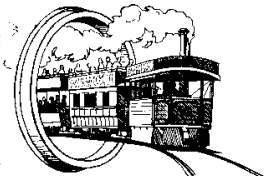


Ferrymead Tram Tracts

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



August 2013

City tramway on target for opening in October

PLANS ARE WELL in hand to re-open the City Tramway in the first week of October. Current thoughts are that it will initially be a two- or three-car operation shuttling between New Regent Street and the Museum. The two-car arrangement will involve eastbound and westbound trams passing in the Square. The three-car operation will have two trams in convoy and a third on its own.

Repairs to the track in Armagh Street and Rolleston Avenue are to be undertaken and it is hoped that the loop will be open about March or April.

Meanwhile work is forging ahead with the electrically operated pointwork at the Clarendon corner. This project has been helped by two experts from Melbourne who have installed a points motor imported from Germany.

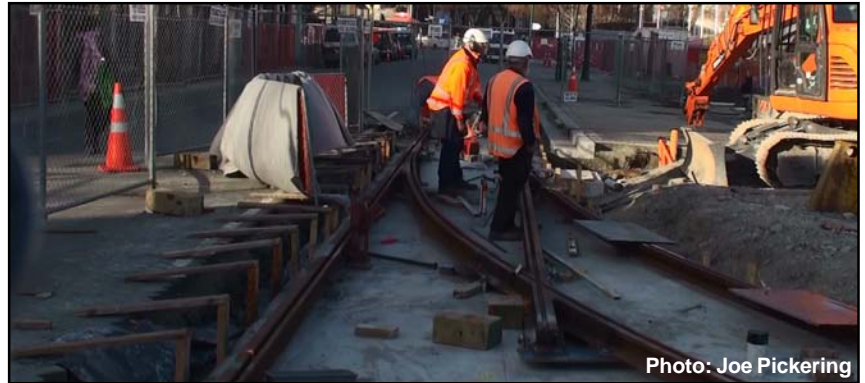


Photo: Joe Pickering

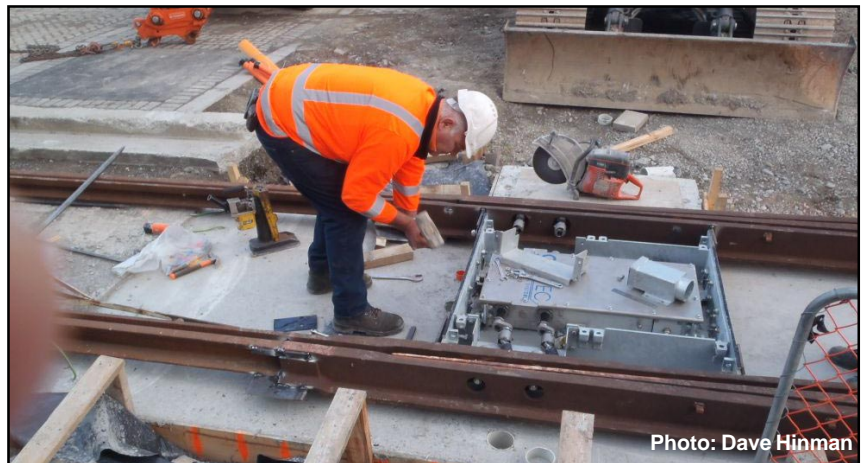


Photo: Dave Hinman



Photo: Martin Polglase

Top: Point work almost completely laid out. Middle: Point motor being installed. Above: Thermit welding in progress.

Coming events

August Function

Don't forget to come and have your say at the AGM on Wednesday 21 August at the Lions Hall. 7.30 pm start. Supper \$2.00.

September Function

Sunday 15 September

Our annual dinner.

Time: Meet at 6.00 pm to eat at 6.15 pm.

Where: Garden Restaurant 110 Marshland Road.

Cost: Adults \$28.50, Seniors (ie 60+) \$26.50.

