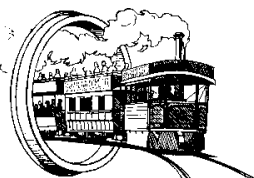


Ferrymead Tram Tracts

Newsletter of the
Tramway Historical Society Inc
P. O. Box 1126
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Website
www.ferrymeadtramway.org.nz



March / April 2011

Ferrymead survives quakes

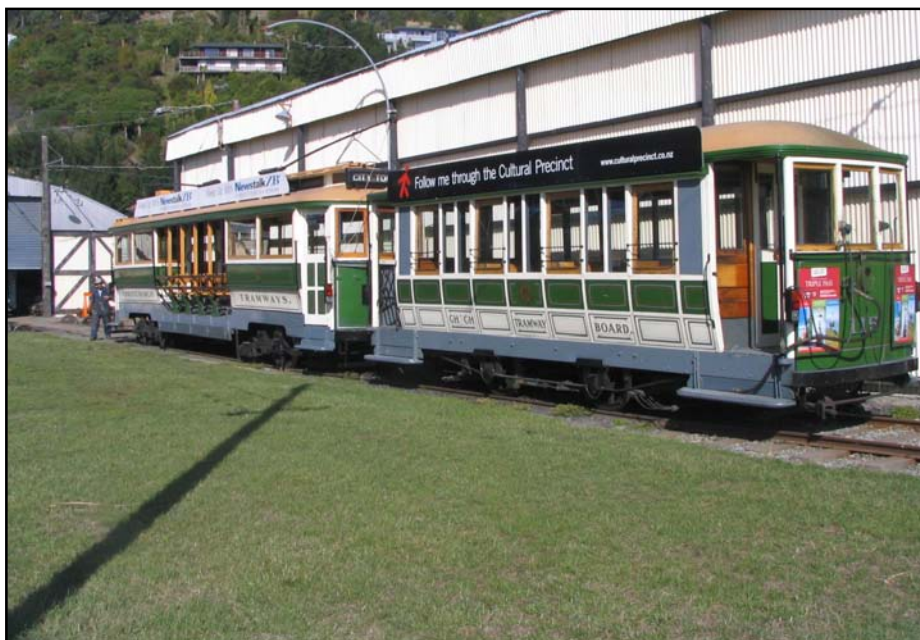
The Society escaped the recent quakes with only minor damage. The library upstairs in tram barn 1 had one set of shelves fall over and a couple of models were damaged. The shelves may be repairable. Some cups and dishes in the smoko room were broken but apart from that the barns escaped damage.

Murray Sanders reports that both power supply rectifiers were checked and were undamaged. There were several detectable changes in the height of the overhead trolley line. Again the special work at the Truscotts Road crossing has drooped and needs straining up to achieve the required height. Preventing it from losing height again, may require an additional wooden pole. There were height issues at poles 29, 35, 55, 58,

65, 67, 91. Poles have moved in the ground due to excessive shaking and some will require backstays. Trolleywires have become twisted at the terminal pole in the reserve.

A substantial amount of work is needed to restrain the overhead support spans. In the interim, the infrastructure is in adequate condition for operation, except that tram 26 is unable to cross the road crossing (formally Truscotts Road) until further notice. The Reserve line is closed at the gate until further notice. There are more cracks in the track around the village which will require welding. There has been some sleeper creep in the open ballasted track which will require more ballast and compacting.

In the trolley bus barn most rooms downstairs had stuff thrown



No this is not a blast from the past. The Boon and Duckhouse really are at Ferrymead along with other trams from the city. See next pages.

Photo: Barry Marchant

Coming events

The next Goals and Projects meeting

will be on 20 April.

Venue: **The Lions Building, Ferrymead.**

Time: **7.30pm.**

Subject: The Committee will appraise members of the current situation at Ferrymead, especially the facts post quake.

This will be followed by the next session to review the goals.

Supper: \$2.00 per head.

This is an important meeting, allowing members to have a say in the future of the Society.

May meeting

There will be an evening for members and friends on **Wednesday 18 May 2011 at Ferrymead at 7.30 pm.**

John Shanks has been asked to present one of his slide shows, which may take the form of a selection of historic views or may be an account of his voyage across the world last year accompanied by Greg Harris, who will support the show with his stunning videos of wide open spaces and places visited. Either way, it promises to be a great evening.

