

FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 6—June 2016



FRONZ Conference 2016

The latest from our national rail and tramway enthusiast umbrella organisation

Christchurch Tramway Update

No new funding for Christchurch Tramway—but new track is still being laid

Your Society Needs You

Graeme Richardson presents his suggestions on how to move forward

First Notch

Alastair's Angle—Alastair Cross



Welcome to your latest issue of *Tracts*. This month, our President is away on holiday — Graeme will be back next month with his regular perspective piece instead of having one this month.

As this issue was being written up, we heard that there had been no new funding confirmed for the Christchurch Tramway in their plans for this year despite several submissions from THS and other interested parties and individuals. While that might be the case, it has been great to see work underway on completing a 'missing link' in the new tramway loop, by the construction of the curve into Poplar Lane that was still to be laid in February 2011.

At Ferrymead, the main focus has been 'Hills' car 24 which is now entering the final stages of reassembly. Despite no new photos for this month's issue, project leader Stephen Taylor has confirmed that fittings are now being permanently installed on the body.

Also at Ferrymead, it's been reported that the former

Dunedin trolleybus No. 1 has finally left for its new home in its city of origin. The bus was transported south for the Otago Heritage Bus Society as a back-load, although I'm told in the process of loading it the bus did receive some damage to various panels both from the loading procedure and assistance from the Society's front-end loader. Any confirmation of departure would be gladly welcomed.

We are also counting down to the COTMA Conference this October here in Christchurch, and while we're getting ready to host our various partner organisations, several of our members have recently returned from the FRONZ Annual Conference in Auckland. This issue, Dave Hinman and his fellow THS delegates will report on the conference—next issue will cover the side trips to the Driving Creek Railway, the Glenbrook Vintage Railway and MOTAT.

Well, that's about all I have to report this time.

Cheers,

Alastair

Meetings, Notices and Offers



ANNUAL GENERAL MEETING

NOTICE IS HEREBY GIVEN that the Annual General Meeting of the Society will be held on **Wednesday 17 August 2016** at **7.45 pm** 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 (these must be in the hands of the secretary no later than 21 days before the meeting).

Supper will be provided.

JULY GENERAL MEETING - On Wednesday July 20, we will be holding our monthly General Meeting. The keynote topic will be the recent Federation of Rail Organisation in New Zealand (FRONZ) Conference held in Auckland, with a report—and pictures—of the various tour options and the conference proper.

The General Meeting will be held in the Ferrymead Lions Building, starting at 7.30pm. The cost of attendance is \$2.00, which covers the cost of another delicious supper by Phyllis Belworthy.

SPECIAL OFFER FOR THS MEMBERS - Christchurch Tramway Operations Manager John Smith has advised that they will operate a special deal on the Restaurant for the rest of June and all of July (other than Saturday evenings) for Heritage Tramways Trust/Tramway Historical Society members at \$65 per head, and including up to 3 guests dining with them (maximum table of 4 people). They just need to identify themselves as members of THS/HTT when they book.

Please note: the normal price is \$99 per head. For details about the Restaurant Tram go to: <http://welcomeaboard.co.nz/christchurch-tram/tram-restaurant/>

—Dave Hinman

Restoration Report—Hills Car 24



Project Leader, Stephen Taylor reports on the latest progress in the restoration of Christchurch “Hills” car 24.

There are no new photos this month as the results of recent progress is currently being painted ready for assembly – there should be more photos next month showing a lot of progress with the newly painted pieces fitted.

Summary of some of the progress:

- End platforms are now mostly plumbed up with pipe work for air-brakes, et cetera.
- The ‘A’-end, end platform has been disassembled for final painting and assembly – the equivalent task for the ‘B’-end platform was done some months ago.
- Both top plates that run end-to-end have been fitted – temporarily, and all the open section pillars fitted into it – including the four new ones that were made up. The pillars have since been removed for painting.
- The floor boards for the end platforms have been machined up and fitted, and are now also being painted for final assembly of the platforms. Note that the ends are different – one end has floor slats and the other was covered with Malthoid – due, we suspect, to one end being rebuilt due to accident damage.
- The ‘B’-end canopy is being repaired before being refitted, and the pillars on the motorman’s platforms made up a while ago by John Atkinson are being setup for fitting – starting with the ‘B’ end. The ‘A’-end canopy

will follow.

- The remaining end panels for the ‘B’ end bulkhead are being made ready for final fitting and painting, then assembly.
- Plus lots of other bits and pieces.

