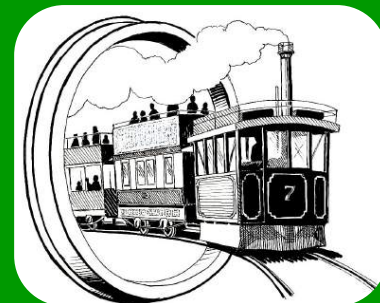


FERRYMEAD

Tram Tracts

The Journal of the Tramway Historical Society



Issue 17—August 2017



FRONZ Conference 2017

News and photos from the Queen's Birthday Weekend

A New Tram for Christchurch

Another international tram arrives for CTL

What Future For... Melbourne's W-class Trams?

Restoration, preservation—or static displays and coffee shops?

President's Piece—Graeme Belworthy



Hi All,

Last General Meeting was an evening of slides from Vincent Chan's collection. It was a very interesting evening with Vincent also explaining how and where he obtained a lot of the slides.

The next meeting is the Annual General Meeting to be held on Wednesday 16th August in the Lions Hall, Ferrymead Park, starting at 7.45pm. This is the time

when members have an opportunity to influence the running of the Society and the Management Committee is currently at least two members short. Anyone interested in joining the committee please step forward as nominations can be accepted on the night. Let's make it the best attended AGM.

The Diesel Bus Barn project is still progressing, albeit very slowly. The Resource Consent is with the Council for a pre-check before it is submitted - I got it wrong in my last report - but it should be ready to be submitted very soon. The fence along the road front was supposed to be completed but the weather has gone against us.

Work continues around the site and one of the next jobs

is to run a drain from the curb on the ring road in front of Tram Barn 1 into the Traverser Pit to alleviate the flooding that occurs after rain. Graeme Richardson is using Community Services workers to undertake building repairs around the tram barns which is helping repair some of the roof leaks.

David Jones still has several drivers under training which is great to see. I have looked at an email from John Harris and he reports the roster is full again after only being out a couple of days. This is great, and may it long continue.

The ongoing maintenance and repair on our vehicles and infrastructure continues. Bus 538 is all but ready to come out of Tram Barn 3 after having new window rubbers fitted and new lights installed and some paint work done.

The Society's Annual Dinner will be held at the Garden Restaurant Marshlands Road on Sunday 17th September. Meet at 6.00pm for drinks and eat at 6.15pm.

Once again, please remember that the Society AGM will be held on 16th August in the Lions Hall at Ferrymead Park, starting 7.45pm.

Cheers,

Graeme

Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. This month, we can finally share with you our coverage of the annual FRONZ Conference from Queens' Birthday Weekend. It has taken three months to reach this point so my apologies.

This month's big news is that the Christchurch Tramway is going to get another tram in time for the summer season—but it's not the one previously intended. Instead of

receiving four-wheeled C-class car 37 from the Sydney Tramway Museum, the STM has instead leased a bigger tram, R-class 1808 which has been running the last few years at MOTAT in Auckland. By the time you read this, 1808 should safely be at Ferrymead for a repaint and the necessary modifications for city running.

Winter may be on the way out, but it's still determined to remind us that even at this late stage it can still bite—and bite it has! There was another round of flooding at Ferrymead in the last while, and thankfully no damage was done. We're told the cause was a jammed floodgate

which failed to open and diverted the water instead along our running line, through the council carpark, and the turning circle outside the Cranmer Building. All is now back to normal and the water has gone; as noted by Graeme in his spiel above, work is currently underway to minimize the effect of flooding on our site.

In the meantime work is progressing and I'm delighted to hear that yes, Dunedin trolleybus 79 is due its long-awaited turn in the paint booth once Christchurch diesel bus 538 has vacated that space. Ever since I started at Ferrymead several years ago, 79 has been waiting its turn, and I look forward to seeing the final product. Yes, I admit it—I like trolleybuses too! (Why else almost do my thesis on them...)