Can you please let Phyllis know by 8 September.

Either 03-3524827, Txt 0272270343 or email -

trixibell@xtra.co.nz



Next work party

The next work party is scheduled for **Saturday 17 August 2013**. 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**.

Editorial address: Joe Pickering, P. O. Box 17, Woodend, North Canterbury 7641. Phone 03 312 2578. Email jpickering@clear.net.nz.

Message from the president



WORK IS continuing on Hills car 24. Most of the repairs in the village have been completed and are now ready for the road carpet to be replaced.

Work is continuing on the city trams and 178 looks great after its turn in the paint booth. The truck is ready to go under No 11 and work is also underway checking and where necessary repairing controllers and brake valves. The gold leaf edging and sign writing on No 11 is all on track for completion in time for the restart of the City Tram in October.

Work on installing the points in the tracks at Oxford Terrace-Worcester Street corner has started which will join the existing track to the line that goes through the Restart Mall. Unfortunately trams will be unable to use the track until the new year to allow major drainage work to be completed in Oxford Terrace.

Several members have taken the opportunity to do a type rating on Birney 15 and any other drivers who wish to complete this rating should contact Training Officer David Jones on 027 245 8799.

I would like to take this opportunity to say a very big thank you to Graham Stewart for his generous donation of several cartons of the book *Christchurch – Portrait of Yesterday* to be sold as a fundraiser for the Society. They are full of photos both before and after the quakes as well as those taken in the early days of the original tram system. If you would like one please contact a committee member. Stocks are held at the tram barn.

It's August again which means the Society AGM. Come along on Wednesday 21st and have your say on how the Society will function in the future.

Society receives gift of router



Graeme Richardson cutting new parts for 24's controller as part of an asbestos replacement programme.

Photo: Jonno Day

EARLY LAST MONTH, we were advised that an SCM router had been donated to the Society. The gift was the result of an approach by THS secretary Dave Hinman. Dave's letter got the following reply.

Hi Dave

I am an Executor/Trustee of the late Ian Johnstone's estate and a Director of Ian Johnstone Joinery (1993) Limited.

As discussed it has been agreed that the SCM Overhead Router be donated to the Society in accordance with the request in your letter of 20 June 2013 to Bill Chant.

The plant and machinery belonging to the company is at present being prepared for an auction sale later in the month and although the auctioneer is aware of the donation of the router to the Society, it is suggested that arrangements be made for it to be picked up as soon as possible.

Please contact either

Adrienne Wood or Noel Colquhoun to discuss access –Phone 3669594

If you have any queries, please let me know.

Kind Regards

Nick Clark

Consultant.

The router was picked up very soon after receipt of the letter and is now in use. We are most grateful for this gift and the donors have been invited to come and see or restoration activities.

Something for the tram modellers

THE DVD of the 2013 Festival of Model Tramways, held for the first time in Croydon, is now ready.

The price is £12.50 which includes postage (remember that all the profits will go to Tram Restoration). If you would like a copy, please email Bob Wilson bprwilson@btinternet.com

Update on recent progress on Hills Car No 24 from the man in charge: STEPHEN TAYLOR

NOT A LOT OF FURTHER progress to report since last month. All the roof pillars have now been removed from the convertible section, and these are currently being dismantled into their component parts prior to being refurbished and then reassembled.

John Atkinson is preparing to manufacture new roof pillars for both the motormen's platforms—these all need replacing as they are not in good condition—generally a mixture of borer, years of accident damage and rot.

More tram poles

DAVE HINMAN'S sleuths have been on the search.

Here's another one—thanks to the eagle eyes of JASON and that hitherto closet tram pole fan BRIAN FAIRBRASS (who lives nearby!)

It's on the corner of Ferry Road and Mackworth Street. But here's a question: is it original—or in its original position? Answer: as it is on the property boundary rather than the kerb line it has either been moved a short distance or perhaps brought in from elsewhere for use by the adjacent property? Does anyone know?

