

# Ferrymead Tram Tracts

Newsletter of the  
Tramway Historical Society Inc  
P. O. Box 1126  
Christchurch.  
Website  
[www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)



July 2014

## Truck assembly work continues on Hills car No 24 STEPHEN TAYLOR continues the good work.



*The above photos, taken by Dave Hinman on 28 June 2014, show (left) the progress on assembly of the second truck commencing on the jig with the first truck sitting behind it on the tram barn floor. Right: Some of the parts prefabricated for the second truck whilst the first was being assembled.*

NOT A LOT of progress on the bodywork of Hills Car No 24 at present—the weather has been a bit cool for gluing wood (needed for the ongoing side pillar repairs) at present, plus yours truly has been a bit distracted with other tasks.

But there has been good progress on the truck assembly work which is proceeding well. The assembly of the first truck has proceeded about as far as it can for now, and this has been removed from the assembly jig, and assembly has started on the second truck (see photos). In addition, whilst the first truck was assembled, time was taken to simultaneously manufacture a number of fittings for the second truck, so assembly of that should be able to proceed much faster.

In addition, the pony wheels have been bored out by Lyttelton

Engineering and recently returned to allow them to be fitted to the axles that have been machined up (refer to March 2014 *Tracts* for more on this). The next task for this work is to get the wheel press into use to unite the wheels and axles, then profile the wheels on the big lathe.

### Canterbury Community Trust grant for ongoing restoration of No 24.

The Society has been notified by the Canterbury Community Trust that it was successful in a grant for the above purpose, and the Society thanks the Canterbury Community Trust for their generous ongoing support of this restoration project.

The funds will be used for materials, consumables and outwork to progress the restoration of No 24 in the forthcoming year.

### Coming events

#### July function

Wednesday 16 July, 7.30pm

Lions Hall Ferrymead

#### GRAEME'S MAD ADVENTURES.

Sound interesting?

It is an illustrated talk by  
**GRAEME RICHARDSON**  
on his adventures on land, sea,  
and in the bush and includes  
crossing the Tasman in a 101 year  
old sailing ship!

Cost: \$2.00 for one of Phyllis's  
sumptuous suppers

**ANNUAL MEETING**  
See notice on page 2

### Next work party

The next work party is scheduled for **Saturday 19 July 2014**. 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 address: Joe Pickering, P. O. Box 17, Woodend, North Canterbury 7641. Phone 03 312 2578. Email [jpickering@clear.net.nz](mailto:jpickering@clear.net.nz).

# Glad tidings on the City tramway extension front

**Our efforts with submissions to the City Council have borne fruit and we can now stop holding our breath. DAVE HINMAN has all the details.**

FOR THOSE who haven't already heard, the City Council has taken heed of the more than 116 submissions received to its annual plan calling for more funding towards the completion of the tram extension. Notwithstanding the financial constraints brought about by the earthquakes and now flood mitigation costs, the following recommendation of the Mayor was passed at the Annual Plan meeting on Wednesday 25 June.

"Tram

"It is recommended that Council:

