



## Dreadnought trailer on right truck—almost...

*Dave Hinman reports on an unlikely occurrence when the spare Brisbane truck from drop-centre 236 was recovered from under the body of 'Dreadnought' trailer 118 with an amusing result.*

On Saturday 9 January, Murray Sanders took the first steps towards the overhaul of Brisbane 236's 'spare' maximum-traction truck (actually one of its originals - the spare was restored to its original style some years ago and is currently under the tram together with the other original, already overhauled). The truck to be overhauled has in recent times been in temporary use under Dreadnought trailer, No. 118 and so what Murray and team had to do was to extract 118 from Tram Barn 3, jack it and replace the truck with an alternative. Without realising it at the time, the alternative selected more closely resembles the original trucks (which disappeared when the tram was scrapped in 1954) than any placed under it by THS since 118 was acquired in the late 1960s!

The Dreadnought trailers all had trucks with internal bearings resulting in an appearance quite different to the remainder of the passenger fleet. A much simpler version of this was to be found on the old four-wheel ballast wagons (most of which preceded the CTB) and it was one of these (retrieved by THS from a yacht club slipway on the Estuary many years ago) which was selected to replace the Brisbane truck.

We don't think any photos were taken of the changeover on Saturday - those shown were taken earlier, and since! *Photos provided courtesy Dave Hinman. Photo of inside-bearing 'Dreadnought' bogie courtesy Graham Stewart.*

*Editor's note—At least three ballast wagon chassis were acquired by the THS and can be found lingering around Tram Barn 1 with 'Brill' 185. As most of our members will know, they were commonly pulled by the Kitson steam-tram engines after the tram engines were retired from passenger service by the CTB. Hopefully someone will correct me on the exact number of ballast wagon chassis acquired.*



*The replacement: the ballast wagon chassis under 'Dreadnought' 118...*



*The replaced: the Brisbane truck in Tram Barn 1 for repair. Photos courtesy Dave Hinman.*



*The original: inside-bearing 'Dreadnought' truck, c.1951. Photo courtesy Graham Stewart.*

## President's Piece—Graeme Belworthy



Here we are at the start of a new year. One of the big events for this year will be the COTMA Conference being co-hosted by the Society and Christchurch Tramway. The conference will run from Thursday 13 to Monday 17 October. The Planning Committee is hard at work finalizing details, and hopes to have the program and costs out very soon.

On a less happy situation our buses suffered vandalism. The Double Decker was broken into damaging the driver's door. The fire extinguishers were taken and discharged inside the buses causing a mess that is very hard to clean and requires those doing it to wear protective clothing. If anyone is able to help please contact either Sandra on 0272318614 or myself on 02102325989.

The first of our social functions is on Wednesday 27 January and is one of John Shanks' well-organized

mystery bus trips, more detail for this are elsewhere in Tracts.

With the start of the new year, all the usual repairs and maintenance jobs will get underway to enable the tramway and buses to continue operating. Some of the bigger project to be undertaken this include repairing the points to the Hall of Wheels which will involve installing a drain to cope with the water that gathers in the area, completing the repairs to the traverser and concreting the apron in front of Tram Barn 1, construct a building next to the existing trolley bus shed to house our diesel fleet. There will be many other projects and jobs that will also be done including the continued restoration of Hills car 24 and Cable car 103.

With all this we have another busy year ahead of us. All visitors are welcome and we ask that you make yourself known to a member so we can show you around.

Cheers,

**Graeme**

## Alastair's Angle—Alastair Cross



Another year has been and gone, and so here we are in 2016. I hope everyone has had a good break and are looking forward to what this year will bring.

This year the Society will be hosting the annual Council of Tramway Museums in Australasia (COTMA) conference—the last time the THS hosted this event was way back on Queen's Birthday weekend in 1998 (but if anyone can tell me otherwise, please do!) Hopefully this time my interpretation of *Tramway Topics* won't let me down!