Well, that's about enough rambling from me. As has already been asked, please remember the upcoming AGM and our September Function which is kindly being organised by Phyllis—details of which can be found on page 3.

Cheers,

Alastair

Notices

ANNUAL GENERAL MEETING 2017

A reminder that the Annual General Meeting of the Society will be held on **Wednesday 16 August 2017** at **7.45pm** in the **Ferrymead Lions Building**. 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.

Nominations are being sought for two Management Committee Members and will be accepted on the night.

Supper will be provided.

ADVANCE NOTICE

SEPTEMBER FUNCTION

Sunday September 17th

Our annual dinner

Time: Meet at 6pm to eat at 6-15pm

Where: Garden Restaurant 110 Marshlands Road

Cost: Adults \$32.50, Seniors (i.e. 60+) \$30.50

please let Phyllis know if you are planning to attend by September 11th; either ring (03)3524872, Txt

0272270343 or

email - trixiebell@xtra.co.nz.

Ferrymead Flooding

As was referenced in our Editorial section, Ferrymead was again affected by flooding in July this year. The cause was primarily believed to be a stuck floodgate which then diverted the water through our site. No damage has been reported but it remains a nuisance nonetheless.

The following photo was taken by Dave Hinman on 22 July and shows the waters at their height around the Ferrymead tram stop platform and paddock loop. Similarly much of our ring road outside the tram barns, and the Council car park, were submerged as well.



Tram Driving Tips with David Jones

With the rainy season upon us, a reminder that traversing flooded track must be undertaken with extreme caution as per the manual – very slow, coasting only with power off. An added hazard to be aware of is that water pressure may operate the lifeguards and these must be checked immediately the flooded area has been crossed over

News in Brief

TRAMWAY RECEIVES MAJOR TOURISM AWARD

Christchurch Tramway Ltd recently received advice that it has achieved a Qualmark Gold award for its tourism business under the Sustainable Tourism Business criteria. As only five percent of tourism operations in New Zealand achieve such a grading, this seal of approval signifies that the Christchurch Tramway experience is one of the most high-quality experiences New Zealand can offer. The Society wishes to congratulate CTL and its team on this great achievement.

ANOTHER TRAM IS ON ITS WAY TO CHRISTCHURCH

CTL is about to take delivery of former Sydney R-class tram No. 1808 which for some years has been operating at MOTAT in Auckland. The attached photo (*below*) show it departing MOTAT on August 3 and it was due to arrive in Christchurch on August 9. It will come to Ferrymead in the first instance for minor repairs and a repaint by the HTT together with the necessary modifications for street running in Christchurch, before delivery to the city in time for the summer season. The tram has been leased from the Sydney Tramway Museum, which had previously been contracted to provide the much smaller four-wheel C class tram No. 37, to augment the Christchurch fleet. More details will be provided next issue.

FUTURE UNCLEAR FOR ICONIC MELBOURNE TRAMS

From 9 News in Australia, courtesy Bruce Whiteside:

An audit of Melbourne's retired fleet of W-class trams has found up to 30 of the city icons could be restored and returned to the rails.

But a state government reference group to decide the fate of the much loved trams still hasn't been set up,

nine months after it was promised.

The audit of the almost 200 trams in storage was commissioned by the Andrews government last year, after concerns were raised about their deteriorating condition.

Most of the trams are in storage at the Newport railway workshops, with many left to rot outside in the elements.

Transport Minister Jacinta Allan said there had been numerous proposals to give the trams a second life.

"There's a lot of people have a lot of ideas about how they could reuse the trams, and not all of those include running them around a tram network," Ms Allan said.

Businessman Michael Abdel has come up with a plan to convert dozens of the old trams into cafes, under the banner of the Melbourne Coffee Co.

Mr Abdel hopes to ship them to cities in Asia, Europe and the United States, as flagships for the franchise.

"What the Nike logo is to those runners, these trams are to Melbourne," he said.

"I feel like it's an opportunity to re-purpose these wonderful things, and allow people all over the world to enjoy them again."

