



## News from the City Tramway

### Tree on line damages overhead wires

At 10:45am on 15 January 2016, high winds brought part of an English Beech tree down onto the overhead wires at the intersection of Armagh Street and Park Terrace. With the wires hanging at head height, CTL Tram Engineer Alex Hunter isolated the entire system, while the Christchurch City Council and Police closed off the affected street.

Although most of the tree was still standing, the decision was made to cut the tree down as it could still be potentially dangerous to the public. The road remained closed for the rest of the day while contractors TreeTech and Connetics removed the tree and repaired the overhead respectively.

The tree was found on closer inspection to have had serious rot in the trunk, and all trees along the City Tramway have been inspected by an arborist and given a clean bill of health. For the remainder of the day, trams ran only on the High Street extension, with repairs completed at 6:15pm in time for Restaurant tram No. 411 to travel around the full tramway circuit.

The incident highlighted the flexibility of the tramway to operate either or both loops, and a permanent section isolator switch at the Worcester Street junction (to replace a temporary bridge cable used until the switch is installed) will make this process easier in future.

### 'Damaged' shops closes tramway in New Regent Street

Just before *Tracts* went to press, the *Press* newspaper of 2 March 2016 carried a front-page story about New Regent Street. The five remaining unrestored Spanish Mission-style shops, owned by Helen Thacker, have been barricaded off by the Christchurch City Council following concerns of potential damage in the Valentines Day earthquake.

As a result of the barriers, trams can no longer pass through New Regent Street as the tram line is inside the 'fall zone' for the five units. According to the *Press*, trams can only run to the southern end of the street, while the loss of through tram services has led—in part—to a 60% downturn in trade in New Regent Street.



*Happier days... Dunedin Nos. 11 and 18 in front of the tree in December 2005. The motorman was Peter Michie. Above, two shots of the fallen tree in 2016. Photos courtesy Dave Hinman.*

## President's Piece—Graeme Belworthy



The COTMA Conference committee is still working on the details and hope to have something to report shortly.

Last month I mentioned the vandalism suffered by our buses (*ex-London Transport Double-decker RT3132*) and asked for help to clean them but unfortunately no response was forthcoming leaving Sandra to continue on

her own. It's not too late, so if someone can help please call Sandra on 027 231 8614 for details including what protective clothing is required.

The mystery bus trip organised by John Shanks went ahead with lower turn out than expected. Those that did attend enjoyed the evening which followed a tram route for a time before going over Dyers Pass to Governors Bay and back to the Tram

Barn via the Lyttelton tunnel. During the trip some of the more senior members reminisced about past travel over the various routes around Christchurch and the trams that operated on them.

The projects mentioned in last months' *Tracts* are still on going and part of the concrete apron in front of Tram Barn 3 has been done.

We are very pleased with the number of visitors both from around New Zealand and overseas. It's also very pleasing that these people are making contact with us well ahead of their visit which enables us to arrange things in advance.

I think that's about all I have to report.

Cheers,

**Graeme**

## Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. Though we're only a short way into 2016, a lot has happened in the last two months. The most notable event, infrastructure-wise anyway, was the completion of the concrete apron outside Tram Barn 3 on 13 February. This will make it easier to place buses into the paint booth in Tram Barn 3, while the concrete work in front of Tram Barn 1, as recorded in last month's

issue, was in fact carried out between late November and early December 2015! Oops, never mind...

On the restoration front, it's only too timely that this new concrete has been laid as Dunedin trolleybus 79 is to be given its much-awaited repaint shortly. Over on the other buses, Christchurch buses 452 ('New' Reliance) and 512 (Bristol RELL6L) have also been repainted by the HTT with volunteer assistance, and for those who are interested there are still some minor finishing jobs to do as well as 452's interior. Meanwhile, the HTT has carried out some contract work on one of the end platforms for 'Hills' car 24, and have also carried out some other work on Mornington 103. This project has had an unexpected boost with the donation of six double-acting doors from a former Kaikorai grip tram, which means Don McAra

and his team don't have to build new ones as was going to have been the case.

