stenton (who resides in Hong Kong) and his daughter Karen (who lives in New Zealand), and hosted by David Jones as their driving trainer for the day. Their feedback was that they really enjoyed themselves.

Also the track gang led by Ken Henderson have started the work to relay the track between the Cranmer building and the gate into the reserve.

And finally from me for this issue of *Tracts*, I have been advised that the three Sydney P-class trucks that have been occupying the Tram Barn for a few years while being worked on by the HTT have finally made their way to Sydney Tramway Museum as reported on by that organisation’s Facebook page – where there is a write-up of their plans for the trucks and some photos.

Cheers,

Stephen

Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. The silly season is now nearly upon us, and that means school holidays, and regular tram running. We still need more drivers on a regular basis, and while I know it’s starting to sound like a broken record, we don’t earn money by not having trams running (quite the opposite, in fact!) Personally I hope to be certified in time for the December holidays, but as

to whether I meet that goal depends as always on having the time outside my other commitments to make it happen.

As I was putting this together, I received an unexpected ‘stop press’ email from Stephen announcing that we have been awarded a major grant from Lotteries NZ to overhaul our trolleybus line and bring it back into good working order. This is fantastic news, and I certainly look forward to seeing the trolleybuses running again. A big thank you to Lotteries NZ, and also to Jonathan Day who helped put together a case for the grant funding.

Well, that’s about all from me this time. ‘Till next month!

Cheers,

Alastair

Notices

NOVEMBER GENERAL MEETING

Our next General meeting will be in the Lions building on Wednesday, November 21. We will have an illustrated talk from David Maciulaitis talking about his recent trip to Britain. David is a very entertaining speaker and he will be bringing us the delights of both the Great Dorset Steam Fair and some of Britain's preserved railways. The meeting will commence with a chance to ask questions on the recent happenings at Ferrymead followed by David's talk. There will be the usual \$2 for supper.

At the meeting, the Society will discuss and vote on moving the body of 'Brill' 194 to Ferrymead, in line with

the Society's resolution from the 2014 AGM, stating that *"due to the high cost of providing covered storage, any acquired tram/bus vehicle or body proposed to be brought on to the Ferrymead site, must require prior approval from a General Meeting of the members."*

WORKDAY

The next workday will be Saturday, 17 November 2018. Although this is Show Weekend it is felt we need to continue progressing the work at Ferrymead and request your help. The usual cooked morning tea lunch and afternoon teas will be provided.



ABOVE: Now what were these gentlemen up to? During the Rewind event at Ferrymead, Double Decker 26 ran as an 'express tram' with suitable signage to inform patrons of its limited stops. The 'Express Service' signage can be seen clearly in this photograph, but what were President, Stephen Taylor and Editor, Alastair Cross, discussing? Any suggestions? Photo: Dave Hinman.

Tram Driving Tips with David Jones

Notice to ALL Motormen

1. Anyone requesting to learn to be a tram driver must be told that they need to be a member of the Society which will allow them to enrol in the training programme.
2. Training of friends and family must be done with the knowledge of the Training Officer and records kept as per the Log Sheet. No exceptions.
3. One off tram drives by interested members of the public must be at the discretion, and strict supervision of the tram driver and may ONLY be carried out between the Square Shelter and Truscotts Road. Unlicensed members of the public are not to drive trams across Truscotts Road. No exceptions.

PERTH COTMA CONFERENCE

Further to Stephen's President's piece about the COTMA report back at our October general meeting, details of the conference, including photos have now been posted on the COTMA web site. See: <https://www.cotma.org.au/proceedings.html>, with copies of the conference papers and presentations also available: https://www.cotma.org.au/documents/perth_2018/COTMA-presentations-index-2018.htm

In addition to the Volunteer Achievement Award given to Barry Marchant (which we kept as a surprise until our general meeting!), there were other awards presented at the Conference. These included firstly Volunteer Achievement Awards to Graeme and Phyllis Belworthy, in recognition of their long and dedicated hard work and loyalty to the Society, with Graeme having recently retired from a record twelve years in office as Society President and Phyllis from the role of Membership Secretary, Wedding tram organiser and various other support roles.

It is also pleasing to report that a COTMA Achievement Award was made "for the cooperative work across many years enabling the continued commercial Service of Sydney R class tram 1808, now running as Christchurch 1888." The award was shared between the Sydney Tramway Museum as owner of the car, Western Springs Tramway Auckland and Tramway Historical Society (Christchurch) on behalf of the Heritage Tramways Trust and Christchurch Tramway Ltd in developing a continued use for the car. The 2018 Award for the most significant achievement (the Bill Kingsley Award) was given to the Perth Electric Tramway Society for the restoration of Perth E class tram No. 66.

