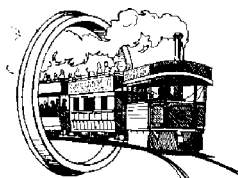


Ferrymead Tram Tracts

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



April 2015

Brisbane 236 back on the tracks

MURRAY SANDERS reports

After a three-month lay-up, Brisbane tram 236 re-entered passenger service on the 24 March.

Initially the tram was taken out of service to replace a faulty bogie pin on the bolster, which had given trouble over several years, either breaking, bending or working loose. The tram was hoisted on the body

jacks and the bogie removed. Sloppy bushes were replaced and a new pin fitted.

With the vehicle due to be exposed to another Christchurch winter, the roof was then sanded down and repainted with Resene Durapox undercoat and Taubmans Butex enamel top coat. Thanks to Gavin Townsend and Dave Carr for

their assistance.

Also 236's spare GE motor has been dismantled and found to have a faulty inter pole winding. We have a quote from ABB for \$1500 to wind a new coil, which will be actioned in due course.

A full complement of the Brisbane strap hanger brackets will be cast in the months to come.



April Function

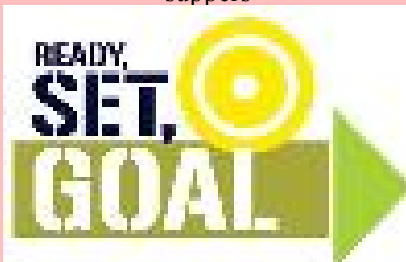
Our function for March is a Goals Meeting so please keep this evening free so you can have your say as to where our society is headed.

Where:- Lions Hall

When:- Wednesday 15 April

Time :- 7-30pm

Cost :- \$2 for one of Phyllis's yummy suppers



Time for new blood

In the December issue I indicated that my term as editor of this newsletter was drawing to a close and I have now told the Committee that August issue will be my last. Accordingly the position is now up for grabs and the Committee would love to hear from applicants.

Every assistance will be given to the new editor to

ensure a smooth and easy transition.

The job is always interesting and rewarding, often challenging, and usually straightforward.

If you are interested in taking up this position, please let a member of the executive know or contact me—contact details below.

Next work party

The next work party is scheduled for **Saturday 18 April 2015**. 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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Message from the president



The "Captains of Industry" evening is being followed up with further correspondence with them in an attempt to keep our profile in the public arena and seek their support in what ever way they can helps us. These efforts will be on going and may include another similar evening be held later in the year.

The area next to the trolley bus shed is being slowly cleared in preparation for the new building. Fund-raising is still in progress with several avenues being followed and it is hoped that all will be in place for a start on construction some time in the new year.

Work on Hills Car 24 and Grip Car 103 is progressing and each will be reported on in more detail elsewhere in *Tracts*. Bus 452 is now starting to receive its top coats of paint. The Square Shelter is still being worked on and is looking great.

Next years COTMA is being hosted in Christchurch and I am calling a meeting of all those interested in helping to organise this event to be held in Tram Barn 1 on 14 April at 7.30pm.

Last but by no means least I am very sorry to learn that Joe is giving up as Editor of *Tracts*. I would like to take this opportunity on behalf of all members to say a very big thank you Joe for all the effort you have put into the publication over the years; it has been very much appreciated.

Cheers,
Graeme.

City Tramway: where to from here?

As you all know the tram is now successfully running on the extension as far as Manchester Street, but the track continues on. The question on everyone's lips is: now where?

