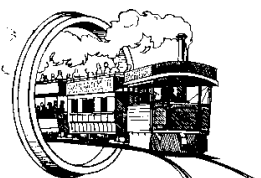


Ferrymead Tram Tracts

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



December 2007

Season's Greetings to all

Another eventful year has passed and once again it is time to pause and reflect on the Society's achievements. This year has seen the opening of the Tamaki experience in which THS has a vital part to play. Much track upgrading has been carried out by Ken Henderson and his doughty team of helpers. This is unglamorous but essential work. Alex Hunter and his helpers performed a major overhaul of the Kitson which is now back in service, and No 26 under the leadership of Graeme and Larry is moving towards completion. Many members have made huge contributions to these activities.

Running a society like ours involves a large amount of background work, and committee members deserve thanks for the work they put in looking after such things as finances, safety cases, correspondence and the like.

Your editor would like to offer his thanks to those who have contributed to this newsletter over the last twelve months. They include (in alphabetical order): Graeme Belworthy, Vern Campbell, Dave Carr, Les Dew, Russell Grigg, Dave Hansen, Ken Henderson, Dave Hinman, Stuart Hobbs, Alex Hunter, Bradley Knewstubb, Colin Loach, Barry Marchant, Alan Roi, Murray Sanders, John Shanks, Stephen Taylor.

Barry Marchant and Colin Loach have, as they have done for goodness knows how long, cheerfully and faithfully taken care of the distribution.

Once again this shows that *Tracts* is very much a Society publication and not the "baby" of one person.

To all our readers and members I would like to wish you a very enjoyable Christmas and a refreshing and prosperous new year. *Tracts* will be back in February.

Three important upcoming events

40th anniversary celebration

Here's the details for the 6 January celebration.

The service car will run from about 10.00 am as usual. At 12 midday there will be a BBQ with the society supplying the meat and everyone bringing a salad.

At 1.30 there will be some speeches followed by a re-enactment of the first of the opening day run. We will be asking as many of those present on that first day along with invited guests and officials to board the trailers towed by Kitty for the commemoration run. After this all the trams and trailers will be in service for the rest of the day.

This is your society so please come and make it a day to remember. If possible could you please either ring or email Phyllis on 352 4872 or shigirl@ihug.co.nz on or before 5 January if you think you might be attending.

Sunset Tour

John Shanks has organised one of the Society's popular and traditional Sunset Tours to be held in the New Year. It will include all the usual attractions—a ride on Mark IV No 290, now years older than the trams she replaced, a photo stop in the evening sunlight, a little history, a walk for the more energetic, good company and laughs, and supper at the end of the evening.

Be sure to come for the chance to catch up with everyone. Wear good walking shoes if you plan to come on the walk.

There will be an early start to make the most of the evening light.

Date: Wednesday 16 January, 2008

Departure Point: From the tram barn at Ferrymead

Departure Time: 7.00 pm. Please note this early start.

Cost: \$5-00 per person

*Put it in your diary NOW so that you don't miss out.
It will be a good evening.*

Society barbecue

Alan Roi advises that we will be hosting a group of Scottish enthusiasts on Sunday 3 February and turning on a barbecue in the early evening. Everybody's invited and encouraged to come.

Next work party

The next work party is scheduled for **Saturday 15 December 2007**. Formal work parties are held every **third Saturday of the month** but there are also activities **every Saturday** and on **Monday evenings**.

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News from the Heritage Tramways Trust

DAVE CARR reports

Roslyn cable car No 1

For about 5 years the HTT has been working with the Otago Settlers Museum on a proposal to bring Roslyn tram No.1 to Christchurch for Restoration by HTT staff. To allow the redevelopment of part of the old Dunedin Railway Road Services Depot that is part of the Settlers Museum Roslyn 1 needs to be moved. It has been decided that the tram will be transported to Christchurch during the week ending 15 December 2007 and placed in storage in Tram-barn 2. There is some finalising of the detail of the first stage of work to be carried out after she arrives. It is hoped that some restoration work can commence after the completion of 26 and whilst we await funding for our next Society restoration.

It is expected that the restoration will occur over about 3 years as the Museum has funding to complete the project. Initially the plan is for conservation and restoration of the body as a static exhibit. The Otago Settlers Museum are yet to supply a brief for any mechanical work to be done and they do not have a budget for that part of the project. This is a commercial exercise that should provide extra funding for other activity at Ferrymead including the fabrication of some parts for the restoration of our own Roslyn Tram No.3.