Among other work to have been completed now has been the completion of the new concrete work outside Tram Barn 1 at Ferrymead, while I have been told by Don McAra that the Heritage Tramways Trust will be doing some work on Mornington 103's chassis shortly if—it'll probably have happened already by the time you read this. Meanwhile work still progresses on 'Hills' car 24 and in particular the reconstruction of the body.

There's still lots going on down at Ferrymead now that people are starting to filter back from the holidays. One

of the rectifier coils in the tram barn rectifier has been rewound after coincidentally blowing during a storm, traverser repairs are on the final stretch including the finishing of the new concrete apron in front of tram barn 1, as well as construction of the Bus Shed next to the existing Trolleybus Shed which will protect our diesel and petrol buses. Following the disappointing vandalism of our ex-London Transport double-decker bus recently, and the graffiti attack several years ago at our Woolston 'secure storage site', this facility will be very welcome indeed. Not only that, but it should keep the weather off and ensure the restoration efforts of our Bus Team last considerably longer between overhauls and repaints.

Our first function this year is not too far off either, and I hope you'll pardon my using a photo of the Omnibus Society's ex-NZ Railways Road Services Bedford which won't be the bus used—the tour will be run most likely with one of our ex-CTB buses. The photo chosen was out of my collection, on the grounds I thought it was better than the supplied ClipArt! That'll get me in trouble with Phyllis for sure...

Well, that's all from me now.

**Alastair**

## Bruce Whiteside On... A Time to Reflect

*Expatriate THS Member, Bruce Whiteside, penned a short piece for Tracts in November 2015 following the untimely death of Society member Dave Carr. Unfortunately space constraints at the time meant it was not published with Dave's obituary in the November 2015 issue. Instead it is presented here with our apologies for its lateness—Ed.*

The nostalgia of looking back on old photographs brings back memories of our youth and a time when some of us rode on the very trams that we see here. The Brills, the Boons and the trailers that used to rock and roll behind them stirs the cooling embers of our distant past. The time when we used to run inside the trailers left at the terminus, like the ones I recall at the foot of what was then Burnside Road, later to be renamed Memorial Drive. We cast our minds back when a handful of schoolboys dreamed of a derelict old Kitson and chased that dream. Never in their wildest could they have imagined what the next 50 plus years would bring forth.

The young of today ride on these relics of the past, that have in many case risen from the dead, never fully realising the labour of love, devotion and applied diligence that has brought the dream all about. Many have laboured a lifetime and at 82 I salute those men and women who have forged on to give us Ferrymead and the trams that ply the streets of my beleaguered city. But let us present on this page those who have given. As I write another stalwart sadly passes on ...Dave Carr. I recall a few names - Bruce Maffei, Murray Sanders, Barry Marchant, Joe Pickering, and Dave Hinman to name a few (*many of these volunteers are still around and involved with the THS today—Ed.*) Time waits for no man but their achievement live on. It would be nice to see a Gallery of those who have passed on and now are passing along a shorter track to that terminus.

Theirs has been a magnificent achievement and as one who left many years back I stand in awe of the materialised dream.

I enclose a photo ... which, like the trams is also a 'relic of the past'.

*Bruce Whiteside, Miami, QLD (Aust.)*



*The enclosed picture is of none other than ex-Christchurch 'Brill' 178, photographed sometime between its return to service on the electrified Ferrymead Tramway (then just the stretch from the Tram Barn to the Bridle Path Domain loop) and 1982 when Bruce moved to Queensland. Since December 1994, No. 178 has been in regular service on the Christchurch Tramway, but a second 'Brill' in the form of sister 185 ex-Newlands, remains in store at Ferrymead pending eventual restoration to working order.*

*Photo courtesy Bruce Whiteside.*

# City Tramway News

**Dave Hinman** reports on the latest developments on the Christchurch Tramway in conjunction with the new Avon River Precinct development.