The original (pre-earthquakes) plan was to cross Manchester Street, along Lichfield Street to Poplar Lane, and through to Tuam Street, turning back in front of the old High Street Post Office and then returning along High Street to join the existing lines at Manchester Street (Stage 1 - now called Stage 1B) and with Stage 2 - continuing south along High Street and then St Asaph Street and Ferry Road to Barbadoes Street and looping back through the CPIT campus. But for the earthquakes, all of Stage 1 would have been ready to open for the Rugby World Cup in September 2011 and Stage 2 by 2014! Much of the Stage 1B track was actually laid before work stopped in February 2011—see plan and photos—but its future, and that of Stage 2, now appears to be on hold indefinitely! Last year there was a record number of submissions made to the Council's Annual Plan (nearly 120—including some by THS members!) requesting funding to complete and open at least part of the extension. As a result, the Council added an additional \$1.69M to its capital programme to enable the line to be completed and opened to Manchester Street (including the crossover to allow the return to Cathedral Square) a decision welcomed by the business community and Christchurch citizens generally. But the Council resolution went on to also request that "further investigation and consultation occur with regard to implementation and timing of changes to parts of the route (Stage 1B and 2) as part of the Long Term Plan 2015 process". However, perhaps with all the effort being put into getting Stage 1A up and running, this part of the Council's resolution appears to have been overlooked. The Long Term Plan (2015-25) is now open for consultation and

there appears to be NO FURTHER TRAM EXTENSION FUNDING PROPOSED AT ALL for the next 10 years! Realistically, over the next 12 months or so there are road and building works going on which would make it difficult for the tram to get finished and operating beyond the present terminus and it seems that some route changes will be needed—e.g. the one-waying of Tuam Street (east bound—replacing Lichfield Street) makes it problematic for the loop back in front of what is now C1 Café. But in a year or so we understand there will plenty of activity (and people) in the Poplar/Tuam Street area, with Vodophone, Kathmandu offices and hospitality outlets such as the Dux de Lux all set to open.

While acknowledging the financial pressure the Council is under, we suggest that it needs to honour the undertaking it gave last year and to recognise the need to continue work on developing this important asset for the city. Planning for continuing the extension (and utilising the tracks already in the ground) needs to get under way now with funding to follow within the next year or so—not 10 years or more out! The connections already provided by the present tram route will be further enhanced by linking to the new "Innovation Precinct" and CPIT and we are expecting that there will be submissions made to the Long Term Plan by the business community and other interested groups and citizens. This will include the Tramway Historical Society, and we again invite our members to put in their own submissions on this matter.

Comments on the Council's Long Term Plan need to be in by midday on Tuesday 28 April 2015.

For details about the Plan including the Consultation Document and other related plans, go to the Council website—see link below— and to make an on line submission go to

<http://ccc.tfaforms.net/57>

Link to Council website

<http://www.ccc.govt.nz/thecouncil/policiesreportsstrategies/lccp/documentsandlinks.aspx#jumplin k13>

Right: The tram route—
 Armagh loop plus
 Extension Stages 1A, 1B
 and 2. Only the red bits are
 yet to be complete. I suspect
 that the rails are already on
 hand to complete the job.

