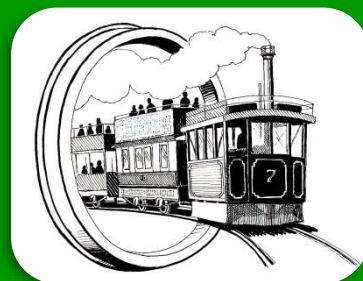


Ferrymead

Tram Tracts



The Journal of the Tramway Historical Society

Issue 49 – August 2020



The Curious Case of... Mornington 109

By Tram Around Christchurch in the 1950s

Vale – Andy Rowe 1972-2020

The Tramway Historical Society
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President's Piece – Stephen Taylor

Another month, another issue of *Tracts* – this year is starting to fly by really fast. Plus, I have been thinking – always a dangerous thing to do – as I write up my annual report which I traditionally present at the Society's AGM and this typically covers the previous 12 months of the Society's

activities and comments on the Society's outlook for the future and what we might expect and what is normal. (Plus I think the fact that this is an election year may also be starting to get to me).

Following on from the theme of last month's *Tracts* "(Almost) Back to Normal", things are definitely starting to get even more normal-ish in July, particularly in terms of Tramway Operations. We have had our first "Murder Mystery", birthday and wedding trams since the COVID lockdown. And in August coming up (I am writing this at the end of July), the Park is planning its first post COVID Night Market and the Education Trams are starting up. Also, while I have not yet seen July's tramway running figures, I hear the trams running during the July school holidays had some reasonably busy days as was July's "Steam Sunday". Thanks to all the Society members who put their names down as tram crew to assist with these events – and the ones coming up.

But things are not all good – income for the Society for the first three months of this financial year are about 30% of what they would normally be which is a bit concerning, particularly if it is a trend that continues for the rest of the year. (Primarily because we were closed in April and most of May due to COVID lockdowns, and while we started operating again at the end of May, the COVID level 2 restrictions affected passenger numbers, etc.) And like it or not, it is operating the tramway that keeps our Society in funds to allow us to indulge in our mutual hobby, and provides the majority of the operating funds that allows our Society to continue to exist.

These operating funds pay for the electricity, our insurances, rates, rail licence, fire and intruder

alarms and fire protection systems, and basic tram maintenance – and most of these costs do not decrease if our income goes down. So, a lack of operating income starts to affect our ability to operate, and therefore affects the Society's ability to exist as an ongoing entity. In recent years past, there has even been a little excess of income to allow the Society to contribute money towards some of its projects and goals, rather than always requiring separate fund raising for our projects which is a nice position we want to be able to return to. (More on this will be said at the AGM, where we report on our finances).

We are hoping that July and the months going forwards will start to see a turn-around with our tramway income streams returning to something approaching our previous "normal", and again, we continue to need the assistance of Society members to help out in areas such as tram crew, building, site, vehicle and infrastructure maintenance, administrative tasks, and so forth.

So, where is this all leading to? Well, two directions really. Firstly, our AGM is upon us this month and the Society is always looking out for people to put their hands up to assist the Society in its various elected roles – all too many of which are currently vacant or double (or even multiple) "hatted" by the same group of people – spreading this out allows the workload for each person to decrease, and who know, potentially allows them more bandwidth to help move the Society's projects and goals forward.

And secondly, August generally shows the first stirrings of spring – and I think this is something we would all wish for. I saw a long range weather forecast today that is promising a warm spring – and winter hasn't been too cold (yet). A warm spring means (hopefully) time to do more things outside, the starts of daylight saving. And from the Society's perspective, this means more visitors to the Park and hence passengers on our trams, plus time (and warmth) to do more work outside.

So, wishing for a warm spring arriving in August, and hopefully see you all at the AGM.