REWIND AT FERRYMEAD" SUNDAY 14 OCTOBER 2018

Further to the news item in October Tracts, the Society successfully operated a four tram service for this Heritage week event sponsored and organised by the City Council, commemorating the end of World War I, the 1918 Influenza Pandemic and 125 years of women's suffrage. In anticipation of a crowd of up to 8,000, and thanks to member support, we had sufficient traffic staff to have Double Decker 26, Brisbane 236 plus four-wheelers 1 & 22 in convoy, all in operation. We decided not to use trailers because of the time it would take to "triangle" them at the Square shelter and with the likelihood of large numbers of people arriving for trams and trains. As it turned out, cold windy weather for most of the day acted as a deterrent and the numbers were rather less than hoped for. Nevertheless it remained an interesting day and a new experience for some of our tram crew to have so many trams continuously in service.

We also successfully prepared and presented trailer 18 as an "Influenza inhalation chamber" as proposed in the October report. Dave Hinman was able to obtain some further information and photos from the Lyttelton Library, which, together with the Canterbury Museum, put together a display about the Influenza pandemic display which ran for the whole of the Heritage week period. The Society would like to thank the Council for their support for this project. Trailer 18 remains in its influenza guise for the time being and can be viewed at the tram barns.

At the same time, Alan Roi notes that a unique occurrence took place during the event. In Alan's words: *"As part of the Rewind event on 14 October, we required a number of crew members to run a fairly intensive tram service throughout the day. However it must be a record to have three members of the same family working together. The accompanying photo shows father Larry Day, son Jonathan and Jonathan's partner Michaela (an honorary Day) posing with Dunedin 22."*

BUS TRIP

Our friends in the Otago Heritage Bus Society recently delivered an ex Auckland bendy-bus to Dunedin. We were able to store the bus at Ferrymead until they headed south on 26 October. On Labour Day it was arranged to do a trip for the local enthusiasts and a keen group met at Ferrymead. We headed over to Cashmere for a refreshment stop at an ice cream stand near Princess Margaret Hospital. Our next move took us over Dyers Pass and down to Governors Bay, before trundling around the harbour to a 'photo stop' at the Rapaki bus terminus and then back into Lyttelton. A sprint down the tunnel road motorway and a return through Heathcote brought an enjoyable trip to a conclusion.

TRAM DRIVING EXPERIENCE

On Saturday the 27th October a Tram Driving Experience was run for Ian Stenton and his daughter Karen. Ian is one of our members from Hong Kong. Ian also has an interest in trolleybuses, and after completing the Driving Experience, Stephen Taylor brought Ian and Karen down to the Trolleybus Shed for a look.

BRILL 194 JOINS THE SOCIETY'S COLLECTION

Brill tram No. 194, the last tram to be built by Boon and Co. entered CTB service in 1926, with the final two of the 25 strong Brill fleet, nos. 195 and 196, being constructed by the CTB in their Moorhouse Avenue workshops. 194 is also believed to be the last surviving Brill body, one which we had known about but was not available to us when we obtained No. 185 in 2012. 194 had become a holiday bach situated on a farm property near Oxford after being sold by the CTB in 1954, and has been in the same family throughout almost all of its post-tram life.

News

Then owner, Leo Holland joined the Society in the 1990s, and as recalled by Joe Pickering, he was very proud of his tram and he wanted the Society to have it when the family decided to dispose of it. Following Leo's death, Joe published a photo of the tram in *Tracts* (April 2007) and noted that he had often met Leo riding in sister tram 178 around the city, where he would proudly produce a photo album containing photos of his Brill which was in superb order. The family (Leo's children and grandchildren) have continued to use and enjoy and maintain the tram ever since with the last big family gathering there being over Labour weekend this year. It was during that weekend that they were saddened to learn that the ownership of the land on which the tram was situated was changing and that the site was no longer available for the tram and the family's use and that is when we got the call to visit them. As a family they were looking at some options and were of the view that the time had come to accede to Leo's wishes and offer the tram to us, and this was confirmed following a family conference later that week. Not an easy decision as only a year previously they had renewed the roof and

had continued to maintain and use the tram on a regular and frequent basis. Things moved quickly from there and by last Saturday (3 November) they had spent several days removing most of their possessions, though leaving the interior intact as a bach should we wish to display it as such prior to restoring it. The tram had also been prepared for moving with a good clean-up completed under and around it, the outbuildings removed, water disconnected and the chimney and the canopy over the main entrance door taken off for travel. A few of us made a second visit that day expecting to help with these tasks but all had been done. The family had brought with them a heap of family photos for us to view, showing the tram's life as a bach, including numerous repaints over the years. The photos included Leo's old album as well as some more recent pictures in digital format. These latter were copied on the spot) and we also have arranged for copies to be made from the older printed photos. As we prepared to depart there was a little handing over ceremony of the tram's keys to us in anticipation of the move which is likely to take place after Show Weekend, but prior to Christmas. With

