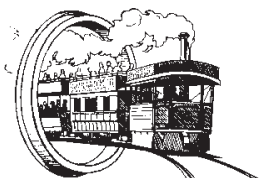


Ferrymead Tram Tracts

Newsletter of the
Tramway Historical Society Inc
P. O. Box 1126
Christchurch



August 2007

A word from the president

I DON'T KNOW where the year has gone; the AGM has come around again. We have had a busy and successful year. The Tamaki operation is up and running, 26 is progressing well with the end in sight, the next restoration project is being looked at, there is fundraising for the purchase of land for the bus barn. Other activities include work on getting Kitty running, the trolleybuses operating. These are just some of what is happening. Please attend the AGM and hear the full details of all that is going on in YOUR society and have YOUR say on its future.

Look forward to seeing you all at the AGM.

—Greame Belworthy

New rail licence for society

MURRAY SANDERS reports

THE TRAMWAY Historical Society has been issued with a new Rail Services Licence, by Land Transport New Zealand, under the Railways Act 2005. All licence holders have always been required to have a Safety System containing standards, codes and procedures to ensure safe construction, maintenance and operation of their systems. The 2005 Act introduced the requirement for an overarching Safety Case, a public document approved by Land Transport New Zealand, as a

directory to the Safety System and where management responsibilities are set out. During 2006, our Safety Case was written in conjunction with the new constitution of the Society and the final version submitted for approval in February 2007. We received notification that the Safety Case was approved and our new licence issued on 28 June 2007.

The Safety Case closely follows the new constitution in describing the Tramway Historical Society

ANNUAL GENERAL MEETING

Notice is hereby given that the 45th Annual General Meeting of the Society will be held on

Wednesday 29 August 2007

**commencing at 7:45pm in
The Youth Heritage Trust**

Building

**(The Ferrymead Lions Meeting
Rooms)**

Ferrymead Heritage Park

*(This is the former Administration Building,
now re-sited and refurbished). Entry from Gate
A, Truscotts Road.*

**Note: A detailed agenda, minutes of the
2006 meetings, and notices of motion are
being sent as separate documents.**

Announcing...

the one everybody's been waiting for—another film evening with

Ian and Bev Fisher.

in their theatrette at

**45 Maryhill Avenue (off Hoon Hay Road).
Tuesday 18 September, 7.30 pm.**

Following the amazingly popular event a couple of years ago we have decided to repeat it.

Ian has a remarkable collection of vintage films both commercial and from his own camera (yes, real films—not videos) of trams and trains, and his film shows take place in a theatrette reminiscent of the old style cinemas. All this plus the Fishers' wonderful hospitality!

Ian also has a fascinating and comprehensive museum of movie equipment including projectors and cameras of all types.

To be a part of this evening, call **Colin Loach** on **338 4316** to book your seat.

Don't miss out! Numbers are strictly limited to 24 people, so it's first in first served.

Supper is provided.

Cost \$5.00 per person.

Next work party

The next work party is scheduled for **Saturday 21 July 2007**. Formal work parties are held every **third Saturday of the month** but there are also activities **every Saturday** and on **Monday evenings**.

management, with an elected President and Management Committee, which while retaining control of policy, financial, tram restoration and infrastructure issues, has delegated responsibility for management of day to day rail activities to the Operations Committee. This committee has an appointed chairman for administration and includes a Traffic Manager who supervises traffic staff, rosters, charters, training and special days, a Safety Case Manager who monitors safety, compliance, risk management and liaises with LTNZ, Maintenance Officer and Permanent Way Officer. The position of General Manager has been abolished, overall responsibility resting with the Management Committee. This was required so the final say on any issue rests with the elected representatives.

All accidents and incidents are logged and serious accidents and

significant incidents reported to LTNZ, as soon as possible, by the Safety Case Manager. There is a guideline procedure on the Traffic Notice Board, to assist staff in the event of an accident. The Operations Committee also ensures drivers' compliance with the 'Rules Governing the Operation of the Ferrymead Tramway'. At present in May each year, the operation files are audited and vehicles and permanent way inspected by Land Transport, to ensure we comply with all the requirements of our Safety Case and Safety System. This is known as the External Safety Assessment.

Appointments made by the Management Committee to the Operations Committee as required by the Safety Case are:

Chairman: Mr M J Honeybone

Traffic Manager: Mr J B Marchant
Permanent Way and Structures: Mr K L Henderson

Safety Case Manager: Mr M C Sanders
Mechanical/Electrical: Mr M C Sanders
Appointment made by Tamaki Heritage Experience: Mr R Wharton-Allen

Other appointments made by the Management Committee were:

Training: Mr D O W Jones

Tram Roster: Mr B Marchant

Steam Tram: Mr A S Hunter

Tramcar Maintenance: Mr F L Doherty

Records: Mr A L Roi

Co-opted Member: Mr L G Day

The Safety Case is a 30 page document, including appendices and as a public document is available to any member who would like a copy.

