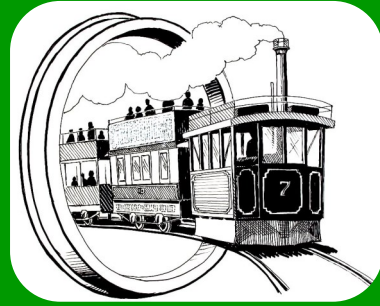


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

November 2022



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Bus News

Monthly Newsletter of the THS - Editor: Alex Hunter

Contributions welcome. Please send to tracts@ferrymeadtramway.org.nz

All contributions must be in by the 23rd of the month. Tracts released for distribution on 1st of following month.

Presidents Penultimate Report for 2022 ...

Stephen Taylor reports.

By the time you read this, it will be the start of November and only 8 Saturday's until Christmas! What has happened to 2022 – it is fast disappearing on us!

And while most of the highlights for the month will be covered in detail elsewhere in Tracts by others, I will as usual add my perspective on this.

For me the highlight of the month was the conclusion of the latest restoration/refurbishment and re-commissioning of the Kitson Steam Tram (aka Kitty) at Labour weekend. It was also good to see a good turnout of members at the relaunch ceremony on the Saturday morning and this was followed by a lovely morning tea and cakes for the invited guests put on by Martin James and his team from Friends of Ferrymead outside Curragh Cottage. And it was great to see Kitty steaming through the Ferrymead township again – and towing three trailers all and loaded with passengers. It looked and sounded great.

A special thanks goes to Alex Hunter for not only organising the work to get Kitty back in service – and undertaking a fair bit of it himself, but also in getting the media interested. We had visits from staff from both Stuff (publishers of the Press newspaper) – who did an excellent writeup in the paper along with video that appear on their website, and also from the Star – in the days leading up to the re-launch.

Also I believe this may be the first time in a long while that Kitty has been run in service with three trailers since it has been in the Society's care at Ferrymead. Maybe is it time to get Duckhouse 115 fixed up and back in service so we can make it four trailers?

Kitty (and trailers) was then run in public service – trouble free I understand – for both the remainder of the Saturday. Then the Sunday was the Park's big event day for the Labour weekend holiday break and Kitty plus its trailers was again in service, this time in conjunction with Christchurch Double Decker #26 as a two tram service. And on the Sunday evening, the Society put on a BBQ for members down at the Tram Barn.

The other big happening in October was getting three buses repainted in 1980's CTB colours in the Society's spray booth in Tram Barn 3. Most of this repainting work occurred during October, and there was a great

turnout of people involved in the sanding, masking, painting, de-masking and reassembling each of these buses in turn. Thanks need to go to Jonathan Day and Anthony Holiday for organising and in leading this work. There appeared to be teams of people working on into the nights for much of October. The buses are needed to be used to assist with transportation of Cruise Ship passengers and (hopefully) some other charter work down in Dunedin and they needed to look respectable. I am sure there will be more details – and pictures – of this elsewhere in Tracts.

And one other most excellent piece of news – John Harris recently published the driver roster for November – and it was full already! Well done to those who put their names on the roster.

And finally, from me for this issue, a piece of news from Wellington Tramway Museum: we hear that they intend to recommission their tram #17 on 26 Nov and if you are interested in attending, please contact Henry Brittain at henry.brittain@outlook.co.nz for details. We understand this is not a full Public Launch as that is expected to occur next year.



*Above photo: Stephen addressing the audience during the Kitson Relaunch.
Photo by David Maciulaitis.*

*Cover Photo: A scene of celebration of the Kitson relaunch during the morning tea.
Photo by DLA Turner.*

THS Social Event for November.
A visit to the CRS Workshops.
Wednesday 23rd November.

All meet at the tram barn at 6.45pm for 7pm Departure, We will travel by tram down to the Moorhouse Railway Station stop.

This will be a guided tour, we will split up into groups and be taken to 3-4 areas around the CRS site,
This will depend on numbers.