Please put this date in your diary now and plan to come!

Next work party

The next work party is scheduled for **Saturday 16 April 2011**. Formal work parties are held every **third Saturday of the month** and Alan Roi provides a cooked midday meal. There are also activities every **Saturday** and on **Monday evenings**.

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around and will need time to be spent cleaning up.

Even with no tram service there is still plenty to do on Saturdays and Monday nights to be ready for full service when the Park reopens.

City tramway less fortunate

THE CITY TRAMWAY did not get off so lightly. The trams are safe (whew!) but the infrastructure has sustained some damage. The new track appears unscathed but in parts of Armagh Street rails have broken and the track has apparently sunk in places.

Overhead wiring was also damaged, notably in Tramway Lane. The tram shed was not significantly damaged apart from having the large windows smashed by debris falling from the building next door. Photographs from Dave Hinman and others in this issue tell the story. Lockers on the west wall of the tram shed fell and landed against tram No 11 and trailer No 18. Hopefully damage here is minimal.

These two vehicles and the restaurant tram were the only ones not in service at the time of the quake. The others were stranded, 178 in Cathedral Square, 244 in Armagh Street, and 152/115 at the Hagley Park stop in Armagh Street. These trams are now at Ferrymead.

At present it seems as if the City Tramway will be out of action for at least twelve months,

Top: Devastation in Worcester Street between Tramway Lane and Cathedral Junction with fallen overhead.

Middle: The restaurant tram marooned in the tram shed as seen from the old stable (now the State Insurance building car park).

Right: Close shave! Brill 178 stranded mercifully undamaged in the Square after the earthquake. She is now at Ferrymead.

Aftermath...



Understudy (still) wanted!

In February your editor issued an invitation to anyone interested in becoming an editorial understudy—or indeed editor—of this newsletter. The response did not exactly reach flood proportions and so is being offered once again

What we didn't mention last time was that every assistance, technical and artistic, would be offered to the successful candidate.



Photo: Barry Marchant



Photo: Dave Hinman



Photo: Dave Hinman



Photo: Dave Hinman



Photo: Dave Hinman

Top: Much travelled tram. W2 No 244 has, since its Melbourne days, been to Newcastle, Sydney, the Christchurch City Tramway, and now Ferrymead.
 Middle left and right: Boon No 152 is loaded on to the transporter in Armagh Street near Cranmer Square.
 Above: Coming off the transporter at Ferrymead.
 Middle right The Duckhouse gets loaded for its second return trip to Ferrymead in a year. About this time last year it was going home in much happier circumstances as a swap for No 1 during the Ellerslie Flower Show.
 Right: Brill 178 was the last to arrive on 23 March.



Photo: Dave Hinman

A PLEA TO MEMBERS AND SUPPORTERS

While it's never a good time to ask for financial assistance and now is probably one of the worst of times, nevertheless the Society urgently needs your help towards a very important project.

As you will read elsewhere in this *Tracts*, because of the disastrous earthquake on 22 February, the City Tramway is currently out of action and likely to remain so for many months, if not longer. Four of the city trams, owned by the THS and leased to the City Council/Christchurch tramway, were marooned in the streets and due to track and building damage in the city could not be returned to the town tram shed. They are now all at Ferrymead, but are out in the open, unsecure and uncovered. These are priceless assets for the Society and the Christchurch community and in the fullness of time they should be once more earning their keep back in town. They have come to Ferrymead as they will require some repairs and refurbishment before returning to city service.

With winter coming on there is an urgent need to provide covered and secure storage for them and we are looking for assistance from a number of sources to enable this to happen. We have investigated several options, including placing our unrestored tram bodies outside but their even more fragile condition would be further seriously compromised if that were to happen. We were short of depot space before the city trams arrived back and this was making difficult our work on additional trams for the city and tram work proposed for others (Dunedin and Sydney) to ensure the on-going viability of our combined paid and volunteer work force. With the city tramway no longer operating our funding is drastically reduced and it is more important than ever that we have the space to undertake work for these other projects. The arrival of the four trams from town has exacerbated the situation.

What we are keen to do therefore is to erect a new building, with access to the traverser (i.e.

where Yank 12 and the coke container are currently sitting), large enough to hold all of the city trams or their equivalents. We would propose to relocate some trams from tram barn one into the new facility to provide more room for both new restoration work and for refurbishing the city trams.