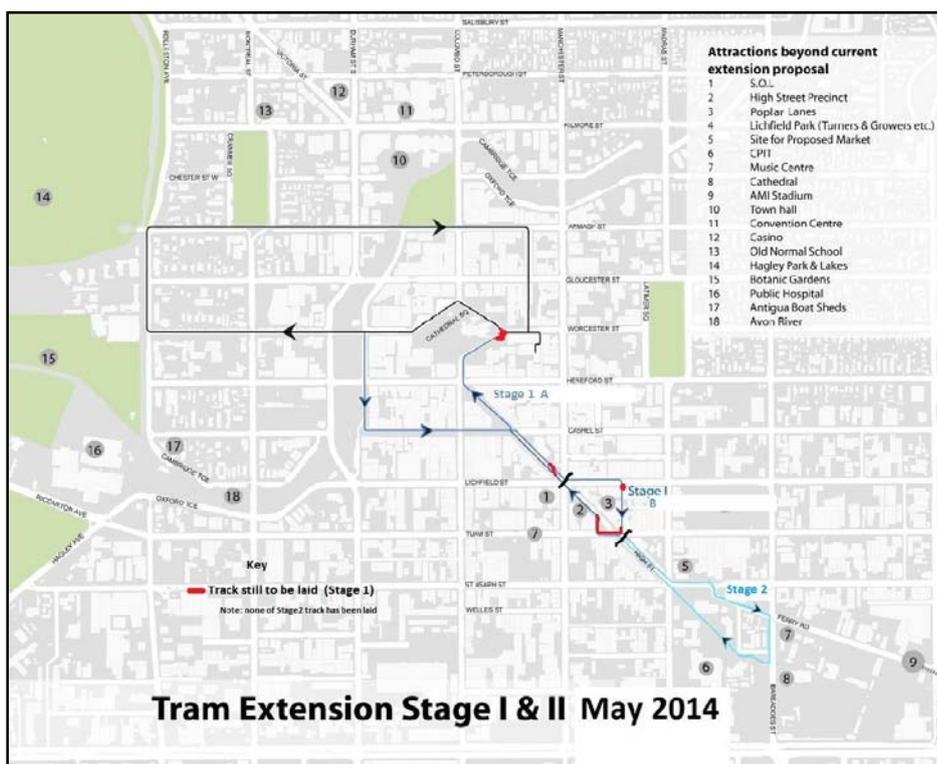
"(c) include an additional \$1.69 million in the capital programme for 2014/15 to enable extensions to the tram route as per option 1A.

"(d) further investigation and consultation occur with regard to implementation and timing of changes to parts of the route (Stages 1B and 2) as part of the Long Term Plan 2015 process."

(Moved Cr Paul Lonsdale, seconded Cr Jamie Gough)

The map above shows these stages, with Stage 1A getting as far as the end of the double track at the High / Manchester Street corner, with the installation of a crossover for the return to Cathedral Square via High and Colombo Streets.

An excellent result, with targeted commencement dates being planned by CTL for a November opening of the balance of the existing loop (Rolleston Avenue and Armagh Street) and February 2015 for the extension as described, aiming to be in operation for the major events coming to Christchurch next year (Cricket World Cup, Te Matatini Kapa Haka Championships, and the FIFA under 20 World Cup).



## ANNUAL GENERAL MEETING

Notice is hereby given that the 52nd Annual Meeting of the Tramway Historical Society Inc will be held on Wednesday 20 August 2014 commencing at 7.45pm in the Ferrymead Lions Building, Ferrymead Heritage Park.

The purpose is to review the activities of the Society since the last AGM, to approve the annual accounts for the previous year, to elect the Management Committee, to consider and deal with any Notices of Motion and any General Business. Notices of Motion must be in the hands of the secretary no later than 21 days before the meeting.

At this stage the following notice of motion has been proposed and is endorsed and recommended for adoption by the Management Committee.

"That for the reasons set out below, the following changes be made to the Society's Constitution.

"1. Clause 5.1.3 - replace 'audited' with 'audited or reviewed'

"2. Clause 6.4.1 - replace 'audit' with 'audit or review'

"Reasons:

"Recent assessments of the Society's annual accounts by our auditor have been in the form of the less rigorous 'review' rather than the traditional 'audit' process. This is provided for by the NZ Institute of Chartered Accountants which has issued standards for both audits and reviews. Reviews are considered acceptable for smaller not for profit organisations.

"As the Constitution at present provides only for an 'audit' it has been found necessary to promulgate a change to recognise the new process. The recommended change provides for a review while retaining the option of an audit should that be considered more appropriate at any given time. The need for change has been pointed out to the Society by a funding organisation we had applied to earlier this year."

## No 1 gets a tyre turn and truck overhaul

**MURRAY SANDERS** has the story.

SINCE ENTERING SERVICE in 1999 the tram has clocked up about 16,100 km at Ferrymead as well as several weeks' operation on the City Tramway.

Since the wheel flanges are now showing significant wear it was felt desirable to withdraw the tram for a wheel turn, during the winter months. The tram was jacked and the truck removed following Queen's Birthday weekend. Last Saturday the wheel

turning was completed. The truck has had a general degrease and clean and the springs tested for strength. It has been found that the cause of the squeak, noticeable in recent years, was a wheel rubbing on the back of its axle box. Otherwise the truck (acquired from Sydney and extensively renovated by the HTT), is still in good condition. The tram should be just about ready by the time the traverser is reinstated.