Track work assistance required.

BECAUSE OF the amount of use being made of our trams for school specials and Tamaki Enterprises there is a need for our track to be regularly greased.

The Society is looking for a volunteer to carry out this work on a weekly basis at times to suit the person. About two to three hours is required to do the whole track.

If you are willing to help please contact Barry on 9817172.

Tracts by email

DON'T FORGET the option of receiving *Tracts* by email. This means that you get it before anybody else, and you also get it in colour.

To take advantage of this option, send an email to Barry Marchant at barry-m@paradise.net.nz.

Print quality improvement

THIS ISSUE of *Tracts* is being printed directly from disk, replacing the old method of printing on a rather inadequate laser printer and photocopying.

It is hoped that this will result in better photo quality which has been a concern for some time.

New book launched

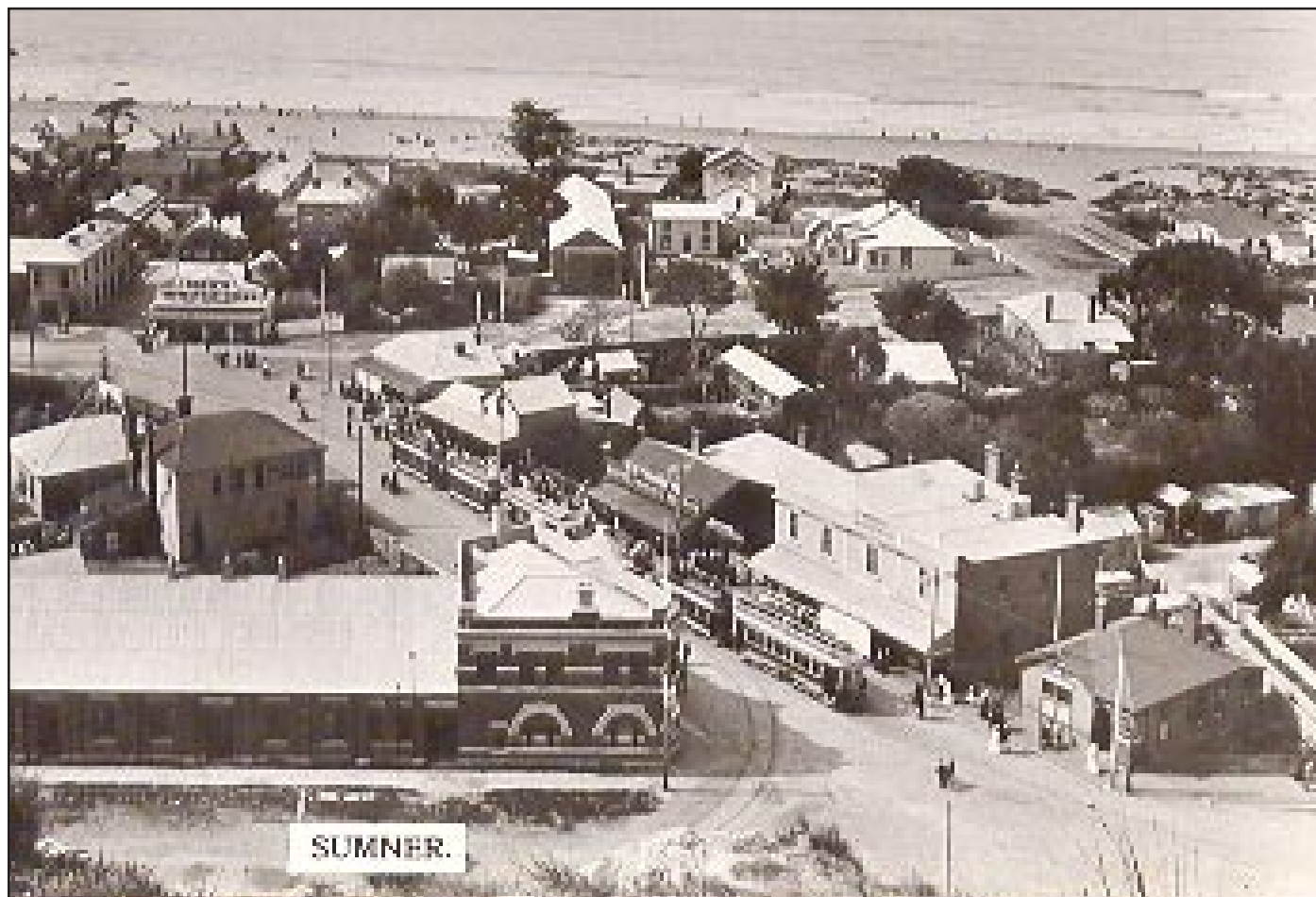


Don McAra's new book, Hold Very Tight Please: The Cable Cars of New Zealand, was launched at a function in Dunedin on 10 July. The photo shows Dunedin tramcar modeller Lester Hopkins, Don and former gripman Jim Sharp.

Photo: Colin Loach

The Sumner scene 3

STUART HOBBS continues his series of reminiscences of the Sumner tram service



The corner of Wakefield Avenue and Nayland Street, December 1910. Note the double decker tram and what appears to be a California, each with two double deck trailers. Might these have been specials?

Photo: John Bettle postcard collection courtesy Stuart Hobbs

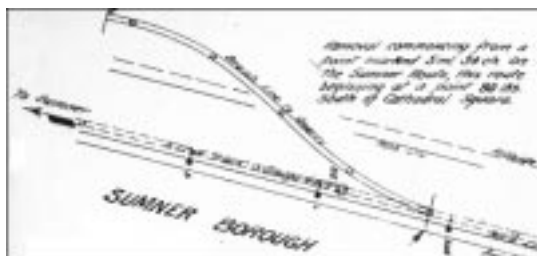
The ‘Zig-Zag’ is one of three footpaths on the lower slopes of Clifton Hill. Two are the responsibility of the adjacent landowners; the third one is of the most interest here. We have to remember that when development commenced on the hill, not many people had cars and public transport was the norm.

A land agent’s plan held by the Canterbury Museum once attracted my attention. On it, a proposed subdivision showed a tramway reserve between the corner of Nayland Street and a point where Revelation Drive is today. Obviously, either funding was not available to build the line or a lack of interest in the sections sealed its fate. In some situations development often took place after transport had been provided but that was not the case here.

The reserve still exists but as its name implies, a footpath wanders from side to side—bottom to top, resulting in

a number of triangular garden spaces in which the City Council’s gardeners can rely on finding work.

