

New heights achieved due to grant

MURRAY SANDERS has some good news

WITH THE ENTRY of double decker tram 26 due, the Management Committee applied for a Community Trust grant of over \$13,000 for stage one of our project, being to raise the height of our overhead trolley wire between the Square shelter and Truscotts Road. We received

notification in February that \$10,000 had been approved.

Subsequently 12 new hardwood poles were delivered on site, the object being to replace all the wooden poles in

this section. The existing poles were second hand when installed 30 years ago. They are too short and now in poor condition. On Tuesday 15 April, eight of the new poles were 'planted' in the ground between the new bridge and the level crossing, with the

assistance of Downer Engineering vehicle and staff. A dry mix of concrete was barrowed across the track to fill in around each hole.

New bracket arms and fittings will be prepared, four of the poles will be equipped with replica Christchurch Tramway Board bracket arm fittings. A new certified work platform with folding handrails is now being fabricated for the works tram, so erection of the new bracket arms will commence as soon as the platform is ready. Work is generally taking place on Wednesdays and Saturdays. Anyone with a reasonable head for heights would be welcome to assist. Phone Murray, 332 0734.

Stage two of the project will focus on raising the height of the trolley wire in the township area. It is not anticipated that any new poles will be needed, though some pole extensions will be required for this section. (See photos next page.)

Work is generally taking place on Wednesdays and Saturdays. Anyone with a reasonable head for heights would be welcome to assist. Phone Murray, 332 0734.

From the track gang

Report from KEN HENDERSON

The Truscotts Road bridge has been sand blasted and painted by professionals and looks very smart, General on going maintenance of the track including weed spraying continues. The hire of Shane Backhouse and his digger has made the start resleepering the turnout at the Square Shelter much easier but there is still alot of hard graft required. Recent visitors will note that 8 sleepers have been done and that a new timber passenger crossing constructed thanks to the skills of Graeme Richardson and Stephen Taylor. Good men who can wield a shovel welcome every Saturday.

With winter approaching there is large pile of firewood quality hardwood sleepers available for sale, all you need to do is saw them to size .

Society now a registered charity

STEPHEN TAYLOR reports

AT THE LAST AGM a resolution was passed that the Tramway Historical Society apply to be registered as a Charity under the 2005 Charities Act. This motion was acted on, and the Society's application was lodged with the Charities Commission for processing in October 2007. We have recently received notification "...that Tramway Historical Society Incorporated was registered as a charitable entity under the Charities Act 2005 on 12 March 2008".

As a registered charitable entity under the Charities Act 2005, the Society will now remain eligible to apply for charitable grants, be able to receive donations that are tax deductible to the donors, and continue to be classed as a non-profit organisation. Our registration number is CC21723.

Coming Events

The next social event for the Society will be held on **Wednesday 21 My, 2008**, at 7.30 pm in the **Lions building, Ferrymead**. It will take the form of a

Short members' forum led by the president including a report from the Committee.

This will be followed by **a travelogue from Larry Day who recently travelled overseas.**

For future reference

June: Slide show from the Shanks collection.

July: Society dinner.

Dates to be arranged and notified

Next work party

The next work party is scheduled for **Saturday 17 May 2008**. Formal work parties are held every **third Saturday of the month** but there are also activities **every Saturday** and on **Monday evenings**.

Fond memories

COLIN LOACH pays tribute to an old mate.

A CHANCE MEETING in Hay's Department Store staff room more than 45 years ago was to change my future.

A young man from the "Display Department" joined me over a cup of tea. Bruce Fleming had come "into my life"!!

On discovering I was a tradesman, I was required to join the "Brill Restoration Team"

Coming from Timaru, I had no idea what a "Brill" was. Bruce soon had that little problem sorted.

We worked together on restoration, crewing etc.

Older members fondly remember Bruce's donation of his old car "Molly" soon converted to a truck? for carting sleepers etc around Ferrymead.

Later I was to work with Bruce on the City Tramway. His knowledge and experience was of great value to the Company.

From a chance meeting over morning tea I became involved in a lifetime hobby, interest—and later a job.

Thanks "Flem"; you were a good mate.

May you rest in peace.
Colin Loach.

Reminiscences of a Dunedin trammy

TREVOR CRAIB provided us with this piece written by RUSSELL GRIGG Sr.

I was first introduced to tramway work back in 1922 when I worked with A&T Burt of Dunedin. Later that year I started work with the Dunedin City Corporation working on body building. I was on that work until 1929.

I worked on trailer cars for the Dunedin and South Seas Exhibition (1923 - 5 and these trailers were later converted to what was known in later years as "Cavy" cars.

Mr Micklejohn was in charge of the wood shop at that time and he later retired to live in Takapuna Auckland. I also did some work on the hill cable cars and miscellaneous repair work to damaged trams.

During my time there I worked on patterns for replacement on the double bogie trams which were built in Australia for DCCT. All the overhead fittings (frogs etc.) were redesigned during this period and I made the patterns required.