Tram barn extension

The long talked about tram barn extension is back under discussion in a shortened version due to the failure of the CCC to complete the subdivision and give us our freehold land. The plan is to extend to the full size on completion of the subdivision. Because we have lost five years due to the property issues cost increases will require us to erect the extension ourselves. To enable that to happen we hope to call for a couple of working bees when we are ready to build. We would appreciate any help that can be offered when the time comes even if all you can do is make the smokos!

Thirty years ago

The editor takes a nostalgic look at what we were up to back in 1977.

The year 1977 was an interesting year for the Society. A glance at the issues of *Tramway Topics* of the era reveal that a number of important decisions were made, which set the society on a path which has got it where it is today. For instance, the late Richard Cannemeyer reported in the March-April issue that “at a recent planning meeting a vote was taken as to which electric tram to restore next after completion of trolleybus 210 whose completion date is now set for the end of July. A majority vote was taken in favour of Boon tram No 152 (double saloon drop-centre car) which is to be restored into its original condition with open centre section. The Boon car was the prototype class, the design of which was adopted by most tramways throughout Australasia”.

That decision was interesting as there were two contenders: 152 and Hills car No 24. Each of these cars had its own fierce advocates and it was believed that the issue would be hotly debated. However the matter was resolved with unexpected swiftness and ease when Murray Sanders—who had always led the charge for the Hills car supporters—took the meeting totally by surprise and moved, amid considerable mirth, that 152 be the one selected. The rest, as they say, is history.

The Society had also purchased a spare W2 truck for 178 and a pair of ex-Melbourne W3 No 9 bogies whose motors and axles would be used in the manufacture of Peckham-style maximum traction trucks as used under the Boons, the Hills cars, and the Yanks.

Shipping arrangements were still to be arranged.

Track extension was forging ahead with Richard reporting that “with the Ferrymead Festival weekend approaching, members were determined to have the new tramway running to the new terminus to be known as Church Corner, approximately 250 feet from the former Truscotts Road Terminus.

“This involved the construction of a bridge across the drain adjacent to Truscotts Road and some 120 feet of track extension, track already having been laid across Truscotts Road in January, followed by the building of the bridge abutments in February. The girders, cut to approximately 14 feet, were also put in place and originate from the old tramway bridge on the Causeway, the former Sumner tram route of the CTB”.

Members were also busy retrieving 55 lb rail from the old New Zealand Electricity Department at Addington.

But not all the news, was good. At the annual general meeting members were informed that, due to the increased costs of printing *Tramway Topics*, subscriptions would have to be raised to \$7.00 (juniors \$4.00)!

Later in the year the booklet on the Papanui line was published and there emerged a quaint new tramway vehicle formally known as “Works car No 5” but later dubbed “the Beast”, an appellation which survives to this day.

Trolleybus 210 and Dunedin cable car 95 were nearing completion, the latter using grip gear manufactured by the late Andy Law.

No 2 tram barn was also well under way and track work into the building was completed.

All in all a proud year reflecting the times when some of us who are now old enough to remember were a little less so and had a bit more energy. It's good to know that we have young people coming on who are every bit as capable and energetic as we were.

But don't get me wrong; you don't have to look far to see that there is plenty of life in those old dogs yet!

New trustees needed

The Heritage Tramways Trust is in need of two new trustees to bring our numbers up to handle the forthcoming work load and the notified retirement of Michael Ball our Treasurer for the last 7 years from 31 March. If any members wish to put their names forward they can contact Dave Carr, Chairman of the HTT on 942-0364 evenings.

A look even further back



Who remembers these scenes from the sixties? Bruce Fleming was sorting through some old photos when he came upon some interesting old views. On the left are the bodies of Dunedin boxcar No 11 and Christchurch Brill 178 covered in tarpaulins in the Ferrymead reserve, where they stood for a long time waiting to take shelter in the tram barn taking shape on the right. Both these trams are now well and truly alive again and plying for trade in the City Tramway. It's extraordinary to think that 178 has been in service longer in its second incarnation than it was in its first.