We have received a quote for a "Total Span" portal building approximately 24 metres long x 12 metres wide. The cost would be \$81,500 including GST but we would need to lay the tracks and concrete most of the floor, install power and other services, as well as pay building consent fees. Realistically we are looking for \$100,000.

The building could be erected within nine weeks, assuming a fast tracked consent (which we have been advised is likely), and with the onset of winter we need to get started as soon as possible.

The question is—how to find the money?

We hope this can be a partnership with Christchurch Tramway and the Council, but this has yet to be negotiated and agreed. We will need assistance from our members and supporters—at this stage pledges and donations, and later, for those who are able, assistance in track laying and other finishing touches to the building.

Please consider whether you can make an investment to help secure the future of your Society. We already have some funding earmarked from Heritage Tramway Trust funds, and the first pledge of a donation of \$1000.

The Society is a registered charity and has donee status with the IRD. If you make a donation to a donee organisation, generally you can claim a tax credit (formerly rebate) of 33% for that donation. This applies to Companies as well as individuals making donations.

It doesn't necessarily need to be a one-off donation – we would be happy to accept "drip-feeding" paid at regular intervals (e.g. weekly,

fortnightly, monthly). In that case the IRD tax credit applies to the total sum donated for the financial year.

Payments, including by instalment, may be made directly to the Society's Westpac Bank Account number - 03- 0802-0095056-01 – please use your name as a reference so that we can identify your payment. This is our preferred method of payment, but if you would like to pay by cheque or other means then that's fine by us.

If you would like to discuss this further with the Society, please contact one of the signatories below.

We look forward to good support for this very important project and should we be fortunate enough to raise more than we need, we have also been progressing the much needed trolleybus barn extension and that also needs

to be funded.

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Our Brill No 178, one of four refugees from the City Tramway currently sitting outside at Ferrymead. Unless a way can be found to provide shelter for these precious trams they will spend the winter exposed to the elements and open to vandalism.

Photo: Dave Hinman

A message from the president



TO ALL MEMBERS AND FRIENDS

It's now more than a month since that fateful day in February that changed Christchurch for ever. I hope that life is starting to return to some sort of normality even if that is very slow.

The Park is intending to open for Sunday and Monday of Easter then back to normal.

Some clean up work has started in the library and store room at the trolley bus barn. Some track repairs have also been done. We must say a very big thank you to members of Pleasant Point Railway for their help with track repairs on our March work day Saturday 19th. There is still more cleaning up and repairs to be done but it will not stop the trams operating when the Park is open again. One of the problems that will need attention is the height of the overhead at the Truscott's Road crossing and as a result double decker 26 will not operate until further notice.

All three trams and the trailer from Christchurch City Tramway (trams 244,178,152 and trailer 115) are now stored at Ferrymead. At this stage how long these vehicles will need to be at the Park is unknown but the problem of covered and secured storage is matter that needs urgent attention.

Several of our members have suffered severe damage in the quake and some are still not able to return to their homes. Our thoughts are with all those who have suffered.

I hope everyone is staying safe. Please keep in touch with the Society. I am here for you.

