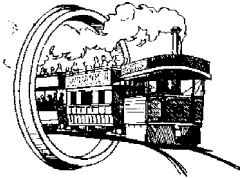


Ferrymead Tram Tracts

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



June 2015

Our Boon tram No 152 gets to carry royalty – for the second time!

During his recent visit to Christchurch, Prince Harry got to ride on one of our vintage trams—Boon 152—the same tram that had carried his grandmother, Queen Elizabeth II on 4 November 1995, almost 20 years ago, when she opened the Christ Church Cathedral Visitor Centre.

In the picture, the tram is passing through Cathedral Junction on its way to Cashel Mall crewed by Alan Robb and Ian Wilson.

Roy Sinclair



HTT wins FRONZ Award



AT THE FRONZ Conference held in Blenheim over Queen's Birthday Weekend The Heritage Tramways Trust was granted the FRONZ Tram Award for the post earthquake restoration of ex Dunedin boxcar No 11.

The picture shows FRONZ chairman Grant Craig, Dave Carr (HTT) and Graeme Richardson, leader of the restoration team.

Congratulations Guys! See full conference report p3.

David Maciulaitis

Next work party

The next work party is scheduled for **Saturday 20 June 2015**. 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.

President's message



At the Goals/Project meeting held in April the Management Committee was asked to review all the High Priority Goals/Project. To this end the first four

were reviewed at the April meeting.

1 "Addressing how the Society performs its museum functions" Allen Harbrow gave a very detailed report on the photos that have been digitised so far. In time all our records will be digitised. All this will be available to members doing research.

2 "Extend and repair traverser wall". Dave Carr reported on this and the aim is to have it all completed before the start on the Summer season this year.

3 "Continue the upgrade of trolleybus overhead". I reported on this, and the first thing that needs to happen is the traction pole next to the substation down Ferrymead Park Drive needs replacing. We have asked Independent Line Services to do this job and are awaiting them to complete it. Once this is done the overhead can then be tensioned up.

4. "Build additional storage next to the trolleybus shed". John Atkinson reported on this. The Society needs to raise about \$70,000 towards to cost before we can approach the Lotteries for the balance. We currently have a proposal with a local business for some sponsorship. Once we have their reply we will look for the remainder. I will continue to report on the Goals/Projects as they are reviewed at the Management Committee.

Work on all the current projects is continuing and lots of other jobs are also being undertaken by members.

The COTMA Conference organising is meeting on a regular basis and progressing things. At this point we looking at holding it from Friday 14 until Monday 17 October with registration on evening of Thursday 13. More details as we progress.

No sour grapes in Marlborough

MURRAY SANDERS reports on the recent FRONZ conference held in Blenheim over Queen's Birthday Weekend



The assembled group of conference participants.

D L A Turner

The 2015 conference of the Federation of Rail Organisations of New Zealand (FRONZ), this year was hosted by the Blenheim Riverside Railway. Attendees from the Tramway Historical Society were Dave Hinman and Murray Sanders, (delegates) and Alan Roi and Stephen Taylor (observers). Dave Carr and Graeme Richardson were representing the Heritage Tramways Trust, and Alex Hunter was there for Christchurch Tramway Ltd. Overall there were 90 attendees representing 35 different organisations. It was great to catch up with Bruce Dale, THS life member, these days resident in Blenheim and actively involved with the Blenheim rail group.

Our accommodation was the comfortable Chateau Marlborough and sessions were held nearby at Clubs Marlborough, a truly magnificent venue.

Following the Mayoral welcome, we were treated to a most informative potted history of bush tramways and railways in the province, from local identity (and Blenheim Riverside Railway Chairman) John Orchard, illustrated by fascinating early photographs. Other highlights of the first day were addresses by Debbie Despard and Rob Gould of NZTA, a Kiwirail update, quality training and

assessment methods, a national tramways update, Rail Maritime Transport Union, Rail Heritage Trust. Lastly for the day, the tram operators had their own session, discussing tram driver personal licences, H&S Reform Bill, the COTMA Conference scheduled for Christchurch, shortage of qualified electrical expertise, *Tramway Topics*, vehicle insurance, drug and alcohol testing and financial reporting under the Charities Act.

FRONZ AGM Executive, Auditor and Convenors were re elected and re appointed. The infrastructure convenorship held by the late Paul Heighton was disestablished.

General Business:

The President suggested FRONZ and its activities were not sufficiently publicised. Grave concern was expressed by Stelvio Ltd about the activities of the Worksafe High Hazard Unit, with particular reference to the "Denniston Experience". It was suggested Worksafe be invited to contribute at next year's conference. Department of Conservation were unable to provide sponsorship towards Conference expenses this year, but remain an active partner.