The evening will conclude with Refreshments in the CRS Lunch room,
Kindly provided by Phyllis Belworthy – Cost \$2 per person.

Note: the CRS site has some uneven ground, so you must be reasonable on your feet and must wear covered footwear.

Please RSVP to Evan Batchelor by Monday 21st for catering purposes.

E: secretary@ferrymeadtramway.org.nz or 021362955

Did you know.... By Ken Henderson.

Scrap Metal Income

As you are aware the Society is always on the hunt for extra income and a significant source is donated scrap metal, for example last year approximately \$2000 was realised. The scrap can be steel, copper (includes electric cable), brass, lead and aluminium (drink cans and all other aluminium products).

White ware can be deposited **ONLY** if it has been broken down to the basic components ie the metal and motor. You may always dispose of such household appliances for free at the various Transfer stations around the city if you are unable to dismantle them yourself, THS volunteers for such work are in short supply. **Please do NOT place old gas cylinders or fire extinguishers in the steel skip as we get penalised by the scrap dealer**

There are now two venues for metal collection (a) the Tram Shed at Bridal Path Road and (b) the Bus Barn by Gate A in Truscotts Road. The revenue from the Tram Shed site is divided 50/50 between the Track and The Dunedin Grip Car whilst the Bus Barn site has contributed to cost of tidying up the site which incidentally is looking very tidy these days.

I intend to mark the collection drums at the Tram Shed venue to indicate what is to go where but advise that valuable scrap eg copper, brass and lead etc should be left in the bin by the Cable car inside otherwise light fingered visitors may help themselves.

CTB Uniform to give away

Surplus tram uniform well worn but still serviceable:
1x Cap with CTB badge size 57 and a Pair trousers size 97 waist. These are offered free to a certified THS tram driver.

Enquiries to Ken Henderson 0211318905

Kitson Steam Tram Update - Alex Hunter reports.

This month has been amazing and im very happy with the progress that the team has made on returning the Kitson to service.

On Saturday 15th October we fired up the Kitson to do some testing, and then we ran a service in the afternoon to do some conductor training and refreshing,

This was a good opportunity for us to have a much rewarded play session and we had a visit from Don Spicer, who was responsible for returning it to service in 1967. Also it was an opportunity to run it on coal, we have found Giles Creek coal from the west coast to be rather satisfactory and there is little smoke, the calorific value is quite low but that doesn't really matter since the calorific value of coke is quite low anyway.

Additionally we had a few members of the Tram driving staff come along and learn or Re-learn the ropes of conducting on the trailers, one of these people is Georgia Manglesdorf, a trainee tram driver, and I am very happy to say that Georgia did a great job and certainly conducted very competently. Welcome aboard Georgia!

We've made the decision to run it on coal as we don't have much useable coke left, and the coke we have left we were going to keep for a special occasion or even for some kind of display in the future in the Cramner building when it is up and running.

One of the final jobs that was done on the Kitson was the fitting of some wooden covers for the eccentric drive rods, Stephen Taylor got busy with his woodworking tools again and made some lovely looking boxes with lids and look similar to the existing lids that covers the valve rod towards the cylinder.

After this these were painted by Mike Hobbs of the HTT in the week leading up to the relaunch.

Stephen Taylor did the honours of fitting these on the Friday evening before the relaunch the following day, many thanks Stephen.

Another Task that was in need of attention, the trailers..

These haven't seen much use in recent years and have just been in storage awaiting the time for the Kitson to be operating again, anyhow quite a team set to on a Monday evening to service and check over Trailer No 10, Lead by Jono and Larry Day and many others, there was quite a buzz of which was great . Then Myself and Steve Lea, John Harris and Evan Batchelor set to on the Friday before the launch and washed and

scrubbed them ready for the Saturday event.



Top Right: Stephen trial fitting the Valve gear cover boxes.

Mid photo: The boxes ready for painting.

