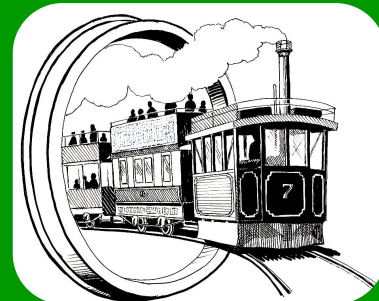


# FERRYMEAD

## Tram Tracts

*The Journal of the Tramway Historical Society*

*Issue 29—October 2018*



D. L. A. Turner



### **95 Goes Home**

*Heading home to Dunedin after sixty seven years*

### **BECA Heritage Week Event**

*Volunteer tram crews needed—can YOU help?*

### **Hills Car 24**

*Progress on our current restoration project*



## President's Piece—Stephen Taylor



Another month has gone by already, and time for a very quick report from me. Much of my focus of this month has been the biennial COTMA conference in Perth. There will be a report back on this at the Society General meeting on Wednesday 17<sup>th</sup>.

Six members of the Society from Christchurch travelled to this conference, so we should hopefully get a diverse range of options, views and photographs of what occurred

during the conference - and probably also the post-conference tour. I will say nothing further to “spoil” the report back, but can say that my partner Margaret and I both enjoyed ourselves, and it was good to meet and socialise with members of other like-minded tramway organisations. Come along to the October General Meeting to hear more!

Also, at the beginning of this meeting will be the first of I hope the ongoing Q&A sessions where members get to quiz me and other Society officers – or comment – on what is currently happening on any particular issue, activity or project of the Society.

## Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. Spring is now well and truly upon us and by the time you get this, so will the last week of the October school holidays. We still need drivers for this, and other events, so if you can help, please put your name down. In particular, we are looking for drivers over the next round of School Holidays in December 2018-January 2019, and also for the BECA

Heritage Week event at Ferrymead on 14 October. That's this coming Sunday, and we need at least twelve drivers and conductors for that. I'll be there, but the team who are managing our contribution still need more people. Please, if you can come and help even for part of the day, please do!

As Stephen notes, and as you'll no doubt note from the cover images, Roslyn 95 has finally returned home to Dunedin, more than 67 years after it was retired from

I also note that we are in October, and fast heading for the end of the year. The School Holidays are on us, and soon, it will be Christmas and then 2019. Those of you who are qualified to drive on the Ferrymead Tramway – please help support the Society by responding to John Harris's regular call for drivers – it seems much of the driving is falling on quite a small number of members. It would be good to see more members putting their name on the roster – particularly during the school holidays and the Christmas/January period.

Roslyn grip tram 95 finally left the Tram Barns on 1<sup>st</sup> October on its journey back to Dunedin to join the other two Society cable cars that are on display in Mornington Park. I expect there will be more on that – with photos - elsewhere in this issue of *Tracts*.

I would also like to take this opportunity to welcome new member Matthew White who has recently joined the Society – and started driver training.

Finally – a correction. I mentioned in the last *Tracts* that members could contact me on my mobile phone, but due to a glitch, the wrong number was published – the correct number is 027 436 8510.

Cheers,

**Stephen**

service. Thanks to Billingtons and Naylor Love, 95 is now parked in the display shed but hopefully soon it will be back on track on a restored High Street cable car line. I'm looking forward to that!

This weekend past the Society was involved with two major events—the annual Big Model Train Show at the Pioneer Leisure Centre, and our monthly Night Market at Ferrymead. I don't have a final tally yet but takings for the Night Market exceeded \$700, and this total is likely to increase once we obtain a total for the Train Show. A big thanks must go to Sandra, Pete and John Harris for their part in making these two events a success. Time to start planning for the next ones!

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

Cheers,

**Alastair**

# Notices

## WORK DAY - A WEEK EARLY !

Because of Labour weekend, our monthly catered work day will be held on **Saturday 13 October**. All are welcome, even if only for part of the day. Please call the tram barn (03) 384 1708 if you are arriving late in the morning and wish to join us for lunch. Alan Roi will be providing lunch for those in attendance on the day.

## PERTH COTMA CONFERENCE REPORT BACK

*Preceded by the first of our planned regular Q & A sessions regarding Society happenings and Committee decisions, etc.*

**When:** Wednesday 17 October 2018

**Where:** Ferrymead Lions Building, Ferrymead Heritage Park (entry from Gate A)

**Time:** 7:30 pm

With 10 attending from Christchurch (members and partners) we were one of the largest contingents present and as noted in Stephen's President's Piece, you can expect some diverse and interesting feedback – highlighting some pre- conference adventures, the conference itself and associated activities, useful and important learnings and contacts established, the post conference tour attended by some and also (by some) the long train ride home via Sydney on the Indian Pacific train. Watch out for a couple of surprises as well.

