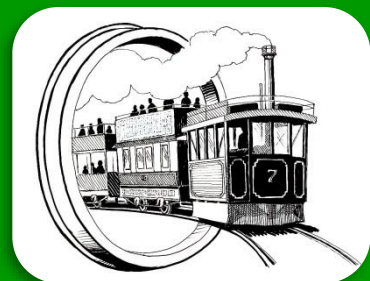


Ferrymead

Tram Tracts



The Journal of the Tramway Historical Society

Issue 45 – April 2020



Coronavirus Special Issue

Members at work and at play during Lockdown
Overseas Focus – United Kingdom Miscellany
Where to for the Heritage Tramways Trust?
(Re)Discovering a Sydney Bogie

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

President's Piece – Stephen Taylor



Well, what a different a month makes. Last month, as reported in the March *Ferrymead Tram Tracts*, things were moving ahead on a number of fronts. This month, as I write this at the end of March, we are into the first week of a country-wide lockdown with everyone self-isolating at

home, no public contacts, and as you are probably aware, the Ferrymead Tramway and our tramway and trolley bus activities, along with our Social Meetings are now all shut down for at least four weeks.

Personally, Margaret and I have been in self-isolation since mid-March. This is since we returned from a week-long visit to Japan (where we went mainly to attend a family wedding). So we have already experienced the joys of self-isolation, but also understand the pressures this can cause. On the positive side, we will be allowed out from next week for the occasional trip to the supermarket – and it seems odd to be looking forward to this. On a more positive note, I will have no excuses if my garden is not weed-free by the end of April. And to reassure everyone, we have had no COVID-19 symptoms, and other than a spot of “cabin fever” we are both fit and well – but it IS doable.

From the Editor's Chair – Alastair Cross



Welcome to another issue of *Tracts* and a bumper one at that too. What trying times indeed, though things look to be slowly improving in recent times. Let's hope this remains the case!

As we move forward, I am sure we are all aware that things will not return to 'normal' for some time at

this means that we are reluctantly passing on any celebrations for the Fiftieth Anniversary of Electric Tram Operation which commenced at Ferrymead on 9 May 1970. Something may be possible later in the year, but in the meantime look out for some photos of 50 years ago in our May issue. In a similar vein,

And speaking of the Japan trip – it was interesting to visit a country where public passenger rail transportation appeared to be done “properly”. We travelled on a few trains including the Tokyo – Hokkaido Shinkansen (bullet train) – all 17 carriages of it. This took us from nice spring weather in Tokyo where we had spent a few days (and experienced its multiple subway trains) to the freezing northern Japanese island of Hokkaido (the temperature varied only a couple of degrees either side of freezing for the three days we were there), a journey of about 1,000km in 4 hours. And the train arrived exactly on time! (The attached photo is actually the rear of the train when travelling north, and the front when travelling south).

I also had the experience of attending (and chairing) the Society's March Management Committee meeting via a Skype video conference – I sat at home and everyone else attending was meeting in the Tram Barn. It seemed to go well – though others might be a better judge of this than me. But I suspect such meetings by video (or audio) conference may become the new norm, at least for a month or so.

In the meantime, I wish everyone the best of health and hope you all come out of the lockdown period fit and well.

Stephen

the team at Ferrymead Heritage Park made an early decision to temporarily discontinue the Night Markets until such time as the coronavirus is under control, whenever that may be, in the interest of the public's safety.

Doom and gloom aside, I hope you enjoy reading your bumper issue of *Tracts* this month. A big thank you to everyone who found time to put something together for this issue; even in lockdown, some of our members are busier than ever and not just with Society business either! I am sure that we will all be glad to get out of our homes once again and back into the swing of things – sensibly! – once the lockdown lifts, but in the meanwhile, I hope you'll enjoy your latest *Tracts*.

See you all once the lockdown is over!

Alastair

COVID-19 Impacts - Heritage Tramways Trust Update

HTT Chairman – Murray Hobbs



Unusual times require that I update you all on the impact of this pandemic on HTT operations. At our meeting before Christmas we approved the work plan for 2020. This included chassis restoration work on the Sydney Tramway Museum's

Yank, work on Christchurch No. 1 to ready it for CTL in the spring, and the half restoration of Restaurant Tram 411 for CTL, with the second half due to be completed in 2021 due to time constraints. We also approved to continue work on Christchurch No. 24 in preparation for its lease to CTL.

The HTT has employed a new engineer to replace Reg. We are lucky to have found Robert Williams who has a long history going back to NSW rail and the construction of wooden carriages to modern day rail vehicles. He will be a great asset to the team so introduce yourself and make him welcome. He will be busy working on many projects including the trucks for No. 24 when our staff return from lockdown.

In early March it became apparent that tourism was first to take a major hit within our economy. I remained in contact with CTL as the situation rapidly deteriorated into our four week Lockdown.

The situation as it is now;

- Christchurch No. 1 will not be required this Spring as a temporary replacement for No. 24. HTT work is no longer needed to refurbish No. 1 as was planned originally.
- Christchurch No. 24 will not be required for the foreseeable future, and will remain at Ferrymead.
- CTL will decommission Melbourne W2 No. 244 and Christchurch 'Boon' No. 152. They will be stored under cover, remain insured, and once conditions permit, taken around the city circuit every month to ensure that they are kept in operational condition until they are needed again.
- Tram's No. 11, 15, and 178 will remain in service, after recommencement. However it is

possible that one of these may also be decommissioned, depending on passenger numbers in the coming months.

- The Restaurant tram is out of service until September 31st when it was planned to return to the city. This would allow HTT time to complete the full restoration. This depends, of course, on when staff are able to return to work and funding for the job being available.