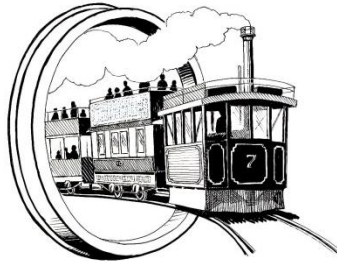
That's all for this month,

Stephen

FRONT COVER: 'Boon' 154 and an unidentified 'Standard' trailer departing Cathedral Square for New Brighton, 8 October 1951. Photo: Graham Stewart.

58th ANNUAL GENERAL MEETING

The 58th Annual General Meeting of the Tramway Historical Society Inc. will be held on **Wednesday 19 August 2020 at 7:45pm in the Lions Building at Ferrymead Heritage Park**. The purpose is to review the activities of the Society since the last AGM, to approve the annual accounts for the year ended 31 March 2020, to elect the Management Committee, and any general business. Supper will be provided. We look forward to your attendance.



The AGM Agenda together with the Minutes of the 57th Annual General Meeting and the 2020 Reviewed Annual Accounts of the Society are included as separate attachments. If possible, please bring a copy of each of these documents to the meeting.

NEXT CATERED WORK DAY - SATURDAY 15 AUGUST

All members are welcome to attend the Society's next Work Day on 15 August - there will be plenty to do in and around the tram barns, in the Cranmer building (cleaning out the old Dini display area) and also at the trolley bus shed. Morning tea will be held at 10am, lunch at 12:30 and afternoon tea at 3:00pm.

As noted in July *Tracts* we are also now timing our Saturday night social 'Zoom' meetings to also be on the third Saturday of the month, following on from our work day. Our last one on Saturday 18 July again attracted folk from Australia (Bob Pearce, Mal Rowe, Warren Doubleday, Richard Gilbert and Vincent Chan) together with Leyton Chan (Auckland), Henry Brittain and Brent Efford (Wellington) plus locals from Christchurch. Great to catch up (and learn from) our friends from wherever they are! An invitation to attend our 15 August Zoom gathering will be included with the email accompanying this issue of *Tracts*.

CRANMER BUILDING UPDATE

This week past, on Thursday 6 August, saw the completion of the move of the display cabinets from Cranmer to the new Dini Building opposite the Lions Building. The new building is targeted to be open in early September. The Ferrymead Trust has now terminated its CCC lease of Cranmer, effective 1 August, and has gifted its interest in the building to the Tramway Historical Society. We are in negotiation with the Council to lease the Cranmer Building and adjacent site and will report further on this at the AGM on 19 August.

CCC ANNUAL PLAN UPDATE

The 2020/21 Annual Plan was finally approved by the Council on 23 July. We understand from sources within the CCC, that notwithstanding the deferment of some of the funding proposed for the tram extension and High St revitalisation work, detailed design work is continuing with a start on site expected before the end of the year and completion during 2021. Watch this space!

SOCIETY ANNUAL DINNER SEPTEMBER FUNCTION

Date :- **Sunday the 20th September** Where :- Garden Restaurant Shirley
Time :- 6pm meet for drinks Dinner at 6-30 pm Prices :- \$35-50 (No senior discounts now)

Names and numbers attending to Phyllis Belworthy by September 16th

Phone no 03-3524872 Cell 0272270343 or Email trixiebell@xtra.co.nz

A KIND GIFT FROM REDBUS...

Recently, the Society was donated a collection of archival material including some large framed historical photos by Redbus through the kind assistance of Mark Hibbs and Redbus Workshop Manager Nic Aitken. The Society subsequently sent a thank-you letter to Nic, which was then linked to the latest Redbus staff newsletter. We at the Society are grateful to Redbus for the donation, and for the support they have shown us over the years.

...AND ANOTHER THANK YOU LETTER

We at the Society enjoy receiving thank you letters from satisfied passengers, and Dave Jones received one such email early last month from Chris Van Der Leer following another successful Driver Experience. Chris, along with his parents, had taken part in a Driver Experience on 6 July, and enjoyed himself so much that he sent the following email and photograph two days later:

Hi David,

I wanted to drop you a brief note to thank you for arranging and conducting the Ferrymead Tram Driving Experience for my father, mother and I on Monday.

