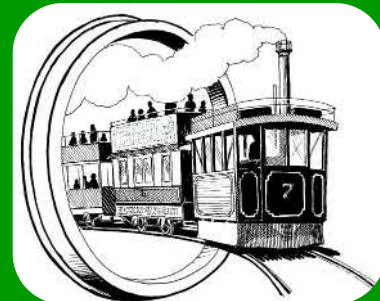


# FERRYMEAD

## Tram Tracks



*The Journal of the Tramway Historical Society*

*Issue 31—December 2018*



### ***Trolleybus News***

*A major grant to get things going!*

### ***In Memoriam—Ted Harrall***

*Former Treasurer and Tramway Troubadour*

### ***The Return of Brill 194***

*After more than sixty years, welcome home!*

## President's Piece—Stephen Taylor



So it's time for the final "President's Report" for the year. The last few months have been very busy, with a lot happening.

There has been a lot of focus in November on Brill 194, its gifting to the Society – which was reported on at the November general meeting, and the planning and work associated with bringing it on site – which we hope will occur shortly. So far the retrieval has been foiled once by the

weather but we are having a second attempt tomorrow 3rd December (as I write this). I am sure there will be more on this elsewhere in this issue of *Tracts* including photos of the retrieval if everything goes to plan and the weather co-operates.

The main focus of the November general meeting was the presentation by David Maciulaitis on his recent visit to the Great Dorset Steam Fair and associated side trips to some of Britain's preserved railways and railway museums. The meeting was well attended, but it would be good to get some ideas from members as to ideas and Topics for future general meetings.

I noticed that in the November *Tracts* there was a photo (page 3) with a caption (in part) "...but what were President, Stephen Taylor and Editor, Alastair Cross, discussing?". I cannot recall that actual discussion, but

my suggestion is that it might have been the President thanking the Editor for all the effort that he (Alastair) puts into editing and producing *Tracts*.

And finally, as this is the last *Tracts* for this year, I would like to wish everyone a Merry Christmas and Happy New Year. Keep safe and enjoy time with your family and loved ones.

### Progress report on Christchurch Hills Car #24

Finally, a progress report on this. While my recent focus has been on other topics, some work has progressed on #24. In particular the steel sides (which we suspect as a repair late in its working life) have been fitted to the left side of the saloon – the right sides and lower rocker panels on both sides are to be wooden. A former has been made from customwood to have the timber for these bent to the right shape.

We have also been working on components associated with fitting the roof – roof bows, new guttering, framing for the monitor roof etc – as these are all going to be needed ready to fit once we start canvassing. And most recently, we have fitting the refurbished "letter board" to the open section. The attached photo (p. 9) shows the first one of these fitted in place on the left side of the tram in the saloon section – although still to be fully fastened down. Also fitted – temporarily – is the sliding door track. (The right side letter board panel will follow shortly). This is an interesting milestone from my perspective as these components are the first to have the final colour green paint applied.

Cheers,

**Stephen**

## Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. The silly season is now well and truly upon us—where does each year go so fast? Ah, well...

As you will no doubt notice from the front cover, the hoped-for delivery of 'Brill' 194 from Oxford to Ferrymead did take place the second time around; as Stephen notes, the first attempt was foiled by foul

weather and the second almost ended with one of the crane trucks bogged down too. In the end 194 was safely extricated with the help of the Holland families, who helped to recover a number of useful small parts that had separated from the tram over the years. The move

even produced some useful publicity for the Society: *Newshub* ran a short one-and-three-quarter minute clip on the tram the next day, and as this goes to press I am hoping that our Waimakariri local paper, the *Northern Outlook*, might also publish an article and some photos of this survivor in Tuesday's paper.

This is your final *Tracts* for this year, and although I could be wrong, I think I am now into my fourth year at the helm since taking over from Joe Pickering. No record-breaking there, but I didn't take the role on to do that in the first place anyway!

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

Cheers,

**Alastair**

# Notices

## MONTHLY WORK DAY—END OF YEAR VERSION

The final workday of 2018 will be held on Saturday, 15 December 2018. Due to the proximity to Christmas and as the last workday of the year, Alan Roi will be providing a full cooked lunch and afternoon tea with a festive theme. All members are encouraged to attend, even if just visiting around afternoon tea time. On behalf of the Society, we would like to thank Alan for his efforts in organising these events and catering for volunteers over the year past.

