

August 2014

Work proceeds round the tram barns

As we saw last month, the traverser has been removed for repair and the concrete work in the pit, damaged in the earthquakes, is also being fixed. While this is happening, power and water for

sprinklers in Tram Barn 3 are being put in and this has involved cutting the main line and digging a trench. The main line was then reinstated with new ballast and sleepers. The photos tell the story.



Dave Hinman



Dave Hinman



Dave Hinman

Coming events

ANNUAL MEETING NOTICE page 2

September function
Sunday 21 September
Our Annual Dinner



Time: Meet at 6.00 pm to eat at 6.30 pm

Where: Garden Restaurant

110 Marshlands Road

Cost: Adults \$29.50, Seniors (60 plus)
\$27.50

Please let Phyllis know by
14 September. Either ring 03-3524872
Txt 0272270343 or email
trixiebell@xtra.co.nz.

This is important as the restaurant
needs accurate numbers.

Next work party

The next work party is scheduled for **Saturday 16 August 2014**. Formal work parties are held every **third Saturday of the month** and Alan Roi provides a cooked midday meal. There are also activities **every Saturday** and on **Monday evenings**.



Dave Hinman



Dave Hinman



Dave Hinman



Murray Sanders



Murray Sanders



Dave Hinman

From the Archives...

This picture of Hills car 165 was sent in by Ken Henderson who got it from Bryan Blanchard who got it from "a good tram mate in Aussie". It may have come from David Critchley originally, so we apologise for lack of proper crediting.



Caught on camera on the last running day...



Above left: Bob Tebb, steam tram restorer from Crich, England . Above right: Longtime member and rail/tram historian Ron Grant boards Dunedin horse car No 18 being hauled by the Kitson.

Both photos: Murray Sanders

LETTERS**W2s gutted by fire**

Memphis in Tennessee operates a busy heritage tramway in the streets of this city well known as the home of Elvis Presley. Their fleet includes several former Melbourne W2 trams. Recently, sadly in two separate incidents in November 2013 and April 2014, two of these W2s were gutted by fire, presumably caused by electrical faults. As a consequence the tramway has been suspended indefinitely pending an inquiry.

Some time ago, San Francisco purchased a fleet of second and third hand PCCs from Newark, New Jersey where they had been in service for a number of years. These were at great cost overhauled and repainted and put into service in San Francisco on their historic streetcar line. Within days they began failing due to electrical faults. As a consequence they all had to be withdrawn and all at great expense completely rewired before re entering traffic.

All the trams restored by THS at Ferrymead have been completely rewired as part of their restoration. However, two of the THS's trams W2 244 and Brisbane 236, both now over 80 years old, still have their original wiring. Some years ago W2 244 being

operated by Joe Pickering and myself on the City Tramway caught fire when a traction motor lead touching a motor casing overheated and was only noticed when smoke was observed coming from under the tram. Fortunately no damage was done due to prompt action.

Traction wiring will have a limited life and perhaps Memphis's loss is a warning to us all that elderly trams like 244 may need to be checked and rewired if necessary before it's put back into service. No one want so lose trams like what happened in Memphis.

Bruce Maffei

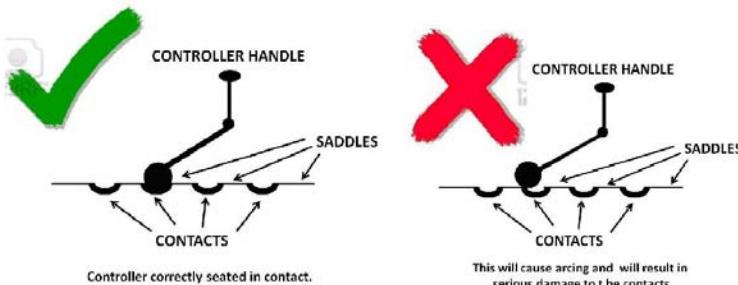
Last month's New Brighton Bridge photo

With regards to the New Brighton bridge photo, we have the same calendar at home in the downstairs toilet. I've had a good look at it and the two trailers are definitely 'Duckhouses'; the shot is apparently some time post-1913 (not 1910 as the caption suggests) since they have been modified with end doors to the saloons in place of the originals which have been sealed up and replaced with solid panels and windows. Beyond that, I can't see anything else out of place.

Alistair Cross

Tram driving tip from Motorman Training Officer DAVID JONES

It needs to be stressed that it is very important to cut the notches on the controller as cleanly as possible. If this practice is not adhered to it can cause unnecessary damage to the contacts inside the controller which can lead to them becoming inoperable. Always ensure that the controller handle notches snugly into its contacts as per the drawing.

**ANNUAL GENERAL MEETING**

Notice is hereby given that the 52nd Annual Meeting of the Tramway Historical Society Inc will be held on Wednesday 20 August 2014 commencing at 7.45pm in the Ferrymead Lions Building, Ferrymead Heritage Park.

The purpose is to review the activities of the Society since the last AGM, to approve the annual accounts for the previous year, to elect the Management Committee, to consider and deal with any Notices of Motion and any General Business. Notices of Motion must be in the hands of the secretary no later than 21 days before the meeting.

