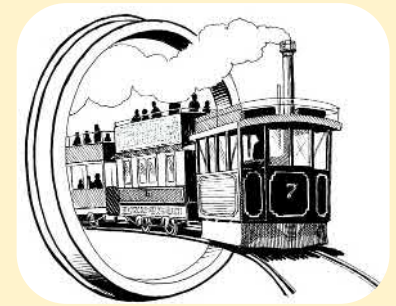


FERRYMEAD

Tram Tracts

The Journal of the Tramway Historical Society



Issue 25—June 2018



THEY'RE GOING HOME!

AFTER SIXTY-ONE YEARS, OUR CABLE CARS ARE HEADING HOME TO DUNEDIN

President's Piece—Graeme Belworthy



Hi All,

The June Night Market was held on Queens Birthday weekend with the stalls in Albert Hall and the Food Trucks in the main street. The tram still operated around the birthday loop and was still very popular with visitors. This is proving to be a good money earner for the Society and we need to ensure it continues. I have asked John to include this operation in his roster, so please keep this in mind and help where you can.

The May General Meeting was another presentation from the John Shanks collection which was enjoyed by those that attended. The June meeting is a report back from the recent FRONZ Conference held over Queens Birthday weekend in Wellington. Come along and learn about what takes place at these conferences.

At the time of writing the Resource Consent for the Bus Barn should be in hand, hopefully in the next couple of days. Once we have the consent we can start fundraising in earnest and get some earth works underway.

Alex Hunter and Mike Lawson are continuing their work on the second Kitson boiler. The first funding application failed and a second attempt has been made and this will be decided later this month. Work on Hills Car 24 is still

progressing and will be reported in more detail elsewhere in *Tracts*; Cable Car 103 is also progressing and we hope to report on its progress in the near future. Two vehicles were recently loaded on a transporter for the trip south to Dunedin where they will be housed in a specially-constructed building, while another vehicle is still to be moved as well. These vehicles will be used to promote the reinstatement of the Cable Car Line up High Street in Dunedin. Unrestored Roslyn Grip Car 97 and restored Mornington Trailer 111 have already moved south to Dunedin and Roslyn Grip car 95 which is also restored and currently in the Hall of Wheels is the other vehicle that will go south.

A piece of track from the path over our line to the railway to a point behind where our buses were parked is being re-laid with new sleepers. This was some of the original track laid over fifty years ago with then second-hand sleepers. The usual maintenance works and repairs continue to allow the Society to operate.

I would like to make just another call to all drivers to please help John keep the roster going. Keep in mind that if you can't do a full day, please team up with someone else and do a half day each.

That's about all I can think of for this month.

Cheers,

Graeme

Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. As you will have noted from this month's cover image, the big news this issue is the long-awaited 'return home' of two of our ex-Dunedin cable cars. This took a lot of doing both on our part and that of the Dunedin Light Rail Trust, but now both Mornington trailer 111 and Roslyn grip car 97 are safely in Otago once again. The

event garnered quite a bit of national coverage including newspaper articles and a short segment on One News. I only hope my approximation of the Dunedin cable car colours on the front cover is near enough (and I trust someone will let me know if they aren't!)

As Graeme has noted above, we are still desperately short of tram crews to keep things running, and even more so with the Night Markets now in the mix. These operations aren't just a way to keep the Society afloat—

they're also great fun, as I can attest after having played 'conductor' at this month's Night Market. Even with an inexperienced crew (myself and Caleb Ward) we had a jolly good night, and I shouldn't overlook our relief crew member Beverley, who gave up part of her night to join in the fun. If you can help, as Graeme states above, please do so. We need your help to keep the Society moving.

Things are still ticking along quietly at Ferrymead where the next major project will be the recovery of our other restored cable car, Roslyn grip tram 95, from the Hall of Wheels. That should take place in a couple of weeks—and we hope to be able to share some photos of this vehicle being moved down to the tram barns next month.

Well, that's it from me this month. 'Till next time!

Cheers,

Alastair

Notices

GENERAL MEETING

The Society's next General Meeting will take place on Wednesday 20TH June at 7.30 pm, in the Ferrymead Lions Building at Ferrymead Heritage Park.

The meeting will be a report back on the recent FRONZ Conference held in Wellington over Queens Birthday Weekend. Come along to hear about the highlights of the conference presentations and progress viewed at the various Wellington area rail groups including the Wellington Tramway Museum (Kapiti Coast Tramway).

A good turnout of members is requested.

Supper \$2.00

WORK DAY

The Society's next Work Day will be held on Saturday July 21. As always, Alan Roi will provide a full cooked lunch and refreshments. As with the tram driving roster, we need more help to make things happen around the site, so please consider coming down and helping even if for only half a day.

We regret that we cannot publicise this month's Work Day in Tracts as it will have already taken place by the time you read this.