I suggest a visit to the Tram Barn over the next few weeks will allow you to see for yourselves that there is a lot of progress at present, and particularly as the items being painted are then fitted – many permanently – to the body.

Once the current work is completed, then the next major task will be lowering and tidying up the roof, but there are a large number of small pieces of work that can be done independently in preparation for fitting.

—**Stephen**

ABOVE: *The latest work on ‘Hills’ car 24 has been the final reassembly of the ‘convertible’ section of this tram. In this image, held over from last month’s Tracts, the top rail and most of the side pillars along one side of the tram had been temporarily assembled to check the fit of the various pieces.*

Since this photo was taken and as noted in Stephen’s report, the pillars have been removed—from both sides of the tram—for final painting and preparation for being installed permanently. Photo: Stephen Taylor.

Where is our Society going to be Tomorrow?

Graeme Richardson presented his proposals for a membership drive to the June Management Committee meeting, supported by his analysis of the crisis which the Society faces and some of the steps which we, as a Society, need to take.

The Management Committee enthusiastically supported what Graeme was saying to them and requested that his submission to them be printed in *Tracts* so that it would be shared with all Society members and readers. His comments, of course, are only a starting point. We really do need input and ideas from members and the active support of our members to rebuild the Society and its future.

This is what Graeme presented to the Management Committee:

“Where to from Here?”

The Society has decided to hold a membership drive. This is a good move – quite definitely a step in the right direction. However, it is not enough on its own.

The Society is facing a crisis:

- There are few helpers at work parties and no-one taking the lead to organise helpers.
- Murray Sanders is stepping down at the end of the year. No-one is visible to replace him.
- There are few drivers left on the driving roster and probably not enough to sustain summer holiday running.
- There is no visible talent waiting in the wings to step on to the Management Committee in a leadership role. Indeed, the Committee is below size in numbers.
- Members are growing older with very few younger ones coming on, which makes running the Society an increasingly heavy burden on those prepared to do so. New blood and fresh faces are needed if we are to have a future!

In addition to a membership drive, a fresh approach is needed to the way we are doing things. There really needs to be a total commitment to revitalising the Society. This means everyone needs to be involved or there is a grave danger that the Society will simply run out of willing helpers and fail.

So what are some of the steps that we can take?

- Members – older “retired” ones, currently active ones and future members need to be nurtured and encouraged.
- There needs to be a discussion at all levels of the Society about the health of the Society and where

it is going. This is members' business – and very much their concern – and they need to be part of it. The forthcoming AGM would be a suitable occasion to begin this.

- As the Management Committee is below strength in numbers, it would be appropriate for the Society leadership to look among the membership for suitable people to “shoulder tap” for Committee positions and to have willing – invited – volunteers ready for nomination at the AGM. It is now some years since active recruitment of talent was carried out before an AGM.
- The quest for leadership talent for the Management Committee and for specific positions should be intimated in *Tracts* before the AGM so that members are alerted to the Society's needs and have time to consider whether they could volunteer in advance of names being called for at the AGM.
- On-going and active communication with members is needed outlining both our successes and our problems so that members feel involved. From such involvement can come the individual's realisation that they have a real part to play. At present members appear to be a separate clan, rather than the core and the lifeblood of the Society.
- Up and coming younger people need to be encouraged and befriended – so that they feel that their part in the scheme of things is important to ensure their involvement and to bring them into an active and more involved role in the Society and in particular in its leadership.
- After the membership drive we need members to “befriend” and “buddy-up” to interested enquirers and to new recruits so that, when they come on site and into the tram barn and to members' meetings, they are not simply ignored. They will rapidly take their talents and energies somewhere else if we do not engage their interest. New members need to be mentored, shown the ropes and introduced to other members.
- The Functions Subcommittee needs to be re-activated so that there is a varied programme of interesting activities to engage our members and interested visitors. This captures the interest of members and generates enthusiasm. It also generates a feel good image among members and visitors. It helps to generate the perception that the Society is an active and live-wire organisation worth belonging to and worth supporting. Furthermore, a good social programme can be “fun” and

Where is our Society going to be Tomorrow?

projects the image that the Society is “fun” - and, therefore, worthy of our time and energy. We are in danger of losing this element of our Society's life.