## GENERAL AND SOCIAL MEETING NOTICES

There will not be a Society General Meeting/Function in December.

On the last Saturday in January 2019 – 26th January, at 4pm, the Society proposes to have a BBQ on the grass beside the Tram Barns. All members and their families welcome. The Society will provide some sausages and basic salads, sauces and fruit juices, but members are requested to also bring an additional salad to share, and meat, drinks etc if they want additional variety. I expect there will also be tram rides, and hopefully members will be able to see/view the Society's latest acquisition – 'Brill' Tram #194.

And on the fourth Wednesday in February 2019 – 27th February – the Society will run its traditional annual Sunset Bus Tour. The bus will leave the Tram Barns at 7pm, and John Shanks advises the destination will be the AA Gun emplacements up on Mt Pleasant above the Summit Road. There will be a fairly easy walk up a track from the Summit Road to the gun emplacements. John advises that although this was a destination for a previous Sunset Bus tour, on that occasion there were only eight members on the trip and the site definitely merits a revisit and has wonderful views. Please bring \$5 as a contribution towards (bus) fuel and supper.

## SOCIETY MEMBER SUBSCRIPTIONS FOR 2019

A note to all Society members: Society subscriptions for the 2019 year are due from the start of January. Subscription notices for the 2019 calendar year will be sent out by snail mail at the end of December to all Society members.

For those of you who are not currently not a paid up Society member and want to be, or if you regularly get a complimentary copy of Tracts by e-mail and want to become a full member, then please download the new member application form from the Society web site: <http://ferrymeadtramway.org.nz/applicationform.htm> . Then complete the your details on the form, and send the completed form to us along with payment.

The form can be sent by post to the Society's Membership Secretary at Box 1126, Christchurch 8140, or be scanned and e-mailed to [membership@ferrymeadtramway.org.nz](mailto:membership@ferrymeadtramway.org.nz).

If you cannot get a membership form from the Society's web site, contact the Membership Secretary by e-mail or post, or ask for a membership form in Tram Barn 1 at the Ferrymead Tramway.

## NEW ZEALAND LOTTERIES GRANT

As noted in the November *Tracts*, the Society has been advised by the Lottery Grants Board that it has been successful in its application for a grant to allow us to undertake a major upgrade of our trolleybus overhead infrastructure. The amount granted was \$19,860 to allow us to bring our trolleybus overhead infrastructure back up to operational standards and in line with current electrical safety standards. Our system has had to cease operation due to a number of traction poles being found to be life expired, and this funding will allow the replacement of our life expired poles, and the installation of specialised overhead bracket arms to support our overhead wires. With the closure of the trolleybus system in Wellington, our museum collection is the only operable collection of trolley buses in New Zealand.

## Tram Driving Tips with David Jones

A reminder that in the event of fire the tram must be stopped immediately, the trolley pole removed from the overhead wire and passengers disembarked from the tram – including, if need be, use of the disability steps. Locate and use the fire extinguisher and contact emergency services if required. A lot to be done - almost simultaneously - so a clear head is needed with passenger welfare the first consideration.



## In Memoriam—Ted Harrall



***The Tramway Historical Society was recently saddened to hear of the passing of former member, Ted Harrall. Dave Hinman provided the following eulogy to Ted:***

We record with sadness the passing of Ted Harrall who became an active member of the Society from the 1980s. As one of our older members, and growing up and as a resident in the Bromley and Linwood areas, Ted could recall and tell stories about tram, bus and trolley bus operation in this part of the city from the 1930s. He learnt to drive trams and got his Ferrymead Motorman's Certificate (No. 69) and was on the driving roster for many years. When long serving treasurer Frank Doherty decided to retire from the position, Ted was shoulder tapped to take over and held this role for several years. He was also appointed as one of the original Trustees of the Heritage Tramways Trust when it was set up in anticipation of the Society providing trams for the new central city tourist

tramway, then under construction.

One of his other passions was music and he was a member of the church choir at St Chads, Buckleys Rd (as well as holding many other roles there). When the Society set up its singing group, The Tramway Troubadours, to sing tramway related (or parodied) popular songs at Society functions and other community gatherings Ted was a key and valued member - as seen in the photo above.