REMINDER - COTMA CONFERENCE PERTH SEPTEMBER 2018

Time gallops on and if you are considering COTMA this year, it's time to get your booking in. Go to <https://www.cotma.org.au/conference.html> for details. There have been some good special travel deals advertised - try the Air New Zealand website!

MELBOURNE TRAMS AND PARTS UP FOR GRABS...

There has been recent media publicity about "134 old Melbourne trams being made available to good homes", but that is only part of the story. The THS, along with other tramway museums and heritage operators worldwide are among those looking at what might be available from the Victorian Government's programme of "repurposing over 200 of its old trams currently

stored at the Newport Railway Workshops." We are particularly interested in parts for our ongoing tram restoration programme. This is summarised in the recently published June COTMA News Update - see <https://www.cotma.org.au/news/News%20Update%20June%202018.pdf>, and the full details are available from the Vic. Track website at <http://victrack.com.au/trams>. We need to respond by July 6.

...AND OVERHEAD COMPONENTS FROM WELLINGTON

Another approaching deadline is a response to the Wellington Tramway Museum's offer of overhead components (mostly new) obtained following the closure of the Wellington trolleybus system. These are also being advertised worldwide and we need to respond by 20 July. We are looking at parts suitable for both the trolleybus overhead upgrade and also for tramway use, and those of us who attended the recent FRONZ conference in Wellington were able to see for ourselves the wide range of items available. Some of the modern Kummner & Matter (Swiss) componentry may be suitable for the Christchurch Tramway. (Photo: Dave Hinman)



Tram Driving Tips with David Jones

When using the 'Birthday Loop' it is essential that traffic staff ensure that the point blade leading into the loop must be firmly snapped across into the correct position. Periods of disuse cause the channel in which the blade fits to fill up with shingle and other debris. If necessary this must be cleaned out using the point lever until the blade can be snapped backwards and forwards in the channel. Only then may the tram proceed at very slow speed able to stop in an instant if need be. If other members of tram crew are present, they can watch the wheels as they pass through the point.

HESS WHEELS DONATED

Last month, the Society was gifted four surplus Leyland 'Hess' wheels by Red Bus Limited. They were delivered to Ferrymead shortly thereafter by Red Bus workshop manager Nic Aitken and Mark Hibbs and are now held in store as spares for 'Hess' 538.

Although *Tracts* was informed that the wheels had been donated last month, this news was accidentally omitted from the final newsletter during the publication process. We apologise for any disappointment this may have caused.

TRAM BACH IDENTIFIED

Last month *Tracts* published a photo of an ex-Auckland tram in use as a bach at Bayly's Beach in Northland. Thanks to the sleuthing skills of Jef Grobben and Vincent Chan from MOTAT, this tram has been identified as 1929 Class tram N^o 215, one of five trams of its class built by H. C. Williams of Auckland before they folded. The rest of the contract—originally for nineteen trams—was then fulfilled by subcontractor, Henderson and Pollard who had been supplying H. C. Williams with machined timber for their contract.

MOTAT member David Cawood, who passed on the identity of N^o 215, also informed us that the tram had recently sold on TradeMe to a Helensville resident. Our thanks go to Jef, Vincent and David for helping to solve this 'mystery'. One 1929 Class tram has survived into preservation, N^o 229, owned by the private Auckland Electric Tramways Company and currently undergoing restoration to working order.

RESTORATION REPORT—"HILLS" CAR 24

Since our last report, work on "Hills" Car 24 has most recently been focused on reconstruction of the 'B'-end motorman's cab, which had been roughed in earlier this year. So far, the latest work has resulted in the central pillars and new roof bow being permanently installed along with the refurbished canopy roof (*overleaf*).

With reconstruction of the driving cab now progressing well, the restoration team have begun sifting through various components recovered from the tram's interior and identifying both where they were removed from on 24, and their overall condition before restoration. Among these assorted bits and pieces are some of the original seats which have been temporarily fitted in place (*above*) as part of the identification process.



Both photos: Stephen Taylor.

WELLINGTON 17 IS COMING 'HOME' SOON

After a nearly four and a half year long restoration at the Wheelwright Shop in Gladstone, ex-Wellington 'Combo' N^o 17 is finally due to head home to the Kapiti Coast Electric Tramway for final work to be carried out on the restored body. The Wellington Tramway Museum stated in its June newsletter that the tram body was to be shortly returned to McKay's Crossing where N^o 17 will be fitted with electrical wiring, all running and mechanical equipment, and destination and route number boxes and placed on public display in the tram barn.