In 1936 I started as a conductor on the trams, and it was then that the new innovation of a 40 hour week was introduced following the coming of a Labour Government, and following a pretty strenuous time of it for most workers during the depression years, and that was the end of the 48 hour week for

tramway men. Later on I worked as a motorman but was manpowered to my trade during the war years to work at Stevenson and Cook, Port Chalmers for three and a half years on minesweeper construction. I then returned to the trams until such time as I left to start up a business with my brother at Body Builders generally at a workshop situated near the corner of David Street and Main South Road where the stables for the DCCT were situated during horse car days in Dunedin. We did repair work for the DCC on their buses etc. and remained and remained working from that site until retirement.

As a driver I can recall leaving the last stop before the Gardens and noticing a small mouse making its way along the groove in the rail ahead of me. I kept behind him until we got to the corner and was relieved to see him make a turn at the corner and head towards Normanby and I then had a clear run to cross the intersection to the Gardens stop. Here we had to change sides and get ready for the trip to Andersons Bay. The mouse had a long run to Normanby ahead of him. I wonder if he made it.

Note: Mr Grigg also made many patterns for our Society.



Left: the first of eight poles is lowered into position under Murray's critical eye. Centre: another pole being lowered into position by the contractor. Right: we now have a forest of poles between the bridge and Truscotts Rd.

Photos: Barry Marchant

Rogues' Gallery

LINDA FOX had her camera at the 40th Anniversary celebrations earlier in the year.



Top left: Dave Carr and Trevor Craib in serious conversation. Top right: Frank Doherty and John Honeybone in not-so-serious conversation. Lower left: Max Taylor addressing the multitude. Lower right: A W2 bogie gets the push around from Tram 22 driven by Alan Roi with Larry keeping an eye on things. Bottom: Tram 22 at the end of the line in the reserve.

Photos: Linda Fox

From the archives...

TREVOR CRAIB has been doing some diving and delving and has come up with some interesting bits of history from various newspapers.

The first is from the *Evening Post*.

CHRISTCHURCH TRAMS

(by telegraph. Press Association.)

CHRISTCHURCH, 28 October, 1905.

A trial run was made with an electric combination car on the line between Fitzgerald -avenue and Heathcote bridge early this morning, and it passed of successfully. Mr Holmes, Government Inspector, did not have time to make an exhaustive examination of the line. He passed it, however, subject to detailed inspection later on. He is prepare to issue a temporary permit, and under this authority it is anticipated that passenger cars will commence running on the completed portion of the route in the middle of next week. Mr Holmes inspected the complete portion of the Riccarton line yesterday afternoon, and it is hoped that he will pass it immediately

on his return to Wellington. In that case passenger traffic will be commenced on Tuesday or Wednesday.

The second is from the *Wanganui Herald*.

CHRISTCHURCH ITEMS

(per United Press Association)

CHRISTCHURCH, 15 March, 1907.

...A tram service on the new Opawa line was inaugurated yesterday. Owing to the shortage of rolling stock an hourly service will be run until the close of the Exhibition.

From Monday a daily express tram will be run on the Christchurch-Sumner line by electric cars in the morning and evening. Steam trams will be used on other runs till the close of the Exhibition.

The Heathcote bridge on the Christchurch Sumner tram line subsided three inches owing to the bolts through the uprights holding back the girders of the opening spans breaking. Traffic on the bridge has been stopped. The bridge will be jointed up till repairs, taking two days, have been effected.

...from the *Hawera and Normanby Star*

TRAMCAR ACCIDENT

CHRISTCHURCH, 17 March 1907.

A car forming part of the 2 o'clock

tram trains to Sumner this afternoon became derailed when approaching the new Heathcote bridge, and crashed into an electric trolley pole. The fore part of the car was stove in, but no injury resulted to the passengers. The car was full of visiting firemen at the time.

...and from the *Taranaki Herald*

CONDITIONS AT

CHRISTCHURCH, 30 March 1909.

The Christchurch, Woolston, and Sumner tram service was completely disorganised today owing to the flooded condition of Lower High Street, caused by torrential rain. The scene in the vicinity was a memorable one resident being completely isolated.

In the afternoon houses and shops were still awash, some of the premises being completely flooded out. A trailer between two engines was used for passenger traffic, and as they ploughed their way through the water they raises a tidal wave which swept up against the fences and houses like the surf breaking on the beach. On one occasion the engines came to a dead stop, and a crowded trailer of passengers was completely marooned for a long period until sufficient steam could be got up to move forward.



ALAN ROBB was cleaning out the estate of a family relative when he came upon this picture, uncredited and undated. The scene is the St Albans Park terminus where Brill 172 has just emerged from Flockton Street into which it had reversed, and is now back in Warrington Street and about to turn left into Barbadoes Street on its return trip to Spreydon. Alan notes that the ad board near the door shows a Nativity scene which suggests that the photo was probably taken in November or December. The house on the left is still there; now it is a dentist's surgery. The church has become an upholsterer's premises and the corner shop has been demolished.