HTT has successfully applied for the Government wage package and is committed to keeping our highly skilled workforce intact through this period, yet another testing time for us all.

HTT has also put in a submission to the Christchurch City Council Revised Annual Plan 2020. We have indicated our support for the CTL and THS submissions and reinforced the need for work to continue on track extensions in the city this year. We have also indicated the close working relationship we have with CTL and the highly specialised nature of the work we perform for them and THS, and also reinforced the need for us to be around at the end of this crisis to perform maintenance and repairs on the city fleet, and continue to help restore historic trams for Ferrymead Heritage Park and the future needs of the city operation.

No one knows how long this will last, or how long it will be before international tourism returns to New Zealand shores but I think it will be some time before things return to anything like normal. HTT income will be greatly reduced over this period, and we will be monitoring HTT finances very closely. We have agreed to reduce rental to CTL to three trams until business improves; we also agreed that we will not be invoicing them for any trams over the four week lockdown period. We are in this together and must support one another.

I am hopeful that work on the Restaurant tram goes ahead after lockdown as this was our planned major project for 2020. We are even more reliant on external work during this difficult time.

The HTT committee will continue to monitor things as they develop and work hard to ensure we are ready to resume work as soon as possible.

Murray

COVID-19 Impacts - Tramway Historical Society Update

THS Secretary – Dave Hinman

As advised to you all by email on 23 March and recorded by Stephen in his President's piece we are all currently in level 4 lockdown and most of us are required to stay and work from home until further notice. The suspension of all on site activities at Ferrymead also applies to other museums and heritage tramways throughout New Zealand, including the city tramway in Christchurch, and across much of the rest of the world, where in many instances only (some) commuter tramways and light rail continue to operate.

While we (and the rest of Ferrymead Heritage Park) are closed, there are concerns about security given the open nature of our site. We did obtain advice that security surveillance and any necessary emergency repairs are permissible, and this has been actioned. Jonathan Day and Graeme Richardson are doing this with appropriate letters of authority provided by the Society, and at the Park Graeme Johnston (who lives on site) does daily checks. Nearby residents, some of whom can move through the area as part of their regular exercise are also keeping a watch out for us. The only real issue to date has been some roof damage to the trolley bus shed caused by strong winds and which at the time of writing Jonathan was getting under control.

Other changes we have had to make relate to such things as clearing the post box, situated in the centre of the city. Both the THS and HTT still get some business mail (e.g. accounts) by post and this is being cleared by member Alan Hinman who is working as a security guard and also does some family food shopping in the vicinity. The mail (for both THS and HTT) is then delivered to the letter box of your secretary who opens it and by arrangement with Stephen (acting THS treasurer) and Roger (HTT treasurer) scans and emails on to them or other appropriate members. We even had a cheque in the mail which needed to be delivered to a bank for depositing, again done by our honorary postman.

Stephen mentioned the previous committee meeting where he had to participate (i.e. chair the meeting) via a Skype link. This month's meeting, delayed until next week to allow consideration of anticipated changes coming to COVID-19 Alert Levels, is likely to be an entirely on-line meeting, and plans are being worked up to have some

practice runs with those new to meeting via video link.

Elsewhere in this Tracts you will read about how some of our members, in addition to other home based activities, are still actively participating in society work, having taken home various items to be repaired or restored in their home workshops. Others of us have been spending many hours in front of the computer working on things relating to our tramway hobby. Last week in my role as COTMA Chairman, I assisted in the production of the recently published COTMA news update and participated in a video linked (Zoom) committee meeting involving members from Wellington, Brisbane, Sydney and Melbourne. I also keep in touch with Christchurch Tramway and City Council tramway related matters. This has included involvement in CCC Annual Plan submissions as further detailed below.

Perhaps because people currently have more time while having to stay at home, there have been lots of email exchanges about various elements of tramway history, one example being a still continuing discussion about the location and identification of surviving (and long gone) Dunedin tram bodies, which had kicked off with the rediscovery of a long forgotten Sydney Bogie at Karitane, described elsewhere in this issue. Allan Steel and Michael Jarka from Dunedin have unearthed old photographs, newspaper cuttings, plus valuable local knowledge that they have been sharing with us. This has also involved Don McAra, and I have been able to access much of our society archival information from home to contribute to the discussion. Tracts articles and pictures about some of what we have discovered will appear in future issues of *Tracts*. Others have picked up the challenge of producing stories for *Tracts*, and these will appear in future issues.

I have recently heard from Mike Russell, a regular contributor to *Tramways & Urban Transit*, that he is preparing an article highlighting the problems and challenges faced by tramway museums and heritage lines as a result of the ongoing Coronavirus pandemic. One of the places he wishes to focus on is Christchurch – both Ferrymead and the city tramway. I will be preparing a summary of our situation, based on a series of supplied questions. This will be one of my tasks for next week.

CCC DRAFT ANNUAL PLAN SUBMISSIONS

By Tuesday 7 April, it was becoming apparent from media reports that the City Council was looking to opt for a nil rates rise and concern was raised that this might impact on funding included in the Council's draft Annual plan relating to both the city tramway and Ferrymead. Go to:

<https://www.stuff.co.nz/the-press/news/120828761/christchurch-city-councillors-call-on-residents-to-push-for-a-zero-per-cent-rates-rise>; <https://www.stuff.co.nz/the-press/opinion/120841749/council-must-cut-the-fat-and-abort-nonessential-pet-projects>; and <https://www.stuff.co.nz/national/politics/local-government/120854762/christchurch-rates-rise-expected-to-be-shelved-as-council-looks-to-save-23m>.