The WTM has also had a significant Lottery grant of \$376,000 towards construction of two Brill 22E trucks to run under this tram, using a mixture of ex-Melbourne parts and others salvaged from spare Brill 69E 'maximum traction' trucks held at the museum. The full cost of making these two trucks has been estimated at \$564,000, of which \$430,000 has already been raised, granted or promised on loan by members. The Museum is now looking to raise the remaining \$134,000 needed to finish the project.

Wellington 'Combo' 17 featured prominently during the FRONZ 2018 conference when it, and the Wheelwright Shop, were visited by the conference delegates who were able to view the quality of restoration work on this tram. You will be able to hear all about it at the THS General Meeting on June 20.



Dunedin Heritage Light Rail Trust

As part of their plans to reinstate the former Mornington cable car line, the Dunedin Heritage Light Rail Trust produced the following submission to the Dunedin City Council:

We are trustees representing the Dunedin Heritage Light Rail Trust, a registered Charitable Trust whose ultimate aim is to provide a heritage Cable Car route in Dunedin, from the Exchange to Mornington as passenger transport for residents and a unique heritage experience for tourists.

This Heritage Cable Car experience will become the only one of its kind in the Southern Hemisphere and the only one in the world outside of San Francisco. Professionally restored original vehicles from that era will travel along the same route that the Mornington cable cars ran, replicating a passenger transport that operated successfully from 1885 until its closure in 1957.

Riding on vehicles that were built from 1883 to 1920, which have been lovingly restored to their original beauty, can do nothing more than increase the tourism numbers in "New Zealand's Greatest Little City" in the same way that the Hyde Street line in San Francisco has provided. This line has become the number one tourist attraction in that city, superseding the Golden Gate Bridge.

We congratulate the Council for their ambitious efforts to financially support and promote the reconstruction of past heritage buildings as a true tourism attraction from their heritage funds, however, it is our opinion that if the City Council are serious in their aims to promote this city as the heritage capital of New Zealand, they need to further extend their heritage fund into its past heritage by including transport.

Dunedin was built on seven hills and the cable car, from 1883 until 1957, was the only form of transport for the residents of Dunedin and should be publicly recognised as such. Transport played as big a part in Dunedin's past history as its iconic buildings, especially the Cable Car.

A public acknowledgement at this time by the Council, of the importance of our heritage transport, would put Dunedin's past history to the fore, thus enhancing our heritage status.

The chance to endorse this fact is currently on your doorstep as we speak.

With the concrete laid, the Trust are barely one month away from opening our heritage cable car display on Mornington Park thus providing visitors with a visual perception of what is to follow.

A public acknowledgement by the Council of their support of the cable car route from Mornington to the exchange, including the use of High Street, would provide the Trust with the huge boost forward they are

seeking, thus allowing the route to become a documented endorsement of the Trust's efforts thus far.

Many cities in New Zealand and overseas including the New Zealand Government have already publicly recognized the potential of returning light rail to their cities.

Dunedin has the opportunity to be the first to make history with the return of light rail. The Trust is in the position to make it happen.

Financial support from the council through the heritage fund or any other possible funding source would increase the Trust's workable budget, allowing them to operate a top class tourist attractions and public transport system for Dunedin within the city's future Ten Year Plan.

The Mornington Cable Car route, once established, stands to be up there amongst the best and most visited tourist attractions within the city if the heritage funding was extended as we suggest.

It is a pity our forefathers didn't have the foresight to predict the impact in tourism a working heritage cable car line would provide in the 21st Century, as this would have most certainly saved much of the vehicles, machinery and track, thus reducing the cost of re-introducing the line at a time when the city's emphasis is on heritage and Tourism.

With the cruise ship numbers increasing yearly, funds spent now on supporting the Cable Car route, can only add value to the city's heritage and tourist attractions for years to come.

We appreciate the unanimous support several past and current councils and councillors have shown for our project, and coupled with the tremendous public and business support that increases on a weekly basis, the Trust is fully committed to completing the project as soon as possible, guaranteed funding for the next stage would be a most welcomed endorsement from Council.

The Trust is currently preparing documentation for stage two, the new cable car house, and expect it will take at least two to three years to consult, complete design, work through the council consents and tendering process before construction can begin. We have the knowledge and expertise inside and outside of the Trust to complete the project and only require support and financial backing as we progress.

The further through the project we negotiate, the more support we will accumulate and the easier it will become to obtain the necessary funding.

The Trust asks the Council to give our submission serious deliberation, by considering our request to have transport added to the heritage funding section in this

Dunedin Heritage Light Rail Trust

current Ten Year Plan.

We understand that our request may take time to process within the current plan, and therefore ask that heritage transport be prepared for addition to the heritage funding by year three of the proposed Ten Year Plan.

Trustees:

Trevor Goudie - Treasurer

Murray Hanan - Lawyer

Don McAra - Cable Car restorer/ Artist.

Neville Jemmett - Spokesperson

Contact Address:

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R.D. 1,

Dunedin.