We look forward to seeing a good turnout on the night. Please bring \$2 as a contribution to supper.

**BELOW:** COTMA 2018: the attendees and their partners stand in front of Fremantle Tramways 29, restored by the Perth Electric Tramway Society as part of their collection. Photo: Mal Rowe



## Tram Driving Tips with David Jones

### Notice to ALL Motormen

1. Anyone requesting to learn to be a tram driver must be told that they need to be a member of the Society which will allow them to enrol in the training programme.
2. Training of friends and family must be done with the knowledge of the Training Officer and records kept as per the Log Sheet. No exceptions.
3. One off tram drives by interested members of the public must be at the discretion, and strict supervision of the tram driver and may ONLY be carried out between the Square Shelter and Truscotts Road. Unlicensed members of the public are not to drive trams across Truscotts Road. No exceptions.



## HERITAGE WEEK EVENT SUNDAY 14 OCTOBER

What is likely to be one of the biggest events at Ferrymead for many years is “Rewind at Ferrymead”, scheduled for Sunday 14 October 10am-4pm. The City Council events team will be running this event with early publicity saying “Immerse yourself in a family-friendly Beca Heritage Week event, jam-packed with entertainment from times past at Ferrymead Heritage Park.” It is 125 years since New Zealand women achieved the right to vote, and 100 years since the end of World War I, together with the devastating influenza pandemic which immediately followed and took many more lives. These major anniversaries will be commemorated and interpreted at Ferrymead as part of this year’s BECA Heritage Week, and patronage between 3,000 and 8,000 is anticipated.

With trams and trains running, car parking being provided at Bridle Path Road and at the Council sports ground off Ferrymead Park Drive together with free buses from the city, it should be a very busy day. The THS expects to be running a four tram service, including double decker N<sup>o</sup> 26. We have some tram crew members already but are looking for more so that each tram can carry a conductor (two on 26) and we can have relief crew to give people a break and a chance to participate in other parts of the day. With so many people likely to attend, special operating procedures are being developed.

In addition to the operating trams, THS will be providing trailer 18, parked in the Hall of Wheels siding, to represent the role the trams played in responding to the Influenza epidemic. In Christchurch some 23 trams were parked up in various parts of the city and put to use as “Inhalation Chambers” in an attempt to protect people from the disease, as described on p. 32 of Volume 4 of the “On the Move” series - “The Wire Web”. With some CCC assistance we will prepare a photographic display in and beside 18. Dave Hinman is co-ordinating this and would appreciate some help in putting this together.

If you are able to assist with “Rewind at Ferrymead”, please contact John Harris (ph 388-3308 or [johnmharris@slingshot.co.nz](mailto:johnmharris@slingshot.co.nz)), Jonathan Day (ph 027 8400340 or [jonathan@dayj.co.nz](mailto:jonathan@dayj.co.nz)), or Dave Hinman (027 431 4778 or [dave.hinman@ccc.govt.nz](mailto:dave.hinman@ccc.govt.nz)). We will be sending out some detailed information in advance to those volunteering to assist.

For more information about the event go to the CCC website: <https://www.ccc.govt.nz/culture-and-community/heritage/heritage-week>

PS. Both the Kitson and the Double Decker bus are shown in the publicity material as illustrated in the email to which this Tracts is attached. Neither can run on the day, with the Kitson

under repair and the numbers expected and one way road operating plan making Double Decker bus operation impractical. The Council are keen that we run a double decker tram instead, and see the lack of the Kitson being compensated by the CRS steam train!

## GREATER CHRISTCHURCH TRANSPORT DRAFT PLAN

While the prime focus of our Society is in heritage public transport, it is nevertheless one of the objects in our Constitution (2.4) “To foster an intelligent interest in tramways and other urban public transport ....and to advocate for urban transport and transport heritage”. It is therefore appropriate that we draw to your attention a public consultation process currently under way in Christchurch - THE DRAFT CANTERBURY REGIONAL PUBLIC TRANSPORT PLAN. This is being promoted by the “Greater Christchurch Public Transport Joint Committee, established in mid-2016 “to foster collaborative and decisive leadership regarding the provision of public transport services and infrastructure in Greater Christchurch”. The Joint Committee comprises representatives from Environment Canterbury, Christchurch City Council, Selwyn District Council, Waimakariri District Council, the Canterbury District Health Board and the New Zealand Transport Agency.