Bottom photo: CTB Trailer 74 being washed and scrubbed ready for the service on the next day.

Kitson Relaunch into Service.

Alex Hunter Reports.

Saturday 22nd October saw the re introduction to service of our prized Kitson Steam Tram.

In the week before the launch day, I contacted both the Christchurch Star and the Press newspaper, and we had very positive responses from both, From the Star we had reporter Geoff Sloan come along on Saturday 15th and film and photograph the tram and interview myself. Next up we had the two reporters from the press come along on the Friday 21st and photograph and film the steam tram in steam and running about , the video that was made by them was most impressive and it certainly made it very worthwhile getting it operational for their respective visits.

On the launch day we had approx 58 members present and a number of invited guests come along who had contributed to the project over the years. It Was a great occasion as we haven't had an event with so many members present for a number of years, so it was a good catchup with some folks that don't get down much these days.

The day started off with an introduction by THS President Stephen Taylor who thanked all present for coming along, then gave a brief introduction of the steam tram and its significance to the Society and then he passed the microphone over to myself and I then gave a talk on the project and my involvement and where to from here.

Next up I invited my daughter Alice to come along and do a special and important job of cutting the red ribbon, she was very excited to do it, weve still got the ribbon at home..

We were then treated to a lovely morning tea by Martin James and his team at Curragh Cottage of Tea , Coffee and a lovely selection of scones with cream and jam! Yum! A huge thanks must go to Martin and his team at the Friends of Ferrymead group for putting on such a lovely morning tea for us free of charge, and I couldn't think of a better location for holding such an event. Many Thanks Martin!

Once the Tea was all sorted, all guests boarded the trailers and then we went for a trip to the trambarn end and return with all the guests onboard, then the Kitson ran the service for the rest of the day until approximately 4pm then it was disposed of and put away for the evening.

Top photo: Some of the audience assembled.

Middle : Myself and Alice gearing up to cut the ribbon.

Bottom: A pic of the Kitson on the return of its first official trip, seen here crossing the Ferrymead lift bridge.
(Photos by David Maciulaitis).



Kitson Continued.

Photos by DLA Turner.



Top photo: Morning Tea is served during the relaunch on Saturday 22nd.

Bottom: Kitson and trailers pass Chch 26 at church corner during the Sunday running for the Ferrymead Alive event.

Heritage Tramway Trust Update.

Dave Sanders reports -

Kia ora koutou

Down to business again. The “new” team on the HTT Board are each coming to terms with their respective tasks with the workshop team moving through the various tasks set.

So, what has been happening with our people recently. First and foremost, Bob Williams (our engineer) resigned mid-October. We had a celebratory lunch for him last week with him finishing last Friday. Having said that, do not be at all surprised to see him back with us on an occasional basis to help us out. We wish Bob well as he continues his journey.

Thanks of course go to Graeme, Brian and Michael for their ongoing works of excellence. Our client is getting the best product possible from these guys and of course from the continued involvement from all the THS volunteers who are involved. I was asked recently – “What is the number one reason people become volunteers?” On review, I think it’s primarily due to the comradery or the group with a passion to see our transport history preserved for future generations developing over time. While this was my experience it may well be different for others.

This brings me to the relaunch of No. 7 the THS Kitson at Labour Weekend. I am sure this topic will be covered well by others in this Tracts edition. Suffice to say – well done by all involved, in particular to Alex Hunter who pulled this all together. It was a proud moment for me to be riding on the trailers on the final “shakedown” weekend, the week before the official launch.

Thanks also to the rest of the board team. We have with shared time and help been able to come to grips with what we are there for. Our first board meeting (on our own) was held on the 6th of October where along with the usual things:

- We received a comprehensive report from Graeme Richardson. This excellent communication meant that myself and Stephen were able to meet with Graeme the following weekend and discuss his report and any follow up actions.
- A few trade accounts are in the process of being set up to allow for appropriate and timely ordering / purchasing of materials.
- The workshop is going digital. Callum Briske is in the process of setting up a laptop for Graeme Richardsons exclusive use. We will identify his email address in a future issue of Tracts.
- Continued (although limited) work on 24 has been approved which will see some of the non-volunteer work and preparation for continued electrical work by Murray Sanders to also commence again.

