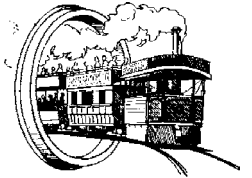


Ferrymead Tram Tracts

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



August 2015

Seen at Ferrymead

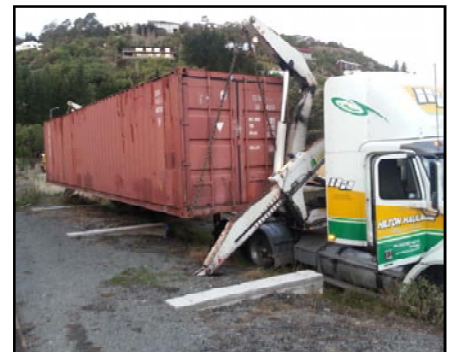
KEN HENDERSON gives us a roundup of recent happenings in the tram barn

A VISIT TO FERRYMEAD on any day of the week will find all sorts of activities going on so do go out and have a look.

Recently whilst working on Tram 244 I took some photos of members at work. Bruce was observed restraining the timber on the outside of Tram Barn 1 (*top left*). He remarked that joining THS was the best thing he had ever done—thank you Bruce. Gavin, a quiet unassuming guy, is seen on Wednesdays taking on all sorts of tasks. He is a dab hand with a paint brush. The photo (*bottom left*) shows him working on Tram 244. Don's cable car team have gained two new helpers: Ken (Finnemore) and Jan. The photo (*top right*) shows Don and Jan discussing the work on grip car 103.

When Dave Carr is around you can be sure the heavy machinery will be in action! Recently with the help of Hilton Haulage our 40 foot container was shipped down to the site prepared for the sand blasting work place, it was still full of various goodies so was quite heavy. With the help of Community service folk the contents have been removed and sorted out and the container—with the help of Dave and the loader—is now positioned on the concrete foundation pads.

So if you enjoy the camaraderie of working with a gang of people with diverse skills do come out with your work clothes and a packed lunch



Tuesday to Saturday.

BRUCE McNEIL adds: Tram Barn 1 has been long due for maintenance. I have been given the job of restoring the outside Tram Barn 1 timbers. I am staining, repairing or replacing timbers on Tram Barn 1. There a lot of timbers that have rotted out over 50 years and are need of replacing or repair.

September Function

Sunday 27 September

Our annual dinner

Time : Meet at 6-15pm to eat at 6-30pm

Where :- Garden Restaurant 110 Marshlands Road

Cost Adults \$30-50, Seniors (ie 60 plus) \$28.50

Can you please let Phyllis know by 20 September.

Either ring 03-3524872 Txt 0272270343 or

email: trixiebell@xtra.co.nz

This is important as the restaurant needs accurate numbers.

Next work party

The next work party is scheduled for **Saturday 15 August 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**.

Editorial email tracts@ferrymead.org.nz.

Message from the president



THE organising for the 2016 COTMA Conference is moving on well with the dates now set. Registration will open on the evening of Thursday 13 October and full

days for Friday, Saturday and Sunday. Monday will only be a half day with the General Meeting starting mid morning and finishing by about midday. The program for each is still being finalised and there will be a variety of inside sessions and field trips. More details when things are finalised.

One of the large containers that were used for storage of Power House material at the trolleybus shed has been moved to a place next to Road 1 next to Tram Barn 1. It is going to be set up as a sand blasting bay enabling us to do more work in-house. The continuing of the reorganising of the tram barns is going well with more items put on pallets and lifted

up onto the racking in Tram Barn 2. The routine maintenance of the trams is continuing along with all the other jobs around the site.

The next four Goals/Project reviewed by the Management Committee were:

1. Complete construction of the Munnings Drain bridge

Convenor for this is Graeme Richardson. Graeme is very busy with HTT work mainly getting the trams ready to return to the city. It is still an ongoing project.

2. Progress on the repaint of 452

The painting is complete and only the trim and light fittings and a few other things are required to finish the outside. This work is being done by Mark Hibbs with the help of Dylan Roberts. The inside of the bus also needs some attention.

3. An assessment of the Kitson boiler and a strategy for boiler replacement

Mike Lawson is the convenor for this. Mike reports, so far the boiler has had a thickness test to the shell and the tube plates crack tested, both of which look OK but we are waiting for the results. The next step is to arrange a meeting with the surveyor [different company] and Lyttelton Engineering

to discuss the scope of work to be carried out. It is proposed to carry out much of the preparation work on the boiler ourselves. At the moment we know all boiler fittings have fastenings straight into the steam space. This practice is no longer allowed. We intend to prepare penetrations in the boiler shell, manufacture the required mounting pads of steel supplied. This will help keep costs down considerably.