Although the Draft Annual plan as published had included the funding to complete the tram extension and related High Street refurbishment projects, there is now a real risk that this may change given COVID-19, and also that maintenance budgets relating to the tram infrastructure could be cut. CTL made the decision to lodge a submission to the plan, and this had to be completed with two days, as the closing date was Thursday 9 April, immediately prior to the Easter break. It is obviously vital to THS/ HTT that CTL is able to survive the current crisis and be confident of economic recovery, given the uncertain future particularly for international tourism at least in the short term. So they need some support and certainty from the Council to help them stay in business - and this will also apply to other parts of their overall operation. The decision was made that THS and HTT should also put in submissions, both in support of CTL and also to demonstrate the impact that any curtailing of tram operations will severely affect us as well. We also saw the need to comment on the need for continuing support for Ferrymead Heritage Park, as reduction in council funding for museums was also mentioned in the Press reports. We understand the Ferrymead Trust has also put in a submission. The full THS submission is reproduced on pp 17-18 below.

The HTT submission has been described in the report from Murray Hobbs. Submissions are due to be heard in early May and THS and HTT (as well as CTL) have asked to attend the hearing. It is not clear at this stage whether this will be a public meeting or done by video link.

MOVE TO COVID-19 ALERT LEVEL 3?

As all New Zealanders should now be aware, this possible change was foreshadowed by the Prime Minister on Thursday 16 April, with a decision due to be made by Cabinet on Monday 20 April whether after four weeks of Level 4 lockdown, the change to Level 3 will be confirmed to commence at midnight on Wednesday 22 April. Details are still evolving but it is clear that it will not include public opening of museums or heritage tram operation. It may permit limited activity in the tram workshops subject to strict additional safety requirements including social distancing being met, and the extent to which this will be feasible will be worked through by the HTT and THS committees over coming days. It appears that those at high risk of severe illness including "older" people will be encouraged to stay at home. We will advise members by separate email if and when any changes are to be made. In the meantime **THE WORKSHOPS REMAIN CLOSED.**

DISTRIBUTION OF FERRYMEAD TRAM TRACTS AND OTHER SOCIETY COMMUNICATIONS

The majority of our members now have email with its advantages of rapid communication (and Tracts in colour!). There are about twenty-eight people still receiving Tracts and other communications by post. We are happy to continue this if you do not have or wish to use email. We can still manage during the COVID-19 crisis, although this issue has to be printed at home on a rather slow and older printer! Should you wish to now change from post to email please advise us after receiving this issue at secretary@ferrymead.org.nz.

We also provide a link to Tracts on our web site <http://www.ferrymeadtramway.org.nz/news.htm> and have our own Society Facebook page <https://www.facebook.com/christchurchtramwaysociety/>, moderated jointly by Society Editor Alastair and Jonathan Day. Another useful Facebook page is <https://www.facebook.com/Tramway-Historical-Society-Buses-THS-205561766475410/>, moderated by Sandra Cron from our bus team.

WORK DAYS AND GENERAL MEETINGS SUSPENDED

Due to the current COVID-19, the Society has suspended all Society Work Days and General Meetings. We will let you know when these activities can resume.



ABOVE: Last month we received an update on the restoration work on Christchurch 'Hills' car No. 24 but never published it. This was the current state of the roof at the end of February, with the catwalk cleats now in place. For a more detailed explanation of work, see p.7 adjacent. Photo: Stephen Taylor.

FRONZ AND COTMA CONFERENCES – POSTPONED TO 2021

Last month we published advance notice about two upcoming conferences, the FRONZ Conference over Queens Birthday Weekend in Gisborne (hosted by Gisborne City Vintage Rail), and the COTMA Conference hosted by Bendigo Tramways (Victoria) in September. Due to the current global pandemic and with current and potential travel restrictions in mind, both organisations have reluctantly decided to postpone both conferences until 2021, taking place over the same dates as originally scheduled. While some people may be disappointed about this, we recognise that these are difficult decisions which have had to be made given the current circumstances.

ANOTHER BOOK FROM GRAHAM STEWART – AND ANOTHER TRANSPORT ATLAS!

Yes, the rumour is true – Graham Stewart has still not quite retired from writing about trams, though he assures us that this is “definitely” his last book. Graham has closed down his publishing business, and like his previous book “Napier’s Blue Trams” last year, this will be a collaborative effort with the New

Zealand Railway & Locomotive Society.

“**Crossing Ahead – when Trams met Trains in New Zealand**” is getting very close to completion for publication. One of the last photos he has been seeking, of a railway hand crane also used on the Sumner tram line in Christchurch has just been found, thanks to some searching by David Maciulaitis, editor of the New Zealand Rolling Stock Register (<http://www.nzrsr.co.nz/>).

Meanwhile, on the other side of the Tasman, Hugh Ballment & Carl Segnit are now in the latter stages of completing their “**Illustrated Trolley Bus Atlas of Australia and New Zealand**”, companion to their Tramway Atlas published one year ago. Hugh advises that it is likely to be ready in the second half of this year. And this won’t be all from Hugh – there are several more in the pipeline, and not only about trams and trains!

More details, including publication dates will be advised in due course. There may be some delay due to COVID-19.

Watch this space!

Restoration Reports

Christchurch 'Hills' Car No. 24

Progress on #24 has slowed down since the Christmas break with the HTT staff mostly deployed on other work. But some work is still progressing. The photo opposite shows the current state of #24's roof as at Saturday 29th Feb, after all the catwalk cleats had been permanently screwed down. After these are sealed, the next step will be to add the catwalk boards themselves, followed by items such as traction cabling and trolley poles. Then once the roof has been finally painted, the side destination boxes can be permanently fitted.