***Special delivery! 'Brill' 194 on Anzac Avenue (left) and turning onto Queen Elizabeth II Drive (right), en route to Ferrymead, 03/12/2018. Photos: Richard Holland.***



## The Return of Brill 194



**ABOVE:** Almost ready to roll again. As members of the Holland families comb the site of their old holiday home for any tram or other relics, 'Brill' 194 is firmly tied down and checked over before starting its trip back to Ferrymead. Photo: Alastair Cross

Last month we reported on the unexpected but welcome gifting of tram No. 194, the last remaining intact Christchurch Brill body known to still exist and which had been on a farm property near Oxford for the past 64 years. It had been in continuous use as a holiday cottage (bach) and in the caring ownership of the same family since 1957. At our well attended General Meeting on 21 November there was an illustrated presentation about the tram which included showing a number of the family photos showing life at their bach over the years, and an explanation given of the reasons for wanting it and how we planned to initially store it – i.e. as a bach on wheels, readily locatable to different sites as needed. The preparation required to move it (mostly all done) was also explained. We are delighted to report that when put to the vote, almost unanimous approval was given to bring the tram on site at Ferrymead.

A tentative removal date had already been set for the following Monday (26 November) but heavy rain resulting in soft ground conditions, particularly of the recently ploughed land close to the tram, meant a last minute decision to postpone, following on going monitoring (and photographing) of the site by Alan Hinman whose home is only about 20 minutes' drive away. So a second date was set - one week out, Monday

3 December and we waited anxiously all week for the weather to improve and the ground to dry out. By the weekend it was looking more hopeful with the rain having stopped and the forecast suggesting no more serious rain until - Monday afternoon! A final inspection by Alan on early Sunday evening confirmed that conditions were much better than a week ago and Cam then made the call to proceed. The message was then conveyed to interested Society members, the Bach owners and a media release sent.

Monday 3 December – a somewhat misty morning in Christchurch and a 7am start to be there by around 8am. Along Tram Rd, the main route to Oxford from Christchurch, it became a little foggy and there was quite heavy mist driving through Oxford. But as we turned off the main road and headed towards the tram site in Bush Rd - a minor miracle! The road was dry and the sky was clearing – phew!

By the time the transporters arrived quite a crowd had gathered and more continued to arrive as the loading task progressed. In addition to Society members, it was great to see a large turnout of Leo & Jessie Holland's descendants, including all four of his children, their partners and some of their children and grandchildren.



# The Return of Brill 194

Robbie Stevenson the property owner was also present and had kindly brought his large farm tractor along to assist if necessary. Many cameras were evident, with one of the younger family members flying a drone, and Joe Pickering also taking video to record the event. As shown in the photos below, the recent ploughing of the adjacent land by the new lessee was quite a challenge for the transporter and second crane, but the skills of the Cranetrucks team (Alister Giddens and Cam Lill) in getting their vehicles in position and co-ordinating the lift made it look easy and the tram was soon loaded and prepared for the journey back to town.

Meanwhile the scavengers (both THS and family members) swooped on the vacated site where the tram had rested for so many years and searched for treasures. There had been some finds a few weeks ago when the exposed areas beneath the tram were cleared in preparation for the move. Tram treasures found earlier included a side destination box, front conductors' rail with pram hooks, down pipe fittings, a brass side arm from a tram seat and some light fittings from an end destination box (long since removed). This time it was great to find, among other things, a step edge plate from a motormans's door, a complete sanding hose and a "snow hook" - used to hold up the man catcher (wheel guard) preventing it being activated by the trip gate in snow or flood conditions.

It was quite a procession of vehicles which drove through Oxford and on to Christchurch at pace with tram 194 in the lead. Attempts to photograph Tram Rd's "last tram" were somewhat frustrated by the tram running "express – no stops". Back in Christchurch and particularly around the hills including Ferrymead some mist and showers had persisted but unloading was never going to be an issue.

By the time the tram arrived, the traverser, complete with the trucks for it to be placed on, was in position. It only took a few minutes to set up the cranes, and lift 194 off the back of the transporter and lower it down on to its temporary wheels. Then it was time to open the door and have a look inside. Nothing had moved other than a little bit of soot from the wood stove which had found its way on to the floor.