Photo: Dave Hinman



From the archives...

COLIN LOACH has been probing back issues of *Tramway Topics* and come up with this one from a staggering 43 years ago!

Marine Department examination

On Saturday 2 May 1970, 10 candidates were tested by the Marine Department for tram drivers' licences. All the members who sat passed, and so the Society had its first pool of qualified motormen. Those who passed were:

D. Spicer, B.J. Fleming, S. Lea, B.J. Dale, A. Robb, J. Pickering, J. Shanks, L. Day, T. Craib and M. Taylor.

At a subsequent testing, D. Hinman, A. Webster and B. Maffey have also qualified.

Tram driving tip

from Motorman Training Officer DAVID JONES

A REMINDER that offside gates, chains, and barriers, where fitted, are to be secured shut during service runs, and where circumstances demand, nearside gates etc should also be secured. Large numbers of children on board, high spirited passengers of any age etc would suggest that you use your discretion and close the barriers on both sides of the tram. Particularly important when travelling in either direction between Church Corner and the Square Shelter.

Ken's track report

KEN HENDERSON is back on track after his overseas jaunt.

FURTHER WORK has been carried out on the earthquake repairs in the township with seven joints welded and concrete poured. This leaves a further three to do followed in due course by the relaying of the point outside the drapery shop. Drivers are reminded to travel dead slow over this point.

The Gisborne point beyond the Square Shelter has had some shims inserted as the blade had excessive movement as a facing

point. The track gang with help from Dave Carr on the loader reggraded the road at the end of the Birthday Loop and also cleaned some track drains in the township. Some flax bushes were removed near the Munnings Bridge as they were encroaching on the track. The Beast and a length of chain made short work of the task. Thanks to those drivers who are regularly greasing the curves; this not so popular task does prevent wear and tear to our equipment.

The station now standing at Papanui will shortly depart for the north!

When doing some research recently ALAN ROBB came across the following news item in the *Star* of 16 June 1879 page 2:

PAPANUI RAILWAY STATION. - In order to provide accommodation for the tramway cars at the Papanui railway station, the station platform and buildings thereon have been moved 60 yards further

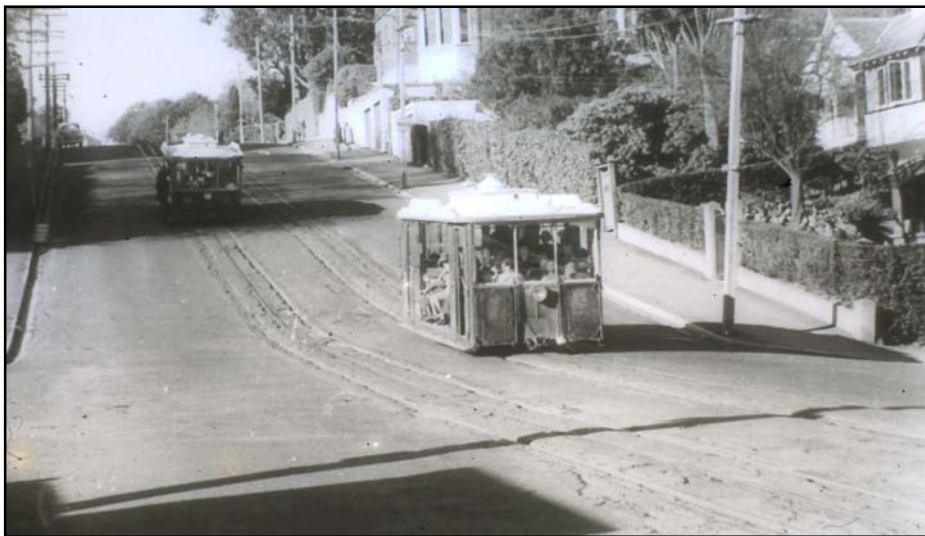
north. The work was neatly and expeditiously performed by digging two trenches northward from the former site for the required distance. In these skids and rollers were laid down, and the platform and buildings were bodily slid to their new position.