Photos: Bruce Fleming

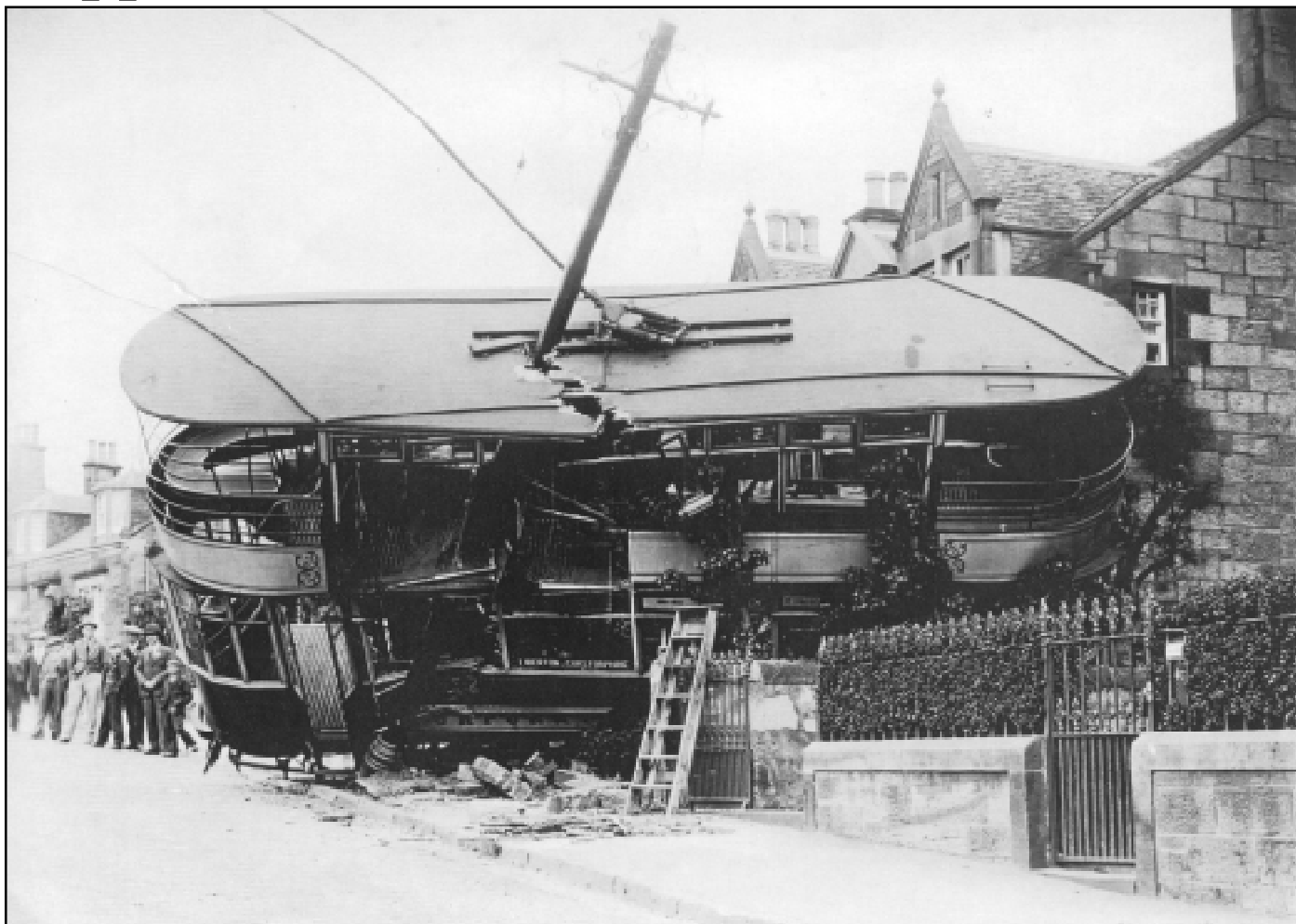
Welcome to the running staff



During the year two people qualified as tram drivers. Proudly displaying their new licences are Lloyd Williams (left) with Barry Marchant, and Allen Harbrow. Congratulations to both of you. May you derive much pleasure from your hobby.

Photos: Barry Marchant

Flippin' heck!



What happened here? Or more to the point, what the heck do we do now? Colin Loach came across this little gem but we have no details of where or when it all happened. Perhaps one of our readers can supply the details. If it's any help, the destination box on the inside of the window says "Liberton Corstorphine". Mean anything to anybody?

Congratulations and best wishes to Mike and Roswyn



Former THS president and secretary, Rev Mike Kerr, recently married Roslyn Peterson in the Anglican Church of St Martins at Albury. According to the Timaru Herald, Mike was the first ever Anglican priest in the church's 100 year history to be married here. We wish Mike and Roswyn many years of happy life together.

Get *Tracts* by email

Don't forget that you can get *Tracts* by email. There are several advantages in doing this.

- You get it earlier than those who get it by post
- You can view it or print it out in full colour
- You save the Society money
- You save Barry and Colin a lot of work.

To subscribe by email, send an email to Barry Marchant, barry-m@paradise.net.nz