On a slightly different note, the two photos from the late Dave Carr's collection on the back cover of last month's issue seem to have struck a note, with one member ringing to see if more of Dave's photos could be found and occasionally published. If anyone knows where they are, or has any to share, please feel free to send them through to the *Tracts* email address. If anyone else has old photos they'd like to share, whether just for *Tracts* or on our Society Facebook page, feel free to send them in as well—local and international. (Personally, it'd be nice to see some of the late Richard Cannemeyer's photos from Holland too...)

For those who are worried by the delays in publication—for which I unreservedly apologise—worry not, *Tracts* will be more timely in future. It will come out closer to the start of the next month though, not towards the end of that month.

That's all from me for now.

Cheers,

**Alastair**



# Events

## General Meeting

SATURDAY, 12 MARCH

FERRYMEAD LIONS BUILDING at 7.30pm

SUPPER: \$2.00 per person.

We have been fortunate to be offered a talk by Mr. Gunter Mackinger, who has recently retired from his position as manager of the trolleybus network in Salzburg, Austria. He is on a world tour and visiting New Zealand.

Mr. Mackinger is one of the foremost experts on European trolleybuses. Included in the programme will be an evening trolley ride or two and one of Phyllis's suppers.

## Work Day

SATURDAY, 19 MARCH

The next Tramway Historical Society Work Day will be held on Saturday, 19 March. The Society welcomes any help offered on the day, and lunch will be provided.

# Erratum

## Erratum for Topics

There was an error relating to the City Tramway in the last (i.e. final) edition of *Tramway Topics*, published in December. As there will be no opportunity to have a correction published in *Topics*, for the benefit of future readers/researchers, here it is in *Tracts*. It relates to a photo caption on page 23 which shows trams 178 and 244 side by side and stating that 244 was "...on a test run along High St in November 2015..." It seems that there was an editorial assumption that because it was double track it had to be in High Street - not so, as no doubt many will have noticed it's actually the passing loop in Cathedral Square!

## Correction of Dates

Dave Hinman has picked up a few discrepancies in the dates published in last month's issue of *Tracts*. The initial round of concrete work as shown took place over two days, starting on 28 November (top photo) and concluded on 19 December, before everyone went on holiday. Also incorrect is the date given for 'Dreadnought' trailer 118's withdrawal—in the original article, the date given was 1954. However, by that time all of the first series 'Dreadnoughts' had been withdrawn—in 1953—and the correct date for No. 118's withdrawal should be listed as 1952.



# Maintenance Matters

This unusual piece of equipment may seem rather alien in origin to some. Others will recognise this as a mercury-arc rectifier, at least three of which are in use at Ferrymead to provide power both to the THS and Canterbury Railway Society's EMU sets and locomotives. This one is housed in the rectifier room in Tram Barn 1, but failed—coincidentally—during a lightning storm in January 2016.

In order to repair the rectifier, the protective shielding around the rectifier assembly had to be temporarily removed, allowing Stephen Taylor to take this photograph of the repaired apparatus. The glowing 'blue' arms are in fact more 'purple' in real life.

Another two similar rectifiers are mounted in the substation building within the Moorhouse Township area, and provide power to the trolleybuses and the CRS. Photographs of these can be found on the Canterbury Railway Society's website at <http://www.canterburyrailsociety.co.nz/gallery/thumbnails.php?album=48>

*Photo courtesy Stephen Taylor.*

# COTMA Conference—Ferrymead 2016

*This COTMA Conference Update was received in January 2016 but held over due to space limitations and a Editorial decision to publish other material. We apologise for the delay in publishing this Update.*

A news update from COTMA (the Council of Tramway Museums of Australasia) was published in December and included a report on the COTMA Executive Committee meeting, held in Melbourne last August, noting that its next meeting will be in Christchurch on March 5<sup>th</sup>. Co-incidentally a FRONZ (Federation of Rail Organisations in New Zealand) Executive meeting is also being held in Christchurch on the same day and the opportunity will be taken for a combined discussion session and some socialising to follow. A summary of the draft programme for the 2016 COTMA conference, being hosted by THS and CTL in Christchurch in October was also published, along with recent tramway milestones, events and news from around Australia and New Zealand. A copy of the COTMA Update is downloadable from the COTMA website: <http://www.cotma.org.au/news/News%20Update%20December%202015.pdf>

Meanwhile planning for the conference is continuing with the conference subcommittee meetings now being held monthly in the tram barn. We will be looking for more volunteers to assist as conference time draws nearer, and one particular role we would like to fill soon is someone to act as convenor for organising the partner's tour which will run at the same time as the conference. A number of members' partners have attended these tours during previous conferences and some of them can most likely be prevailed upon to assist the convenor this time. Please contact Dave Hinman (COTMA Chairman) or THS President Graeme Belworthy if you are able to help.