At this stage the following notice of motion has been proposed and is endorsed and recommended for adoption by the Management Committee.

"That for the reasons set out below, the following changes be made to the Society's Constitution.

"1. Clause 5.1.3 - replace 'audited' with 'audited or reviewed'

"2. Clause 6.4.1 - replace 'audit' with 'audit or review'

"Reasons:

"Recent assessments of the Society's annual accounts by our auditor have been in the form of the less rigorous 'review' rather than the traditional 'audit' process. This is provided for by the NZ Institute of Chartered Accountants which has issued standards for both audits and reviews. Reviews are considered acceptable for smaller not for profit organisations.

"As the Constitution at present provides only for an 'audit' it has been found necessary to promulgate a change to recognise the new process. The recommended change provides for a review while retaining the option of an audit should that be considered more appropriate at any given time. The need for change has been pointed out to the Society by a funding organisation we had applied to earlier this year."

Note: The following additional notice of motion has been received, and will also be considered at the AGM.

"Due to the high cost of providing covered storage, any acquired tram / bus vehicle or body proposed to be brought on to the Ferrymead site, must require prior approval from a General Meeting of the members"

**Proposed by Murray Sanders
Seconded by David Jones
31 July 2014**

Award winners for trailer 111

Further details on this fine project by DON McARA

Although I ended up as project leader to see the restoration of 111 through the final stages leading to its award from FRONZ, Pim Sanderson and I were the last in a long chain of volunteer restorers. I'd like to put on record as many of our helpers as possible. Apologies to anybody I have left out.

Throughout we have been assisted enormously by the paid staff, Graeme Richardson, Brian Fairbrass, and John King.

In rough historical order, first and foremost comes Trevor Craib who with other THS members found 111's body used as a sleep out at Outram, and arranged for its shipment by rail to Ferrymead from Allanton in 1984. Once in Tram Barn 1 the stripping of cabin ceiling was begun by Neil Holder, Trevor, and Keith Lasson. Most drawings having been destroyed by the Dunedin City Corporation Transport. Russell Anderson drew cross sections and plans of axle boxes and hornways, extrapolating from 1950's photos by Graham Stewart.

Graham's photos and information were invaluable throughout the restoration. Most of these volunteers were also working on other restorations as well, so initially work on 111 proceeded slowly. Basil Pearse and I had helped with Boon 152 and Brill 178 before turning to 111. The then recent volunteer Stephen Taylor, Nick Allan, Mike Hammersley and I lifted off the monitor roof and separated the body from its chassis. Much of the body chassis and that of the truck had to be renewed in hard wood once the positions and "shadows" of old metal fittings had been noted. Trevor



Pim Sanderson, the last of a team of many, who have brought Mornington cable car trailer No.111 to the happy conclusion of gaining an award at the FRONZ awards ceremony held in Wanganui recently. Pim is acting out the conductor's role in working wheel and track brakes as the little trailer, separated at Manse Street from the grip car near the city terminus in Dunedin, coasts under gravity towards the line's end. Once the grip car has dropped off its passengers it will take the rope (cable) to move on to the up line so that 111 may complete its descent through the points to the end of the rails.

Then, slipping the rope through its gripper, the grip car will move back on its brakes to connect with the up hill end of 111 ready to begin the journey up hill to Mornington.

This shunting manoeuvre is also illustrated in Fares Please by Graham Stewart and also in my book Hold Very Tight Please!

Don McAra

worked with all of us identifying what was to be saved and what replaced, continued the stripping of old paint, and helped fit new roof slats, ribs, and pillars as needed.

Restoration standards were firmly set by Graeme Richardson who on more than one occasion demanded inferior work be redone. I learned for example how to properly scarf a roof support beam!

Fortunately a membership drive brought in Bryan Taylor who proved capable of working to high standards of craftsmanship on the restoration of the body. We were glad to assume helping roles under Bryan's meticulous rebuilding of ribs, pillars, and bulkhead panelling.

The upper and lower rocker panels on the sides were laminated elsewhere as outwork.

However, it was Bryan who set to building eight new side windows for which I was able to raise money for the safety glass by selling the odd painting. In the same way I raised funds for the casting of the wheels. The seats, fortunately original, were patiently cleaned down by Trevor, Basil, Nick and me. These, the windows, and the internal bulkheads were taken by Bryan to his Darfield workshop for many coats of varnish. The quality of Bryan's work could not be bettered anywhere, and his moving away from post-quake Christchurch is a serious loss.

Once the body was all assembled, I began on a steep learning curve to paint the exterior body work referring to photos of the earlier 1930's livery. This involved much lining out in yellow and black on the tramway red of the rocker panels, with cream above the window line and drip rail. Trevor

showed me how by careful sanding two different versions of the word MORNINGTON could be revealed on the upper sign boards. Once traced, the best version was repainted in black, white, and buff colour. The roof meanwhile had been reattached, and was canvassed by Colin Loach, who also provided leather hanging straps for cabin standees. Ross Clapp and Bruce Maffei helped with the refitting of the seats, and Pim Sanderson joined as a new volunteer to help finish this off. Pim also helped to rig the four canopy bells.