BELOW: *Three members of the same family on duty on one day—can anyone top this? Larry, Jonathan and Michaela Day pose with Dunedin 22 at the end of the Rewind event, 14 October 2018. Photo: Alastair Cross.*



their on-going interest in the future of “their” tram, some of the family are proposing to become Society members.

We are now progressing with plans for the move and have a very reasonable quote from Cam Lill for cranes and cartage using the same team that brought in trailer 126 in 2016. We are currently working through storage location options, which are likely to include having the tram mounted on bogies so that it can be readily moved. An update on this will be given at the Society General Meeting on 21 November. As will be discussed 194 will join the list of candidates proposed for restoration and lease to the city tramway.

AUSTRALIAN RAIL ENTHUSIASTS (ARE) VISIT

On 24 October, following the Southern Diesel Rail Tour organised by Steam Incorporated, the Railway Enthusiasts Society (Auckland) and the Diesel Traction Group (Christchurch), nineteen members of the ARE spent the day at Ferrymead. As on a previous occasion THS provided transport to their hotel from the railway station and to and from Ferrymead, and the group spent the morning with the Canterbury Railway Society and the DTG, riding the ex-Wellington English Electric unit, and substation and workshop tours followed by lunch in the Friendly Societies Lodge, catered by Ferrymead

Park. Then it was the turn of THS and we provided four trams and a trailer for them to enjoy, ride and photograph (Nos. 26, 1 +74, 22, and 236). They also visited the trolley bus shed though we were unable to run a bus for them on this occasion. The tour concluded with a walk through the tram barns and workshop, and a peek at Bach trailer 126 before they boarded the RT sitting at the adjacent stop to return them to the city in time for a dining experience on the Restaurant tram. Crew on the day were Peanut, Henry Deer, Barry Marchant and Dave Hinman.

BELOW: *Doing it the hard way! With no small mobile cranes or lifting jacks, members of the Society slowly jack up the body of Roslyn cable car 95 using an assortment of timber and 44-gallon drums so that Brightling’s truck could be backed underneath, 12 July 1969. And who were those members - Trevor Craib, Bruce Maffei, Larry Day and Murray Sanders.*

The body of Roslyn 95 ended up at Waihola where it served for many years as a children’s playhouse before being donated to the Society for restoration. Its full story was recently retold in an Otago Daily Times article, which told the story of three prior owners before it came to the THS; the first owner defaulted on a bank loan and gave it to his banker, who then sold it with the property to the family who donated the cable car to the Society in 1969.

Photo: Dave Hinman.





ABOVE: On a wet October day in 1951, Graham Stewart photographed 'Brill' 194 as it loaded in Cathedral Square on a Route 4 working to Cranford Street. Three years later it would be written off and sold for use as a holiday home near Oxford. Photo: Graham Stewart.

BELOW: On a fine October day in 2018, the well-maintained body of 'Brill' 194 as seen during the Society's visit on 22 October. Three days later its gifting to the Society was confirmed. Photo: Dave Hinman.





ABOVE: All clear for Princes Street? Not quite. With the cable, grip and tram tracks missing, Roslyn 95 is unlikely to be heading down the hill for the Exchange anytime soon. It does however receive plenty of visitors such as this school group from St. Leonards Primary, photographed on a visit to the site earlier this month. They were given a brief talk by Dunedin Heritage Light Rail Trust member Mac Gardner, and were impressed enough by their visit to offer to raise some money to repair the signal bells in 95's cabins. Photo: Courtesy Don McAra.

FRONT COVER: Ready and raring to go, Roslyn grip car 95 and Mornington trailer 111 stand outside the display shed in Mornington Domain on one of the Dunedin Heritage Light Rail Trust's open days. This photograph was taken from the Trust's website, where it is featured along with a number of other cable car photographs, original engineering drawings and several of Don McAra's cable car paintings. Photo: Mac Gardner.

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

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We welcome contributions of material for publication in Tram Tracts—if you have anything tram, bus or trolleybus-related you want to share with us, please email it to the Editor at tracts@ferrymeadtramway.org.nz. Slide photographs are welcome by arrangement.