Graeme Belworthy
President

Omnibus edition

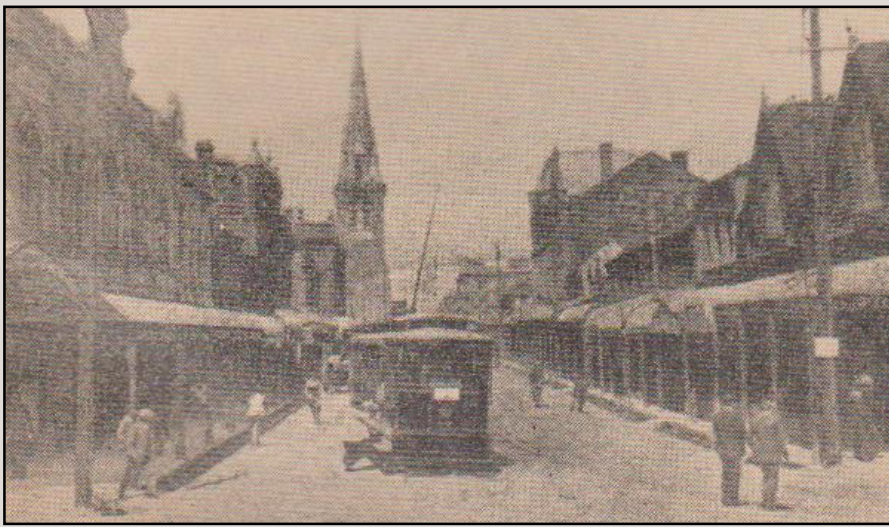
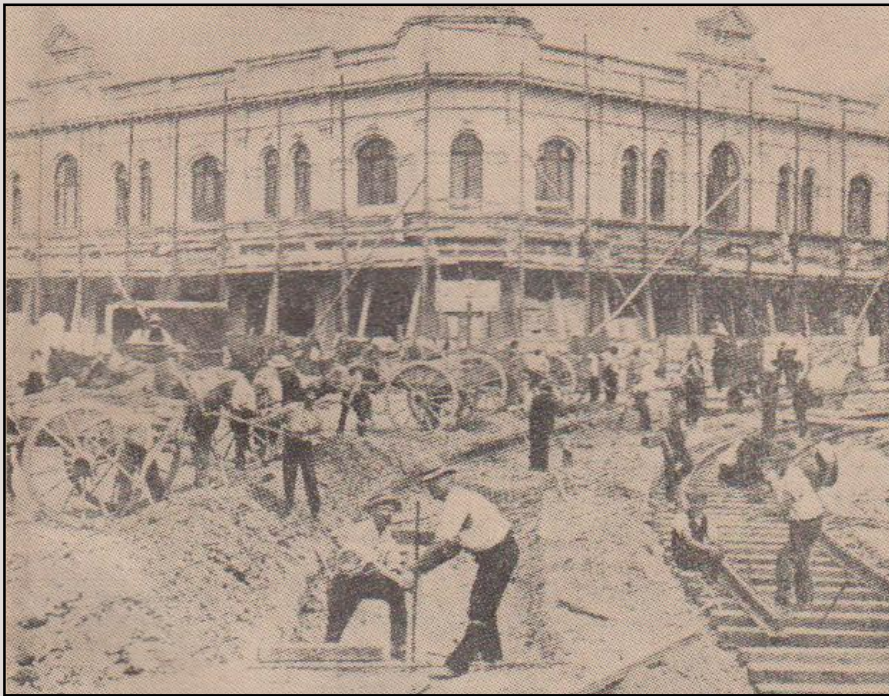
IN OUR LAST issue we featured trams at work during our 50th anniversary celebrations. This time we feature the buses. Thanks to ALAN ROI for the good work he did during the celebrations and for the pictures displayed here.



From the archives...

THESE PHOTOS WERE found in the June 1950 edition of *Air Brake*, the "Official Organ of the Christchurch Tramway Social Club". The top one shows tram tracks being laid at the intersection of Armagh Street, Colombo Street, and Victoria Street en route to Papanui.

The lower one shows a tram from Papanui turning into Colombo Street. The original caption reads "At the time this photo was taken the Armagh Street 'in' stop was in Colombo Street. The trams were open both front and sides, and the fares were collected from the footboards."



Donation from Canterbury Community Trust

THE SOCIETY WAS informed in early March that the trustees of The Canterbury Community Trust have approved our application for a donation of \$10,000 towards "Materials and outwork for the refurbishment and exterior repainting of the Christchurch trolley bus 210". The Society would like to record its

sincere thanks towards the trustees for this donation. As well as an exterior repaint—the exterior paintwork was starting to look a little thin and shabby in places—other necessary work is also planned to be undertaken at the same time such as replacement of the window rubbers which have also perished.

Max's test: a cautionary tale for trolleybus drivers

From the June 1950 edition of *Air Brake*. Interestingly the article makes reference to the Brighton tram route as the "Old Man's Home".

Everyone knows that the football season has commenced once again, and Trammies who are followers of the oval ball game are aware that Messrs Laing, Colling, Parkes & Co. are making an all-out effort to ensure that the Kohn Shield finds a resting place in Christchurch for at least the next twelve months. We all recognise the value of constant training, but it is felt that enthusiasm is being carried just a little too far when we learn that the Tramway team was indulging in scrummage training in the centre of a city intersection on a recent morning.