- The Society's successes – and they are numerous – need to be recognised and celebrated and the good work we do acknowledged, both at functions for members and with media releases and with community involvement. We have become reluctant to do this. The entry of Invercargill 15 into service is an example of an opportunity missed.
- Membership lists being available to members and to the Management Committee would make it easier for members to see who else is involved and would help Committee members to know who our members are and make it easier to reach out to them – i.e., to “shoulder tap” members for support. Privacy issues do not arise if the lists are for internal Society use only.
- A suggested strategy is to encourage members to become involved during this promotion and reconstruction period, even if only for a finite term while the Society rebuilds its support base.
- Media releases raise public interest in our activities. They make it easier to solicit support from the community. They help to build Ferrymead patronage and they interest and attract potential members. In the run-up to the membership drive, media releases are absolutely essential if anyone is to be attracted!
- The Fundraising Committee needs to be reactivated to provide support for our activities.
- Finish one or two projects – the repaint of 452 or the Ferrymead bridge – and hold a feel-good ceremony for members and interested supporters, so that helpers may be publicly thanked and members helped to feel good by being publicly given recognition and to build their enthusiasm. Seek media publicity for this – it enhances our image.
- Concentrate on rebuilding the Society so that we have a secure future. Above all, this involves having a pro-active stance towards nurturing members. There needs to be on-going conversations about the health of the Society and its future. These discussions have to involve the members so that they are involved and part of it. In short, we need to communicate with members and to communicate decisions (and problems) to our members.

Finally, remember:

1. Involved and visible and active leadership is vital.
2. Active outreach to members
3. Involving members
4. Making them feel valued and part of the Society.
5. Project leaders are needed on the ground.

—**G.W. Richardson**

June 2016



ABOVE: Invercargill Corporation Tramways No. 15 is the only working ‘Birney Safety Tram’ in New Zealand, and one of only three survivors of its type. Photographed in January 2014 running past the Arts Centre on the then-truncated Christchurch Tramway, this tram was stated to be a ‘missed opportunity’ for media attention on its return to service following restoration by THS as noted by Graeme Richardson in his Membership and Funding report as printed in this issue of Tracts.

Photo: Alastair Cross.

Tram Driving Tips with David Jones

When a tram is being propelled by another tram i.e. a tram and trailer, a crew member must be stationed on the platform of the end being propelled. This crew member must be equipped with a whistle to give the appropriate commands to the driver or have easy access to a working bell or gong. The same shall apply if the tram has to be driven in reverse.

Tramcars must not be driven across the traverser and/or into tram barns with members of the public on board. This is a safety issue and must be complied with regardless of weather conditions.

FRONZ Annual Conference 2016

Alan Roi, Dave Hinman and Murray Sanders were recent attendees at the FRONZ Annual Conference held in Auckland earlier in June. In this issue, they report on the conference itself, held over 4-5 June 2016:

On Saturday the business sessions commenced. The Conference was officially opened by Councillor Mike Lee, whose decisions while on the Auckland Regional Authority, 10 years ago, made possible the rail commuter service we see today. Following this Hon. Tim Fischer, one time Deputy Australian Prime Minister and billed as Australia's best known rail fan, gave an entertaining address.

Erin Moyle, NZTA Senior Rail Safety Officer summarised the investigation into an accident at the Driving Creek railway, where a child of 19 months fell from a carriage and was seriously injured. A ban on carrying of young children was imposed, until an additional gate locking system was installed. There was significant media interest and a huge financial fall out for the operators.

We next had a KiwiRail update from David Gordon, somewhat more optimistic compared to the story presented last year. It seems the new GM, Peter Reidy, has successfully lobbied for continued government funding. The line north of Napier will probably reopen to Wairoa for forestry contracts.

Rob Gould from NZTA then attempted to explain a complex computer program, into which data from assessments and incident reports is fed and a risk rating for each organisation is achieved. In future Assessments will be 'Risk Focused' and will not necessarily occur annually. Chris Ballantyne of NZTA announced recent Amendments to the Railways Act which brought some clauses into line with the recent H&S Act. The opinion was expressed that lack of financial resources would not be an acceptable excuse for non action.

Navigatus Consulting handed a questionnaire to the conference participants to further research and identify priority rail safety risks in NZ. Barry O'Donnell reported on the work of the Rail Heritage Trust, particularly the reinstatement of an historic flag pole for the Hutt Workshops' ANZAC day commemorations. Megan Drayton reported on the recent campaigns of Tracksafe NZ, particularly around level crossings.