4. Square Shelter and phone box

This work is being done by Barry Marchant. It is going very well with all the main windows now in and glass fitted. The phone box is in place with most of the glass in and almost ready for a phone to be installed.

That is about all for this month. All members and visitor are always welcome to visit the site, and please let someone know you are there and we will be happy to show you around and explain what is going on.

Cheers Graeme

Don't forget!

Just a belated reminder about the Annual General Meeting of the Society notified last month. This is set for **Wednesday 19 August**.

A farewell and a welcome



DURING my time as editor of this newsletter I have not been given to editorial splurges, but seeing that

this is my last opportunity, I feel I should make the most of it.

Fifteen years ago, I resumed the editorship which I had previously held in the 1970s when the newsletter was produced on a Gestetner duplicator. Older members will remember Gestetners well but younger people will probably never have heard of them.

Before computers came on the scene and, almost over night, rendered them obsolete, Gestetners were the standard method of producing large numbers of copies. The material to be copied was typed or drawn with a

stylus on to a waxy stencil which was then attached to a rotating drum in the duplicator. The machine was loaded with ink and away you went, cranking the handle until you had enough copies. More sophisticated models, if I recall correctly, were motor driven so you could set the number of copies you wanted and flick a switch. The results were clear and professional looking — albeit in stark black and white — especially when the typing and layout skills of Ian Spicer were brought to bear. Photographs were possible but they required a special scanner and the only person we knew who had one was a clergyman who lived at Kirwee. Needless to say photos rarely appeared in *Tracts*.

The Society did not possess its own Gestetner but, through the good officers of Dave Hinman, made use of one at the Christchurch City Council.

We would have been astounded at the idea of what we can do today. Haven't we come a long way in forty years!



Welcome Alastair Cross

FROM NEXT month *Tracts* editor will be ALASTAIR CROSS who will bring a more youthful

approach to the job and who has a much closer involvement with activities at Ferrymead than I do.

Thank you Alastair for putting your hand up and welcome to the job. You have the luxury of a great team of supporters.

Finally a word of grateful thanks to our contributors and distributors over the years—too numerous to name but without whom the newsletter simply wouldn't have happened. I am sure you will give Alastair the same generous support as you have given me.

Copies of out-of-print book available

Proceeds to cable car restoration

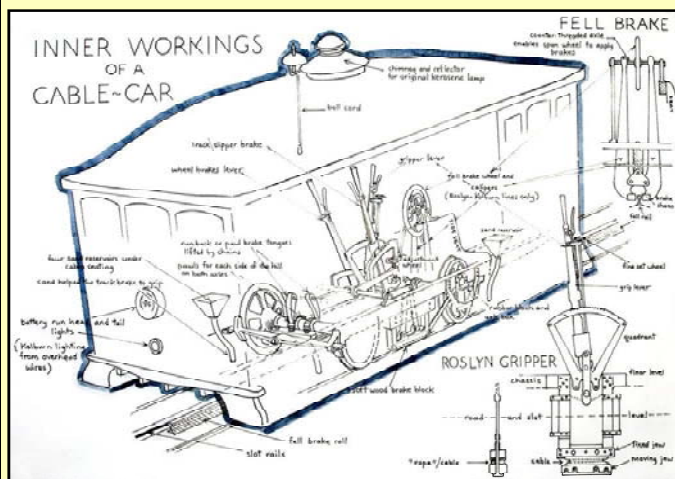
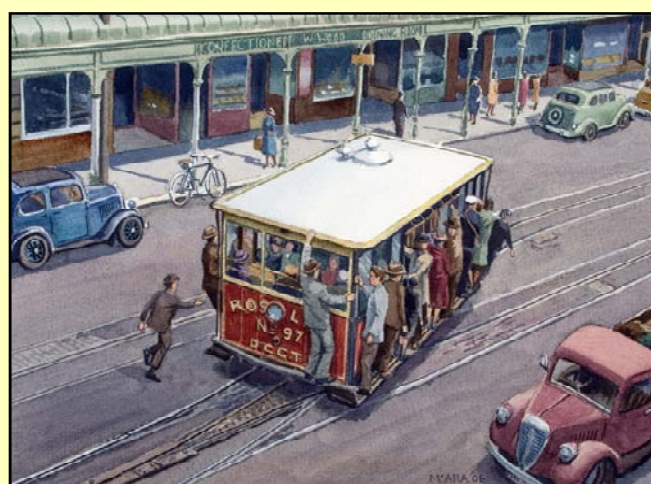
GRAHAM STEWART has located and sent to Don McAra some copies of his cable car book *Hold Very Tight Please!* These are the very last copies of what is otherwise sold out, out of print, and with no reprint envisaged. The cost per copy is \$60 (\$65 if posted within NZ) all of which will go towards the restoration of Mornington Grip Car 103 which is currently proceeding in Tram Barn 1.