All 3 of us thoroughly enjoyed exploring the working tram barn, seeing the various restoration projects and the personalities who lurk behind the scenes. Your knowledge, motorman expertise and patience when instructing my father and I on the 3 different trams around the Ferrymead Heritage Park was a very unique experience, and I simply cannot think of another place in the world where we could have had a similar adventure.

I think this experience is a fantastic idea for a surprise birthday present; I have taken the liberty of sharing the web page with a few friends of mine who might be interested, hopefully they will be in touch in the coming months.

I have also attached a photo from our visit – one to add to your collection!

Thank-you again,

Chris



ABOVE: David Jones with Mr. and Mrs. Van Der Leer at Ferrymead on conclusion of a successful day's Driver Experience on the trams, and a visit to the Canterbury Railway Society's Electric Depot, 6/7/20. Photo: Chris Van Der Leer, courtesy David Jones.

TRAM DRIVING TIPS WITH DAVID JONES

When conducting on the top deck of N^o 26 it is imperative that you are able to raise your voice to a level which can be heard by all the passengers. You need to be authoritative in order to control negative behaviour that might lead to an accident. If you need coaching we can recommend you watch episodes of "*It Ain't Half Hot Mum*" with a particular emphasis on the role played by Windsor Davis as Sergeant-Major 'Shuddup'. Remember our trams operated in an era when people listened to the voice of authority so it is up to you to ensure that modern crowds get an authentic feel for the authority vested in the tram conductor.



6-12-1972 ANDY ROWE 9-7-2020

It is with much sadness that we record the passing of Andy Rowe, on 9 July 2020, after a battle with bowel cancer. He was in his 48th year. Andy was an exceptionally talented engineer and metalworking specialist with wide experience and interests including, but not limited to, heritage machinery and transport. His connections with Ferrymead go back to his youth when as a young teenager he was a volunteer in the blacksmith's shop. He spent time at Shantytown gaining knowledge and experience in steam engines, and was also involved with the Steam Tug *Lyttelton*, Canterbury Steam Preservation Society (Steam Scene) and Canterbury Model Engineers (Halswell).

Andy was never a member of the THS but he will be remembered for the great contribution he made to heritage tramway restoration, maintenance and operation, which commenced when he joined the Christchurch Tramway team as an engineering contractor, assisting Steve Lea with the maintenance of the city tram fleet. He also spent time in Auckland with the CTL team helping the Auckland Dockline Tramway get up and running. But what will be seen as his legacy and a lasting and visible memorial arose from a decision made in 2009. With the tram extension to High Street well underway and the need identified for additional trams, it was agreed to restore Invercargill Birney No. 15 as a combined THS/HTT and CTL project. Andy had a leading role in turning a derelict tram body into the wonderfully restored/as new operating tramcar that now graces the city's tram tracks. In December 2009, the severely rusted body of 15 went off to Andy's own workshop where he completely dismantled it. Many of the metal elements of the tram including the sides and ends had to be recreated by Andy from new –

an exact copy of the original. Templates have been retained for the future. Back in the tram barn others assisted in its reassembly, which, to ensure authenticity, required the use of "old fashioned" hot riveting. Another key element of the Birney project was to improve our understanding of Birney construction and fit out and to locate and acquire suitable parts and equipment. In January 2010, Andy, together with Steve Lea, Graham Richardson and Dave Hinman, assisted by Melburnian Mal Rowe, visited museums in Melbourne, Ballarat, Haddon and Bendigo. There they obtained local advice, took photographs and measurements and commenced negotiations for purchase of some of the parts and equipment needed for this and other projects. Dave and Andy returned in July 2010, again with Mal's help, to collect the agreed purchases and to load them into a container at Bendigo for shipment. In order to minimise border control issues back home, Andy ensured that all items were thoroughly cleaned and documented before loading. This worked well and the container was soon delivered without delay or additional inspection and cleaning costs. Back in the tram barn another Andy project for the Birney was to manufacture its replica Brill 79E truck using parts from one of our Melbourne No. 1A trucks obtained forty years earlier from the M&MTB and slightly modified to get our first electric tram (Brill 178) operating. The inclusion of a photo of Birney 15 heading Andy's death notice in the Press on Saturday 11 July was a fitting recognition of his role in its restoration.