As discussed in the last Tracts I would like to have a regular item on one of the Trustees. This month I am happy to introduce Alan Hinman who is our very capable Treasurer. Alan is the son of our most valued volunteer Dave Hinman so was kind of brought up with Trams in his DNA. Having said that, here are a few words from Alan himself.

‘I have been involved with the THS for a lifetime including regular weekends conducting on various trams through the 80’s and 90’s. I have this year been elected as Treasurer to the HTT and look forward to continuing the good work that those before us have begun.

I am currently working an evening shift at the Canterbury Hall of Residence and have previously worked in rental cars and IT both here and overseas.

Alan Hinman, Treasurer

The Heritage Tramways Trust

M: 022 604 0894 E: htt@awesome.kiwi”

So now, what has the HTT team been involved with over the past Month?

There has been ongoing work on the trucks for 244 (from the city).

Work has continued on the restoration of two Punts from storage at Ferrymead with the first being completed and being ready for return to service in the city.

Kitson work has been completed at this stage with the launch on the Saturday of Labour Weekend going well. Along with Alex Hunter, Callum Briske and Graeme Richardson were the drivers and firemen and joined the team for this first and festive day for this amazing steam tram. There were multiple Conductors throughout the day with their work being appreciated.

In regard our key client, Jamie (managing the punts) has left Christchurch Attractions with his responsibilities being covered in the interim by Sue Sullivan, the Christchurch and Hanmer Attractions Manager. We wish Jamie well as he moves forward.

Don McAra and his team are continuing their fine work in Tram Barn 1. The Dunedin Cable Car is starting to shape up with more recent activity being the signwriting (by Don) and placement of the side boards.

Training on some of the workshop machinery for THS Volunteers is in the early stages of planning. Murray Hobbs has agreed to run some tutorials on selected equipment in the near future. In preparation, I am discussing with Graeme Richardson where and what we will start on. This will not be a “free for all” exercise but is aimed to assist the THS volunteers continue with confidence the fine work they are there to do. I will be working closely with the THS Management team to get this organised as soon as we can – watch this space!

Please continue to be patient with each other as we all share the same passion – Trams and other early Public Transport vehicles including Trolleybuses and Motor Buses.

As always, contact me directly as you like on 021 423 763. I am generally down there on Wednesdays and Saturdays.

Ngā mihi nui“

Dave Sanders

Heritage Tramways Trust

Chairman.

htt@ferrymeadtramway.org.nz

HTT Continued.

Top Right: a punt boat nearing completion.

Mid Right: a GE247 motor and wheelset placed together to allow the suspension bearings to be fitted.

Middle Left: Bob Williams flanked by Don McAra, cuts the farewell cake.

Bottom Left: One of the 8 tyres being shrunk fitted on the wheel, the next tyre is on the floor ready to be fitted next up after this one has sufficiently cooled to allow it to be lifted.

Bottom Right: A bogie frame receiving its wheelsets.



Bus Activities.

Jonathan Day reports.

Dunedin Charter Work

Our focus has been preparing buses to head to Dunedin to assist with their Summer Cruise season work. This has included painting 3 buses in just under 2 months; 614 (as shown last month), 620 and 628 owned by Anthony Holliday.

On the 25th of October, 612 and 628 travelled to Dunedin and went straight to work on the following day.

A huge thank you to Ange for driving one of the buses to Dunedin and Alan Roi and Lyn Cannell for staying in Dunedin driving the buses for the week for the cruise ship transfers from Port Chalmers to the City Centre. By all reports they are having a great time!

The current plan is for 614 and 620 to join the others in Dunedin early November.