On Monday 11 January, Oxford Terrace between Hereford and Cashel Streets was closed off to everything other than trams, to allow for work to be completed on this part of the Avon River Precinct. Since the opening of the extension in February last year there has been a fenced narrow corridor for trams, pedestrians and cyclists, with all other traffic prohibited other than that associated with the precinct development project. Now a gate has been installed at both ends and on weekdays this is opened by the contractors when the tram comes through. Pedestrians and cyclists now have to divert and access Cashel Mall via the other side of the river or from Colombo Street. The tram is now passing through an active building site and so there are additional safety measures in place to ensure a safe work site, in terms of both passenger and tram safety as well as safe practice by the contractors. At weekends the Tramway will be responsible for the opening and closing of the gates.

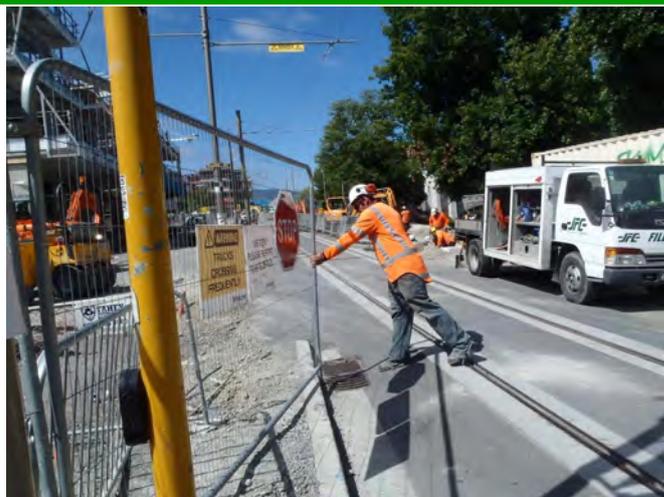
This means a later start on the extension for the tram each day - 10:30 am rather than 9:00am, with the last tram by 5:00pm, and not operating the Restaurant tram on this line for the next few weeks. The initial proposals by CERA and the contractors had been for total tram closure for a period of up to 6 months, so the limitations now agreed (through to end of March) are seen as an acceptable compromise. It is hoped that most of the necessary ground works close to and including the tram track will be completed during this period.

The attached photos show the gates now erected in Oxford Terrace.

*Photos and text courtesy Dave Hinman*

## Driving Tips with David Jones

When carrying out the checks on the running sheet it is important to check that the life guards are clear of the track at each end of the tramcar. Should a life guard be activated by an obstruction on or near the track, the tram must be stopped immediately and the life guard reset. To reset the life guard you must bear down with your foot on the pedal which will have risen from the motorman's platform floor. If you are uncertain as to how to do this, ask someone to show you. Trams must never be driven with life guards in the lowered position. Your ears should tell you if a life guard has been lowered.



*One of the contractors' staff opens the Hereford Street tramway gate in preparation for the next tram to pass through...*



*Christchurch 152 passes through on its way to Cashel Mall and High Street with another load of tourists...*



*As soon as the rear of the 'Boon' clears the gates, the staff member swings them closed again until the next tram arrives bound for High Street.*

*Photos courtesy Dave Hinman.*

# Infrastructure Report

In early January 2016, the Tramway Historical Society completed another long-term objective to lay concrete down in front of Tram Barn 1 in order to allow buses to be driven onto the traverser more easily for access to the under-floor inspection pit in Tram Barn 2 and the paint booth in Tram Barn 3.

The majority of the work was done by Society volunteers who made short work of breaking up the old concrete with the help of a hired mini-digger and the Society's old Case front-end loader, before the concrete was delivered.

Apart from the usual finishing work necessary with concrete, the Society also had to cut grooves in the concrete to accommodate the wheel flanges on our rolling stock. Once this was done, and rather than walk all over the newly-laid concrete, the old ex-NZR Way & Works trolley was retrieved and used by Steve Lea and Graeme Belworthy as a 'work platform' to allow the concrete between and around the tracks to be smoothed.