In 2016 Andy moved to Bendigo to take up a position with the Bendigo tramways tram maintenance team. A recent tribute published in The Bendigo Heritage Attractions staff newsletter states: - *"Andy has left an indelible mark on our organisation. Andy's background in heritage rail engineering, combined with his skills as a welder and fabricator made him an asset to our team. His contribution was essential in maintaining our infrastructure and operating our unique fleet of trams. The traditional skills that Andy possessed, and his knowledge regarding brass bearings, was second-to-none. Andy's endearing, kind, laidback, no-fuss nature ensured he was a pleasure to work with... Andy's sheer grit and determination to get in and get things done was remarkable. This was particularly evident throughout the clean-up of the Gas Works... Andy will be greatly missed by us all."*

During his illness Andy had been well looked after by his Bendigo colleagues and friends before going into palliative care a short time before his death. COVID-19 precluded his NZ family attending a funeral in Australia and they have now arranged for

a memorial service to be held at Steam Scene, McLeans Island on Sunday 23 August, commencing at 2pm. Those who knew him are cordially invited to join the family in a celebration of his life.

DO YOU HAVE ANY STORIES ABOUT ANDY TO SHARE WITH HIS FAMILY?

Andy had left home at the age of 15 and his parents Graham & Lorraine and sister Vicky and her family would love to hear more stories of his life and achievements over the past thirty-two years. If you would like to contact them directly, you can do so by calling them on: 03 318 8023, or by emailing them at: gandlrowe@slingshot.co.nz

Obituary compiled by Dave Hinman; photo courtesy Bendigo Tramways via Facebook.



ABOVE: Fresh out of the box in 2013, Invercargill 'Birney' 15 made its public debut during the Rail 150 weekend at Ferrymead over Labour Weekend. Having been displayed in the Birthday Loop with fellow city trams Dunedin 11 and Christchurch 178, it was driven back to the Tram Barns by Graeme Richardson at the end of the day, and placed back into the paint booth in Tram Barn 3 for the final signwriting to be completed: the Invercargill City Corporation crest.

The high quality of work of Andy and the THS/HTT/CTL team in restoring the Birney was recognised by both FRONZ and COTMA, winning the Tramway Restoration Award from FRONZ in 2013, and the Supreme Achievement (Bill Kingsley) Award from COTMA in 2014.

Photo: Alastair Cross.

The Curious Case of Mornington 109

During the recent COVID-19 lockdown, a photo arrived from Wellington that caused a few questions to be asked about the curious case of a Mornington cable car trailer. Dave Hinman tells the tale of Mornington 109 and what nearly might have been:

The THS has two Mornington cable car trailers in its collection - No. 111, now restored and on display at Mornington Park in Dunedin, and No. 110, an incomplete body which is now in storage in Tram Barn 1. While they may appear similar, they each have a very different history. No. 110 was one of two early Dunedin horse trams (built in the 1880s) purchased by the Mornington Borough Council in 1910 and converted into a cable car trailer, whereas No. 111 was built by the Dunedin City Corporation Tramways, for the Mornington Cable Car line in 1920.

There were also two other cable car trailers with the same providence - No's 109 (1880s) and 112 (1920s) and back in the 1960s when the THS carried out most of its 'Tram Hunting' activities, we discovered and identified these at Doctors Point, on the Otago Peninsula. They were on the same site together with a Dunedin "Bobtail" tram and had been joined together to form a "U" shaped crib (holiday cottage.) The crib was well looked after, in use and not available to the northern raiders! More than fifty years later it is still there and remains in use as a crib. The THS had long since obtained No. 110 from nearby Harwood, and No. 111 from Outram.