The consultation commenced on 17 September, and there was a free bus day in Christchurch on Saturday 22 September, which happened to be “World Car Free Day”. There were also some community consultation events, held in late September. Time is fast running out if you wish to take part in this process as Submissions close next Sunday - October 14. Our apologies for not having advised you of this in last month’s *Tracts*.

Here’s a brief summary of some of the key elements:

The plan suggests five priorities: 1. Improve our environment (move to low or no emission vehicles); 2. More people using public transport (greater priority on high demand routes, rapid transit?); 3. Accessibility (increased frequency, 30 minute travel time); 4. Innovation (trial and introduce new transport and technology); 5. Affordability (expansion at a rate the community can afford).

The city is currently expected to grow by a further 150,000 people over the next 30 years and the plan seeks a move away from the current domination by the private car. It is very bus focussed and a word find check of the draft plan confirms this with the word “bus” appearing more than 100 times. “Rail” is mentioned 3 times, “light rail” and “train” once each and “tram” not at all! However on a positive note, “rapid transit” does get a mention 20 times!

Short, medium and long term priorities are suggested, and do suggest rapid transit (form not determined) will

have a role: The short term (2018-2021) priorities include “complete the public transport future business case and identify and protect rapid transit corridors, the medium term (2018-28) “begin construction of infrastructure that will separate public transport from the traffic congestion (i.e. rapid public transport systems). Transit oriented development is supported..”, while in the long term (2028-2048) “Rapid transit services provided on the highest demand corridors and surrounded by transit oriented development”.

This is amplified by a statement in the plan describing what the public transport system will look like in 2048 - to include “9 fixed core routes...providing high frequency services and supporting priority measures”, and “2 rapid transit corridors from the north and the south west will offer high speed services (such as light rail, rapid bus ways, automated trackless trains) by providing separated corridors and park and ride facilities”.

And now a couple of quotes: “Rail? We’re often asked about using the existing train lines for a passenger rail service from the north and the southwest. This plan provides the capacity to consider all the options for rapid transit in our future...” And from ECan Chair Steve Lowndes: “Everyone is invited to have a say about the options outlined in the RPTP. For the first time, the Public Transport Joint Committee agencies have worked together to develop a significant component of the Plan, asking residents about their appetite for an increased investment in public transport....If this future vision is to become a reality, we are going to need substantially more investment from the early 2020s. How fast we can make this transition will depend on the rate of funding available, coming from a combination of fares, rates and Government grants. The feedback from this consultation will guide us in determining how quickly Greater Christchurch should make the transition to a better, faster, and less carbon-reliant network.”

In the time and space available it has not been possible to do more than give a glimpse of the flavour and direction of current thinking. If you are interested in supporting good public transport in the city and beyond (and you haven’t so far taken part in the process) here’s your chance to have a say. There is a 20 page summary consultation document available on-line which includes both simple questions to be answered and the opportunity to give your own views - go to <https://haveyoursay.ecan.govt.nz/connect-canterbury>. The complete plan (86 pages) is also available from this site. Or get a hard copy, or fill in your submission in person, at Environment Canterbury, Reception, 200 Tuam Street Christchurch. Hearings will follow for those who indicate they wish to speak to their submission. Remember submissions close on Sunday 14 October.

## CHRISTCHURCH TRAMWAY DEVELOPMENTS

We are advised that there are ongoing discussions with property owners and tenants regarding street works and design options for High Street, both north and south of Tuam Street, including the option of continuing the tram track across Tuam or turning across currently private land into High from Poplar. In the meantime, there has been some progress back at the present Manchester Street terminus where the kinetic sculpture *Nucleus*, the work of Phil Price and in place since 2006, was removed over a year ago for maintenance and modification. It had been discovered following the construction of the first stage of the tram extension that the sculpture’s moving sails at their lowest point were too close to the tram wire which will continue across Manchester Street into Lichfield Street. During the last week of September, *Nucleus* returned and with some minor disruption to the tram (power required to be turned off) it has been craned back into place. In comparison to its original placement, it looks little different. However it is now well clear of the overhead. It needed an additional 500mm and this has been achieved by replacement of the main plinth with a similar but longer one. It is great to see it back in place. One more obstacle has now been overcome for getting the tram extension under way!