The final cost of the concrete came down to \$1,162 and will allow easier access by our bus team to place buses over the inspection pit or in the paint booth for attention than presently allowed. Thanks to Dave Hinman for providing these photos.

**Top:** Before the new concrete could be laid down, the existing concrete had to be broken up and removed. This was achieved with the help of the Society's Case front-end loader and a hired mini-digger.

**Middle:** Now what are these two up to? No, they're not 'planking', a previous craze among younger generations (for those who don't know, 'planking' is the art of lying down in unusual places for photographs). In fact, Steve Lea and Graeme Belworthy were busy smoothing out the concrete. The regauged ex-NZR Way & Works trolley was used as a convenient means of avoiding boot-prints in the still wet concrete.

**Bottom:** Nearly there! The work in January was focused primarily on concreting part of the strip between Tram Barn 1 and the traverser pit wall. There's still a little more to do but the majority of the work has been completed as shown here with the newly-finished concrete in place on 14 January.

Photos courtesy Dave Hinman.



## On the Buses—Wellington’s Trolleybuses



THS volunteer and Tracts editor Alastair Cross made a trip to Wellington on January 8 that brought him into contact with Go Wellington’s trolleybuses. **Above**, three-axle prototype 331 in its unique paua-shell vinyls has recently arrived at the Railway Station terminus from Aro Street (Route 5); **below**, production-series buses 342 and 355 pull into the bus platforms at the Railway Station. 342 was Not In Service, while 355 was about to pick up passengers for a trip to Island Bay (Route 1). The #savethenix display is part of a social media campaign to keep the local football (soccer) club, the Wellington Phoenix, in the Oceania Confederation A-League. Photos courtesy Alastair Cross.



## On the Buses

### *With a Little Help from our Members*

Motueka-based THS member Michael Boyton follows on from Allan Harbrow's article on page 7 of the last issue of *Tracts* with a little detective work of his own.

In the last issue of *Tracts*, we ran an article by Allan Harbrow on the Wellington City Transport-owned AEC Reliances used by Christchurch either on loan or brought second-hand to provide additional passenger capacity. It was stated at the time that none of the four ex-WCT Mark I Reliances, brought by the CTB as a stop-gap measure in 1985, were thought to have survived beyond withdrawal in 1986.

THS member Michael Boyton however sent in these two photos showing that in fact one does exist, the former WCT and CTB No. 338. Upon being withdrawn in 1986, No. 338 was sold to a private individual and re-registered as LH1321. It was then transported to Motueka on a road transporter, before being unloaded at a property near the Motueka Valley Highway, where it was started up and driven the short distance to where it sits now.

According to Michael's email, No. 338 would be worth restoring and he believes the owner might be prepared to part with it for a reasonable price. As also noted by Michael, No. 338 was the last Mark I Reliance in that group of chassis built for the Wellington City Council and so far as we know here at *Tracts*, it's the last of these four buses that saw service with the Christchurch Transport Board in 1985-86. In the meanwhile, No. 338 remains at Motueka where it has been partially rebuilt internally as a house-bus. At present, it appears to be in reasonable condition other than the surface rust, however a full detailed examination would be needed to confirm this.

We at *Tracts* are grateful to Michael for bringing No. 338's continued existence to light.

### **Alastair**

*Photos of No. 338 provided courtesy Michael Boyton.*

*Photo of No. 288 at Moorhouse Avenue Depot courtesy Tramway Historical Society/Dudley Kirker Collection and reproduced with permission.*



*CTB No. 288 at Moorhouse Ave. Depot, c. 1985-86.  
Photo courtesy THS/Dudley Kirker Collection.*



# Remember When... The Opoho Tram Runaway

## From Contemporary Sources

***Alan Robb adds to the story of the Opoho tram runaway and subsequent fatality as recalled by Allan Smith and published on page 8 of the November 2015 issue of Tracts***

Papers Past is a valuable source of information about events reported in New Zealand newspapers. It's easily searchable; the keywords are highlighted; printouts are normally legible although the reprinted black and white photos leave a lot to be desired.