Incidentally, the large fan shown in the photo is not some new-fangled means of propelling the tram in and out of the spray tent, but simply a means of moving the air around to provide a cooling breeze for those working on the roof.

Also, Murray Sanders is leading a (sub) project that is working on cleaning up and refurbishing the light fittings and a number of other electrical components so that when these need to be refitted, they are all ready to go.

Mornington Cable Car No. 103 – Don McAra

I have a mystery object regarding Dunedin Grip Car 103 which I am working on at home during the Lockdown. I am rebuilding a hexagonal structure which sat up in the ceiling of the clerestory roof on Mornington cars directly over the grip man's head and where a lamp would have been hung in the days before battery fed lighting was made available for these cars. Originally there may have been a reflector dish screwed into it to amplify the lamp's rays to distribute them around the whole car including the end cabins. Later 12V bulbs gave light there as well as to the headlamps. The reflector would have had a hole or holes in it to vent the lamp's fumes which then went up through the roof and out through the spun tin "topknot" on the cable car roof. This decorative topknot was a feature of all the original cable car roofs' outer appearance, along with the roof mounted bell which was rung by the gripman via a leather pull cord.

What I would like to know is if anybody has memories of any reflector such as I've described, and I'd like to know how the electric light bulb was placed within the hexagonal structure. I can't find any photos showing the hexagonal structure, but we know how it was fitted into the clerestory roof bows. The central bows themselves show evidence of some sort of reflector having been fitted within them.

Also included is a photo of a kerosene headlamp that originally was hung on the leading end of Dunedin cable cars. Trevor Craib gave me one which I think he told me came from the Roslyn line. It has a reflector built into it, and like railway engine kero head lamps of the pre-electric headlight days a very similar shape and vent. If I can find time in these busy Lockdown days I would like to try to restore it as well. The photos referred to are on p.9 below.

Kitson Steam Tram – Alex Hunter

Progress has been Slow over the last few months on the Kitson Boiler project, but we are still making headway in small steps. Sadly, we have lost Mike Lawson, much respected team member and mentor. The last project he was working on was the new safety valve base, it's 90% complete and it will get finished at some point in the future.

The boiler itself has received some attention in March, the 9 new screwed stay tubes have been swaged and are ready for screw cutting and installation. The threads in the tube plate in the boiler have been cleaned up and checked and are basically ready to receive the new tubes.

I have secured the use of a Gap riveter for installing the 8-9 hot Rivets in the back of the firebox. These have been removed to allow the new patch to be installed, many thanks to Allan Farnham who is the custodian of the Gap Riveter, and is going to help us do the hot riveting. Photos to follow next time.



Ex-CTB Inspectors Hut

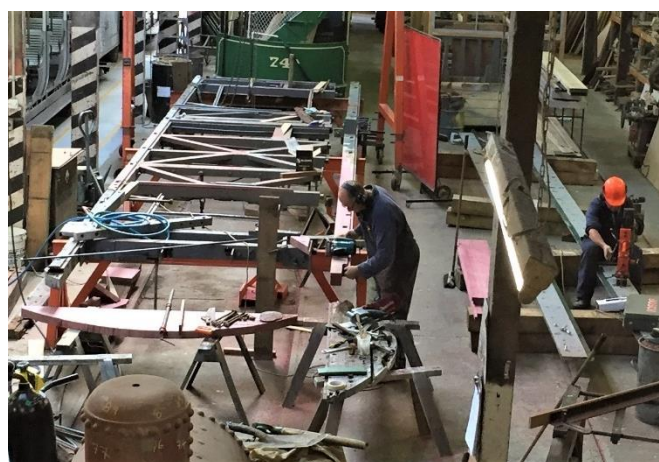
On March 10, Dave Hinman received a text from Graeme Richardson containing several photos, with the first captioned "More bad news – someone has stolen the inspectors hut!" Graeme was, in fact, joking – the building in question, formerly located in

the car park beside the Tram Barns, had in fact been moved by forklift to a new location across the tramline from the Square Shelter.

The inspectors hut was from the New Brighton Racecourse (which became QEII) before moving to Ferrymead in 1973. After some temporary sites, it was moved to the Cranmer tram stop near trailer No. 126's current location. In 2007 it was relocated to the car park to act as a ticket booth for the Tamaki Māori Experience. Tamaki ceased operations following the 2011 earthquakes, but the hut remained in the car park, where it began to suffer

increasing levels of vandalism.

Because of this, and as the hut would not fit back on its original site, a new location was needed. On March 10 and with a forklift handy, it was picked up and repositioned – just narrowly fitting through the gateway leading to the Square Shelter. In Dave's words it "*needs some TLC – there is at least one broken window, and it needs repainting.*" Once restored, one possibility for the hut is to use it as a ticket booth, either along with or instead of the Square Shelter.