## MOVING 95 TO DUNEDIN

Further to our report in September *Tracts*, the second stage of the relocation of Roslyn grip car N<sup>o</sup> 95 to Dunedin finally occurred on Monday 1 October. HTT staff members Gary Webber and Graeme Richardson were there to make our precious parcel was safely dispatched, and, as is often the case, what started off as a relatively simple task turned into quite a major exercise. Nigel Hope from BTR once again provided a crane truck to load the tram on to the Billington Transport articulated truck, which was doing the job as a back load after a laden trip to Christchurch, while Neville and Pamela Jemmett, together with Stuart Payne came up from Dunedin to help. Craning the tram needed a special piece of kit provided by Nigel – a specially-made metal frame with wooden blocks to allow it to be lifted, without damaging the side steps. But, before we got to that stage, there was a little issue to be resolved – the truck arrived at Ferrymead already with a partial back load: a piece of crane jib which the driver had thought could sit beside the tram. The driver had not been aware of the tram’s dimensions and of course there was not enough width, and lowering the tram with the specially made steel jig became a bit of a mission with the crane jib in place.

As the jib was just a little too long to sit flat on the deck to be straddled by the tram, so, perhaps getting 95 once



more used to travelling up and down hill it was loaded on to the truck with one end riding above the narrow end of the jib. Some clever packing and tie-downs made sure that nothing would move on the deck during the journey. Finally, just after 4pm and after nearly five hours of toil the tram was finally on its way home. But, because of the delays in loading, there had to be a break in journey to comply with maximum driving hours and thus it was late Tuesday morning before 95 reached its new home after an overnight pause at Waimate. The Society has since received several photos from Neville Jemmett, showing unloading at Mornington courtesy Naylor Love, using the BTR's frame which Nigel had kindly sent down with the tram, on loan and 95 back on tracks in its new home at Mornington Park.

A great effort by all concerned, including Dave Turner who was there to record the entire event. Our thanks once more to the HTT, and Gary and Graeme especially, for the unscheduled work they ended up doing on this project, including the big effort on Monday, normally not an HTT work day.

## LISA CLEPHANE RESPONDS

Further to the tribute to Graeme Clephane published in the September edition of Tracts, we thought it would be nice to send a copy to the family, and not knowing whether Graeme's old address was still operating I was able to make contact through an old school friend I saw at the funeral who turned out to be a relation! We recently received the following response: *Hi Dave, I am Graeme Clephane's daughter Lisa. Thank you so much for tracking me down through my father in law David and*

*sending some things related to Dad. We've had a lot of people generously share memories about Dad since he passed away; he certainly had a real influence in the Christchurch community. Regards, Lisa Clephane*