## Bums and Boons

OUR LITTLE PIECE last month drew a couple of responses, but they provided more information on the Boons than the bums.

ALISTER MCKENZIE wrote: "Further to your enquiring of where Boon trailer 130 is, my information says that it was purchased by Mr Hammond of Birdlings Flat on 13 June 1954."

DAVE HINMAN wrote: "...the unidentified Boon is No 154 and it's at the old Birdlings Flat beach settlement—same location as the other Roger Stanton tram pics received by Dave Hansen recently, except that 130 is not at the beach. The bums remained unidentified, though I did ask John Shanks as he was probably on the same trip!"

## Bath trams

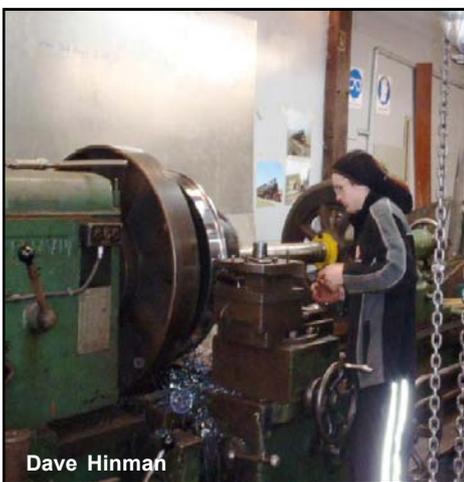
KEN HENDERSON was lent a copy of *Tramways Remembered West and South West England*. He found it very interesting to see how many of the towns had tramways. One little story that appealed to him was the following.

"The town of Bath in South West England had a tram system from 1880 to 1939 with electrification and a change of gauge (4 feet to standard gauge) effective from January 1904. It is amusing to note that after the First World War trams were fitted with power meters so that a check on electricity consumption could be made. Motormen found that by letting the car 'coast' a lot less current was used and if the economies proved 'satisfactory' they had their name put on the 'good conduct board'.

"Also amusing to read that before they had used ticket boxes installed it was the conductor's job to keep the floor free of tickets, so before reaching the terminus he would open up both doors and get the driver to speed up and let the draught blow the tickets out the end."



Dave Hinman



Dave Hinman



Dave Hinman



Dave Hinman

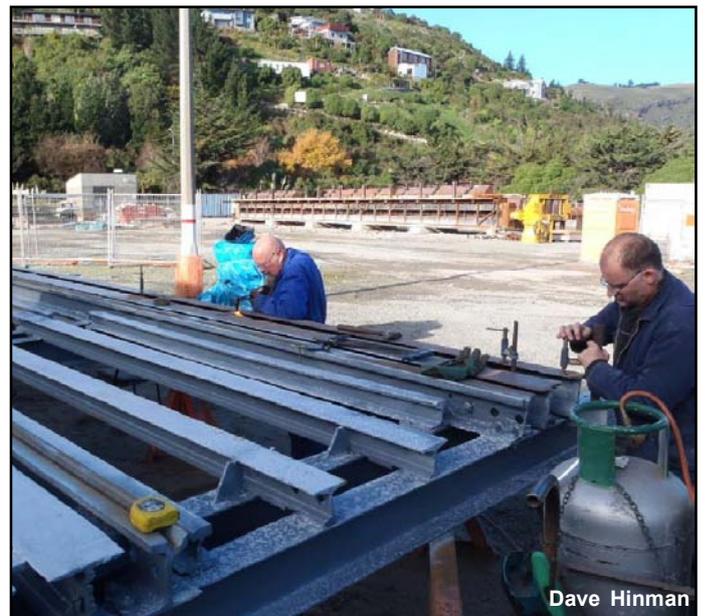


Murray Sanders

Top and middle right: No 1 on jacks. Note Boon 152 behind No 1. Middle left: Wheel turning under way. Above: The finished product. Right: Spring being tested.