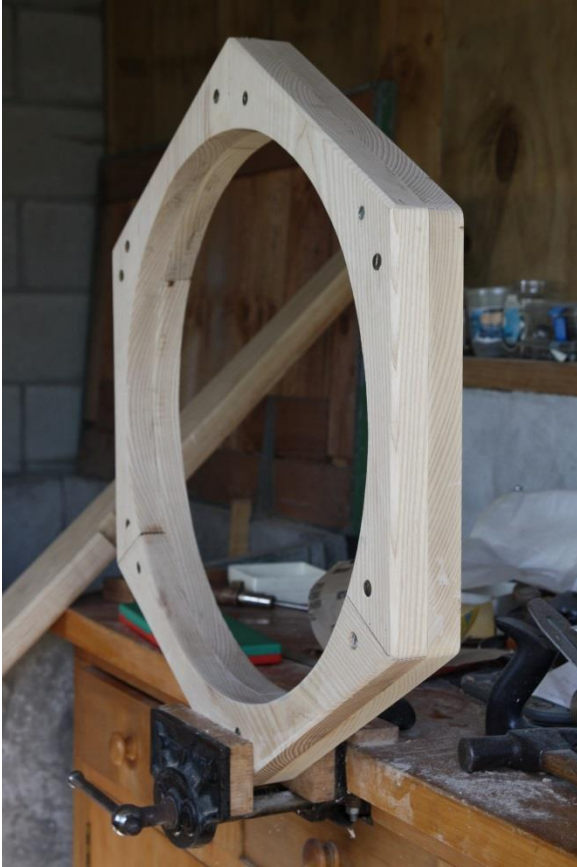


ABOVE: Last month we ran a story that Christchurch 'Yank' No. 12, owned by the Sydney Tramway Museum, had been moved back from Tram Barn 1 into its storage container, alias Tram Barn 5. We didn't however run the photos that came with that story. Here they are!

- Renewing timber on a bolster- Brian Fairbrass, Graeme Richardson & Michael Hobbs, Feb. 21 (top left);
- Brian working on the chassis with Graeme drilling side plates (top right);
- The restored chassis on the traverser, with the unrestored 'low' end platform being placed onto the chassis, 7 March (bottom left);
- Moments before loading the platform, the absurd sight of a twelve-wheeled 'Yank', riding on two ex-Melbourne W trucks and a Brill 77E! (bottom right).

As reported last issue, the existing funding to work on the chassis has now been exhausted and 'Yank' 12 will remain in its container for the foreseeable future while the Heritage Tramways Trust undertakes other work, including the overhaul of Restaurant Tram 411.

Four Photos: Dave Hinman.



THIS PAGE: As described on p.7 above, Don McAra has been rebuilding the original roof-mounted lamp base for Mornington No. 103 during the recent lockdown. The photo at left shows the new lamp base; that above shows the original in situ in 103's clerestory roof. Also at home with Don is this original Roslyn grip tram headlight, ex Roslyn Tramway Company No. 2 (DCCT No. 91, now privately preserved). As noted by Don, the lamp's workings have many similarities to New Zealand Railways kerosene lamps of the period. Four Photos: Don McAra.





ABOVE: The four images showing the relocation of ex-New Brighton Racecourse ex CTB Inspectors Hut – see story on pp.7-8. From top left: The hut's former site in the car park; The hut on the move; Squeezing through the gateway -a tight fit indeed!; the Hut in its new home. Four photos: Graeme Richardson.

BELOW: A house with a difference! This real estate advt from the Otago Daily Times of 29 February 2020 included an unusual feature ... a former Dunedin 'Sydney Bogie' body! The story of this 'Sydney Bogie' begins over the page. Original Advertisement: Otago Daily Times, courtesy Ian Wylie.



Karitane
18 Halkirk Street

Auction
To be held on site, 1pm Saturday 29th February 2020

Saturday 12.30 - 1.00
Web ID D020502

Auction today!

This property has it all! A two bedroom home with open plan living and a separate unit with bunk room that sleeps five. Also included is a two bedroom tram that was moved onto the property

In 1956 with a small kitchen and living space, so can sleep 13 people. In front of the tram and to the side of the sleepout, is a large deck area which is covered by two separate large sails.

(Re)Discovering a Sydney Bogie

In early March, the Society received a letter from Ian Wylie in Dunedin, along with a Harcourts Real Estate advert from the previous Saturday's *Otago Daily Times*. What made this advertisement more remarkable, from a tramway perspective, was that the Karitane property listed in the advert had a **tram** as one of its main features! In Ian's own words:

"The tram has been there since 1956 when the Dunedin tram system closed and it appears to be a "Sydney Bogie" so it should be in good condition bodywork wise. I had a look through my index of Tramway Topics articles but did not come up with anything relative to this tram, and this photo was the first time I became aware of its existence at Karitane...It is possible your Society knows about this tram, but just in case it is of interest to you, my conscience will be settled having drawn it to your attention."

With his curiosity thus aroused, Dave Hinman dusted off his sleuthing hat and set to work identifying just which 'Sydney Bogie' the mystery Karitane tram was! After combing through the Society's electronically stored photo archive, including his own photo collection, he concluded that the mystery tram was most likely to be 'Sydney Bogie' No. 62, the highest number of this type built and one of the last Sydney Bogies still in service when it was withdrawn just short of the end of Dunedin tram services in March 1956. Dave also found an early photo he had taken of a Sydney Bogie at Karitane during a Tram Hunt in 1968, and in use as a holiday crib. As can be seen overleaf (top photo) the tram had already undergone a few alterations, with at least one of the driver's cabins removed above sub-frame level, and the drop-centre section walled in with a front door at one end. Comparing this with the Birdseye view of the property in the ODT advert (previous page) it appeared to be the same tram, though the property had been further developed with additional buildings added, and this was further confirmed by obtaining a ground level photo via Google Maps. (overleaf, lower photo). This photo also shows that the drivers cab above sub-frame level has also been removed from the second end. The photos would suggest that the tram has been well maintained during the intervening years.



ABOVE: During the closing years of the Dunedin tramway network, 'Sydney Bogie' 62 would have been 'just another tram' to most of the travelling public. In October 1951, Graham Stewart found it en route to St. Clair at the intersection of Princes Street and Anderson Bay Road, while passengers disembarked and what looks like a crew change took place at the front of the tram. Much of this scene is now considerably changed: the row of shops behind the tram have since been demolished and replaced with vehicle parking, although the 'Mosgiel Knitwear' building in the background has survived and now appears to be in use as an office building. Photo: Graham Stewart.