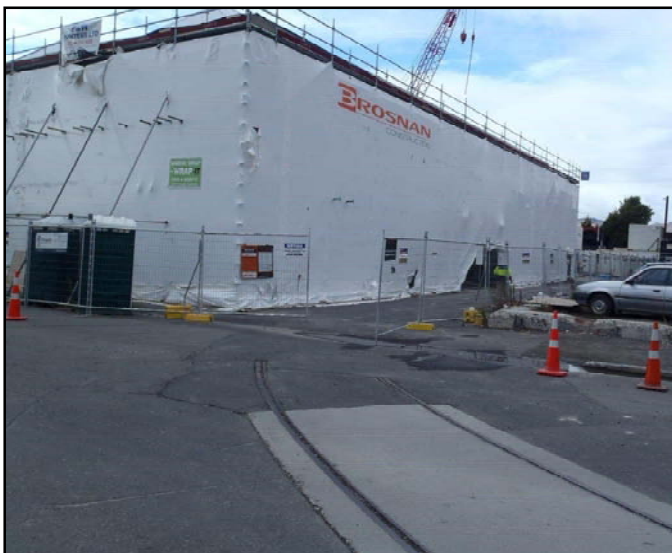
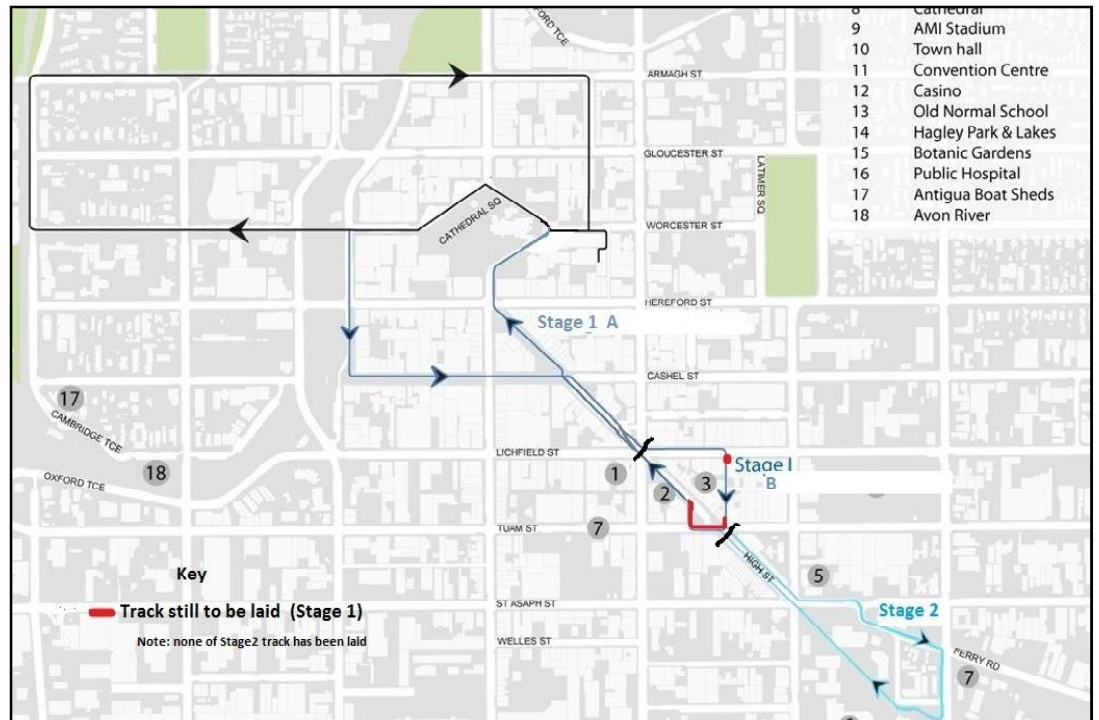
Below left: “Tracks to
 nowhere”—Lichfield and
 High Streets beyond
 Manchester.

Below right: “Just a few
 more containers to
 remove”—High Street.

Bottom left: “Almost
 there”—Lichfield to Poplar

Bottom right: “Abandoned
 for now”—Poplar Lane.

All pictures:
 Dave Hinman



Old cable car tickets found

DON McARA and his fellow archaeologists have come up with some interesting finds.



Step by step Dunedin Cable Car 103 is carefully being taken apart.

Following the same procedure established as for Christchurch Hills electric No 24, the body is being separated from the chassis. Then the body will be supported by scaffolding and the chassis lowered down. Once the tongue and groove cabin flooring has been removed, when room is available the chassis will be slid from beneath and a total assessment made. Already we've obtained new timber for one of the main bearers running the length of the car, and another will need a new section scarfed into it. These bearers are chamfered decreasing in height from under the cabin bulkheads as far as the head stocks at both ends. This allowed the tram to cope with the sudden dips and gradient changes found on the line. Both chassis headstock timbers will need replacing. After years of exposure to damp many of the larger bolts have expanded with rust and need much effort to remove. Luckily I have the support of Pim Sanderson and Ken Fillimore to help out. Everything is documented in photos or drawings as it is removed.

As we removed the B end metal apron we discovered a secret cache of severely decayed Dunedin Corporation Transport tickets. A

couple of penny section examples are shown here as issued to school children as I was in the 1950s. Adults I believe paid three pennies (or used a small silver thri'penny bit) for the uphill journey, and two pennies (tuppence) for the downhill, so reduced for those who otherwise preferred to walk!