The end of day Tramway Operators Meeting was well attended, including an NZTA rep. Topics discussed included the move away from locally appointed Assessors to internal NZTA staff, which appears to be the way of the future. Thresholds for reporting incidents are considered too low. Anecdotally, some groups are taking this to absurd lengths. For NZTA, Ian Cotton is drawing up new incident reporting guidelines.

Implications of increased overlap of NZTA into H&S matters, most volunteers are unwilling to absorb hazard and risk analysis criteria. Drug and Alcohol testing may still be required despite its exclusion from the Railways Act. Recruiting of new volunteers is a problem with all groups.

Most tramway participants then accepted an invitation to the home of Leyton and Vincent Chan, a heritage Edwardian Villa in Epsom, for food and refreshments and an enjoyable social evening. Plans, photos and other archives were poured over amidst great discussions about all things tramway.

On the Sunday the FRONZ AGM was held and most of the Executive and all of the specialist subgroup convenors were re-elected. The only new face was Hugh McCracken who replaces Clark Simmonds as Treasurer. Clark has decided it was time to step down after 22 years in the role. Hugh is one of the leaders of the Rimutaka Incline Railway project in Upper Hutt.

Following the AGM there was discussion on the written convenors' reports, covering matters as diverse as insurance or retaining the lesser used parts of the rail network. Dave Hinman reported on the NZ Tramway scene. One report that could affect us was the proposed introduction of a new boiler code. This is being developed to simplify the conditions on running and examining heritage boilers that see little use, such as our Kitson. There will be a fee payable by loco operators to help finance the work undertaken.

One issue not discussed (because time ran out) was the guidelines being put out by Museums Aotearoa for operating rare items such as the Kitson. FRONZ Executive Officer Trevor Burling is to work up a draft submission, assisted by Dave Hinman, to be circulated to all groups for comment/endorsement.

At the FRONZ awards dinner on the Sunday evening this year's winner for the tramway restoration award was the Wellington Tramway Museum for 'Fiducia' tram 260, built in 1952 as the last street tram (so far!) to be built in NZ. This has been a long term project, commencing as long ago as 1988, with the team led by Trevor Burling, whose early years of tramway involvement had been with the THS in Christchurch. A very well deserved award.

Next issue will conclude our FRONZ coverage looking at the field trips to the Glenbrook Vintage Railway, MOTAT and the Driving Creek Railway.

Christchurch Tramway News

In our April issue it was advised that the Christchurch City Council was calling for submissions on its Annual Plan and this was noted as an opportunity to request Council funding to complete the Christchurch Tramway. Although no funding was apparently allocated, some new track has been laid on the extension.

It appears that no additional funding for further work on the next stage of the extension has been allocated in this year's annual plan, despite submissions from THS, Christchurch Tramway Ltd, plus local property owners and some individuals. However, as part of the repair and upgrade of Poplar Lane and nearby laneways, Downers have installed the "missing link" between Lichfield Street and Poplar Lane for Otakaro Ltd, one of the successors of the now disbanded CERA (Canterbury Earthquake Recovery Authority). Completing this part of the tram works now sensibly saves the Council from coming back later and having to dig up the newly completed roading infrastructure.



RIGHT and LOWER RIGHT: Before the start of work at Lichfield Street and Poplar Lane, the start of the new tramway curve as well as the track down Poplar Lane had already been installed as part of the work pre-February 2011. The 6.3-magnitude earthquake of 22 February 2011 subsequently halted any plans to construct the 'missing' curve between these two sections of track.