Searching for 'Opoho tram accident', after reading Allan Smith's story in the last issue of Tracts, provides several contemporary reports about the accident and its aftermath.

The runaway happened on Thursday 15<sup>th</sup> April 1937 (not 1938). The victim was certainly John Kenny but the motorman was a Mr Alfred Chapman (not "Mr Anderson"). The conductor was Mr Terrence Pennell. The tram was No. 18 (not No. 25).

At the inquest on Monday 19<sup>th</sup> April the coroner said "the track, the tram and its brakes were all in good order". He implied that the driver was to blame: "The only feasible suggestion to account for the accident is that the tram was allowed to develop too high a rate of speed before the brakes were applied, and that possibly the brakes were not applied with the utmost efficiency."

In June Motorman Chapman was charged with manslaughter. In his defence he stated that he left the Opoho terminus at 7.35am with about seven passengers on board. The handbrake at the rear was released by the conductor and the car started off, but contrary to his expectations, it did not pull up on the magnetic brake as it should have done. As he had the brake lever in third notch he could not understand this and when the car had gone about three lengths he put the lever on the fourth notch.

This did not improve matters and the tram continued to gather speed, with the result that he realised that there was something wrong. He put on the handbrake, which required perhaps two turns for effective application and then six or seven, or possibly more jerks at the finish. This had no effect on the speed of the car, which was increasing all the time, so he decided to use the third emergency brake. He performed three of the actions necessary for the application of this brake, but when he was about to complete the process the car left the line. There was nothing else he could have done.

The jury obviously believed the motorman for after a retirement of 25 minutes they returned a verdict of not guilty.

On 3<sup>rd</sup> June, tram 18 was again headline news. On the St Kilda to Castle Street morning run its magnetic brakes failed on three occasions. This caused the City Tramway Department to institute an "immediate and searching examination". On 8<sup>th</sup> June the Council was told that a fault in the wiring connected with the brakes had been found. Gratification was expressed by members of the Council that the inspection of tram 18 had completely exonerated Motorman Chapman.

*Original research by Alan Robb.*

*One point to ponder is how the fault in the magnetic track brakes could have been overlooked when No. 18 was put back into working order following the accident in April 1937. Could the failures of 3<sup>rd</sup> June and subsequent discovery of the faulty wiring have had something to do with Motorman Chapman's exoneration or was it simply down to his honesty and his following of correct emergency practice? — Ed.*

## Health and Safety Notices

If you are a regular volunteer worker have you read the "Ferryhead Tramway Work Place Safety Guidelines."

Your copy of "The Guidelines" can be obtained either from Graeme Richardson or Murray Sanders.

You are then required to answer a written questionnaire, which is placed on file.

The workshop contains machinery which requires a level of skill to operate safely. If not a regular operator, please ask for assistance.

If you bring your own tools to assist, you are responsible for their safe condition.

## **FUNCTION**

**WHEN:** Wednesday January 27th 2016

7.30 PM sharp

**WHERE:** Tram Barn

**COST:** \$5.00

**WHAT:** One of John Shanks' wonderful mystery sunset tours, starting and ending at the Tram Barn. Only John knows where the middle is going but it is sure to be very interesting and exciting.

Please wear shoes suitable for walking



PHOTO: Courtesy Alastair Cross

## Remember When... From the Camera of Dave Carr



*In mid-January 2015, the late Dave Carr was one of the team who retrieved the body of ex-Mornington (High Street) grip tram No. 103 from their long-term resting place in Tram Barn 2 for restoration. During the move, 103 was posed on the traverser with restored trailer 111 and cable-car team leader, Don McAra, for an impromptu photo before the body of the grip tram was moved into Tram Barn 1 (below). Photos courtesy the late Dave Carr.*