But his plan is on hold, with the state government waiting for advice from its yet-to-be-established reference group.

The first W class trams were built in the 1920s.

They ran on regular scheduled service throughout the city until 2013, when the remaining trams were

Sydney 1808 leaving MOTAT: Photo supplied by CTL



News in Brief

withdrawn from Routes 30, 78 and 79.

The government warned any trams that are restored are only likely to run on the City Circle tourist circuit, or as restaurant trams.

Steep steps make access difficult for those with limited mobility, meaning they are unlikely to return to timetabled service.

State opposition spokeswoman Mary Wooldridge urged the government not to delay a decision on the trams' future.

"There's a way to use these effectively, to promote Melbourne, to promote Victoria, and Daniel Andrews needs to get on with it," Ms Wooldridge said.

<http://www.9news.com.au/national/2017/07/31/18/38/up-to-30-of-melbournes-retired-trams-could-return-to-the-rails?ocid=Social-9News>

ONE FROM THE WOT'THE FILES!

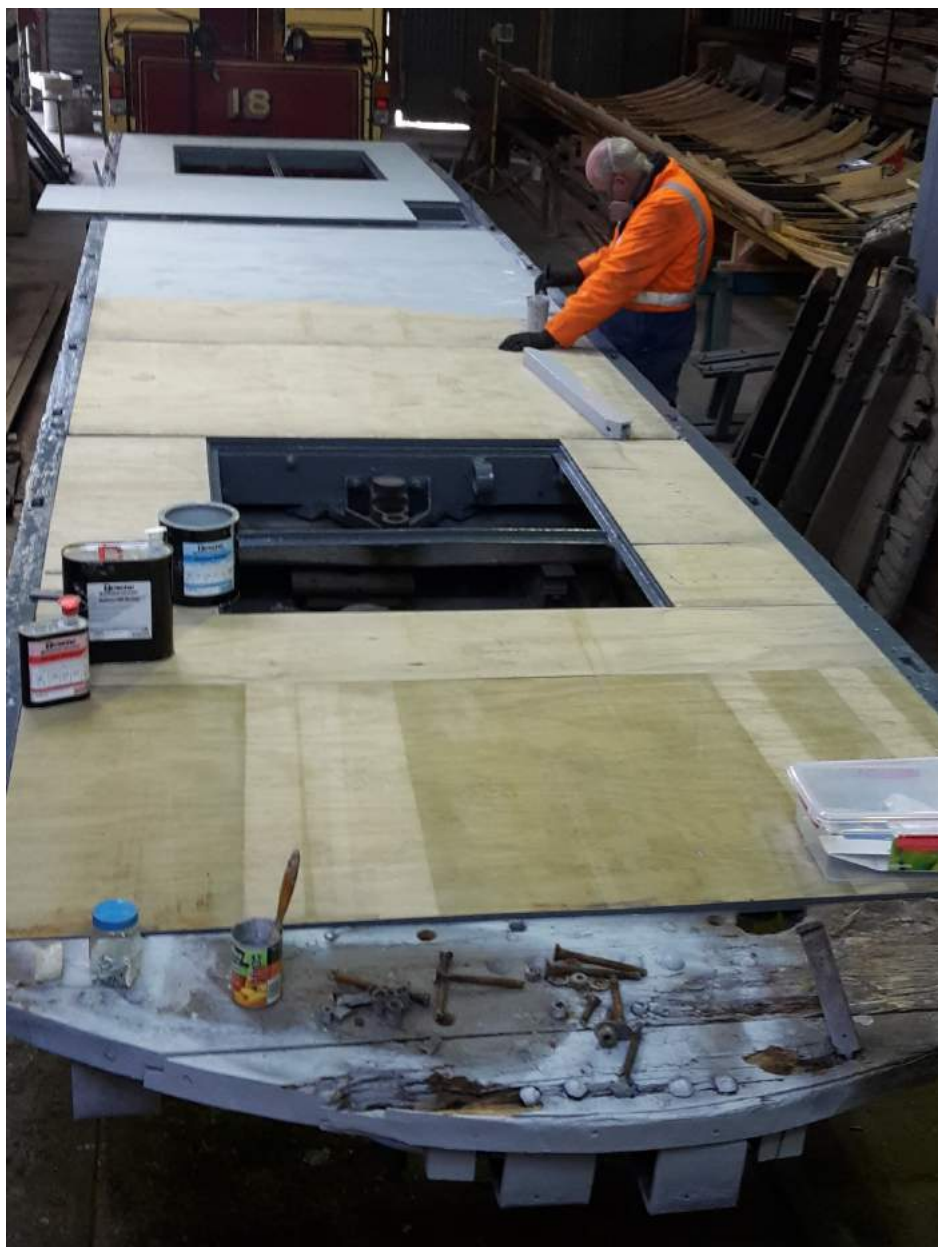
A British woman has kicked out her husband of just nine months because of his obsession with buses.

