

Ferrymead Tram Tracts

Newsletter of the
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Website
www.ferrymeadtramway.org.nz



No 1 returns to Ferrymead



Photo: Roy Sinclair

AFTER A MONTH long stint in the City, Tram No 1 returned to Ferrymead on Thursday 18 March. Its sojourn had been extended to cover the Ellerslie International Flower Show.

No 1 really made a hit. She was popular with the public and crews, many of the drivers venturing the opinion that their shifts on No 1 were their best days on the tramway.

Left: Three tramway veterans in Cathedral Square: Tram No 1, Colin Loach and Boon 152.

Below left: Duckhouse trailer No 115 ready to depart for Ferrymead on the day No 1 arrived.

Below: Three four-wheelers: No 1, No 11 and no 18 (just visible behind No 11).



Photo: Joe Pickering



Photo: Joe Pickering

Next work party

**For coming events,
see page 4**

The next work party is scheduled for **Saturday 17 April 2010**. Formal work parties are held every third **Saturday of the month** and Alan Roi provides a cooked midday meal. **Daytime work parties are held at the bus barn every Monday**. There are also activities every Saturday and on Monday evenings.

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An old friend returns...



No this isn't a flashback to the sixties when Duckhouse trailer No 115 was seen regularly behind the Kitson at Ferrymead! This photo was taken on Sunday 7 March this year. The trailer had been returned to Ferrymead to make room in the City tram sheds for No 1. Understandably John Shanks, steam tram driver on the day, could not resist the temptation to put her into service. She looked as if she had never been away.

Photo: Kerry Young

HTT Projects 2010

by DAVE CARR

THE PRINCIPAL PROJECT being undertaken by the HTT in 2010 is the joint restoration project with Christchurch Tramway Ltd of Invercargill Birney 15.

The project involves input from HTT staff whilst CTL also provide resources to rebuild the steel body and a replica truck. CTL are also bankrolling most of the project in return for a rent free period. CTL are also employing Peter Boyes as Project Manager to help achieve a timely completion of the project.

Members will be aware already of the body reconstruction being carried out by Andy Rowe of Christchurch Tramway assisted by Brian Fairbrass. At the time of writing the chassis members have been reconstructed and subsequently dismantled to release the bottom steel angles that the sides are built up from. The first side has been fabricated using new and original materials and components are now away to be sandblasted and painted. When

they are reassembled the side will be transported to Ferrymead for hot riveting.

The second side will be assembled out of new components and also transported to Ferrymead for riveting.

The chassis components get hot riveted to the sides when the sides are completed.

Meanwhile whilst waiting for the steel work to be completed Graeme Richardson has dismantled the roof and is preparing components to rebuild it. Graeme is being assisted by a number of volunteers in stripping paint and repairing wooden components. This help is gratefully received as we need to put in a couple of thousand hours of volunteer time to make the whole project viable.

Moving forward into April John King will be working on components for the replica truck for the Birney. This will involve machining truck components and wheel and axle turning.

>>>to page 3

LETTER TO THE EDITOR

Dear Joe,

I would like to comment on the article "Heritage Tramway Trust Update" in the March issue of *Tram Tracts*. I am concerned about the huge commitments being made to outwork and projects for other tramways. Dave rightly explains that some extra income from other projects is required, following the huge commitment of restoring tram 26. It would be reasonable to apportion such work to a quarter or fifth of the labour resources available in any calendar year.

However, the projects looming on the horizon will completely reverse this proportion, so that THS work for the Ferrymead Tramway looks to be only one quarter to one fifth of total work output. Total projects I have heard mentioned, including some referred to by Dave in the article, include:

- Roslyn No 1 for Early Settlers
- Yank 12, with maybe truck manufacture, for Sydney
- Birney 15 for City
- A further restoration for Stage 2, City
- A W2 renovation 244 for City

For the THS, two projects are envisaged, tram 24 and 118.

We are still not able to accurately estimate the time involved in tram projects. During the restoration of 26, the time to assemble the trucks was estimated to be a week. In fact, that job took six months. It is never easy. My guess is ten years to complete all the above listed projects.

I would like to take issue with Dave's comment that these projects will not impact on THS resources. In fact the huge real impact is the lack of sufficient renovated vehicles to comfortably meet our commitments at Ferrymead.

Yours sincerely,

Murray Sanders

Dave Carr responds:

I thank Murray for expressing his concerns and wish to lay straight some facts.

The proposed work load for the HTT does look daunting but we believe we can still deliver results for the THS as well as undertaking extra work for other museums.

At the present time the only restoration projects in the sights of HTT are Birney 15, Hills Car 24, Roslyn 1 and Yank 12. The other items listed by Murray are not part of our work programme but there has been some investigation into repairs required to W2 411 and also Dunedin 11.

If any of these repairs are required to be undertaken by HTT they will result in additional income allowing the HTT to employ additional staff to cope with the work. I see these same staff resources working on Yank 12 and Roslyn 1. We continue to commit most of the time of our existing staff to projects to benefit the THS with work on Birney 15 adding another restored tram to the THS collection, even though it will operate in the city. As opportunities, funding and labour permit we will work on the 24 project and follow that with 118

when that project starts. John King has been working on the truck side frames and a tow base for 24 in recent weeks.

We are heading toward a March 2011 completion of the Birney by the joint venture project. Roslyn 1 will have a time frame for completion of approximately 2 years finishing in October 2012 subject to availability of funds. The Yank 12 project based on funding projections will only involve between 300 and 400 hours labour per year. This one will be a slow project over a number of years and at this time is not envisaged as a full restoration.

The possibility of building trucks for Yank 12 is at very early stages of discussion but if they go ahead there will be other considerable benefits for the THS. However the detail is commercially sensitive at this stage.