An interested spectator of this performance, after a few moments' silent contemplation of the scene, asked if the Tramway had arranged a game with the touring British team for the benefit of the Tramway finances. However, the poor ratepayer was doomed to disappointment, for the four or five huskies were, in effect, not training for football but were simply trying to push a straying trolley bus back to somewhere in the vicinity of the overhead wires. So far we have seen no mention in *Freedom* or *Truth* about the incident, but we are informed from authoritative sources that the driver 'of the trolley had, until recently, been an operator on the "Old Man's Home"—Brighton, and upon approaching the Stanmore Road intersection had been overcome with a yearning to revisit his old haunts at the seaside.

Too bad, Max, that a trolley has two poles, otherwise you might have made it O.K., but don't forget, will you, that when driving on North Beach or Richmond, if you stray too far from the overhead you will find yourself in the Dead Ball Area.



Ex Christchurch diesel bus No 510 plies for trade in Truscotts Road during the 50th anniversary celebrations on 6 February.

Photo: Alan Roi

How would you like to help with the Birney?

OVER THEW LAST few days, Dave Carr has been working with CTL to find a way to finish the Birney before we move onto anything else.

One outcome of this is that we will need some of our volunteers who have been helping back on site to assist meeting an end of May time frame. Saturdays and weekdays are when they can be most effective.

We should have been close to complete around a week ago but with the earthquake and some other supplier delays prior to that we are now behind time.

Dave hopes to have more good news to broadcast for the next *Tracts*.

Lost buildings from the tramway era

DAVE HINMAN has taken the time to list the buildings associated with the tramway era in Christchurch that have been lost in the earthquakes—and some that have survived.

While the 4 September earthquake damaged some buildings which had been present during or associated with the tramway era, it was 22 February which devastated much of old Christchurch. Hard hit were many of the old suburban shops which had sprung up at tram termini of which quite a number had survived until now. Here are some that I am aware of: this is not an exhaustive list and may grow—if others know of any I've missed please send in the details for the next issue of *Tracts*.

Cranford Street: the turning wye at Westminster Street—shops on NW and NE corners—gone.

Edgware Road - Barbadoes Street (original terminus of St Albans Park line)—some shops gone.

Papanui Terminus: building on cnr Harewood and Main Nth Roads (had the Firestone sign)—gone.

Dallington line: shops at cnr Gloucester Street and Woodham Road—damaged and some will go. "Junction" Building cnr Worcester St and Linwood Avenue (junction of Dallington and Brighton Lines)—badly damaged, likely to go.

North Beach terminus: shops opposite Ozone hotel—gone. Ozone badly damaged

Sumner line-Woolston (3W): old Nugget factory, some shops, library and old Post office badly damaged—some gone, others likely to go.

Sumner: old Borough Council building badly damaged—may go.

Opawa terminus: shops badly damaged and some gone.

Cashmere line-Tennyson Street (2T) older shops on W side gone.

Then of course within the central city, many of the buildings the trams used to pass in Colombo Street, Manchester Street, and some in High Street—badly damaged, gone or going.

Then there are those more particularly involved with the tramways: e.g. Boon & Co—damaged in September, some has fallen in February and demolition is imminent. CTB workshops, cnr Moorhouse and Fitzgerald Avenues, badly damaged in February—to be demolished.

There is however some good news, e.g.

Cashmere terminus (the Takahe): still

there and has survived well.

Fendalton terminus: last remaining block of shops which survived earlier roading changes—still there.

And in town: old Chief Post Office, old Govt Building (and behind it the current city tram shed), Warners Hotel, former High Street post office, former Beaths department store (now the Crossing), National Bank (former Cook & Ross) SW corner Armagh and Colombo Streets are all still standing with no or relatively little damage.

For those who came on the central city tour as part of the THS 50th Anniversary, it has turned out to be the last chance for many to see some of the city's fine old buildings. We can but hope that the new buildings which will replace those lost will be of a good and enduring quality which will help to make Christchurch once again a proud and beautiful city.

Perhaps in a future edition we can publish some pictures of these elements of "lost Christchurch"

Editor's note: Yes indeed, Dave. Can anybody add to this list? Lost buildings from the tramway era, suitably illustrated, could be the subject of a book or booklet. Send photos or names of buildings to the editor.