

Ferrymead Tram Tracts

Newsletter of the Tramway Historical Society Inc

June 2014

Editor's note

This is a stopgap issue for which I apologise. The computer upon which *Tracts* is usually produced is away for overhaul and the one I'm using won't run the ancient software we normally use. So we're obliged to use Microsoft Publisher, one of the most user-hostile systems it has been my misfortune to encounter. Hopefully normality will resume next month.

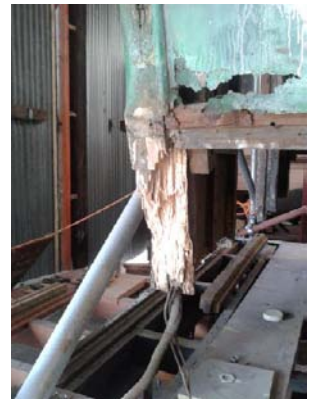
24's chassis and body (almost) re-united.

Stephen Taylor and his team continue the good work.

ON THE WORK DAY in May, the opportunity was taken to put 24's chassis back on the temporary trucks and then place it back under the body. The photos below show this in progress.

The next stage will be to work on the three bulkheads to repair them before re-uniting them with the chassis. Planning is underway as to how best to achieve this, but as part of this there is some rot in some of the bulkhead pillars that will need repair before the body can be reunited with the chassis.

Photos: Stephen Taylor



Federation of Rail Organisations of NZ Conference, 30 May – 2 June 2014 Kingsgate Hotel, Wanganui.

MURRAY SANDERS was there.

This year the Conference was attended by 98 delegates and observers, representing 30 member groups, together with representatives from NZTA and Kiwi Rail. Also in attendance was Peter Hyde from the Brisbane Tramway Museum, but also representing the Queensland Association of Tourist Railways! For many of us the weekend started in Wellington on the Friday morning with the journey to Wanganui in a chartered bus, or in private cars and with visits to some of the members groups' sites en route. These included Main Line Steam at Plimmerton, Steam Incorporated at Paekakariki and the Kapiti Coast Tramway (Wellington Tramway Museum) at Queen Elizabeth Park, where an excellent lunch was provided, together with tram rides to the beach. On arrival at the conference venue, registration was followed by a pleasant social evening in the bar.

On Saturday morning the Conference was officially opened by the Wanganui Deputy Mayor, Mr. Hamish McDougall, who related how his great grandfather had owned a farm. Half was sold for the new main trunk railway and the other half for what became the Ohakea Air Force Base. Recently the City Council had developed a walking path circuit along the river bank and worked closely with the Tramways Wanganui Trust tram-

Coming Events

June function

Wednesday 18 June 7.30 pm
Lions Hall, Ferrymead

ADVENTURE ON THE HIGH SEAS

JOHN SHANKS

will entertain us with very recent memories of his trip to New Zealand's remote islands.

Old fashioned colour slides will tell the story of John's visit to several remote places including the Chatham Islands.

This is a general interest function to which you may safely invite wives/spouses/girlfriends and even those not passionately devoted to trams. John forewarns—a little sadly—that the most tram-like object encountered on this whole trip was the Ritchies bus that conveyed the party to the starting point for a day's tramping on the main Chatham Island!

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

July Function

A talk by Graeme Richardson.
Full details next month.

Work parties every third Saturday in the month. Next work party Saturday 21 June.

way project, being an adjacent attraction.

The keynote speaker before morning tea was Russell Burnard, Acting Manager Rail Safety, NZTA, who advised on the results from the recent review of their rail functions. The Rail team will be expanded to better evaluate operations and accident and incident data. He explained the key risk areas from data so far evaluated are;

Signal Passing Danger.

The highest recorded number last year.

Tunnels. A national tunnel strategy is being developed.

Level Crossings. An unacceptable level of casualties.

Consultation will occur before licence fees are changed.

Russell Burnard returned to discuss operational matters between NZTA and the client groups. The Safety Performance Report from groups, provides NZTA with data and intelligence about our various operations. Details of emergency response to situations will be required.

Further seminars will be conducted around the country later this year.

Following this, Chris Northover, the founding CEO of Tairei Gorge Railway spoke recalling the early days of the railway and the rejigging of the product to suit the demands of the Inbound Tourist Operators.

Megan Drayton from Tracksafe NZ, a non profit organisation evolved out of the Chris Cairns Foundation, set up to promote safety around railways, and now affiliated to a similar group in Australia, told us there have been 440 collisions at level crossings over

the last 10 years. The organisation has been working in schools and around Auckland raising children's awareness of the new quiet electric trains.

Nigel Hogg for FRONZ advised that the Boiler Code

to advise methods of repair, so a good code is needed. An aim is to provide for biennial inspections.