We are still looking for extra class 2 "P" endorsed drivers. If you have your P endorsement or know of anyone that does and would be willing to drive please let us know!

Trolleybus parts area:

When time has allowed, Ange, Lyn and Philip have continued working on the bus parts room.

With the first of the shelves complete, the bus parts have started to be sorted and put on to the shelves.

Dirt Pile out the back of the Trolleybus shed:

The dirt pile is starting to look less and less like a "dirt pile". With the help of Pete and James from the Canterbury Railway Society Ange and Philip have continued leveling the land. Spring comes along with new weed growth. Philip tackled the weeds over labour weekend and is back to looking good. Over the coming months we aim to finish leveling work and begin grassing and landscaping the area.

Top right Bus 620 nearing completion.

Mid Top: Bus 628 ready to go.

Mid Lower: Bus 612 and 628 in Dunedin ready to go.

Lower Right : The dirt pile all flattened with the help of the CRS digger. Many thanks to the CRS!

Lower Left, the progress of the storage shelves.

Photos by : Anthony Holliday, Sean Coward, and Philip Murphy. Thanks Guys!.



Chch Trams Yank 11 and Hills Car 163.

Dave Hinman Writes.

Yank 11 was one of ten combination cars (11-20) which formed part of the initial order of electric trams for the Christchurch Tramway Board. They were built by the John Stephenson Company of New Jersey USA. They soon acquired the nickname "Yankee combination", and this was later shortened to "Yank". Others in the initial Stephenson order included five California Combination cars (1-5) of which we have No. 1, three single track enclosed cars (21-23) three Double Deckers (24-26) of which we have No. 26, and Baggage car No. 30. Yank 11 is considered by Graham Stewart and the late John Shanks as being the most significant of its class. Not only did it run on opening day (and not all Yanks did) but it opened and closed the Sumner line, was the last tram to New Brighton, and was still in service when the system closed in 1954, giving 49 years of service to the City.

When the Cashmere line was extended from the foot of the hill on to Hackthorne Rd, the Board ordered ten new trams with track brakes and more powerful motors for this the only hill route in Christchurch. This extension opened to the Takaka in May 1912 but the ten new Hills cars (Nos. 162- 171) were still not complete. Several of the Yanks were therefore converted to operate the Cashmere service in the meantime. These included numbers 11, 12, 13, 14, and 17.

From 1966 to 1968 and then occasionally later, a small group of Tramway Historical Society members set off around the South Island in an attempt to locate good tram bodies for restoration. Those intrepid tram hunters included, among others, John Shanks, Murray Sanders, Bruce Maffei, Larry Day, Trevor Craib, John (now Poma) Palmer, Stuart Hobbs, Colin Loach, Dave Hinman, Bruce Dale, David Jones, John Cameron, Neil Andrews and Robin Willan. We were keen to have both a Yank and a Hills car and two of the earliest that we found were Yank 11, which is very historic and Hills 163, the first near Mayfield and the second, sheltered near the farmhouse at nearby Ruapuna.

The two last trams, 162 and 165 were also at Ruapuna but were out in paddocks in a much poorer condition. There was also another Yank, No. 15 in the same locality and although then in reasonable condition had been the first Yank to have its open section enclosed, with the windows sliding into the roof and so it was quite different to the rest of the fleet. Other Yanks that we found were in poor condition, such as 16 in Rolleston, and 19 at Birdlings Flat and some we never found. Nos. 12 and 20 were restorable but were then not available and there is more about these trams further on in the story.

Our first visit to Mayfield and Ruapuna was in 1967 and at that stage we were not in a great hurry to take delivery of these trams. We had also found Hills car 167 which we subsequently discovered had both a twisted body and its seat

castings broken. Then we found Mk 2 Hills car 24 at Horrelville

which was being used as a hay shed and appeared to be in generally good condition. We exchanged 167 for 24 so the farmer could still have a hay shed! The original intention was to restore 24 in its final form but as everybody will now be aware we subsequently decided to restore it to original condition. This brought back another Hills car into contention and consequently it was decided to bring 163 to Ferrymead, at this stage to be restored in its late 1940s - early 1950s style. It had been given to us as long ago as 2009. When we first saw Yank 11, it was not available, with its body also being used by its former owner, Murray Early, who is now retired and has leased the land on which it is situated. Murray now lives in Ashburton and he also gave us his tram in 2009. He is now a member of the Tramway Historical Society.