I am not sure where Murray got the idea that anyone assumed the truck assembly for 26 would only take one week. To the best of my knowledge that time frame was never a target for the project.

The HTT is a separately constituted body and must manage its affairs to avoid getting into the state it was in when most of the current trustees were appointed. If the THS membership want to change the direction we are taking they are welcome to appoint some additional trustees to the board. We could do with two more right now to help spread the workload.

HTT projects 2010 —from p2

Since I commenced writing this report we have found a couple of cost blow-outs so may need to fundraise for some future parts of the project to make up the shortfall.

Our secondary project is assisting with Hills car 24 where John King is working on the preparation of the side frames for truck assembly.

In the back ground we are preparing to undertake two external projects to provide additional cash-flow and funding for additional activity.

These two projects are the restoration of Roslyn 1 for Otago Settlers Museum and partial restoration of Yank 12 for Sydney Tramway Museum. I am currently preparing a business plan to take these forward with suitable resources to minimise effect on our own projects. Both of these projects have potential to deliver funds needed for workshop improvements and tools to allow us to do work better and faster.

More on these two projects in May *Tracts*.

Situation Vacant

The Heritage Tramways Trust has a vacancy for a voluntary accounts clerk who can undertake the preparation of accounts and keep the accounts up to date using MYOB software.

The role involves about 10 hours per month to enter the details in the computer and write the cheques for signing by the Treasurer and co signatory. Additional duties may include some banking from time to time.

The HTT owns a laptop which will be made available for the Accounts Management tasks.

Ideally the role would be taken by a person with the skills who is also able to join our Board as a Trustee and take on the role of Treasurer. The role is supported by the Chairman who currently undertakes the day to day management of the workshop at Ferrymead.

Any person interested in assisting please contact The Chairman, Dave Carr.

Phone 021 823 842 (weekdays) 03 942 0364 (weekends) or email htt@ferrymeadtramway.org.nz

Tram 26 to re-enter service at Easter

MURRAY SANDERS reports.

FOLLOWING ADVICE from Crich Tramway Village England, modifications have been made to 26. The pole standard has been attached to a plate mounted beneath the top deck flooring, the trolley pole has been extended to avoid a perceived risk of injury to a top deck passenger if the trolley head should it detach. The trolley head itself is now attached with flush plastic sheer pins, while the longer pole required modification to the pole lifting spring adjustment mechanism. A trolley power indicator has been fitted for the driver.

We have just received Land Transport of New Zealand approval regarding these modifications, and the intention at this stage is that the tram be in service at Ferrymead during Good Friday and Easter Monday. Thanks are due to our staff and volunteers in reaching this outcome.

The photos show Kitty hauling 26 round the circuit so that trolley pole tracking could be checked with the power off. Dave Hansen who drove Kitty said that the load was very heavy.

Photos: Dave Hansen



Birney No 15 takes shape



Photo: Roy Sinclair



Photo: Joe Pickering

Above left: Andy Rowe working on the chassis of the Birney in February. Above right: Brian Fairbrass at work on one side mid March.

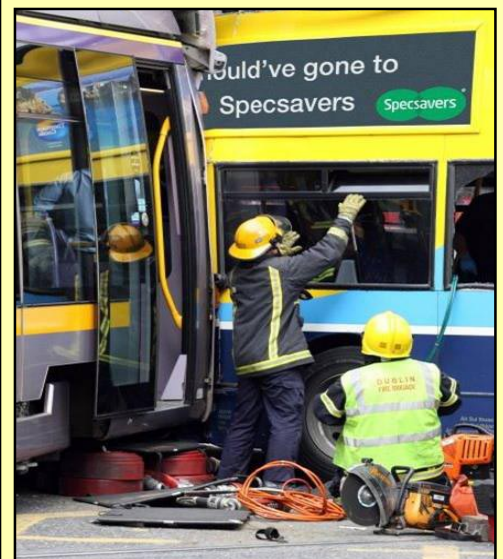
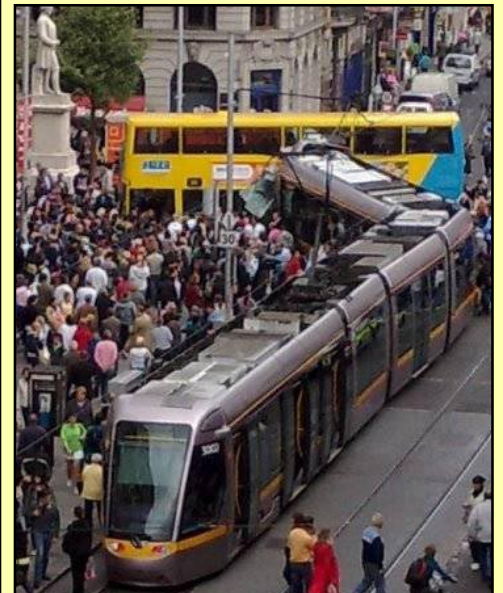
Two more old veterans



Tram No 26 and trolleybus No 210 meet at Truscotts Road.

Photo: Alan Roi

In Dublin's fair city...



This is the result of a bus hitting a tram in Dublin. The photo above shows the advertisement on the side of the bus.

Photos courtesy Andrew Burchell

COMING EVENTS

The April Meeting is a visit to the City Waterworks on April 21 to see some interesting old machinery. Full details are not yet available but Alan will send out the usual email closer to the time. Mark the calendar now.

CORRECTION

Last month we produced a photo of Tram No 24 entering the loop at Papanui. It was wrongly credited and should have been credited to GRAHAM STEWART. Our apologies for the error.