## Work continues apace with the traverser

As reported last month, the traverser is being overhauled, which involves lifting it out of its bed, sandblasting, repainting and doing repair work where needed. The photos below tell the story.



## The grand story of Dunedin cable car trailer No 111 as told by the project leader Don McAra who also took the photos except where otherwise credited.



Graham Stewart

*Left: 111 descending High Street in the 1950s. No that is not me on the rear platform as I was a little older than those two kids. But I like the way the right hand kid looks as though he owns the whole situation! [Editor's note: Some months ago we had several contenders claiming identity for the boys in this picture. Don is the first to deny it.]*

*Below: 111 as a stripper waiting bare to her ribs in the first stages of restoration, delicately posed on an electric tram's truck.*

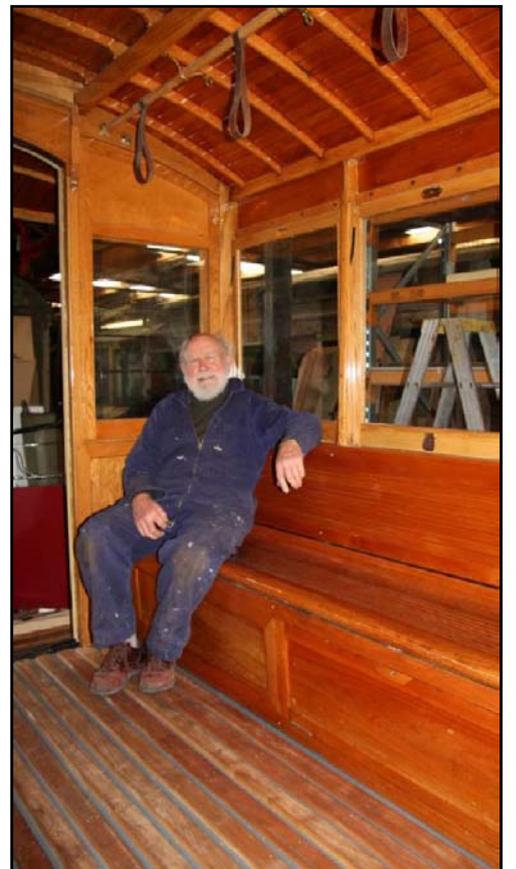
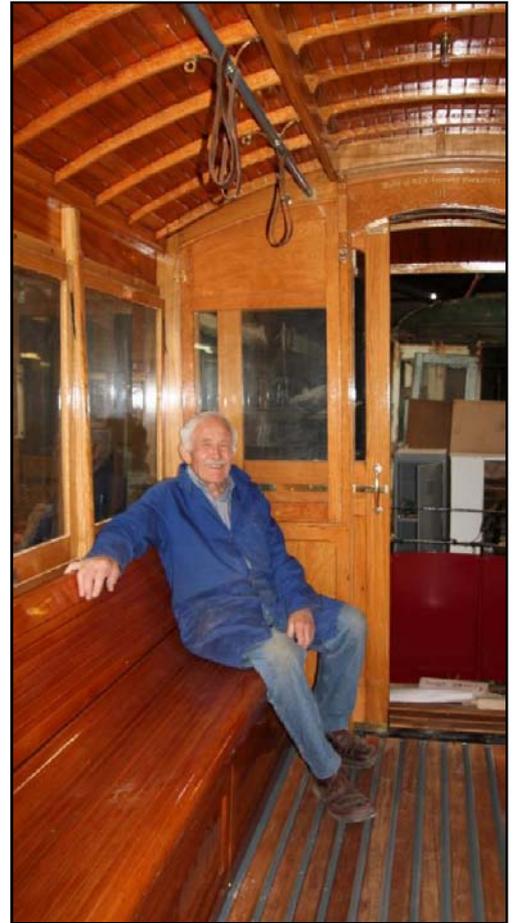
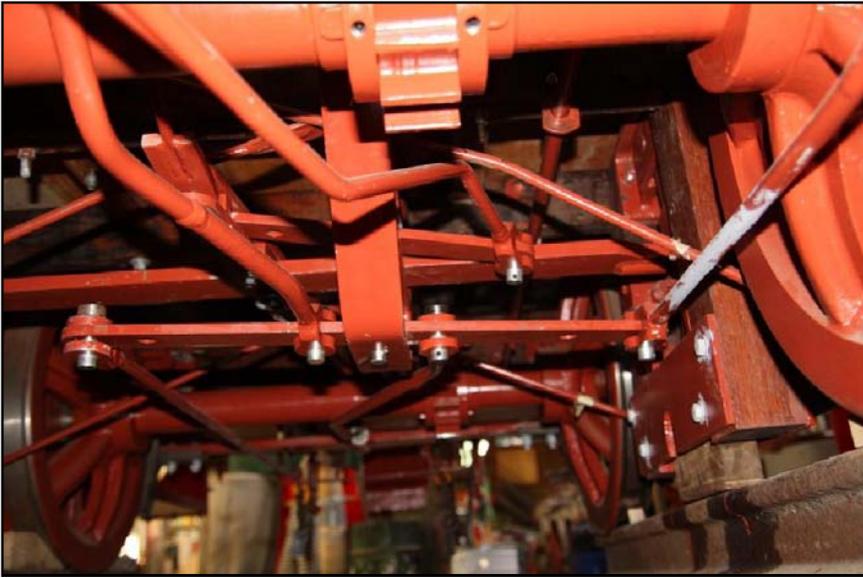