In the meantime, we had acquired another Yank, No. 20 which when we first saw it, it belonged to the Geraldine Gun Club. It has now been in Tram Barn 1 for many years and is hidden behind shelving filled with tram parts. It was the workshop of the late Barry Marchant for many years. It was not a Hills Yank. Then the opportunity for Yank 12 came along. It was in use as a holiday home at Takamatua near Akaroa and because it was so similar to the G class trams in Sydney, none of which have survived, the Sydney Tramway Museum had purchased it, and with help from Steve Lea transported it to Ferrymead. It is now in the early stages of restoration and stored inside its own container, with more restoration to take place once funding is available from Sydney.

Nos. 11 and 163 had been on our projects list for many years and this year we decided it was time to act. A few of us, including member Cam Lill who operates a crane business, visited both of the trams in on 23 August and on Cam's advice it was decided we should go back in early summer once ground, particularly around 163, had dried out. As can be seen from the photos, both trams still have roofs on them and although the roof on 11 is quite high it was measured by Cam and can still be transported as is. This means it will have some protection on arrival but we will need to do some more weather proofing and probably also renew some of the timbers under 11's roof as they appear to be borer ridden.

This exercise is likely to cost in the region of \$5300 and although we have had some pledges of funding, the funding is short by \$1000.

So, if anybody is able to help, please contact

Stephen Taylor on 0274368510

or email president@ferrymeadtramway.org.nz

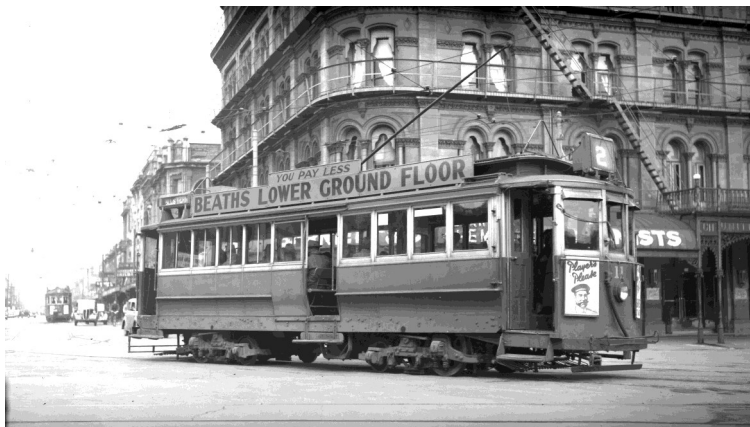
(Photos Next page.)



Yank 11 heading south from Cathedral Square on Colombo st circa 1906. (Stefano Webb photo)



A new Hills car on display, this shows the centre section with all the seats in their original style, (Photo THS collection.)



Yank 11 getting underway from Cathedral Square on Route 2 to Cashmere in the 1950's, (Graham Stewart Photo)



Hills Car 163 heading south from Cathedral Square in 1951 (Graham Stewart Photo)



Present Day - Yank 11 at Mayfield on a farm, owned by Murray Early. (Bruce Maffei photo)



Present Day - Hills car 163 on a farm at Ruapuna. Mid Canterbury. Owned by the Tasker Family. (Dave Hinman Photo)

Then and now...

This month sees a view from slightly more recent times. Of what we now know as Cathedral Junction. The top photo shows 113 Worcester st, once home to the Cinerama, taken in 1985 by an unknown photographer. The lower photo is taken recently showing Invercargill Birney 15 making its way out of the Cathedral Junction on the 3rd November.