ABOVE: The Karitane Sydney Bogie as found in 1968 by the Tram Hunters. Note that entry was through the former open/convertible drop-centre section which had been filled in with timber panels as part of the conversion to a crib. Photo: Dave Hinman.

BELOW: Sixty-two years later and with the help of Google Maps Street View, it is clear that this is the same tram. When first providing this information to Alastair, Dave was fairly certain that this tram was no. 62, but having reviewed all available information, there is a possibility it may not be. Further research is underway and will be reported next issue. If any Tracts readers having any knowledge of Sydney Bogie tram bodies would like to contact Dave, please do so at secretary@ferrymeadtramway.org.nz. There is some apparent confusion about such trams at Arrowtown and Te Anau and what their numbers were, for example. In the meantime the tram at Karitane is now "probably No. 62". Photo: courtesy Dave Hinman.



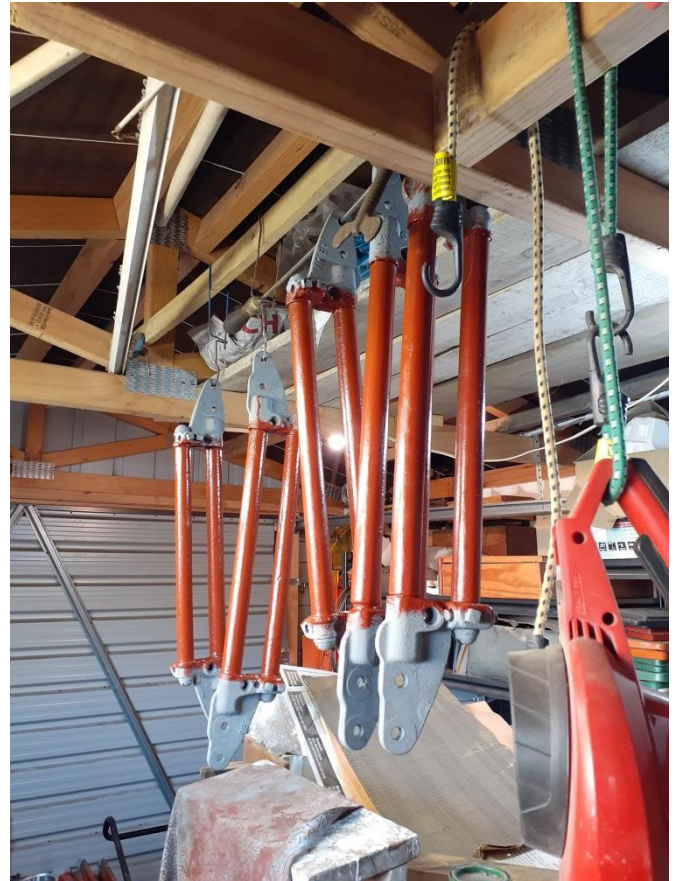
Trolleybus Tidbits with Alan Roi

Last month we received an article from Alan Roi detailing further progress on the trolleybus overhead rebuild. Unfortunately the Editor forgot to put it in, so in response Alan has updated the article to bring it 'up to date': Progress has continued on the overhead. Two "tramway style" steel poles at the front of the shed needed back staying to safely take the weight of the overhead. Also another pole beside the rear of the shed and a fourth one by the Idea Services (I.S.) compound also needed staying. A digger was hired and the four holes for the 'deadmen' were dug. On a later occasion the 'deadmen' had eyebolts fitted and were placed and the holes refilled. Finally, 3 of the 4 stay wires were attached. The fourth pole (close to I.S.) needs a small bracket arm at the top of the pole to enable the stay wire to come down without being a tripping hazard. This bracket arm has been fabricated using materials replaced when the tramway overhead was upgraded in the Cranmer building area. The arm has been fitted to the pole along with the top stay, but the main stay wire still has to be fitted and the unit tensioning. To do this we will have to use a small digger to dig out behind the pole and allow it to be pulled straight. (pics below)

During the lock down we have been fortunate that Larry Day, Steve Lea and others had bits and pieces at home to work on, and preparation and painting of overhead fittings has continued during this time. We aim to have all parts possible in the best possible condition and full working order, not forgetting these components were all well used in public service on the streets in Dunedin, many years ago. Photos follow on p.14. Great job team!



FIVE PHOTOS: As described above in Alan's report, four overhead masts (poles!) around the Trolleybus Shed needed back staying to support the rejuvenated overhead. With a hired mini-digger and the Society's Bedford tower wagon, holes were dug for the four 'deadmen', and on a later work day a recycled bracket arm from the Cranmer Siding tramway upgrade was installed on one of the masts – just visible above the railing on the Bedford's tower. Once the lockdown restrictions are lifted, it will be possible for the Trolleybus team to return and install the stay wires between the masts and 'deadmen'. All photos: Alan Roi.



THREE PHOTOS: During the recent lockdown, Larry Day has been busy refurbishing trolleybus overhead components, including for the depot siding, shown at left in the arrangement it is currently planned to be hung in (in Larry's own words):

No.1 shows the section isolators to be mounted on the trunking inside the shed doorway.

No. 2 shows the sweeps to be mounted on the contact wires extending out the doorway, these will align the trolley wire to the trailing point work by the gates.

No. 2A indicates the bull rings to be fitted on the existing span wires to support the sweeps.

No. 3 shows the section isolators fitted to the sweeps at the energized wires. These allow the wires outside the doors to be isolated, as before, so there is no possibility of the door shorting the wires out. This also includes the refurbished bolts, pins etc. to assemble all the components together.

No. 4 shows the straight line hangers to be installed on the existing span wires there already.