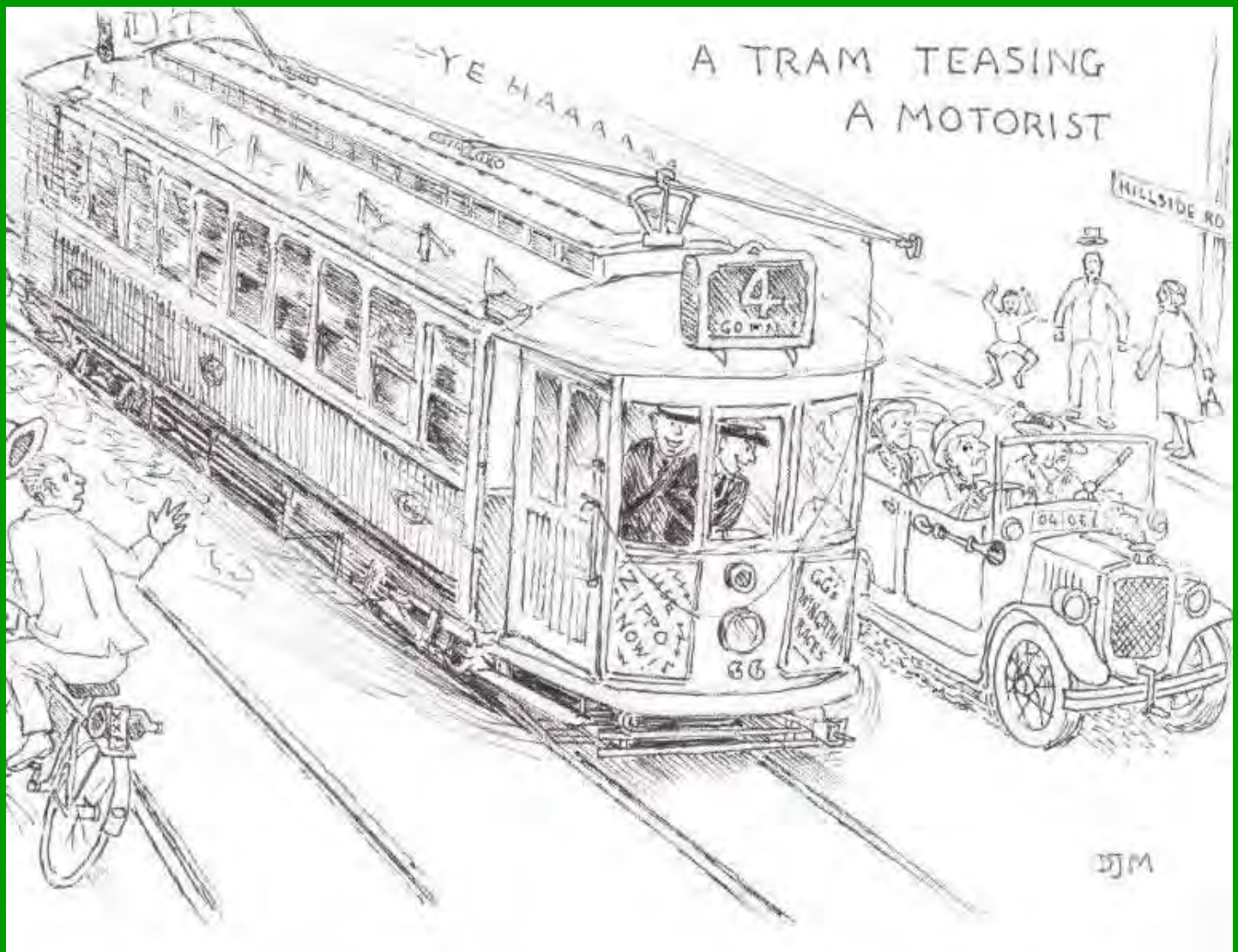
More than five years after work ceased on this section of track, Downer Construction Limited was contracted to finally install this section of track as part of the Poplar Lane upgrade. By 1 July 2016, the work was largely done, excepting the final concrete pour at the entrance to Poplar Lane.

At this time, no resolution has been made on which route the final part of the tramway loop will take—as noted in previous issues of *Tracts*, the newly-formed Ara Institute of Canterbury (formerly CPIT) is no longer keen to have the trams running through its campus.

Both photos: Dave Hinman.



Due to both time and space constraints, we have held some of our content from this month's issue over to the July issue of *Tracts*.



STOP PRESS: In a recent and unexpected turn of events, the THS was recently loaned the body of ex-Dunedin 'Takapuna' No. 66 by the Otago Early Settlers Museum who had it secretly restored at an unknown location. Quickly finished off by THS and HTT members, No. 66 was 'relaunched' shortly after at a special Dunedin-themed event where the main street in the Historic Village at Ferrymead became 'Hillside Road' for the day.

Unfortunately, the volunteer crews on No. 66 couldn't help but bait the local Vintage Car Club members during the event leading President Graeme to firmly impose the speed limit in Moorhouse Village with threat of punishment to tram crews who exceeded that limit which 'is there to protect our visitors'...

(Well, if only we could borrow No. 66...This is actually a Tracts cartoon-cum-kiddies colouring page to promote the THS! —Ed.)

Original Drawing: Don McAra for Tramway Historical Society/Tracts.

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

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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 or post to 17 Huntingdon Dr, Rangiora 7400.

