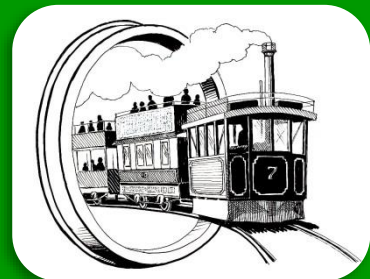


Ferrymead

Tram Tracts



The Journal of the Tramway Historical Society

Issue 39 September 2019



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

First Notch

President's Piece – Stephen Taylor



Well, the AGM has come and gone and we are now into September and now Spring, which means the year is galloping on.

At the AGM, the previous committee was retained with no changes and no new faces. This is good from a continuity perspective, but I am a little sad that no-one

else appears interesting in assisting with the governance of the Society.

It also means we still have vacancies for roles of Vice President (Administration) and Treasurer, although we have a potential candidate who we will be discussing these roles with in the next few weeks once they better understand the roles and may make an appointment to be confirmed at a future general meeting.

I can also report that there has been a reorganisation within the Tram Barns. 236 has gone back into service, 24 has gone into the Tram Barn 3 to have its roof re-canvassed, replacing 152 which is now jacked up in Tram Barn 1 with its trucks off having wheels turned, etc., before heading back to town later this month. In addition, the replacement Kitson boiler is back from Lyttelton Engineering where various welding jobs were done; the 14D5 trucks for 24 have returned into the engineering workshop to be worked on, and of course there is

work ongoing on Mornington Grip Car #103, with work occurring to dismantle its roof in preparation for rebuilding and repair work. All in all, the workshop looks quite different to its appearance up to mid-late August. Photos accompany this issue of Tracts for some of these activities and moves.

Elsewhere, the track work in the township has been concreted, and after some curing time, and final welding and grinding of the track joints, this track will be put back into service. This means that the drainage issues that have caused this point work to “drop” will now be a thing of the past and we will now have a smooth passage across this point work. Also, Independent Lines are still finishing some pole replacements, including three tramway poles behind the Cranmer building which needed replacement. I would like to record my thanks to Jonathan Day in particular for helping drive these two projects through.

As reported on in the August Tracts, 31st August was the official opening of the Dunedin Heritage Light Rail Trust's Mornington Cable Car Museum display shed. I was able to be present for this event. The building was opened with due pomp and ceremony and the DHLRT also announced that they are now working on the next stage of their grand plan to reinstate the Mornington Cable Car line. More of this story, from Don McAra and some photos of the event appear on pp. 5-6 below.

Regards,
Stephen

TRAM DRIVING TIPS

It is important that the following items of equipment are kept on the trams at all times: the motorman's seat (where applicable), points bar, disability steps and torch for night time operations. Running Sheets have been suitably amended. Point bars are colour coded for the tram they are used on and Peanut has very cleverly devised a carrier for the point bar incorporated into the disability steps on N^o 22. Torches are required during daytime in the event of an emergency under the tram.

Notices

GENERAL MEETING

This month's General Meeting will be held on **Wednesday 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 catered Work Day will be held on **Saturday 21 September**, starting at 9:00AM at the Tram Barn. All members are warmly encouraged to come down 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 – 19 October and 16 November 2019.

BIG MODEL TRAIN SHOW

The annual Christchurch Big Model Train Show will be held over the weekend of the **5th and 6th October** at Pioneer Leisure Centre, Christchurch, with Christchurch Tramway Limited as the main sponsors. Unfortunately with Pete and Sandra unavailable, the Society will not have a stall this year as it did last year, but we hope that we will have one next year. Tickets are \$20.00 for families, \$10.00 for adults and \$5.00 for children 12 and under. There is also an adult weekend pass available for \$15.00 which gives access over both days.