Mr Mark Smith, aged 29, dragged his new bride around a tour of bus garages on their honeymoon and became angry when she failed to clean his treasured collection of 36,000 bus photos.

The final straw came when Mark, who lives in the town of Rotherham in Northern England, put 38-year old Anne in hospital with head wounds by crashing her car as he looked at a bus.

Anne wants an injunction to ban the unemployed driver and former coach cleaner from coming near her home. She said, "He is more interested in buses than me - I've had enough."

From a 30+-year old Christchurch Press clipping, courtesy of Douglas Johns.



LEFT: As has been reported over the last few months, ex-CTB 'Yank' 12 has been dismantled by the Heritage Tramways Trust before being placed into storage for its owners, the Sydney Tramway Museum, pending the release of further funding to commence restoration to working order.

This photograph, sent to Tracts last month, shows the installation of a plywood floor on to No. 12's chassis before it was wrapped up and placed in storage. In the background is the roof of 'Hills' car 24, our latest restoration project and which is on track to be returned to service in 2018. For an update on the 'Hills' car, please turn to page 8.

PHOTO: Dave Hinman.

FRONZ Conference 2017

This year's conference was held in Dunedin over Queens Birthday weekend from Friday 2 June to Monday 5 June. The THS had a good turnout of representatives, including Jonathan Day & Michaela Lewin, Larry Day, Ken & Cynthia Henderson, Dave & Dot Hinman, Don McAra. Alan Roi, and Stephen Taylor as HTT rep. There were over 100 attendees in total.

On the Friday afternoon, Conference activities commenced with a trip, courtesy Dunedin Railways, on the spectacular Taieri Gorge Railway to Pukerangi. We were not to know of course that unfortunately a few weeks later, part of the line would be damaged in the Otago floods. Their website suggests it will be at least early September before running can resume.

On our return from the first field trip in the late afternoon it was time to register at the conference venue (the Southern Cross Scenic Hotel) and meet again over a drink. Situated at the corner of High and Princes Streets, the oldest part of this hotel dates from the 1880s and is adjacent to what had been the lower terminus of the Mornington Cable Car line, the last of Dunedin's three main routes, and which closed in 1957.

Saturday commenced with a welcome by Grant Craig, Chairman of FRONZ, an address by the Mayor of Dunedin, Dave Cull and a welcome by the Otago Excursion Train Trust (OETT) who were hosts of the Conference. Then followed a very interesting presentation by Greg and Ali Lang of the Wheelwright Shop, in the Wairarapa, on the subject of "Restoring Heritage Railway Artefacts". They have restored a great variety of heritage vehicles ranging from horse drawn wagons to railway carriages, plus early Wellington grip car No. 3, now on display in the Cable Car Museum at the old winding house at Kelburn,

together with their current project, Wellington Combination tram No. 17.