## On the Buses



Photo: TRACTS (2011)

### Leyland 'Cub' moves on

The Leyland 'Cub' motorbus stored behind Tram Barn 1 has since been donated to the Otago Heritage Bus Society. This bus was previously owned by the Omnibus Society, and it had been intended for display at the Otago Early Settlers Museum following restoration until the OESM reviewed its display policy. As the bus was formerly based at Dunedin by the New Zealand Railways Road Service, its return to Dunedin for preservation is entirely appropriate. It is hoped the 'Cub' will have left Ferrymead by the time you read this report.

### Bus Maintenance News

Buses 512 and 452 have been repainted by the HTT with volunteer assistance. Next to be painted is Dunedin trolleybus 79; Alan Roi and the team are seeking help to have this bus rubbed down in preparation for painting.

Double-decker RT3132 is still out of service and is having its right rear bearings replaced. Thanks to former Stagecoach (UK) manager Ian Manning, the THS has been given some useful contacts for RT parts. John Atkinson and his helpers have also repaired a number of leaks in this bus's roof.

As part of the overhaul, Christchurch 'New' Reliance 452 still requires the completion of its interior overhaul and some smaller jobs. Any help offered will be gratefully accepted.



Photo: TRACTS (2014)





*The original Mornington cable car line as seen in the 1950s shortly after leaving the terminus at Mornington, as depicted in Don McAra's book Hold Very Tight Please! **Original Artwork by Don McAra, 2006.***

THS Member and cable car expert, **Don McAra**, was recently involved in consultation over the Dunedin Heritage Light Rail Trust's cable car plans. Don reports: I was asked to go to Dunedin by Neville Jemmett, president of the Dunedin Heritage Light Rail Trust to attend a meeting held in the Dunedin Civic Centre offices. This arose because the Trust had been asked by the Dunedin City Council to call in the Otago Daily Times for objections to the Trust's plan to establish a Totalspan shed or similar building on the edge of Mornington Park.

The purpose of this is to display at least two of the Tramway Historical Society's cable car vehicles (trailer 111 and grip car 103) in a museum setting in order to draw public attention and fund raising for the Trust's further plan to rebuild the Mornington cable car line. The original cable car depot and power house across Eglinton Road is in private hands and unavailable. The only objection to the building came from the Dunedin Amenities Society, which is generally opposed to any incursion into the Town Belt of which Mornington Park is a part. The Amenities Society continues to play an important part in conserving natural resources and an historic farm (Craigielands) in Dunedin and has considerable clout.

The meeting was called so that a Council officer could hear submissions from both parties and report to Mayor Cull and others who support the return of a Cable Car line. Three members represented the Amenities Society, and Neville Jemmett was supported by retired lawyer

Murray Hannan, myself, and Pim Sanderson on the cable car front.

The Amenities Society (founded 1888) did not oppose the cable car plan, merely the incursion into the Park. We and the Heritage Trust had inspected the relatively small footprint the building would require before the meeting. Part of it was taken up by a concrete block changing rooms which are no longer used (according to Neville, who is also a football coach at Mornington), and also by a small public toilet which could easily be incorporated into a cable car building.

The area required is well away from the children's playing and sports grounds areas, and consists only of mowed grass. We pointed out that cable cars (first begun in 1881) were an essential public amenity in their own right, and the three main lines ran through the Town Belt in three separate private rights of way. Both proponents at the meeting were concerned in heritage matters, so some common ground was found. The leasing of our Society's cable cars moreover is of no small consequence and should be seen as a valuable promotion of Dunedin's social and cultural heritage. At present there is no real memorial in Dunedin to its cable car past.

On our side, we were pleased to find by the end of the meeting that the Dunedin Amenities Society were willing to go back to their members to consider withdrawing their objection. We look forward to a positive result.