GRAHAM STEWART'S LATEST – AND LAST BOOK

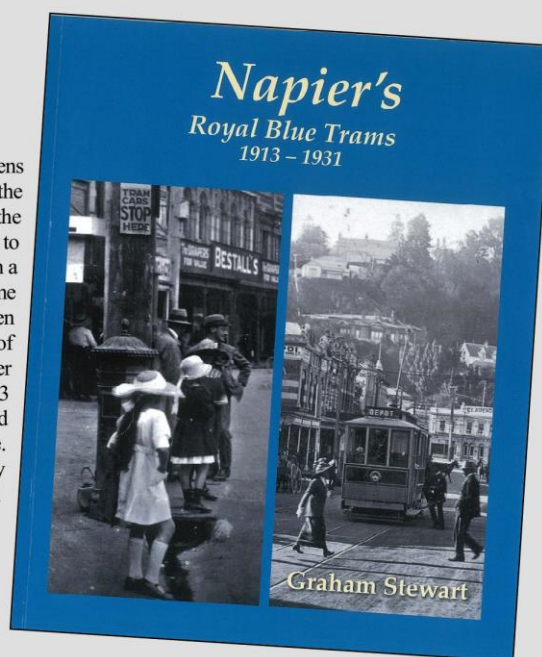
At the recent AGM, Dave Hinman had a display copy of Graham Stewart's 'final' book, an 88-page history of the Napier Corporation Tramways from their opening in 1913 to the catastrophic earthquake of 1931 which resulted in the tramway's demise. As Graham's own company Grantham House is now closed down, this book has been published by the New Zealand Railway & Locomotive Society. Copies now available through THS - \$36.00 + P&P. Contact secretary@ferrymeadtramway.org.nz or write to P O Box 1126 Christchurch 8140 or call Dave Hinman @ 027 431 4778. Preferred payment – THS account 03-0802-0095056-01 with reference Napier and your name.

AVAILABLE NOW

NAPIER'S ROYAL BLUE TRAMS 1913 – 1931

Napier's tramway system was tragically cut short by the Napier earthquake.
Graham Stewart now tells the full story of this interesting tramway

This is the story about a provincial tramway system which battled to serve its citizens with the latest form of urban transport in the early years of the 20th century, the electric tramcar. To extend the tramway to the expanding residential suburbs to the west and south became an impossibility because of the numerous railway lines to cross. One suggestion was that tram conductors should go ahead of each tram with a flag at railway crossings! The gauge of the tracks chosen, 3-foot 6-inches, the same gauge as the Government railways, was also to become another obstacle when more tramcars were required. A former London tram would have become part of the fleet if nature had not shattered the city. After 18 years of service to its Napier residents, it all ended when a 7.8 earthquake struck at 10.47am on Tuesday 3 February 1931. "The tram was shaken like a fox terrier playing a rat" said motorman Jim Minto, who was driving a tram back from Port Ahuriri at the time. The tram was uplifted and shaken violently. A municipal tramway with so many problems and struggling financially to balance the books, the earthquake of 1931 gave the city fathers a convenient way out.



ISBN 978-0-908573-97-4

Portrait format, 250 x 200mm, black and white and colour photographs, maps, plans and drawings. 88 pages, softbound. RRP \$36

AGM 2019

August's AGM was reasonably well attended with around 30 members in attendance, with apologies received from at least another ten. As noted in Stephen's report, the present Management Committee was re-elected; unfortunately, there was little interest noted in the reactivated Bus Committee with only three people so far – Alan Roi, Sandra Cron and Pete Kolff – indicating that they would like to continue on the Bus Committee, which in recent times has been operated directly by the Management Committee. If any Bus Team members, or others who would like to get involved in bus restoration and operation are interested in taking up a role on the Committee and helping to shape its direction, please let the Management Committee know.

During the AGM, Murray Hobbs discussed on behalf of the Heritage Tramways Trust about funding for Christchurch 'Hills' car 24, now being restored for use on the Christchurch Tramway, along with construction of the Diesel Bus Shed. Various options for fundraising, including loan finance, are under consideration. Further research is needed to verify whether they will meet Society requirements and will be reported to a future General Meeting. Another topic to come up was the possibility that the Society might be able to lease the nearby Cranmer Building, now vacated by the Radio Preservation Society's Radio Ferrymead and the Museum of Sound & Radio. The building will need both maintenance work and alterations to be undertaken and discussions concerning its availability are under way with both the Ferrymead Trust and the Christchurch City Council which owns the land.

KITSON BOILER UPDATE – Alex Hunter

The Kitson spare boiler continues to make great progress. Friday 16th August saw the delivery of it back to the Tram Barn 1 from Lyttelton Engineering. The boiler has been over there at the Works having welding work undertaken and this has been done under the direction of the boiler inspectors. We are very fortunate that the welding has been undertaken free of charge, additionally they have transported it over to Lyttelton, and return. A huge thank you must go to Peter Leddington from the Fabrication shop at Lyttelton Engineering, and to Jesse Strang for doing a great job of the welding.