Alan was unable to find any mention of this event in either *The End of the Penny Section* or any of the *On the Move* series.

Mornington cable car meeting held

DON McARA was there

ON 28 JULY I attended a meeting in the Hutton Theatre of the Otago Museum where Dunedin Cable Car group chairman Phil Cole outlined current plans to rebuild a cable car line up Dunedin's High Street from the Exchange to Mornington Park, opposite the former cable car building. The group intends to lease the heritage cable cars we are



Two Dunedin cable cars back in those heady days. Dunedin residents (former or current) will be better equipped than your editor to identify the location of the photo.

Photo: Resell Grigg collection

restoring at Ferrymead. Trailer 111 is nearing completion and grip car 103 is to follow. Photos of 111 shown caused plenty of interest, and I showed the 103 conservation plan to several of the audience.

The Dunedin group will run our cars on only special occasions to begin with. Phil Cole wants to have three "historically authentic cars" built in Dunedin, calling on the T.H.S. and H.T.T. at Ferrymead and the Muni Cable Car Branch in San Francisco for advice.

The initial step is by 2017 to build a terminus/museum building at Mornington with the first \$2m raised. It is hoped to have the whole operation running by 2021. The cost of double track laying Phil estimates at \$15m, though this strikes me as an underestimation. \$1m would be needed for each of the grip cars to be built. It is possible that H.T.T. could tender for these despite the Dunedin preference.

Modern electric motor drive for the cable is much more compact than the original. The original speed of 10 m.p.h. (16k/hr) would be used, as would most of the original conduit and cable technology. There was no mention of the greater expense of laying rail and conduit in totally surrounding reinforced concrete. Also not mentioned was budgeting

for infrastructure maintenance and cable replacement, though modern methods of detecting cable wear were mentioned. Phil concentrated more on the efficiency of cable cars as people movers. Passengers would buy tickets before boarding. He stressed the operation was to be more for commuters than for tourists, as the tourism period is not year round.

I talked to one interested audience member who had spent some time surveying passenger numbers on the present Mornington bus service who recorded fewer than 5-6 passengers at any time. A great deal would have to be done to popularize cable car travel and maintain passenger numbers once the initial "halo" interest had worn off. Phil mentioned in this regard the use of minibuses feeding the Mornington terminus and maybe connecting with the Octagon from the Exchange terminus. The cost of these would have to be factored in, or agreements made with bus companies.

Phil has approached Land Transport New Zealand regarding the proposal and so far received cautious approval as long as the operation can clearly set out its safety arrangements and be responsible for them. Phil dispelled several "myths", among them that the cable cars

would cause traffic disruption or parking problems, that there was no clear destination in Mornington, and that finance would be difficult to find despite the rate payers not being asked to contribute. Although the City Council has still to give formal

approval for the use of High St, the Council's attitude is very supportive.

The project has great potential to add to the rejuvenation of the Exchange area. I was pleased to see the restoration work on the former BNZ building and to hear that a tenant has been found for the former CPO to adapt it as a hotel. Once the cable car line has been built there should be a regrowth of more quality shopping between the Octagon and the Exchange.

Although numbers attending the meeting (70 – 80) were not as high as could have been hoped for on this particularly fine day, Phil's address was clear and enthusiastically received. The small core cable car group will now be reinforced with extra helpers who signed up, and another meeting will follow in February/March next year to begin the fundraising for the terminus/museum building in Mornington. This will house trailer 111 and later grip car 103, and then the winding gear and main running fleet. It will be interesting to see what kind of design will be used for these vehicles. For the rest, it was good to see the result to this stage of the careful, staged planning that has been going on behind the scenes. I look forward to major sponsors being found to underpin a bold and exciting project for Dunedin.