# Restoration Report

## Christchurch 'Hills' car No. 24

**Stephen Taylor** reports that the work on the roof pillars is nearly complete. The last two are being finished after having new wood cut in to replace borer damage, followed by paint and reassembly of the component pieces.

Graeme Richardson of the Heritage Tramway Trust is working on rebuilding the 'B'-end motorman's bulkhead, including the complete replacement of one pillar. To facilitate installation, Stephen and his team have temporarily removed the decking from the 'B'-end platform to allow the nuts which secure the bulkhead to the tag bolts to be fitted permanently.

As neither bulkhead or associated canopy is now attached to the roof section, it has been possible to reduce the amount of scaffolding supporting the roof.

## Mornington grip tram No. 103

**Don McAra** reports that the team restoring ex-Mornington grip tram No. 103 has been donated six double-acting doors of the same pattern as those fitted originally to No. 103. When preserved, only two doors of the original eight from the end cabins were still in place.

The doors were donated by Mrs. Lenore Hopkins, wife of the late model-maker, Lester Hopkins, who contacted Don in 2015 to say that she believed Lester had acquired several. Don and Pim Anderson collected the doors on a recent trip to Dunedin and all are now safely at Ferrymead.

The doors themselves came from the body of an ex-Kaikorai grip tram in a bach at Long Beach. All of the Kaikorai cars were built to the same design as the later Mornington cars, and therefore won't need to be modified to fit No. 103. All have the original operating hardware, and Don notes that Lenore's donation has saved the team from having to reconstruct these doors from new!

As an aside, Lester had also acquired the front of another ex-Kaikorai grip tram and preserved it in his model room-cum-workshop in the original Kaikorai blue livery. It may have also come from Long Beach; at this time, however, it is remaining in Dunedin as per Lenore's wishes.



**ABOVE:** Two photos of the current work on 'Hills' car No. 24. At top, the 'B'-end platform has been temporarily disassembled to access the tag bolts on which the bulkheads are attached to the chassis. The other photo shows the structure of the actual bulkhead, with the new pillar as fabricated by Graeme Richardson on top. Photos courtesy Stephen Taylor.

**BELOW:** One of the two remaining double-acting cabin doors from grip tram No. 103, showing the rail-hung door wheels on top (right of picture). The door has since been stripped of the drab green it had been painted when used as a poisons shed post-retirement to reveal part of the original DCCT red livery with trim on the inset panel. This door and its partner have been supplemented with six ex-Kaikorai doors of the same pattern thanks to the generosity of Lenore Hopkins (see text).

Photo courtesy Don McAra.



## *“I Was a Clippie Once...”*

**Tim Kerr’s** mother-in-law **Betty Glanville** (*née* **Loversidge**) was once enlisted in the British Auxiliary Territorial Service (ATS), and ‘enlisted’ to help keep trams moving in Leeds during a strike in 1945. Tim reports:

To celebrate her mother Betty’s 92<sup>rd</sup> birthday, my partner Lois organised an afternoon tea for her in the new café in Christchurch’s Botanic Gardens. For an elderly person, the public car park is a long and tiring walk to the new café. To avoid the long walk, Lois arranged for her mother to take a ride on the ‘Caterpillar’. The Caterpillar, a bright green articulated, battery-powered, open vehicle is used for conducting tours of the gardens. Passengers are picked up and dropped off at the visitor information ‘i-CENTRE’ next to the Canterbury Museum in Rolleston Avenue. The Caterpillar is popular with tourists because they can sit while the driver provides a commentary as it meanders through the gardens.

By utilising the Caterpillar we were able to disembark at the café and later, re-embark to continue the ride back to the starting point. Rolleston Avenue fronts the Botanic Gardens and the Canterbury Museum and is a popular tourist spot. One of the attractions is the vintage tramway and the tramline passes along Rolleston Avenue. As we set off homeward in our car I remarked that I had been having tram driving lessons and that I had better be careful not to follow the tram lines too closely for they divert to a separate, paved area off the road at an intersection with Armagh St. If not concentrating, one could accidentally follow the tramlines instead of the road, which could be a little embarrassing.