Updating the FRONZ Boiler Code will require a contribution of \$500 - \$1000 from groups with boilers. Employing a consultant to undertake

the necessary technical research and produce guidelines had been agreed at last year's conference. The National Railway Museum expects to hear about the Lotteries Grant application shortly, for the scaled down Stage 1 building.

The conference delegates then boarded the 2ft gauge Riverside Railway train, which traversed the landscaped flats of the Taylor River, for 6 km to the Omaka Airfield. A truly delightful journey, which included several river crossings and a stop at the very tidy workshop complex. A credit to all concerned. The WW1 aircraft display at Omaka is superb and of world class, largely

thanks to the efforts and generosity of Peter Jackson and Weta Workshop.

FRONZ Awards:

These were presented during the Sunday evening formal Awards Dinner at Clubs Marlborough. Among others, The Steam Loco Award went to the Bush Tramway Club. The host group collected three awards, being Young Achiever, Infrastructure and the Paul Heighton excellence award. The Heritage Tramways Trust received the tram award for refurbishment of Dunedin No.11. On the Monday a number of delegates participated in an informative guided tour of the "Edwin Fox" with John Orchard.

Ken's track report

KEN HENDERSON

TRACK WORK during May included some lifting and packing of track, servicing a point mechanism, groove cleaning and cleaning out track drainage sumps in the village. New tie rod material has been cut to length and threaded ready for use. The track has been walked and any loose nuts on rail fittings tightened"

Also scrap metal is always a welcome source of income which is split 50/50 with the track and cable car projects. We may even be able to help with transport—phone Ken 0211318905.

From Ye Olde Curiosity Shoppe

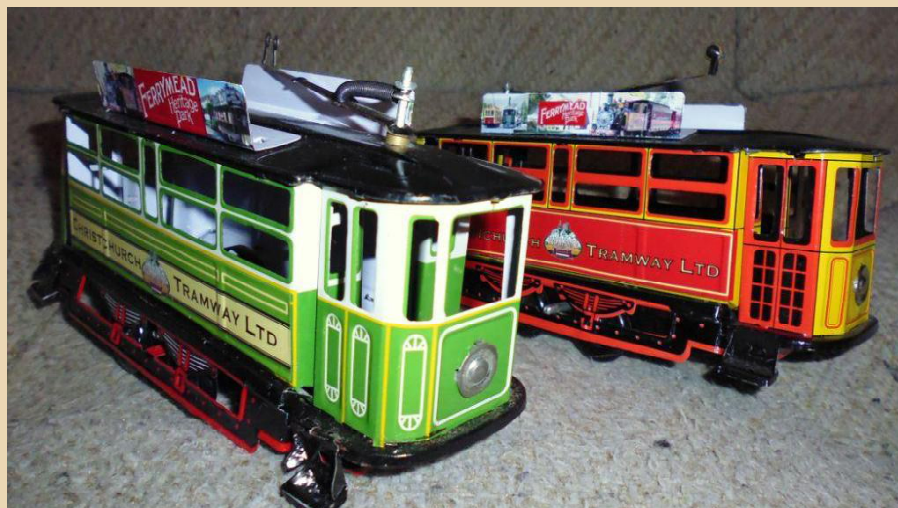
Every now and again something weird turns up. Witness these two tin plate clockwork trams which Steven McLachlan obtained second hand. Apart from the colour scheme, they appear to be identical and both bear the old logos of the Christchurch Tramway and Ferrymead Heritage Park. Presumably they were mass produced so that there must be many more like them in circulation somewhere.

Steven writes: "I have contacted a number of people including Ferrymead for any details but so far without success so perhaps your magazine readers can shed some light onto their origins and how many different ones there are.

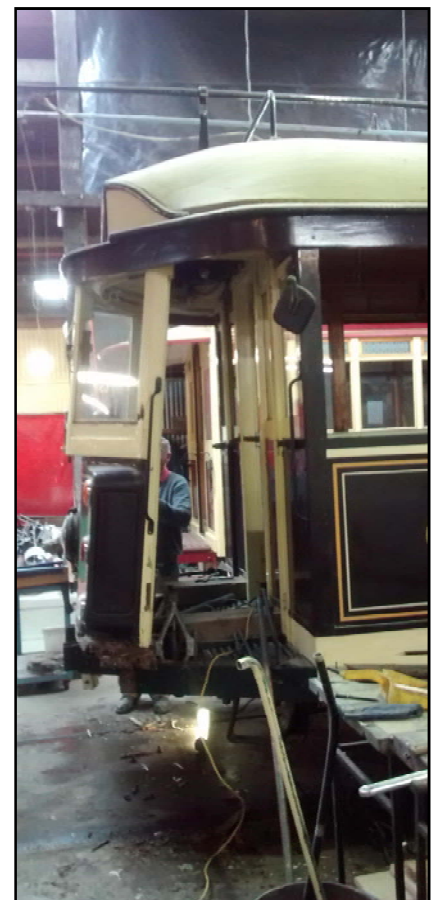
"The trams are both 17cm long and have four working wheels. They have a wind up clockwork motor

which you work by inserting a key in the side and winding. Any help in identifying their origins would be much appreciated."

