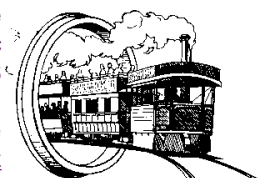


Ferrymead Tram Tracts

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



August 2009

Round the site

ALAN ROI brings us up to date with events at Ferrymead...

TRAM No 26 is now back where it was. The bogies have been returned to the main line and have had the traction motors fitted. The pinion gears are being cut. Barry Marchant has finished fitting all the beading to the windows and is now varnishing them.

We had a successful workday last Saturday. About 12 for the meal. Dave Carr and Alex Hunter erected the water tank with help from Hanhams Transport's HIAB crane. The outlet hose has since been fitted.

The pole stack beside the trolleybus barn has been sorted and the usable poles placed for sandblasting and priming. We hope to do this in early August. We will then use some of the poles for the proposed trolley shed extension, and put the rest in stock for Murray (for the overhead).

Dave Hinman and Bruce Maffei have been working on clearing out Invercargill Birney 15. Dave Hinman, Graeme Belworthy Bruce Maffei and others are writing the Conservation

Plan for this car.

Bruce Dale's quiz was successful with a lot of interesting pics to study. Everyone that was there enjoyed themselves. There were ships trains and aircraft as well as the expected tram/trolleybus views. Dave Carr came first, Dave Hinman second and I came third.

...and KEN HENDERSON reports on track work

A fairly quiet time on the track, but the usual oiling of point mechanisms and track greasing has been carried out. The grooves in the township have been cleaned. Dave and the loader helped remove surplus dirt and vegetation alongside the track behind the Tamaki village. During a routine track inspection a number of fishplate and tie rod nuts were tightened. Like elsewhere at Ferrymead, it is all the seemingly little jobs that help to keep the park functioning."

COMING EVENTS

SOCIETY ANNUAL DINNER

26 SEPTEMBER 2009

**To be held at the
HORNBY JUNCTION
BUFFET**

**23 Carmen Road
Hornby.**

Time 6pm.

Prices Adult \$26-50.

**They do have a \$2
discount for people aged
60 and over.**

**Please either phone or
email Phyllis before 21
September if you are
coming with numbers so
she can notify the
restaurant.**

Ph No 3524872

Email

membership@ferrymeadtramway.org.nz

Reminder Annual General Meeting

Don't forget that the
47th Annual General Meeting
of the Society will be held on
**Wednesday 19 August 2009 commencing
at 7.45 pm** in the

Ferrymead Lions Building (entry Gate A,
Truscotts Road)

This will be followed by supper.

For full details of this meeting
see July *Tracts*.

Work party dinners

Alan Roi is happy to announce that the workday meals that were once so popular are to become once again a regular feature of the monthly Saturday work parties.

Come and enjoy the lively social atmosphere.

If possible advise Alan a couple of days beforehand if you wish to attend. Even if you can only come for half a day then still come and dine with your friends. Your contribution to the society is invaluable.

Next work party

The next work party is scheduled for **Saturday 15 August 2009**. Formal work parties are held every **third Saturday** of the month but 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.

Tank stand for Kitty



On a foggy Saturday, the new tank stand to supply water for Kitty's thirsty boiler was stood up. When commissioned, it will enable Kitty to be revictualled at the platform instead of having to be withdrawn to the side of the tram barn..

Photo: Graeme Belworthy with Alan Roi's camera.

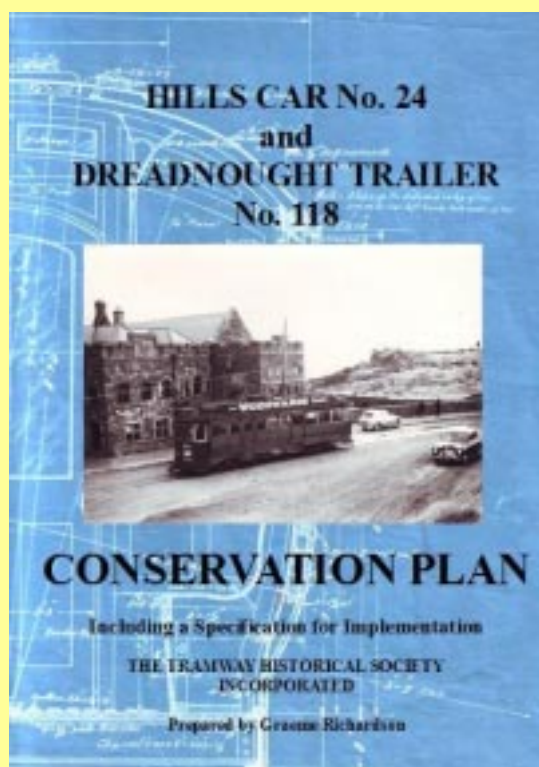
Hills car no 24 and Dreadnought trailer No 118 Conservation Plan available

THE CONSERVATION PLAN for 24/118 has now been published and members can purchase copies by contracting me—treasurer@ferrymeadtramway.org.nz. Cost is \$45, plus additional \$2 for packing and postage if necessary.