On my remark about tram-driving lessons Betty announced “I was a clippie once.” Lois and I glanced at each other in surprise. It turned out, Betty informed us, that when she was a in the ATS (British army Auxiliary Territorial Service) during World War II and was home on leave in Leeds there was an announcement over the radio about a strike by tram drivers and conductors. In the announcement a call went out for volunteers’ from service men and women on leave, to man the trams. Her father, a WW I veteran ‘ordered’ Betty to volunteer. When she arrived at the depot there were plenty of volunteer servicemen waiting to drive the trams, but they could not operate without a conductor on board, so she was immediately snatched up to take on the role of ‘clippie’. Betty explained, while the strike was on, the transport company operators were not allowed to charge fares. Nevertheless, many people did pay and Betty remarked, seemingly a little guiltily, that when they got back to the depot that night she had quite a bag -full of money, and she remarked, “One lady gave me two sweets, one for me and one for the driver.” It all sounded like quite fun for Betty, but, she added, “They



*Welcome Aboard’s ‘caterpillar’ vehicle in the Botanic Gardens. Welcome Aboard also operate the Christchurch Tramway. Photo courtesy Tim Kerr.*



*A trap for the unwary tram enthusiast! Christchurch ‘Boon’ 152 turns out of Rolleston Avenue into Armagh Street on another trip around the Christchurch Tramway. At this point the tramline deviates from the street and runs briefly along a cobbled section alongside the foot-path—if Tim had been unconsciously following the line instead of Rolleston Avenue, he’d have had a rather embarrassing surprise!*

*‘Boon’ 152 is of course part of the Tramway Historical Society’s collection of restored trams. Restored to service in the 1980s, it was leased to the Christchurch Tramway in 1995, and is now New Zealand’s only tram Royal Tram having carried HM Queen Elizabeth II and Prince Harry around the Christchurch Tramway in 1995 and 2015 respectively. Photo courtesy Tim Kerr.*



## *“I Was a Clippie Once...”*

were all happy to ride in the tram, but it did not stop them from calling me a scab when they got off.”

### **The Leeds Tramway Strike of 1945**

The strike was probably an unofficial dispute over wages from 25<sup>th</sup> September to 2<sup>nd</sup> October 1945. According to *The Manchester Guardian*’s ‘Special Correspondent’ of September 28, 1945, ‘*The only actual grievances quoted were the objections of the drivers to work as conductors and conditions in the canteen.*’

According to the Special Correspondent, ‘*Volunteers of all ranks from the Services came forward yesterday, as well as business and professional men and many university students. The attitude of the public appeared to be one of gratitude to the volunteers, many of whom received presents of cigarettes and eatables.*’

We understand that some of the fares collected covered the cost of a pint or two later in the day, but Betty did not admit this to us. Nor did our Special Correspondent from *The Manchester Guardian*.

While acting as a ‘clippie’ Betty was not allowed to issue tickets, her role was to direct the driver as the trams had poor rearward visibility, no door controls and passengers were liable to leap on and off while it was moving out. Betty’s role, was in fact to ‘conduct’ the driver.

### **The ATS**

The ATS – Auxiliary Territorial Service was established in the UK in September 1938. All women in the army joined the ATS except for nurses, medical and dental officers and those who were FANYs (First Aid Nursing Yeomanry) prior to 1938. ATS women received two-thirds the pay of male soldiers.

### **Tim Kerr**

*91-year old Betty Glanville (née Loversidge) outside her room at the Bishop Selwyn Lifecare retirement village. Photo courtesy Tim Kerr.*



*Betty Loversidge, aged 21, in her ATS uniform, Leeds (UK). Photo taken 08/1945. Photo courtesy Tim Kerr.*



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### **References:**

Leeds Transport Historical Society: [British Trams on Line](http://BritishTramsOnline.co.uk), Gareth. [gareth@britishtramsonline.co.uk](mailto:gareth@britishtramsonline.co.uk)

British Newspaper Archives: [www.britishnewspaperarchive.co.uk](http://www.britishnewspaperarchive.co.uk)

Charles A. Doran, The Studio, Union St, Newton Abbot, UK. B&W photo of Betty in ATS uniform 19/08/1945 (21). Scanned by The Photo Warehouse, Christchurch.