Photos of the repaired boiler feature on the front cover of this issue of Tracts (photo by Dave Hinman) and also on p.7 below.

Next up is the installation of the fire tubes, which carry the smoke and gases from the firebox to the smokebox. More next month.

REARRANGING THE TRAM BARNs

As reported in the last two issues, the Society's 'Boon' tram 152 has returned from the Christchurch Tramway for roof repairs including replacement of the life-expired canvas. This work has now been completed, and 152 has moved into Tram Barn 1 where it has been jacked off its trucks for the wheels to be turned before it heads back into the city on 25 September.

With 152 now in Tram Barn 1, 'Hills' car 24 has moved into Tram Barn 3 in preparation for roof canvassing, which is expected to be undertaken over the next few weeks. While there, the pillars in the convertible section are being progressively removed for paint stripping and varnishing to return them to their original appearance c. 1920. At time of publication, several had been done and were back in place, with the remainder well underway. Also underway are the construction of new wooden seats for the convertible section, with one already mocked up using components held in store. Following the decision to restore 24 to its original condition, these seats will not be fitted with leather upholstery which became a feature of these trams from the 1930s onwards.

Although not a vehicle movement as such, work on the roof of Mornington 103 continues with Don McAra and his team scraping down, conserving and repairing much of the original roof structure. After years of minimal maintenance, outside storage and a mishap with an inexperienced crane crew attempting to lift the tram's body without using lifting beams, the roof structure was not in the best of conditions, something that Don and his team are working to rectify. See photos showing the progress of work on 152, 24 and 103 later in this issue of Tracts.

Dunedin Heritage Light Rail Trust

The Dunedin Heritage Light Rail Trust celebrated the formal opening of their Stage One cable car display shed at the Mornington Domain on 31 August. Several THS members were present for the event, including Don McAra who both represented the THS, and the DHLRT of which he is a Trustee. Don provided the following description of the event for us:

The skirl of the pipes rang out marking a turning point in the fortunes of Dunedin's Mornington cable cars on Saturday 31st of August. Unlike the sad day in 1957 when pipes played the last car into the shed never to rise again, a phoenix-like rebirth is in progress. Around two hundred people attended the glad event. Two M.P.'s; one to the left, one to the right were present, as was Mayor Dave Cull to whom was given the task of pressing the button to raise the roller doors so Mornington trailer 111 and Roslyn grip car 95 could be wheeled out to that resounding skirl played by three pipers. I must admit a 'wee tear near blinded ma e'e.' Oh that all who helped bring this occasion about, people like Trevor Craib and others who helped restore the cars could have been there, but they must have been looking down on us as the cold wind died away and the sun began to warm us all.

Once Trust Chairman Neville Jemmett had outlined the next steps to be taken by the group towards building the bigger Stage Two Museum, and restoring a working cable car line, Labour minister David Clark gave an excellent, well researched address commending the Trust for its efforts. In view of the fact that Mayor Cull was due to be at the tangi of Ngai Tahu leader Tahu Potiki at the Otakau Kaik, I cut short my outline of how the vehicles on display came to be restored, and called on THS President Stephen Taylor to present Neville Jemmett with a copy of the 2016 COTMA supreme award which THS won for 111's restoration. This he did with efficiency and aplomb, underscoring the ongoing encouragement THS is giving to the Trust. The Mayor as well had spoken in support of the Trust's efforts before he departed.

The Steam Punk Group in full regalia then took over the situation, setting in motion their Victorian Tea Party and posing on the trams. A delightful photo of some younger audience members appeared in the Otago Daily Times on Monday, and Bill Campbell had raised local interest with an article in the Star.

The attentive and supportive crowd of all present then moved in to partake, socialize, and mingle with the members of the Trust. Hugh Ballment's book "*Mornington's Marvellous Cable Trams*" which he donated to the Trust sold like hot cakes. THS members can obtain a copy through me, Don McAra (donjmcara@gmail.com) for \$40, posted \$45. Please pay into THS bank account 03-0802-0095056-01 with reference 103 and your name.

STOP PRESS: As this issue was being published, Don advised us that a donor had offered to fund a \$100,000 feasibility study by international consultancy firm Beca, following the rejection of an application to the Provincial Growth Fund to cover the cost of this study. The Trust has indicated it will gratefully accept this donation.