The next task was to move the tram off the traverser, and it was a significant moment when the bach became a tram again as it moved on rails for the first time in 64 years. It was a moment to be shared with the family, with some of them inside and riding the short distance off the traverser and others helping to provide the man power for the move.

For some family members it was their first visit to the tram barns and it was an opportunity to show them

some of our work in progress, join us in a cuppa upstairs and then to take them for a tram ride to complete their day.

But it wasn't quite all over - Stephen (THS) and Richard (representing the Holland family) were both contacted by *Newshub* as a follow-up to our media release, resulting in about 1½ hours of filming/interviewing on Tuesday morning at the tram, back on the traverser for the occasion. This was turned into over 1½ minutes of news featuring tram/bach 194 on TV3 at about 6:30pm that night.

We will leave the last word (for now) on the 194 acquisition to Leo Holland's daughter Catherine Andrew (email - Mon 3<sup>rd</sup> Dec. at 6:02pm)

*"A huge thank you to you and the team today. It appeared to go like clockwork and we know our Bach (yours now) is in good hands. We are relieved the shift is over and she is safe now.*

*We have appreciated the way we have felt a huge part of the process and the empathy from you all as we made the hard decision to let her go. Even although we realised it was in her best interest at this stage in her life and all that had happened regarding the land, it was still very difficult. We also appreciated the time the team took, under Stephen's lead, to show us around today and the ride in the tram was a great highlight.*

*We will watch with interest as things unfold over the coming months/years. Please pass on our thanks and gratitude to all that were involved."*

**BELOW:** Some of the parts recovered from under and around 'Brill' 194 by the Holland families, 03/12/2018. Photo: Alastair Cross



## The Return of Brill 194



**ABOVE:** Almost back on track again. Having arrived at Ferrymead, 'Brill' 194 is lifted carefully off the transporter and on to two tram bogies—the first time it will have been mobile on rails since 1953. Photo: Dave Hinman.

**BELOW:** On December 4, the Society and family representative, Richard Holland, hosted Newshub at the Tram Barns in preparation for an article on 'Brill' 194 for that night's news. With 194 parked on the traverser behind, reporter Annabelle Tukia discusses with Richard and THS President Stephen about its history. Photo: Dave Hinman.





## The Return of Brill 194



**ABOVE:** Welcome home, 194! Now fitted with a pair of ex-Melbourne trucks to make it mobile, 'Brill' 194 was parked alongside Tram Barn 1 overnight after its arrival. Hidden out of sight behind 194 was sister 185, which had given up its temporary trucks to 194. Photo: Dave Hinman.

**BELOW:** Earlier that day, 194 heads down Oxford's High Street en route to Ferrymead. The weather was starting to show signs of closing in, as it did later that day and on the journey. Photo: Catherine Andrew.





## Photo Review



**ABOVE:** Christchurch 'Hills' car 24, showing the left side letter board painted and in position along with the sliding door and window tracks. Photo: Stephen Taylor.

### REWIND AT FERRYMEAD RECAP

With space at a premium last issue, we present three more photos from the Rewind event at Ferrymead, 14/10/2018. Both Christchurch 1 and 26 were in service for the event (**left**), while Dunedin horse tram 18 was parked in the Hall of Wheels siding to represent the Christchurch trams used as 'inhalation chambers' during the 1918 Influenza Epidemic (**bottom left**). Thanks to Dave Hinman, the interior was set up as an interpretative display with an old kettle representing the vaporiser units originally used (**bottom right**). Photos: Alastair Cross.







**ABOVE:** As noted last issue, Hong Kong based member Ian Stenton recently paid a visit to Ferrymead and enjoyed a Tram Driving Experience with David Jones. During his day out, Ian found time to pose with Dave and Christchurch 1, their tram for the day. Photo: Ian Stenton, courtesy Stephen Taylor.

**FRONT COVER:** Ready to roll, next stop Ferrymead. 'Brill' 194 would soon become the last tram to travel down Tram Road between Oxford and Christchurch, though it would still need some final checks and adjustments before it could leave for Ferrymead. Photo: Alastair Cross.

## 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.*