No. 4A shows another bull ring, possibly needed to support the trailing frogs in the overhead between the 'main line' and the depot road.

No. 5 shows the section isolators for the negative wire where it crosses the positive running wire.

All photos: Jonathan Day.

On Holiday with the Hinmans and Leas – Part Two

Last month we ran some of Dave Hinman and Steve Lea's holiday photos showing some of the places they had described at the previous (February) general meeting. But they weren't the only ones we received at *Tracts*. This month, we offer a few more delights from the Isle of Man and the Black Country, plus Heaton Park in Manchester.



ABOVE: Here's a couple from the Manx Electric Railway, Britain's only 'heritage' interurban tramway still in regular service – and with much of its original rolling stock too, the oldest vehicles in the fleet dating back to 1893 when the railway began service. Photo at left is No. 2 with trailer 48 in tow at Derby Castle terminus in Douglas. No. 2 was one of the first three trams built for the railway when it opened in 1893. Photo at right is at Ramsey, the northern terminus of the 27km long line. As with the IOM Steam Railway and the Douglas Horse tram (below) the track gauge is 3-foot (914mm), and the Manx Electric operates on 550V DC overhead lines using trolley poles with trolley wheels.



ABOVE: Connecting with the Manx Electric Railway there are two other heritage transport operations. The first is the Douglas Bay Horse Tramway, a 2.6km-long horse-drawn tramway first opened in 1876 and which narrowly escaped a permanent closure in 2016. Currently undergoing major track renewals which will eventually reinstate the line back to Victoria Pier, close to the Douglas town centre, the line had actually closed early for the winter season just prior to the Lea/Hinman visit but the photo at left shows the special arrangements made for them with horses groomed and a ride in horse tram no 45 on the short piece of line not affected by current renewal works.

The other notable heritage tramway is the Snaefell Mountain Railway, an 8.9km electric mountain railway between Laxey on the MER and the summit of Snaefell, the highest point on the Isle at 621m above sea level. The Snaefell operates on 3ft 6in (1,067mm) gauge track and uses a Fell brake system to assist with descending the 1 in 10 maximum gradients on the line. The line still uses five of its original six 1895-built trams including No. 5, seen here at the summit station in the less than clement weather experienced higher up the mountain. The SMR trams use the same 550V DC as the MER, but are fitted with the now rare bow collectors rather than trolley poles.



ABOVE LEFT A further scene at the Black Country Living Museum at Dudley, where Walsall Corporation Transport trolleybus 862, a 1955 Sunbeam F4A with Willowbrook coachwork, was caught on film beside the neat two-road tram depot (left). This was the building housing Wolverhampton tram 49, shown in *March Tracts*.

ABOVE RIGHT An interesting but another rather wet day was spent at the Heaton Park Tramway in Manchester. The museum owes its existence to the section of track shown at right – the original 280-yd long Heaton Park tramway siding, to deliver passengers to this large urban park. The line opened on 31 May 1903 and closed in 1934 when buses took over. The tracks remained, covered over with tarmac and used for bus parking. The tracks were subsequently uncovered by the Manchester Transport Museum Society, who together with the City Council operate the tramway, now extended to 1km long with recovered track materials from across the British Isles., Operation began in 1980.



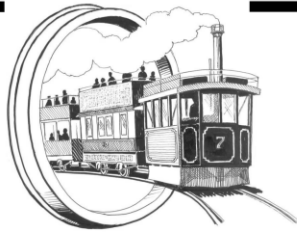
On the day of Dave and Steve's visit, 26 October 2019, among the other trams operating, were the only operational Manchester tram, 1914-built 'combo' No. 765 and 1901-built single decker Hull No. 96, shown above.

They were lucky to be there as the tramway had been forced to close in early September when thieves cut down and stole part of the tram overhead wire. However, thanks to the generosity of the Manchester modern light rail operator Metrolink and the wider public, it had been repaired and was officially opened (with free rides) on the day of their visit. Smaller than anticipated numbers turned out because of the bad weather.

The group's museum building depot is unique in that it originally started life as the Heaton Park tramway shelter, but was converted into as a display/workshop and storage for some of the tram fleet, with a modern shed also built at the lakeside terminus of the line. A further shed is planned to house what is probably the U.K.'s first second-generation tram at a museum, ex Manchester Metrolink AnsaldoBreda T68 No. 1007, built in 1991. More details of this fascinating small museum can be found on their website <http://hptramway.co.uk/>

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

9 April 2020

CHRISTCHURCH CITY COUNCIL DRAFT 2020-21 ANNUAL PLAN SUBMISSIONS OF THE TRAMWAY HISTORICAL SOCIETY

BACKGROUND

The Society was established nearly 60 years ago and has a well-established operating tram and trolley bus museum at Ferrymead Heritage Park. Through its subsidiary, the Heritage Tramways Trust (HTT), it is the supplier of five of the seven fully restored trams now operating on the City Tramway. The HTT also assists Christchurch Tramway (CTL) with major repair and tram refurbishment work. The Society has further unrestored tram bodies in storage, able to be brought back to full operating condition for town operation when required, if and when funds are available. Like everyone else in Christchurch, the Society and its members have been greatly impacted by COVID-19, and its Ferrymead operations including its workshop facilities are currently closed with everyone staying at home and a few keen members able to carry out some of their tram hobby activities in their home workshops or carry out historic research and other communications via the internet.

The Society is very supportive of CTL and delighted with the way it looks after and presents our precious assets, in their care, for city operation, and the Council for its farsighted initiative 30 years ago when it decided to establish the tramway in town. We value the on-going relationship in the three-way partnership that dates from that time. We have continued to support the growth and extensions of the tramway, most recently with the decision to complete the small unfinished section of the line to Tuam Street, funded in the 2018-28 Long Term Plan, and given the go-ahead by the Council at its September 2019 meeting.