The next session was the first of three from the NZTA, major sponsors of the conference, and this was from Rob Gould setting out the NZTA's expectation as to what, when and how NZTA and we as rail participants should interact with each other. Then followed the annual KiwiRail update by David Gordon, a highlight of which was about the challenges and progress being made on the restoration and upgrading of the severely earthquake damaged rail line to Picton. Great to hear that it is likely to be completed and operating ahead of State Highway 1! This was followed by the second session from NZTA (Chris Ballantyne) who outlined how it is intended to make Safety Cases more useful to operators and began a discussion on when variations and notifications to Safety Cases are required. This was further developed in a later session where each table was tasked with responding to a range of hypothetical situations and determining whether or not a Safety Case variation was needed. A useful and team building exercise.

A talk from Megan Drayton of Tracksafe NZ, a charitable trust that aims to raise awareness about rail safety in New Zealand and to educate the public on how to keep themselves safe around tracks and trains focussed on modern day hazards. Not surprisingly these included pedestrian distraction due to mobile phones and other electronic devices. At last year's FRONZ conference, concerns had been raised about a paper recently produced by a team of professional staff for Museums Aotearoa (MA) and presented at their Australasian conference, promoting draft guidelines for the conservation and use (or not!) of movable heritage objects. These included trams and trains and parts of the guidelines seemed to cut across some of the long held



Ocean Beach Railway
PHOTO: Dave Hinman

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aims and practices of our membership. A combined and very detailed submission by FRONZ and COTMA had been forwarded to MA and they agreed to attend this year's conference and discuss the issues. One of the authors, Stephen Fox, who also happens to be a MOTAT manager, fronted and presented on "Preservation of Moving Objects".

Trevor Burling's paper "Care of Moving Objects" which followed referred to the FRONZ/COTMA submission, copies of which had been made available to all conference attendees. Given the differing views expressed in these two presentations, there is a need for further dialogue between FRONZ/COTMA and MA on this issue. Final presenter for the day was Dave Hinman as FRONZ Tramway Convenor presenting his annual slide show of tramway activities around NZ, assisted by Leyton Chan (MOTAT) and Steve Porter (Wellington Tramway Museum). A feature was NZ's newest operating tramway - at the Whangarei Museum and Heritage Park, where former Lisbon tram 520, regauged from 900mm to 1067mm, began running on 20 May. The day concluded with special interest meetings, Network Heritage Operators and Tramway Operators, with a further gathering in the bar for those who were too thirsty to attend either of the first two! The tramway group included attendees from MOTAT, DockLine, Wellington Tramway Museum, THS, HTT, CTL and the Dunedin Heritage Light Rail Trust together with Rob Gould from NZTA. Matters discussed included continuing concerns regarding the Moving Objects Guidelines, Aging Membership, Reporting of Incidents, Random Drug/Alcohol Testing, NZTA /WorkSafe responsibilities and boundaries, Risk Assessments.

Sunday The main event for Sunday morning was the AGM. All of the existing office holders were re-elected (Chairman - Grant Craig, Treasurer - Hugh McCracken, Executive members - Scott Osmond, David Maciulaitis, Nigel Hogg.) Jeff Tolan was elected as Secretary, replacing the late John Peterson. The existing Convenors were also all reappointed except for Reid McNaught, the Awards Convenor, who has retired and been replaced by David Turner and David Maciulaitis. At the conclusion of the AGM Brian Wheatley spoke about progress at the National Rail Museum in Christchurch, paying tribute to John Peterson's leadership. The final session by Murray King of the Rail Heritage Trust brought delegates up to date with the Trust's activities. Sunday afternoon was devoted to several field trips, including the



PHOTO: Dave Hinman

Dunedin Gasworks Museum, the Ocean Beach Railway and Toitu—The Otago Early Settlers Museum which includes in its collection former Maryhill cable car No. 106, Roslyn electric tram No. 1 (restored at Ferrymead) and Dunedin trolley bus No 10. The Settlers Museum was the venue for an informative talk by Don McAra and Neville Jemmett about the Dunedin cable car systems and proposals to set up an operating cable car museum using restored cable cars from Ferrymead. This was a public event and the small theatrette was full to overflowing!