Dave Hinman gave a power point presentation on the current tramway scene for the groups in N.Z.

Murray King of the Rail Heritage Trust reported on the Greytown goods shed restoration, rare because it has a curved roof and the Wingatui railway station.

The conference was given an interesting update regarding the problems which had beset Kiwi Rail over the preceding 12 months. The 'Aratere' outage resulted in a three-month revenue shortfall of \$15M. This was followed by the DL locomotive asbestos outage. Palmerston North yard is a bottleneck. The Peruvian sleepers require replacing and most railway structures are 15 - 30% of the earthquake code. New legislation will place a higher obligation on managers and

directors.

We dispersed into interest groups. Twelve participants from seven tram interest organisations discussed lotteries funding problems, the H&S review, evacuation exercises, The Whangarei Steam & Model Club ex Lisbon Trams Project, and insurance issues.

FRONZ A.G.M.

Commenced 9am Sunday 1 June. All Officers were re elected unopposed. The Conveners of particular issues were all re appointed. The H&S Convenorship is vacant at present.

General Business.

Professional expertise is required with the revision of the FRONZ



Photo: David Maciulaitis



Top: Dave Hinman receives the FRONZ 2014 Tramway Restoration Award for Mornington cable car trailer No 111 from David Turner deputising for Awards Convener Reid McNaught. Middle: THS tram-car award group. From left, Dave Carr, Dave Hinman, Alan Roi, David Turner, Murray Sanders. Above: The Award.

needed updating and introduced Peter George a boiler inspector from New Plymouth. Modern boiler inspectors often are not able

boiler code. This will be of great value to all those who have steam engines (including our Kitson and MOTAT's Baldwin). Members to be advised a cost levy is probable.

Insurance issues were discussed, with the convenor tasked to see if the combined "buying power" of those in FRONZ could be used to negotiate more affordable insurance..

'The Journal', Groups were asked to ensure that it is circulated more widely.

The new website was commented on. The Links to details of member groups not so easy to access.

The A.G.M. was closed at 10.30am.

Mr. Trevor Burling alerted the Conference regarding the Health and Safety Reform Bill, aimed to reduce injuries by 25% by

2020 and is likely to have implications for our museum worksites and operations. The Australian legislation is being looked at.

PCBU- 'person conducting a business or undertaking'

Submissions due by August.

We then spent a delightful afternoon between Steam Rail Wanganui, a cruise on the Whanganui River in the paddle steamer 'Waimarie' and a twilight ride on Wanganui tram No.12.

The Sunday evening Awards Dinner was held at the Kingsgate Hotel. Among the highlights were the Shantytown Steam Locomotive award to Steam Inc for the major restoration of AB608, 'Passchendaele', the Kiwi Rail Infrastructure Improvement Award to the Canterbury Railway Soc for their new triangle and the MoTaT Tram Restoration award to THS for

cable car trailer No.111.

While the official bus transport back to Wellington departed at 9:00 am on Monday, some of us were lucky enough to be able to stay on for the official opening of the new Wanganui Tramway, by the Deputy Mayor.

Just after 10:00am to the sound of bagpipes, steam whistles from the PS Waimarie and and traction engine present, and a fly past by the local aero club, a ribbon was cut and the first tram full of invited guests trundled off to the end of the line near the Paddle Steamer wharf and back again.

A fitting end to a well organised conference, excellent weather and a great weekend, and finally a big thanks to Henry Brittain and Trevor Burling for getting us back to Wellington in time for our flight home.

2014 COTMA Conference

DAVE HINMAN has some more interesting information

LAST MONTH we gave details of the 2014 COTMA conference to be held in Sydney. However there are also a couple of alluring pre- and post-conference tours.

Pre and Post Conference Tours

The Pre-conference tour will be in Queensland, focussing on the new Gold Coast Light Rail line, due to

open in June this year, and will commence in Brisbane with visits to the Ferny Grove Tramway Museum and the Ipswich Railway Workshop museum.

Dates Mon 6 - Thurs 9 October.

The Post-conference tour will commence on Wednesday 15 October and will take in Canberra, Cooma, Junee Roundhouse and Wagga Wagga and from there

to either Sydney or Melbourne, arriving on the evening of Monday 20 October. Most travel is by train, other than between Canberra and Wagga (road coach).

We will have more details in future issues but further information in the meantime is available at

<http://www.cotma.net.au/conference.html>

Bums and Boons



DAVE HANSEN sent these photos from ROGER STANTON of an unidentified Boon tram, Boon trailer No 130 and two unidentified posteriors protruding



from each of them. The question is: Whose? The editor would like to hear from potential claimants and anybody else with information about the pictures.