As for the metal work, Larry Day helped to recondition the goose necked brake levers, two for the track brakes, and two for the wheel brake. He also helped with the strong-back. Ex Railways Roger Rasmussen began working to John McGowan's

engineering drawings (based on some which Carl Pumpa had helped me to initially draft). Roger built many components such as the track brake legs, pull rods, and spreader bars. However, some of this work was upgraded in the light of previous tramway practice or because of the specific demands expected from certifying engineers. Murray Meyer was consulted regarding the redesigned brake rigging which Pim Sanderson and I then took over. Roger had the wheels and runback brake ratchets fitted to axles as outwork, and Larry Day finished off the

profiling and turning of the wheels.

Patterns were made for the brake shoes using the original Dunedin design, and John King helped to design the hangers and fixings. These, along with the spreader bars and pull rods, received their final certified welding at Lyttelton Engineering. For that to happen many hours of hot work and grinding were put in by Pim and me, with occasional help from Bruce Maffei. Mike Lawson's assistance with fitting and turning of many components was invaluable. A CPIT trainee called Logan helped considerably as well.

We have been much encouraged by Dave Carr's granting us HTT paid staff help and suggesting we apply for the FRONZ award. Thanks go to Dave Hinman and Stephen Taylor for their assistance in writing the application. Overall, it has been a privilege to work with staff and my fellow volunteers. The whole set up in the Tram Barn workshops has been essential to carrying this project through, as has the encouragement of the Management Committee, members, and visitors to Tram Barn 1. We all won this award together.

Don McAra 7/7/14

COTMA 2014—Sydney

With the conference now only just over two months away, everything is just about in place. Along with all other details, booking information for the pre and post conference tours are now available on the COTMA website www.cotma.org.au

The conference theme this year is one which is important and relevant to all of the member groups—"Your tramway museum in 2024—a 10 year plan". The Conference organizing team has asked every Museum group to present a paper on this theme, with the following leading questions—Where will your Museum be in 10 years' time? How are you going to achieve your aims and goals? Do you have a succession plan? What are the roadblocks that you might have to address? How are you going to meet the challenges and roadblocks? Do you have a future plan and is it freely available for everyone to see and follow?

Each group is asked to make a 20 minute presentation, including a brief review of happenings since the last COTMA Conference followed by a discussion of where they want to be in 10 years' time and how they are planning to achieve this.

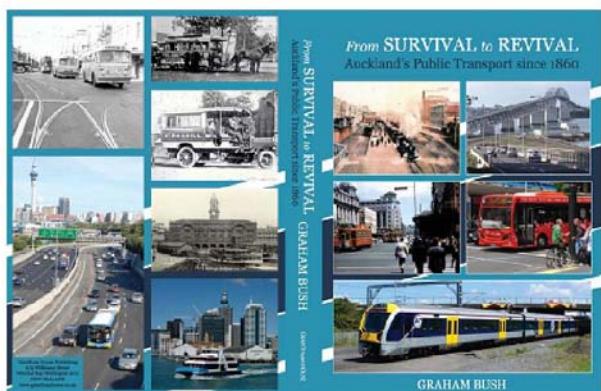
The THS Committee has a team working on this and we will be basing our response on the planning we have been undertaking for several years, in the form of both the Society's Goals and Projects document, last discussed by the membership at the March General Meeting, and our draft Business and Strategic Plan, which is also a work in progress. We also recognise that the Society's future

will be strongly influenced by the future development and direction of both Ferrymead Heritage Park, and the City Tramway, and our presentation will include discussion of their current and future plans as well as our own.

Note: The next COTMA conference will be in 2016 and it is the turn of Christchurch to host it. We will be looking for assistance in the organising of this event and will also be setting some targets for projects etc to be achieved, so watch this space !

JUNE 2014 Release - \$59.99 GST inclusive

This is the story of the evolution of Auckland's public transport since early colonial times which reveals much about the development of the city. From the pioneer entrepreneurs operating plodding horse-buses, through the dynamic construction of an outstanding electric tram system, a network of harbour ferry services and the brief interlude of trolley-buses to the electrification of suburban rail and the ubiquitous diesel bus, public transport has played a vital part in Auckland's living and lifestyle – this book tells it all.



Dr Graham Bush is a former Associate-Professor of Political Studies at the University of Auckland where for 25 years he specialised in the teaching and research of New Zealand local government. He is the author of seven books, including two histories of the Auckland City Council and two editions of the text, *Local Government and Politics in New Zealand*. His most recent work is *The History of Epsom* (2006), of which he edited and was the principal contributor. A lifelong Aucklander, Dr Bush has been active as a public transport advocate since the early 1980s. He was a member of the Auckland Regional Land Transport Committee from 1999 until 2008 and since then has been secretary of the Auckland-based Campaign for Better Transport.

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Don't forget!

If you would like to make a contribution to next month's special edition of *Tracts* to celebrate 50 years since the running of the horse tram in Papanui, please let me have it by 15 August at the very latest.

It will not be possible to include late contributions.

Thank you to those who have already submitted material.