BELOW: *The pipers take their place, ready for the cable cars to be rolled out for display. Photo: Stephen Taylor*



Dunedin Heritage Light Rail Trust



TOP: DHLRT Chairman, Neville Jemmett, delivers his address to the crowd at the official opening of the Trust's cable car museum in Mornington, outlining the future plans that the Trust plans to take. The next stage will be to hire consultancy firm Beca to carry out a \$100,000 feasibility study, before proceeding with the Stage Two museum complex to replace the current display shed. Photo: Stephen Taylor.

ABOVE: As part of the event, a local 'Steampunk' group joined in the festivities, all kitted out in their Victorian-era-meets-industrial-style finery. With the speeches already done, and Mayor Dave Cull departed to pay his respects to prominent local leader Tahu Potiki, Don photographed this group of Steampunk enthusiasts posing on Mornington 111. Photo: Stephen Taylor.

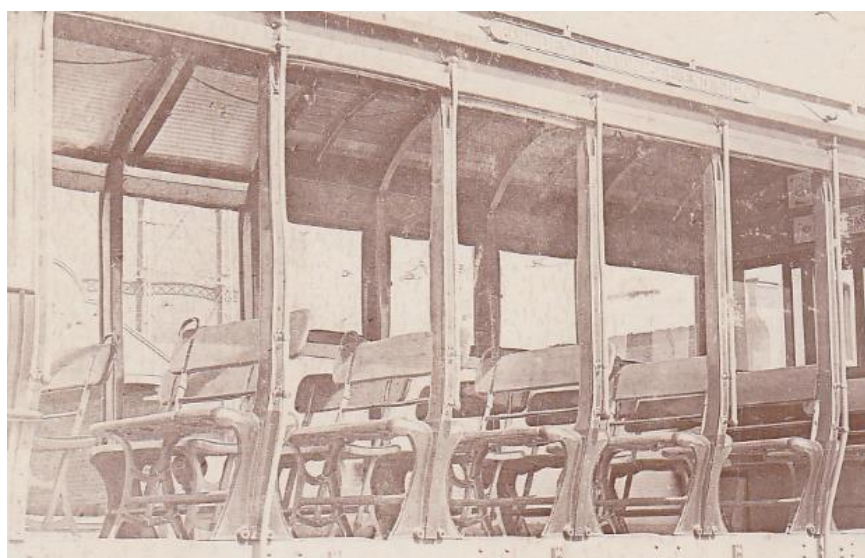
From Our Members' Cameras



ABOVE: Alex Hunter (THS/CTL) and Jesse Strang (Lyttelton Engineering) pose with the repaired Kitson boiler in Lyttelton Engineering's workshop, prior to its delivery back to Ferrymead. Photo: Courtesy Alex Hunter.



ABOVE: On the move once again! Ex-CTB 'Hills' car 24 swapped places with 'Boon' 152 late last month; the former heading into the paint booth for the roof to eventually be canvassed, the latter into Tram Barn 1 to be lifted off its trucks for wheel turning and other repairs. With all but a few side pillars removed for paint removal and varnishing to original condition, 24 is shown here awaiting the last round of roof work before the new canvas can be applied. Photo: Dave Hinman.



TOP: In the paint booth - interior of the (very) open section of 24 with about half of the pillars taken away for paint removal. Mock-up seat in position.

LEFT: Some of the missing pillars following removal of latter style grey paint. Photos: Dave Hinman

RIGHT: Early (Mk 1) Hills car showing the original non-padded wooden seats. This is what will be recreated for 24. Photo: THS archives



ABOVE – Brian Fairbrass working on 152's roof earlier last month. By then it had been recanvassed and was being prepared for final painting. Photo: Dave Hinman



ABOVE: Now with roof completed and resident in Tram Barn 1, 'Boon' 152 had been recently jacked off its trucks when Dave Hinman took this photo.



LEFT: work in progress by CTL staff on overhauling and painting 152's trucks and motors (wheel turn included)
Photo: Dave Hinman



ABOVE: Don McAra and Graeme Belworthy at work on the roof of Mornington 103, showing some of the progress made so far. Just peeking around the timber racks in behind is another ex-Mornington vehicle, cable car trailer 110 which now awaits restoration in due course. Photo: Dave Hinman.