Introducing the Otago Heritage Bus Society

ALAN ROI has been giving them a helping hand

The OHBS was formed to preserve the last Leyland bus in Dunedin. They have expanded now to the extent that they have ex DCT Leyland Leopards, a MAN and care of Mount Cook Denning 501. This last bus is the first production on of its type, and is owned by OHBS President Philip Riley. The Leylands are all Leopards No's 170 and 174 with local Emslie Consolidated bodywork and 194 with a Hess body. The buses have all been refurbished 170 returned to the original brown/cream colour scheme, 174 to the blue and white "Bus with a smile" livery and 194 to the later brown and cream livery as worn by our trolleybus 79. The MAN, No 405, is still being prepared for use. Both the Emslie buses had been stripped and their conversion to motor

homes commenced.

The OHBS have use of a shed in Kaikorai Valley Rd Burnside to store some of their buses but as with most groups it is not big enough. It is also used by the landlord for recycling timber from house demolitions.

In Dunedin the Otago Regional Council does not provide a bus service on Christmas Day, Good Friday or Easter Sunday. They have, however, allowed the OHBS to run services as a fundraiser. Thus we can once again experience the sight of a period liveried Leyland trundling through the Octagon. This Easter Hess bodied 194 was used on the Normanby - St Clair route and 170 ran up the hill to Brockville, across to Halfway Bush and then through town to St

Kilda. The service was entitled the "Suburban Rumbler". On Good Friday, I was privileged to assist the Otago Heritage Bus Society (OHBS) with operations in Dunedin. In doing so I was able to drive 194 on the Normanby St Clair run replicating the route taken by our trolley 79. I was also able to take 170 on the Brockville/Halfway Bus/St Kilda run. For part of this I was following the Kaikorai cable car route.

The OHBS are a recently formed group but are doing their bit to preserve Dunedin's bus history. They deserve our moral support and should anyone with an interest in buses be in Dunedin are worth arranging to see.

Below left: Dunedin 170 at Halfway Bush. Below right: Dunedin 194 at St Clair.

Photos: Alan Roi



And while on the subject of buses...

ALAN ROI and others in the team have been busy at home as well.

Trolleybus 210 is getting closer to completion. After the repaint we have twisted Jonathan Day's arm into fitting the replica CTB crests to the sides and to complete the exterior only the front downpipes need finishing

and fitting. 210 has been running for the last six months but we have decided to save costs and to wait until spring before reusing it.

On 27 May we held our second bus forum. We started with a discussion on the goals and pro-

jects that relate to buses. We feel this is a way of keeping our members in touch with current happenings. The entertainment was a presentation of pictures and a description of the Ransomes trolleybuses in Christchurch. We

started with 213 which was an English built demonstrator and then moved to the 1934 batch. Ted Harrall was present and was able to provide reminiscences of the Richmond line, as the Harralls lived in Tweed St. The meeting finished with supper.

MAN bus 612 was badly graffiti attacked and the decision was made that, rather than just cleaning it up, we should give it a full repaint. It has been returned to original livery. The HTT crew of Brian and Graeme put 612 through the spray booth in Trambarn 3. Apart from refitting some lights the bus is completed and looks superb.

Jonno Day at work applying the crest to Trolleybus 210.

Photo: Alan Roi



City tramway extension

THE THS, represented by Stephen Taylor, was one of four submitters to appear before the Council last month in support of additional

funding to complete the tram extension. The others were Christchurch Tramway Ltd (Michael Esposito and John Smith), the Central Business Association (Anthony Gough) and the New Regent Street

shop owner Rowena Watson, The Council will decide on all the submissions and finalise the annual plan at the end of this month.

—Dave Hinman

Tyre turn for No 1

THE PICTURE BELOW shows the truck being removed from No 1 in preparation for a tyre turn.



Photo: Dave Hinman

British style weekend

QUEEN'S BIRTHDAY WEEKEND was given a British theme at Ferrymead and there were a number of British vehicles on display including an impressive line-up of Morris Minors seen below with our No 1.



Photo: Ken Henderson

Congratulations

The Wanganui Tramway was officially opened by the deputy Mayor of Wanganui, Mr Hamish McDougall on 2 June 2014. The opening was well attended.

Congratulations and good wishes are due to all who have been associated with this magnificent project which is a great boon to the city.

The pictures below show the official first run.

Photos: Dave Hinman



Overhaul for traverser

The traverser has been lifted out of its position for an overhaul. The upper pictures on this page show rail—kindly loaned by Canterbury Railway Society—being loaded on to a wagon near Moorhouse and unloaded at Ferrymead for use on a temporary bridge across the traverser pit.

The lower photos show the bridge taking shape and completed with test tram No 22 and trailer No 18.

Photos by DAVE HINMAN except where otherwise credited.



Photo: Ken Henderson



Photo: Ken Henderson



Photo: Graeme Richardson