Contact Don McAra at donjmcara@gmail.com or 17 Dyers Pass Road, Cashmere, Christchurch 8022 or Ph 03 942 6086.

Three images are typical of the realistic depictions of Dunedin cable cars in the book, one of a Mornington car leaving the Stock Exchange terminus, another of a Roslyn cable car pausing for a reshuffle of passengers at Arthur Street, and the third of Roslyn car No. 97 departing from the city terminus in Rattray Street. The drawing shows in cut away form the workings of a Roslyn cable car.

The book's text is made up of reminiscences of gripmen, conductors, track workers, and passengers who rode these unique vehicles up Dunedin and Wellington's steep hills. If you already own a copy would you kindly pass on this information to others so that the rebuild of 103 can be supported.

Hard cover, 96 pages, 84 illustrations.



Grant received

Our treasure, STEPHEN TAYLOR is delighted to report that the Canterbury Community Trust has made a grant of \$10,000 for the ongoing restoration of Hills car No 24. Our grateful thanks to the Trust for this generous gesture.

Letter to editor

Joe—Many thanks for all your efforts as editor of *Tram Tracts* over the last fifteen years. Eleven per year keeping us all informed. As your honorary “stamp lick” it has been fun working with you. All the best for your “retirement”. Colin Loach.

The editor replies: Thank you, Colin; the fun has been on both sides.

You. Win, Evelyn and Barry have played an essential and valued part in the whole process as indeed have all our contributors. Tracts has always been a team effort.

Tram driving tip

from Motorman Training Officer DAVID JONES

The powerhouse door must be kept closed at all times. Only persons who have been issued with a key to the powerhouse door and/or someone delegated by a key holder may access the powerhouse. The practice of unauthorised access by forcing the lock must cease immediately. This is a serious safety issue and must be observed

Annual NZTA assessment brings good results

MURRAY SANDERS reports

ON FRIDAY 3 JULY the Ferrymead Tramway Annual Safety Assessment was carried out by Adrian Douglas of NZTA. The assessments involve examination of the Tramway's records of its performance in the following areas:

Management of the Safety Case.

In order to obtain a rail licence the Society was required to compose a guideline document setting out operating procedures and positions of responsibility.

Personnel & Passengers.

Training of drivers and medical records, Health and Safety equipment and fire extinguisher checks, power

isolation and shutdown procedures, needed to be documented.

Mechanical Safety.

Servicing the trams, reporting and clearing faults and steam tram records. Renovation and restoration details.

Infrastructure.

Inspection records of track and bridges, power equipment and lines. Accidents and Incidents and remedial action. During the year, one injury was significant enough to be reported to NZTA at the time.

Tramway Operation.

Trips made by each vehicle are checked and the sign off of safety

checks, carried out by the driver before operating.

Interoperations.

Records are kept of the condition of vehicles arriving from another tramway, either for operation or repairs.

Your various officers, who are members of the Operation Committee, particularly Mr. Alan Roi are to be congratulated, as the records of our activities were found to be complete. Mr. Douglas found however, we were over the required time to review our Safety Case and this will be undertaken by the Operation Committee.

From the archives...



Thank you DAVID CRITCHLEY for the above picture. David comments: "A Postcard in my collection. A P.I.C. Series litho postcard. Postmarked 25 January 1910.

"Christchurch, Cathedral Square c1905. A workman on an extremely long ladder works at the top of a

tramway overhead pole in Cathedral Square in the infancy of electric tramways in Christchurch. Below him stands one of the Kitson steam motors, still used in traffic and also for shunting the tramway trailers in the depot adjacent to Cathedral Square.

"At least two double deck trailers and possibly another steam

motor can be glimpsed in this scene.

"What is also interesting in this image is Christchurch's first motor bus, a Scottish built Stirling, which operated between Cathedral Square and Christchurch Railway Station between April 1904 and July 1905. This unusual vehicle can be seen to the right of the steam tram motor."