The upper photos show a new body chassis below new ribs, the body wearing her first gray dress of undercoat, and the newly recanvassed roof. Right: Bryan Taylor's super windows now in place, with handrails and doors in place, and recently cast wheels below the apron waiting to be turned, 2010.



Above: New undercoat and new canvas roof, 2007

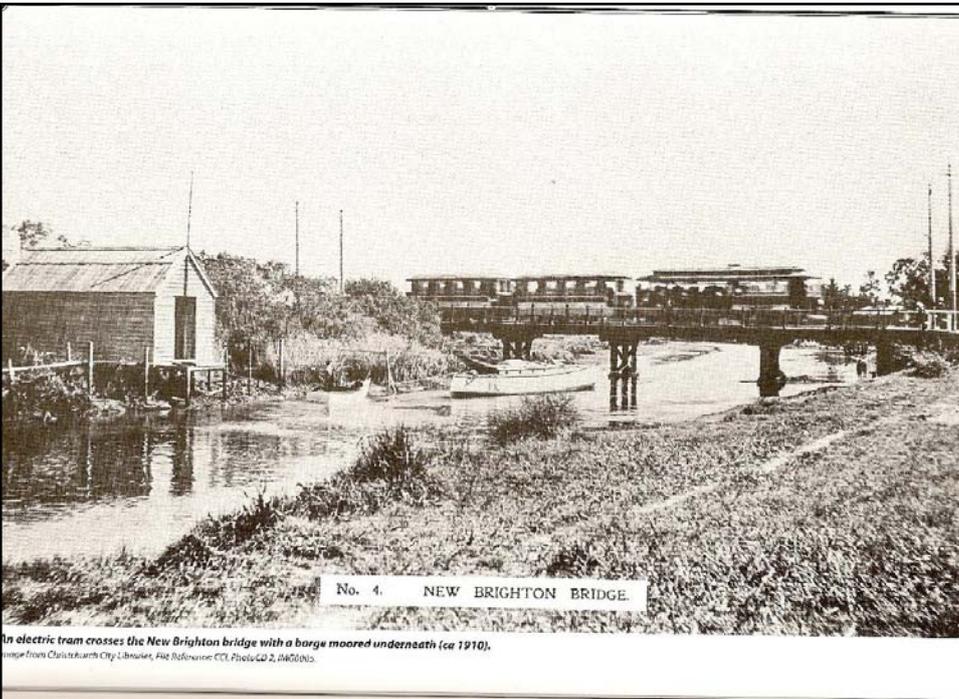
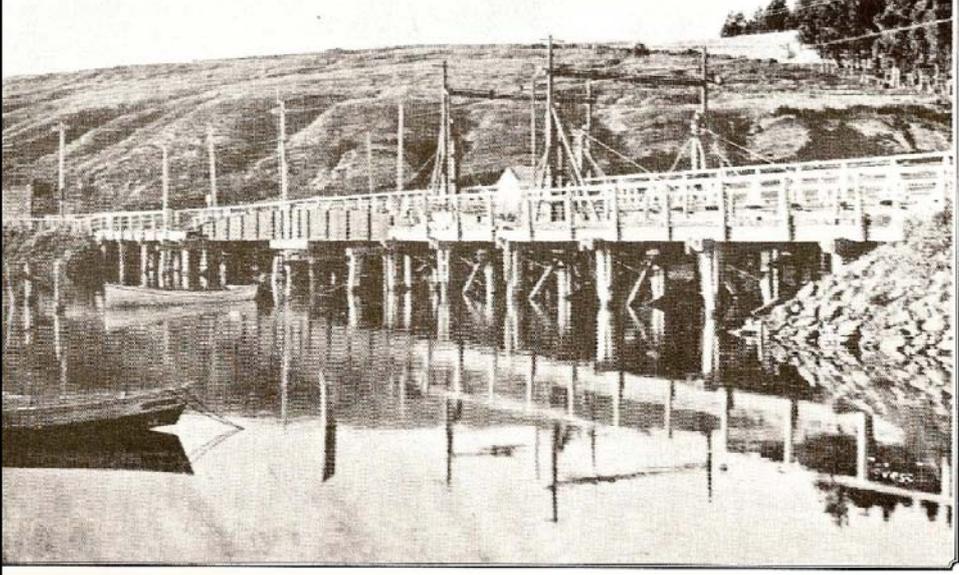