Also shown in the accompanying photo is the remains of a season ticket printed on light card. I remember the cost being as high as two shillings and sixpence, but I stand to be corrected.

At the end of each day the conductors opened their clippers and the clippings were counted. From the punch marks on these tickets there appears to be a difference depending on the cost of the journey, so the clippings of each kind would have to be counted separately. The clippings were then compared with the ticket butts. If they failed to tally, the conductor would have to make good from his own money. All the tickets issued and clipped while the tram was moving had to be done by the conductor using one hand only as he needed the other to hang on. On a crowded cable car the conductor was lucky if he could find a space for his toes on the running board among all the passengers' feet. Sometimes a few kinder passengers helped hold the conductor on while he was issuing

them. On the Harbour line conductors sometimes got into the gripman's box to take fares from there, though this was frowned on. Of course, the conductor made use of stops to collect whatever fares he could from road level. All this, rain or shine. To my knowledge, these vicissitudes dissuaded the transport board from ever employing female conductors as was common on Dunedin's electrics.

BILL CAMPBELL adds...

A great find. You are right about the fares. The fares you quote applied from about 1953 until about 1956. The School pass was 2/6d per term. The counting of clippings may have been used earlier on the cable system. I know that some overseas systems also counted clippings. By the 1950s cash boxes were issued to conductors, bus drivers and the Maryhill gripman/operator at the beginning of each shift. At the end of the shift the cash box was balanced. The money was totalled (less any Australian coins which were worth 20% less than the NZ coins and were not accepted by the Revenue office at the city tram sheds). The total was balanced against the tickets sold on the ticket block stubs. I believe that the stubs had 20 tickets and the concession tickets were ten to a block.

There was often great haste in balancing the cash at the end of the shift. The Otago Savings Bank opened a Mornington branch at the end of the cable car line. A great OSB manager who had little to do at times, willingly did the cash balancing for conductors at the end of the day while they were on the last trip of the shift down to the foot of High Street and back. The different punch marks you have noted were due to the different punches used by different conductors. If an inspector was checking tickets on a cable car and trailer where the conductor had a 't' shaped punch

mark, he could pick up fare dodgers who proffered a ticket with a 'r' shaped punch mark.

There were also ways of detecting 'pigeon flying' — taking tickets off the cable car floor and reselling them. This was a sackable offence after a 'trip upstairs' to the Manager at the City Tram sheds. The conductors used 'leg locks' to hold on to passengers where they needed to, as they moved around the footpath side of the cable cars. A very crowded cable car would sometimes stop at the High Street school on upward journeys to allow the conductor to finish fare col-

lection.

The Mornington system teetered between small profits and increasing losses and so after 1945 the crews were aware of the need to get all the fares they could. The gripmen helped by passing tickets to the conductors. Honesty boxes were installed on the cable cars and the trailers from about 1952 and brought in more money. The Dunedin City Corporation Transport never employed women as conductresses on the cable cars because all gripmen had to work for two years as a conductor before training as a gripman.

From the Health and Safety Committee

Please would all volunteers and staff keep aisles clear as far as possible while the huge job of rebuilding the Ferrymead Railway's water tower is under way. Also take care to clean up after yourselves including tidying machinery, putting tools away, and sweeping up. Your help in this is much appreciated.

Hold very tight please!

Watching a video recently of a Beamish tram, I was intrigued to hear the motorman admonish his passengers to "Hold very tight please!" I know this is traditional but I couldn't help wondering precisely what the hapless passengers were expected to hold on to. Should they cling to the person next to them or clutch some part of the tram's structure? And what would befall them if they failed to obey this injunction? Would they be sent sprawling on the floor or hurled from one end of the tram to the other when it lurched violently into motion?

The mental picture of white knuckled passengers desperately clutching whatever solid object they could find or embracing each other for support while those unable to gain any sort of hand hold got flung helplessly about suggests that tram travel is akin to a stormy sea voyage in sailing ship days: uncomfortable, hazardous and not for the faint hearted.

Or perhaps it's just the driver's way of saying, "Look, I haven't quite got the hang of driving this thing yet and I'm likely to make a rough start. Better hang on."