ABOVE: The three tram bodies at Doctor's Point, clockwise from the top: the 'Bobtail' (thought to be No. 45) cable car trailer 112, and cable car trailer 109. Three photos: Dave Hinman.

But that's only part of the story. Earlier this year a new chapter has been written, starting in Wellington during the COVID-19 Level 4 lockdown, where Henry Brittain was sorting and distributing photos from the Wellington Tramway Museum collection that were not related to Wellington. Among these were some from American James Patterson, who in 1957 as a young student had toured NZ and taken photos of trams, buses, trolley buses etc. in various parts of the country. Here is one of those pictures, which found its way south, where Allan Steel, Don McCara and Dave Hinman were busy discussing and updating the fate of Dunedin's tram and cable car bodies.



(Photo: James Patterson Coll.)

And here's where the plot thickens - this is clearly No. 109, but the background to the photo does not look at all like Doctors Point? And wait, there's more - what's that underneath the tram? Let's enlarge and lighten up the photo!



It appears to be the trailer's running gear (wheels/axles, brakes etc) still in place! A chat with Bruce Maffei and the mystery begins to unravel. He recalled that our Cable Car guru, the late Trevor Craib, as a young man living in Dunedin, remembered seeing a cable trailer in the vicinity of the Waitati store and garage and later a rumour that it might have been sold complete with its running gear. The cable car trailers were withdrawn in January 1957, and this was a 1957 photo! There was no sign of the tram in that locality by the late 1960's tram hunting era, or later when Bruce and Trevor tried looking for it. Trevor eventually made contact with Dr Borrie, son of the original Dr Borrie, owner of the crib and ascertained that he had initially placed the Bobtail and 112 at Doctors Point. Later he bought 109 and moved it from Waitati and installed it as the third tram on the Doctors Point site. He didn't want the wheels left on so they were cut off and scrapped! HAD WE ONLY KNOWN AT THE TIME MAYBE WE COULD HAVE GOT THE RUNNING GEAR TO USE ON ONE OF OUR CABLE TRAILERS. Two more photos: the first an early one at Doctors Point showing only one trailer there, and, where it all began, Cable trailer 109 in service on the Mornington line!



Doctors' Point Crib, 1950s. (Photo: Allan Steel Coll.)



Trailer 109 in service - 1955 (Photo: Hugh Ballment)

Footnote: One more small twist of fate. Don McAra lived in Dunedin as a boy, and the family doctor was none other than the older Dr Borrie, original owner of the Doctors Point crib and subsequent purchaser and partial destroyer of Cable trailer No. 109!

By Tram Around Christchurch... at a General Meeting

With the return to near normality in June, the Society's first General Meeting back included a slideshow of tramway photographs from the collections of two noted photographers. Last month's meeting continued that theme:

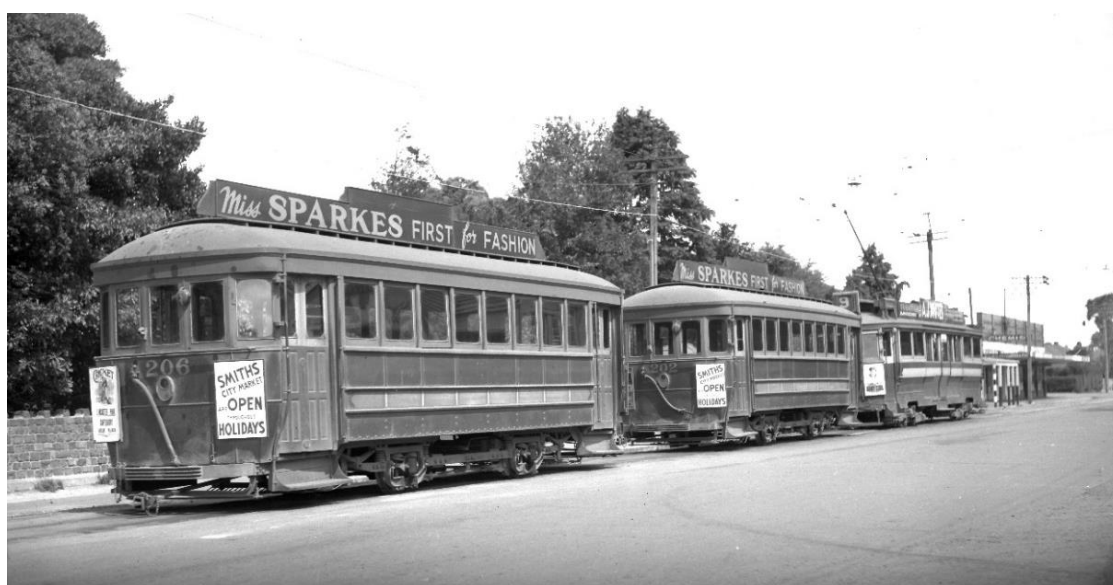
The July General meeting was a similar format to our June meeting, with a brief update on Ferrymead activities, followed by a further "tram routes" slide show compiled by Dave Hinman using slides from (mostly) the Alan Bellamy and Graham Stewart Collections. The routes viewed this time included the Opawa (13) and Fendalton (9) through-routed lines, then Cathedral Square to Brighton (5) and return by electric tram, concluding with the last tram to Brighton on 18 October 1952. We also viewed the 1950 Canterbury Centennial steam tram excursions which featured trips along the Esplanade (Marine Parade) to and from North Beach. From there it was a trip from the Square to Sumner (3) and return, but we ran out of time to experience the centennial Steam tram runs which also went to Sumner and a final horse tram run following closure. This will be included on a future occasion. The final photos showed the interesting story of Mornington Cable trailer 109, as described earlier in this issue of *Tracts*.

Once again there was much audience participation and discussion as the presentation proceeded. A few of the images shown appear below.

By tram to Opawa...



Above: The Opawa Terminus on its last day of operation, 5 February 1950. (Photo: Alan Bellamy)



Above: The trailer siding at the end of the Opawa line. The middle trailer is No. 202, now at Ferrymead. It looks rather different in 2020 with the end of Opawa Road realigned to towards the current road bridge over the river. The stone walls and the rebuilt church in Garlands Road can still be seen today. (Photo: Graham Stewart)

And back to Fendalton...



The Society's Boon No. 152 coming from Shakespeare Road, across Waltham Road and into Wordsworth Street – hardly recognisable today with a much widened Waltham Road and Wordsworth Street curved south to align directly across to Shakespeare Road. This had also been the junction with the St. Martins line (finally closed in May 1946). *Photo: Graham Stewart*



Looking along Bealey Avenue from Victoria Street, a 'Boon' tram heads for Fendalton via Carlton Mill, Holmwood and Fendalton Roads.



End of the line - trailers parked in Fendalton terminus in Burnside Road (now Memorial Ave). The leading trailer is No. 126, again part of our collection at Ferrymead. *(Photos: Graham Stewart)*

And at New Brighton



The trailer siding in Marine Parade, New Brighton. 'Boon' 40 turns from Beresford Street after leaving Seaview Road at Oram Avenue.



Brill and trailer loading in Marine Parade before turning in Seaview Rd and return to City.
(Photos: *Graham Stewart*)



Canterbury Centennial Year 1950 - Steam tram excursions. Kitson No. 7 and its trailers loading at the Clock Tower before another trip to North Beach.
(Photo: *Julie Lill Collection*)

And to Sumner



'Boons' were used for the Woolston short working (3W) as there were no turning facilities for the single-ended 'Brills'. No. 9 in Ferry Road after crossing Fitzgerald Avenue. (Photo: Graham Stewart)



Crossing the old Ferrymead Bridge. Some 3W services continued to Mt Pleasant Road, at the start of the McCormacks Bay causeway. (Photo: Graham Stewart)



Brill 186 and trailer 206 loading in Nayland Street for the return journey to the city, after turning at the balloon loop at Head Street (the site of Ferrymead's "Sumner" shelter), 18 Feb 1948
(Photo: Alan Bellamy)