Those of you who saw the presentation at a Society meeting some months ago will have been enticed by some of the photographs, many of which have not been published before. Most were taken by tramway historian and author Graham Stewart.

This publication will have particular appeal to older members who remember with fondness these trams in their heyday.

As well as the condition of these two vehicles, the conservation plan provides an excellent history of these vehicles (and their class), plus describes the overall intention for the restoration work—and lots of pretty pictures!



Federation of Rail Organisations of New Zealand 2009 Conference

MURRAY SANDERS was there

THE FRONZ 2009 Conference was held in Christchurch over Queen's Birthday weekend at All Seasons Hotel, with about 100 attendees from throughout New Zealand and from Raratonga and Australia. Seven T.H.S. Committee members took part in most sessions, our official delegates being Graeme Belworthy and John Honeybone. The Conference appoints a number of special issues convenors, Dave Hinman is convenor of Tramway issues.

Friday was spent having a profitable tour of Mainline Steam's Sockburn Depot where substantial repairs are underway on the J class locomotive. It was news to me that this was basically a voluntary organisation, in Christchurch. Following lunch at Kaiapoi railway station (now relocated), we travelled by coach to Waipara and the Weka pass Railway. Very impressive were the obvious

recent high cost capital works, a huge loco and carriage storage building, all new materials and the civil works around two turntable installations and a retaining wall at Waikari. The paucity of heavy workshop machinery was also remarkable.

Saturday saw a number of very interesting papers being presented, including:

Merv Harvey of NZTA commented on concerns about the Safety Assessments and Risk analysis methodology.

Russell Glendinning of Kingston Flyer enlarged on his experiences examining people for steam qualifications under NZQA and Ian Tibbles explained the new "Steam School" being set up by Shanty Town and Greymouth Polytech.

We had an update on the "National Rail Museum" proposed for Ferrymead.

Ideas on recruitment and retention of young volunteers were presented by 18 year old George King of Oamaru.

"My Railway spring making business" by Terry Gibson of Whitecliffs.

During the evening a free tram was made available to conference participants by Christchurch Tramway Ltd.

Sunday activities consisted of the FRONZ AGM then a visit to McLean's Island Steam Scene, neither of which I attended. I did attend the most successful Annual Awards Dinner in the evening. The A&G Price Steam Locomotive Restoration Award was presented to Mainline Steam for Ja 1275. There were no applicants this year for the Tram Restoration Award.

On Monday Conference delegates and observers visited Ferrymead.

Green light for tram tracks

Triumphant report from DAVE HINMAN

THIS WAS THE HEADLINE in the *Press* on Saturday 27 June, when the Council as part of its approving its ten year "Long term Council Community Plan" (LTCCP) agreed to both Stage 1 and Stage 2 of the City Tramway extension going ahead. (April 2009 *Tracts* showed the route and described Stages 1 and 2). \$11.5M has been included in the Council budget for this, with Stage 1 due to be completed in July 2011, in time for the Rugby World Cup. Stage 2 will get under way by the end of 2011, with a projected completion date of November 2013. This funding is for the infrastructure (track and overhead) only, and negotiations are now under way with the tram operator for the provision of additional trams and tram storage.

The submission process confirmed the route for stage 1, which will comprise a large turning loop involving Lichfield Street, Poplar

Lane and High Street, as previously published (note: the *Press* erroneously showed the loop being via Manchester and Tuam Streets!)

The report to the Council noted that 91 submissions had been received to the tram expansion, with 25 of these opposed to it going ahead and 66 in support. Concerns raised were mainly around a) financial issues (15) —(too costly, shouldn't be borrowing, etc), b)—the tourism focus (29) (funding should be used for other projects, including community facilities, more "legitimate" transport modes, and shouldn't come from streets and transport budget) c)—safety issues (6) (mainly about cycles, plus pedestrians in Malls), and d)—route selection (6) —(tram not going to the right areas, Poplar lane too narrow, no need for stage 2—insufficient attractions). One interesting submission from Christchurch Polytech (CPIT) was for part of stage 2 to traverse the CPIT site,

and this is now under active investigation.

A tram construction project team has now been set up within the Council to complete the planning and delivery of the extended line and it's all systems go!

Meanwhile, track laying continues at both ends of Cashel Mall with the track bed now curving towards Oxford Terrace and two track beds merging at the Cashel-High corner (see photos next page). The diamond crossing, under construction in Melbourne, is due here for installation in early August.

During the excavation for the new track bed, the remains of the double track turnout into Cashel Street for the Brighton line have been discovered—the point blades and mates had gone but so far four of the six frogs (crossings) have been retrieved and they are now in the rail stack at Ferrymead!

(Photos next page)



Top left: old special work at the High Street/Cashel Street intersection. Top right: track bed being built from Cashel Street into Oxford Terrace. Above left: High Street/Cashel Street. Above right: special work from the High Street/Cashel Street intersection at Ferrymead.

Photos: Dave Hinman

Not quite history but almost



17 July 1995. The only occasion when a tram has hauled two trailers on the City Tramway—with your editor at the controls. It was an experiment to see whether two-trailer operation would be feasible for special occasions. The powers that be were not totally impressed because of the length of the consist and the time taken to clear intersections and traffic lights.

Photo: Colin Loach