Christchurch City Libraries (NZ)

Jones, David, Tramway Historical Society, Christchurch

*The National Tramway Museum*, Crich, Matlock, Derbyshire DE4 5DP UK. Hannah Bale, Curatorial Assistant,

[hannah.bale@tramway.co.uk](mailto:hannah.bale@tramway.co.uk) Ph. 01773 854338 (Date of Leeds strike)

TUC – History on Line: Davis, Prof Mary, Centre for Trade Union Studies, London Metropolitan University (Web search 20 Nov 2015)

Wikipedia *Auxiliary Territorial Service* (Web search 23 November 2015)

Leeds Museums and Galleries [museumsandgalleries@leeds.gov.uk](mailto:museumsandgalleries@leeds.gov.uk)



## International Visitors



**ABOVE:** On 20 February, the THS was visited by tramway, bus and railway enthusiast Barry Wong (who's also a train driver in his 'professional' life; Sydney) and Yury and Veronica Maller (New York, NY). Dave Hinman and Alan Roi hosted the trio of visiting enthusiasts, who were able to enjoy bus charter services in conjunction with the Nostalgia Festival and later the trams once the Festival had packed up. The visitors also got to have a drive of some of the Society's vehicles too. The group posed at Truscott's Crossing for a photo, taken by Veronica; from left, Dylan Roberts, Yury Maller, Mark Hibbs, Pete Kolff, Alan Roi, Barry Wong and Dave Hinman. *Photo courtesy Alan Roi.*



**LEFT:** Earlier in the month, on 7 February, retired Stagecoach Southwest (UK) bus manager Ian Manning paid a visit to Ferrymead. A fan of AEC, Bristol and Guy buses in particular, he was on tour around the South Island and was delighted to be offered the chance to ride the oldest working trolleybus in the world, Christchurch 210, during his visit which was hosted by Dave and Alan.

Ian's visit proved to be very helpful as he has been able to suggest sources for new rear bearings for our ex-London Transport AEC double-decker, No. RT3132. This bus is out of service presently (*see Bus News*). *Photo courtesy Dave Hinman.*



# Infrastructure Report



Further to our Infrastructure Report last issue, more new concrete has been poured in front of Tram Barn 3, largely completing the access upgrades which will allow our buses to better access the underfloor pit in barn 2 and the paint booth in barn 3.

The latest round of concrete was poured on Saturday, 13 February, completing the work started in November 2015 in front of Tram Barn 1. This previous round of work, as noted in the Corrections, was finished in late December shortly before Christmas, and was not done in January 2016 as previously suggested.

The cost of the concrete work to date has been \$1364.28, which has nearly exhausted the Tram Barn 3 funds. The remainder needed to complete the project, including the installation of a sprinkler system, will be covered by fundraising.

**LEFT:** Three photos of the work at hand, 13 February 2016. Top, Sandra Cron and Graeme Belworthy wait for the Allied Concrete driver to start pouring concrete. Middle, John Atkinson and Liam Johnston at work with the concrete; and bottom, Graeme's at it again... This time, Dave Hinman was on hand to help cut flangeways in the newly-poured concrete using the ex-NZR material trolley as a 'work platform'.

Report and photos courtesy Dave Hinman.



## Dave's Driving Tips

David Jones has noted that there is a difference in resetting the lifeguards on Christchurch trams as opposed to those from Dunedin and Brisbane. On Dunedin 22 and Brisbane 236 there is an internal reset pedal in the floor of the motorman's cabs and the motorman needs to push down on this to reset the lifeguards.

On Christchurch 1 and 26 however, there is no internal reset pedal and the motorman will need to reset the lifeguards by hand from track level. The driving tip as printed in the last issue of *Tracts* may have confused some people and we apologise if this was indeed the case.

## Health and Safety Notices

If you are a regular volunteer worker have you read the "**Ferrymead Tramway Work Place Safety Guidelines.**"

Your copy of "The Guidelines" can be obtained either from Graeme Richardson or Murray Sanders.

You are then required to answer a written questionnaire, which is placed on file.

The workshop contains machinery which requires a level of skill to operate safely. If not a regular operator, please ask for assistance.

If you bring your own tools to assist, you are responsible for their safe condition.