Obviously the reserve was too steep to consider a tram-type cable car. A cliff



lift might have been considered. This would have required counterbalancing, either by use of a double track as with Wellington’s cable cars, or a ‘two storied’ track such as the Balmain counterweight dummy in Sydney. See—it’s easy; just tell me where bank notes are printed!

At the west end of Nayland Street the tram line followed the foot of the hillside. The original stone shelter which

was there for many years has been replaced with a replica. Nearby was the Lodge Hall, now re-erected near ‘Johnson’s Corner’ on the tram line at Ferrymead. The connection between Nayland Street and Marriner Street was removed and although a plan was prepared showing the track to be dismantled west of Wakefield Avenue, I am of the understanding that the overhead came down but the disused rails stayed in place until the 1950s.

A source of fascination when I was a small boy being taken to Sumner was the unwired tram line which crossed Main Road at the west end of what is now the Redcliffs school grounds (See drawing, centre). The CTB once had a quarry in there. The rails ran between two huge macrocarpa trees which are still there (August 2007) although the fence line has changed. Well into the 1970s a change in the method of road seal disclosed where the rails had been.

Restoration report

from BARRY MARCHANT

THE STEEL ON THE OUTSIDE of the stairs on 26 is fitted; the steel for the inside has yet to be obtained. Fitting the apron has allowed the position of the controller to be decided, (there is not much room for the driver). The bumpers for both ends have been made, one fitted.

After this photo was taken the lower portion of the top deck and stair hand rails were assembled, then dismantled for painting. The making of the wire work for the top deck and stairs is to commence shortly.

Murray's recent visit to Boon 41 yielded three sets of brass bars for the bulkhead windows.

Also under way is a LOT of varnishing. All the mahogany battens for the inside seats await assembly, and work has started on the ash battens for the 24 top deck seats.

Hopefully it will not be too long before the truck assembly recommences.



Restoration progress: Top left: the end apron fitted to 26.

Photo: Alan Roi

Lower left: bumpers for 26.

Photo: Alan Roi

Top right: restoration of one of the seats for 26.

Photo: Alan Roi

Middle right: B. Taylor painting springs for Larry. These are from the bolsters on the bogies for 411 in town.

Photo: Alan Roi

Above: Kitson wheels with connecting rods removed.

Photo: Barry Marchant