- Dave Hinman

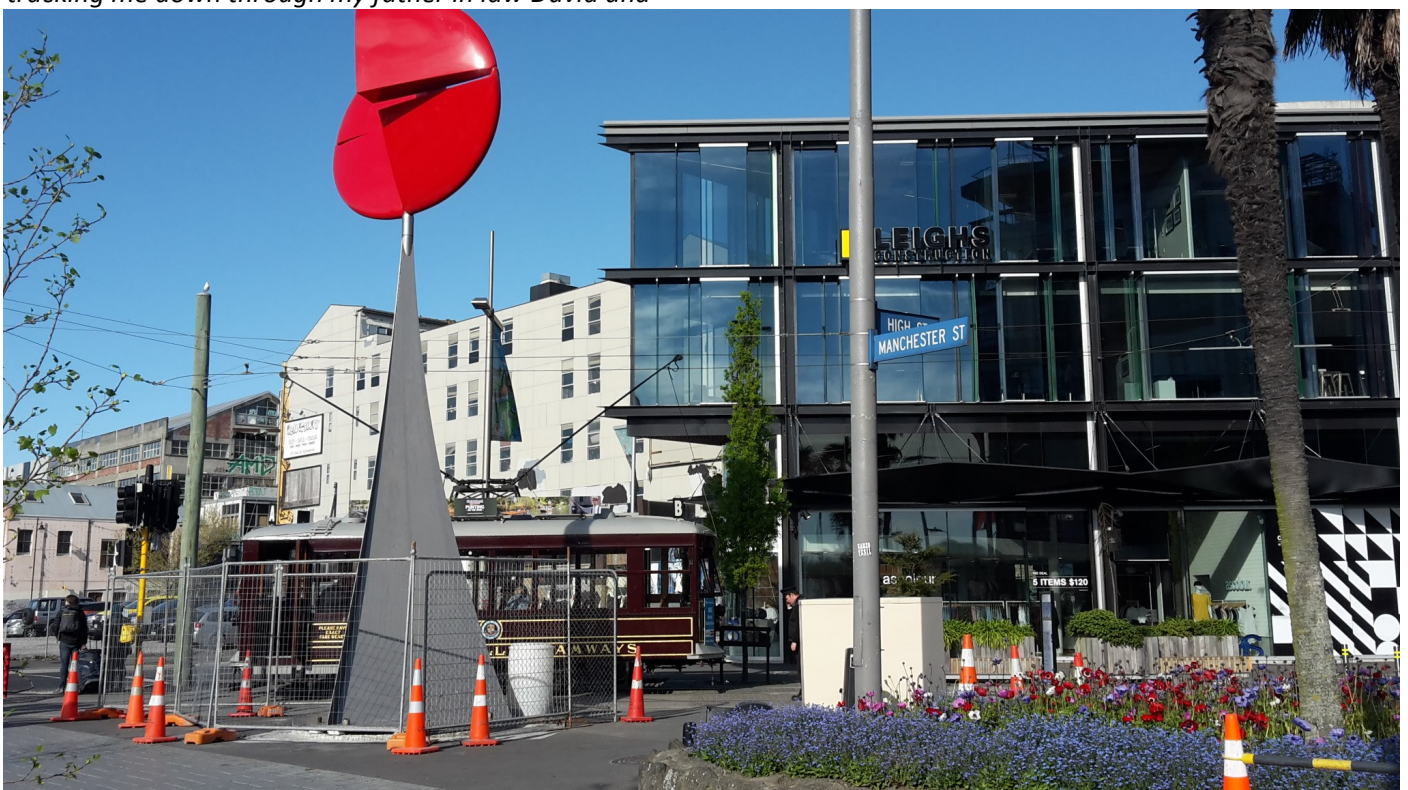
## HILLS CAR 24 PROGRESS UPDATE

I notice I haven't had much to say about recent progress on the restoration of Christchurch Hills Car #24 – but I can confirm work has been progressing. The 'B' end canopy roof is now permanently refitted and we are now working on the 'A' end canopy and associated platform components. Work is also continuing on making and fitting the rocker panels on the enclosed saloon. Plus we are progressing on getting the monitor roof components repaired ready for fitting which will occur after the lower roof has been recanvassed. I hope to publish some photos of some of this work completed in the next few issues of *Tracts*.

— Stephen Taylor

**BELOW:** *As reported on p. 5, the kinetic sculpture Nucleus has been returned to its former location at the intersection of High, Manchester and Lichfield Streets and placed on a modified plinth to clear the tramway overhead for the future extension. Taken on 1 October 2018, this photo shows the work nearly completed, along with ex-Invercargill Birney 15 getting ready to perform another loop of the Christchurch Tramway.*

Photo: Dave Hinman







## ***NEXT STOP, DUNEDIN!***

*Off to see the world! Now safely loaded on Billington's transporter, albeit looking slightly precarious, Roslyn 95 begins its journey home to Dunedin on 1 October*

*Photo above: D. L. A. Turner*

*Later the next day, the team from Naylor Love have finished their job and 95 is safely back on the rails at the Mornington Park display shed. Just visible at left, Mornington cable car trailer 111 looks on to greet 95.*

*Photo left: Neville Jemmett*

## **Health and Safety Notices**

Murray Says:

To comply with the AS/NZS Standard which set out requirements for checking portable power tools and power cords we are continuing our 6 month testing regime, to be fully compliant we are affixing coloured labels to tested equipment.

All workers please note - during period Jan. to June, compliant tools should have an orange test label.  
During period July to Dec., a white label.

Tools or cords with out of date labels, or no label should be put on the Electrician's bench for attention.





**ABOVE:** Home at last! Under cloudy skies, Roslyn grip tram 95 is lifted from Billington's transporter by Naylor Love's crane, 2 October 2018. Behind the crane truck is the former Mornington cable car depot, now converted to privately owned business premises. The other backload carried by the truck—a large crane jib section—had already been off-loaded earlier that day.

Photo: Neville Jemmett.

**FRONT COVER:** All aboard for Dunedin? Not quite. With the crane jib lying alongside Billington's transporter trailer, Roslyn 95 is swung from the Hiab arm of the tractor unit in an early attempt to load the cable car, 1 October 2018. Unfortunately, 95 didn't quite fit and so some creative thinking was needed to load both 95 and the jib satisfactorily. As shown in a photo on p.7, all was eventually sorted out and 95 headed for home later that evening.

Photo: D. L. A. Turner

## Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

Editor: Alastair Cross—[tracts@ferrymeadtramway.org.nz](mailto: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](mailto:tracts@ferrymeadtramway.org.nz). Slide photographs are welcome by arrangement.*