OUR SUBMISSION

1. Recent publicity suggesting the Council is now likely to consider a nil rates rise, while continuing with essential capital projects, is very understandable under the present circumstances. We are however concerned that the tram extension funding in the LTP, and in the draft Annual plan and now signed off for construction may be affected, and we wish to support the submissions of Christchurch Tramway Ltd and others advocating for work to continue and its completion as soon as possible
2. This is not a new project yet to get started as most of the infrastructure is already in place with only a small section of rail to be laid plus the completion of overhead reticulation, and we are aware that considerable progress has been made towards concluding the required property purchase and procurement of any necessary materials needed for this. It is close to being "shovel ready" and would be a quick and early win for central city recovery.
3. We consider that the tram extension as publicly supported and signed off by the Council last September is an essential work, as the tram has already proven itself as a powerful contributor towards central city survival and regeneration, and this extension will continue to do this. It will complete the connection with the SALT district which previously did not happen with the tram stopping short at Manchester Street. Once it can deliver its passengers to Tuam Street, the SALT district will be part of the tram circuit linking the central city's major attractions. This should be a big help to those new businesses who have established in the area and will no doubt be struggling to survive the impacts of COVID-19 and should help encourage more investment in the area.
4. We are very aware that the visitor industry, a major earner for the city and the country has been very hard hit by COVID-19 and the likelihood of closed international borders for some time into the future. We are confident that International visitors will return but the focus must necessarily be the domestic market for some time to come with more local people also more likely to use the tram with its extended scope.

5. The Council needs to continue to honour and support the three way partnership that it promoted and established more than 25 years ago, as CTL and HTT/THS also need to survive the difficult times we are now all facing. We therefore urge you not to further delay the completion of this important addition to the city tram circuit. This should be an example of the COVID response mantra “we are all in this together” in action.
6. We also support concerns about reducing maintenance of central city streets and parks, which more than ever will need to be of high quality to be able to compete with the suburban centres which may come back into favour because of the current need to stay at home and local in the fight against the Pandemic. This includes tramway infrastructure where there are also safety obligations as set out in the Tram Safety systems of both the Council and the Tram operator, a requirement under the Railways Act.

OTHER ISSUES

1. We have also been hearing suggestions that funding for amenities such as museums should be cut and would like to put in a plea for that not to apply to Ferrymead Heritage Park which has always been underfunded and needs ongoing support from the Council. The park, and ourselves in our tram restoration and other activities such as the provision of further storage and display space, rely on our own fundraising which includes such sources as pub charities, Rata Foundation and Lotteries commission. It is becoming apparent that there will be less money available from these agencies because of their own loss of income due to COVID-19 restrictions and this will also be an issue for many in the volunteer sector. This is an area where the Council should be talking to central government on behalf of the community to use some of its “war chest” to assist in these areas – it may be a way of lessening the burden on the ratepayer. An additional form of regional growth fund, but with Christchurch eligible to benefit from it would be very welcome!
2. Heritage funding. We would be concerned if there were reductions made to heritage funding by the Council, as the remaining heritage buildings in the central city fit well with the tram and need to remain as a remainder of our past. We were very pleased when the Council’s heritage strategy was approved, extending the recognition of heritage to include more than building and places, and in particular industrial and “moving” heritage which is what we are all about at Ferrymead. It was encouraging to see the Lyttelton Tug get a heritage grant from the Council but much more is needed, particularly noting the issues referred to above likely with current funding agencies. Again, it would be good for the Council to advocate to government on behalf of the community and the Council for assistance in this area.

Thank you for the opportunity to be heard. We support the submissions of Christchurch Tramway Ltd, the Heritage Tramways Trust and the Ferrymead Trust on these issues.

Dave Hinman
SECRETARY
Tramway Historical Society





ABOVE: Starting during the week before the Government's lockdown came into effect, Graeme Richardson and other HTT staff and helpers undertook a re-sort and re-packing of the Society's parts patterns, while retrieving several that would be needed shortly. The upper photo shows the assorted patterns scattered across Road 4 in Tram Barn 1 during the March Work Day. The lower photo shows the cleared Road 4 after the patterns were packed away. Photos: Dave Hinman (upper), Jonathan Day (lower).



ABOVE: During his recent trip to Japan, President Stephen had the chance to try out the Tōhoku and Hokkaidō Shinkansen between Tokyo and Shin-Hakodate-Hokuto Station. On arriving at Tokyo Station on 13 March to catch a Hayabusa service north, Stephen photographed a JR East Series E5 Shinkansen waiting to depart as the 10:12 Yamabiko 207 to Sendai. Built from 2009 onwards, these ten-car trains and the mechanically-similar JR Hokkaidō Series H5 trains are capable of reaching 320km/h in service between Sendai and Aomori. On the neighbouring track at right is an eight-car high capacity JR East Series E4 double-deck Shinkansen (built 1997-2003, top speed 240km/h), while just in shot to the left is a twelve-car Series E7 or W7 Shinkansen (built 2013 onwards, top speed 275km/h), operated by JR East (E7) and JR West (W7) on Hokuriku Shinkansen services to Kanazawa. Photo: Stephen Taylor.

FRONT COVER: Rumbling back up the hill at a sedate 12.8km/h (7.95mp/h), Maryhill grip tram 106 is approaching its destination at the Mornington tram depot up the 1 in 3.5 gradient with a small load of locals bound for the city via the Mornington cable car. Upon final withdrawal in 1956, No. 106 was handed over to the Otago Early Settlers Museum, where it remains a much-loved display. 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**