The Awards dinner on Sunday evening included the traditional slide show of member groups' activities prepared by David Maciulaitis and was followed by the awards presentations. While for tramways there is only one specifically focussed award, no less than four awards were won by the tramway fraternity this year. The Dockline Tramway, Auckland won both the **Tramway Restoration Award** (for ex-Melbourne SW6 881) and the **NZTA Tourist & Heritage Rail Safety Award** (for Proactive work in Fire Prevention Interventions in former Melbourne Trams - learnings from the Memphis W2 fires). The Wellington Tramway Museum was awarded the **KiwiRail Infrastructure Improvement Award** (for Power Supply Upgrade - substation rebuild following lightning strike in Jan 2016) and Dave Hinman was presented with the **Paul Heighton Award for Excellence** (for his services ensuring the survival of working heritage tramways).

That was the conclusion of the formal conference and was followed by a further field trip on the Monday, this time a trip to Oamaru and return, the Oamaru Seaside, using Dunedin Railways'

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luxurious Silver Fern railcar. We were delivered to the Harbourside station of the Oamaru Steam and Rail Preservation Society, which involved stopping and disembarking on a nearby main line level crossing, to the consternation of some impatient car drivers and then treated to a trip along the old harbour railway to the quarry terminus and back to a newly completed stopping place serving the historic precinct where we enjoyed lunch in one the old Tyne Street warehouses. Departure back to Dunedin was from the Oamaru Railway Station and it was pleasing to note its recent restoration and return to life as a restaurant/brewery/art gallery. All in all a very useful and enjoyable weekend with many useful insights both from the formal sessions and from the networking with other people involved in our movement.



PHOTO: D. L. A. Turner

Compiled by Dave Hinman, assisted by reports prepared for other FRONZ members' newsletters.

From the Workshops

CTB Diesel Bus 538

As reported by Graeme Belworthy, this vehicle is now largely complete and will soon be removed from the paint booth in Tram Barn 3 in preparation for its return to service as part of our working fleet. The paint booth will then be occupied in turn by Sydney R-class tram 1808 (for CTL), and Dunedin trolleybus 79 (for use on the demonstration trolleybus loop at Ferrymead).

Hills Car 24

As has been the case over the last few issues of *Tracts*, work on this tram has been focused on restoration of the roof structures. Project Leader, Stephen Taylor sent the following photograph of the latest progress, taken on 8 August, showing the roof structure being painted and with one of the two side rails in place.



Back of the Barn



From the Christchurch Tramway... last month

*In last month's Tracts, we reported on street closures along Oxford Terrace and Worcester Street affecting the daily tram operations in this area. Dave Hinman recorded the following two views of the on-going controlled access for trams: the gates at the Oxford-Worcester intersection with Invercargill 'Birney' 15 crossing the Worcester St Bridge (**above**); and No. 15 again, this time picking its way along Oxford Terrace through the road resurfacing works with a workman preceding it (**below**). This work was yet another complication at the time for the Christchurch Tramway; as noted last issue, part of the original tramway loop was closed as well as the tram barn siding due to track repairs. The gates will stay in operation for several months. Both photos: Dave Hinman.*





ABOVE: 3 April 2017 was not a great day to be out and about, but Tracts Editor Alastair Cross was, and subsequently found Melbourne 244 at the Bottleneck intersection on High Street, waiting to head back up to Cathedral Square. It was one of two trams seen on duty that day, the other being Dunedin 'boxcar' 11 in the Square. Photo: Alastair Cross.

FRONT COVER: Here it is! Present restoration project, 'Hills' car 24, arrives at Ferrymead on 23 May 1968 aboard Tom Gilroy's transporter. After an exchange with first-series sister 167 at West Eyreton—and a fuel drum through the floor near one end—No. 24 was about to be placed into storage where it would remain for the next forty years. Photo: Dave Hinman.

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.