Finally the truck and the complex network of levers for the track, wheel, and pawl and ratchet run-back brakes have been completed. All ready to go, but nowhere yet to run! However, measures are in progress for 111 to be leased for display in Dunedin to assist in fundraising there for a planned rebuild of the Mornington line. That would be the beginning of a very big journey indeed for 111!

Ross Clapp (top) and Don McAra (above) testing out the just installed kauri seats beneath the kauri roof. The hand straps were made by Colin Loach.

The old Ferry Bridge, soon before removal from over the Heathcote River, Christchurch (1909).  
Image from Christchurch City Libraries, File Reference: CCL Photo CD 2, 260096.

### From the archives...



DAVID JONES found these pictures on the calendar of a local real estate agent. I haven't seen them before. The top one shows the Ferrymead Bridge and the lower the New Brighton Bridge with a Yank and a couple of what look like Punt trailers although David thinks they could be Duckhouses.

## 2014 COTMA Conference—Sydney 2014

Details of the COTMA Conference are now available on the COTMA website including the detailed conference programme, the Partners Programme and the Booking Form—see <http://cotma.org.au/conferenc.html> or the Sydney Tramway Museum conference page—<http://www.sydneysteamwaymuseum.com.au/cotma> for more details on the programme and the booking form as well.

If you would prefer, it is possible to scan and email the form back to David Critchley directly rather than posting.

For any questions regarding the conference arrangements and bookings, please email David Critchley—[eclass436@gmail.com](mailto:eclass436@gmail.com)

## Pre and Post Conference Tours

Richard Gilbert and Peter Hyde are busy finishing off the pre and post conference tour arrangements and the booking form for these should be available by mid-July. The approximate cost for the post conference tour will be \$550 to \$600 and about \$280 for the pre-conference tour. The method of booking is currently being sorted out and will be advised in the tour programme. As soon as these are available they will be made available on the COTMA and STM websites. Please keep checking in.

See the COTMA or the STM website for the outline details of these tours.

## 2014—50 years since the running of the horse tram at Papanui!

September this year represents the 50th anniversary of the running of the horse car at Papanui—a major and hugely successful event that really established the Society and put it firmly in the eye of the public.

To commemorate this important anniversary it would be great to publish a special edition of *Tracts*. To this end I am inviting any one who can to supply reminiscences, information, pictures, etc, relating to the horse car operation.

The sooner this material can be got

to me the better as it could all take some time to collate.

So if you would like to contribute, please let the editor have your contribution as soon as possible but no later than **15 August** so a start can be made.