Either way, let's hope the custom doesn't spread to this part of the world. Especially on the Restaurant Tram!

Tram driving tip

from motorman training officer DAVID JONES.

A facing point must be approached at low speed around walking pace. It is best to brake prior to entering the point and coast gently across with the power and brake off. A facing point is one where it is possible to select to go straight ahead or turn left or right. A trailing point where two tracks converge into one must also be treated with respect but is less likely to be split resulting in a derailment.

Ken's track report

KEN HENDERSON has been working steadily.

A TRACK GANG with some fresh faces put in a day's work on 28 March which involved lifting and packing track and replacing some screw spikes that were loose. Michael was down from Auckland (he also drove on Sunday), David Jones (who thought he was going to be driving on Saturday but fortunately brought his overalls) and young Angus who has been active at Ferrymead recently. Our trustworthy Jason gave all the grass a mow. I even volunteered to help the Kitty gang replace the ashtray in between jobs. Just another day at Ferrymead.

Otago bus enthusiasts visit



Recently the Society was visited by members of the Otago Heritage Bus Society. Beside Dunedin 79 are Anthony Holliday, Jenna-Louise Crothers and Andrew Robinson.

On the subject of buses, bus 452 is getting its top coats of paint applied. A lot of the work has been done by Mark Hibbs, Graeme Richardson and Brian Fairbrass.

Successful Sunset Tour

DAVID TURNER went along for the ride.

On the evening of Wednesday 18 March, Ferrymead's Tramway Historical Society had one of their annual sunset tours of Christchurch. This was one with a real difference! Instead using one of their vintage buses they toured the central city by tram.

Hosted by Christchurch Tramway Ltd using two of their THS-owned trams leased through The Heritage Tramways Trust to the Welcome Aboard Group, the trams were driven by THS-member town drivers. They

travelled over the new extension (twice) before finishing on the old circuit in New Regent Street just in time for supper.

The two trams used were Christchurch Boon 152 and Invercargill Birney 15. The tour set out soon after 7.30 pm and followed the Restaurant Tram on its normal evening mealtime run around the extension.

Our thanks to Christchurch Tramway Ltd for allowing us to use the trams free of charge.



Top left: Looking through 152 with Ken Henderson in charge, the Restaurant Tram (former Melbourne W2, 411) had just turned off the original tourist circuit onto the extension. The hoped-for sunset was of course hidden by the usual low grey cloud and drizzle accompanied by a chilly southerly wind.

Top right: The extension ends in High Street at the triple-street junction with Lichfield and Manchester Streets. In spite of the absence of any evening sun, the twilight nonetheless made for interesting lighting as the tour party in 152 passed those in 15 on the double-tracked section along High Street from Cashel Street.

Above left: The second time around the extension the twilight had yielded to darkness. Looking through the front of Birney 15 with Joe Pickering as motorman, 152 was just arriving at the end of the new extension in High Street.

Above right: Few of the original buildings along Cashel and High Streets survive today after the devastation of the 2010 and 2011 earthquakes. One that did was Bonningtons building (cc 1884) which has been repaired and restored, backdrop to Invercargill Birney 15 arriving beside the new Stranges Complex at the current end of the extension.

Photos: DLA Turner

In the bleak midwinter

Back in those glorious pre-earthquake days when we still had a city, and hail and snow were the worst things we had to contend with, intrepid DAVE HANSEN braved the elements and got out and about with his camera to capture these magnificent shots. The date was 5 July 2008.





Another piece of history from one of DAVID JONES' calendars

Members of the B Squadron of the Canterbury Mounted Regiment on their way to Lyttelton. The troops rode from Sockburn Camp to Port Lyttelton prior to embarking on transport ships bound for service in the First World War (1914 - 1918). They are pictured crossing the Heathcote Bridge, Ferry Road, on the way to Sumner and Lyttelton. Date: 23 September 1914.
Christchurch City Libraries, File Reference: CCL PhotoCD 7, IMG0088. Source: The Weekly Press, 30 September 1914, p 30. Neg. No.: 1115