Telephone: (03) 489 0453

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Email: nkjemmett@xtra.co.nz

Cable car display site: Mornington Park, 162 Eglinton Road.

BELOW: A selection of views from the construction of the Dunedin Heritage Light Rail Trust's display building in the Mornington Domain. From top left: foundations roughed in; rails supplied by THS being cut to size; concrete floor slab poured; display building being assembled and clad; view into the building from the future route of the cable car line; cladding being added to the building exterior.

All photos: Don McAra/Dunedin Heritage Light Rail Trust.



Dunedin Cable Cars—Heading Home



Earlier this month, the THS was responsible for assisting in the loading of two former Dunedin cable cars, Roslyn grip car 97 and Mornington trailer 111, onto a road transporter bound for Dunedin. The two vehicles are now on long-term loan to the Dunedin Heritage Light Rail Trust, which seeks to recreate the former Mornington cable car line. The following photos were taken during as the two cars were loaded on the morning of 7 June 2018.

ABOVE: Pride of the line! The first vehicle to be shunted out was Mornington 111. With a strap rail installed on the traverser to accommodate the narrow-gauge trailer car, 111 was rolled out of Tram Barn 1 by Don McAra, Ken Henderson and Alastair Cross in preparation for some media attention, and later loading onto the transporter.

FACING PAGE UPPER: Ground control to Major Don, we have lift-off... With a banner (temporarily) proclaiming its pending destination hung along its near side, Mornington 111 dangles from the Hiab crane just moments after it was lifted away from Ferrymead rails. Once secured on the transporter, the banner was removed from 111 and hung along the side of Roslyn 97, which at the time the photo above was taken was still stored in Tram Barn 3.

FACING PAGE LOWER: A reunion of sorts... While Roslyn

cable cars never ran with trailers in service, Roslyn 97 was the nearest thing available to a Mornington car available at present. Now wheeled out from Tram Barn 3, 97 and its Sammy truck were positioned briefly on the traverser while Mornington 111 was secured on the transporter under the guidance of Graeme Richardson.

(Three photos: Alastair Cross)

The next cable car to be moved, Roslyn 95, is due to move from its long-term home in the Hall of Wheels to Tram Barn 2 on Thursday 28 June. By the time you read this, the Sammy truck formerly used under Roslyn 97 will have had new wheelsets fitted in place of the previous ones which had cracked, and preparations made for the re-arrangement of the exhibits in the Hall. Once safely extracted, Roslyn 95 will then undergo some brake work before it too heads south. As of yet, no firm date has been made for when this transfer will take place.

In addition to the cable cars already leased from the THS, the Dunedin Heritage Light Rail Trust has begun making enquiries about acquiring other cable car bodies to augment their initial fleet. Tracts will report back on this as and when news of any further acquisitions come to light.

Dunedin Cable Cars—Heading Home





ABOVE: The men of the hour! Don McAra, together with Dunedin Heritage Light Rail Trust President Neville Jemmett (centre) and three other Light Rail Trust members, pose in front of semi-restored Roslyn grip car No 97 shortly before it and Mornington trailer No 111 left on the first stage of their journey home to Dunedin. The chalk inscription on the end of Roslyn 97 was added by Don as a final touch before departure. Photo: Alastair Cross

FRONT COVER: All loaded up and ready to go—Mornington trailer 111 and Roslyn grip car 97 await departure from Ferrymead en route to their new home in the Mornington Domain. The first of an initial three cable cars to be leased to the Dunedin Heritage Light Rail Trust, they will soon be followed by restored Roslyn grip tram No 95, pending its extraction from the Hall of Wheels and some minor mechanical attention. Photo: Alastair Cross.

Reports of the move can be seen at:

<https://www.stuff.co.nz/national/104558685/dunedin-goes-back-to-future-with-return-of-historic-cable-cars> and

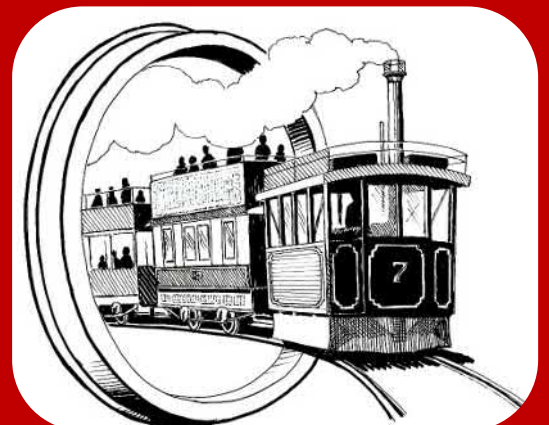
<https://www.facebook.com/124514687617/posts/10156378972142618/>

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

Editor: Alastair Cross—tracts@ferrymeadtramway.org.nz

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



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