Steven can be contacted at steve@philatelic.org.nz or telephone 3895511 **but be sure to let Tracts editor know as well.**



Work starts on Melbourne 244



WORK IS UNDER WAY on repairs to Melbourne tram No 244 which will be returned to the City Tramway in due course.

As Graeme Belworthy points out, we have for the moment a sloping-fronted W2—reminiscent of a sloping-fronted Hills car.

Help with exciting cable car project sought

DON McARA and PIM SANDERSON express the hope that—for one reason or another—most of you could be interested in this item of news given some prominence on TV3 News on Saturday 16 May. Click on the link at the foot of this article.

If you can find it in your hearts and pockets to contribute a little something (Ted already has!) towards our next project, the restoration of Mornington Grip Car 103 to pull trailer 111 as mentioned in the TV3 bulletin, donations would be gratefully received at the Tramway Historical Society N.Z. (look us up on line).

The Society Bank Account is 03

0802 0095056 001. Include a reference: **Tram 103**. The Society is a Charitable trust, so donations are tax deductible.

Mrs S. Johnstone (nee Hogan) of Wanaka has led off the donations with \$5000 most generously for grip car 103. This is currently in pieces to find out what needs replacing: mainly the seats and panelling, the levers, wheels, brake systems and running gear. To completely restore 103 has been costed at \$140,000. Anything at all you can spare would be much appreciated, and will move things ahead much faster as paid staff can be brought in to assist us volunteers!

Dunedin engineer Phil Cole has developed some workable plans for restoring the Mornington cable car line itself. Cost of that around \$50m!

Unfortunately Phil died last year, but Neville Jemmett (who founded Christchurch's much loved Orana Park) has with legal help formed a Light Rail Trust to carry on Phil's good work. The Cable Car section of San Francisco's Municipal Railways have offered technical data as to how their lines were upgraded and successfully rebuilt in the 1980s.

To help raise the profile of the need to raise capital for the rebuilding of the Mornington Line, Trailer 111 is to be housed in a well lit display building in Mornington Park opposite the original cable car sheds. The Tramway Historical Society is pleased to lease 111 for this purpose given appropriate protection and conditions.

<http://www.3news.co.nz/nznews/dunedin-cable-car-restored-after-30-years-2015051617#axzz3aHwHUT00>



Left: Don McAra addresses the television camera at the unveiling of Mornington cable car trailer on Saturday 16 May (To view this, follow the link above)

Above: Pauline Craib, wife of the late Trevor Craib, cutting the ribbon.

From the archives...



Graham Stewart

Brill 192 has just arrived in Cathedral Square from Sumner and, having discharged its passengers, is about to circumnavigate the Godley Plot and proceed to its loading stop. It was a characteristic of the routes with turning facilities that the trams would discharge their passengers before turning and embark them after completing the turn. At Sumner where outbound trams ran along the right hand side of Nayland Street this meant disgorging passengers into the road rather than the kerb. Sumner trams normally hauled trailers, but towards the end of the system they often ran a slightly more frequent service without trailers.

Tram driving tip from Motorman Training Officer DAVID JONES

WHEN PARKING up a two pole tramcar (No 236) both poles need to be pulled down and placed under the hooks. Trolley ropes must be correctly tied ready for next day service. This practice will reduce the risk of having two poles up at the same time with one "on the wire" and the other on a structural member causing a short circuit and damage to equipment.

New children's book produced

ALLEN HARBROW has produced a children's story—and it's based on fact: the Vice Regal visit to North East Valley School in Dunedin in 1904, when Lord Plunket rode the new tram 22 which we now have at Ferrymead and inspected the School Cadets at that school. Except that is, in the story, the kiddie gets it wrong as he thinks it's the King—King Edward VII and so we readers of the book, don't tell him otherwise!!!

I have copies available to members at \$13 (Retail is \$15) if they would like to get in touch with me on aharbrow@clear.net.nz or Ph. 3855519.



Christchurch's changing skyline

Another pair of GRAHAM STEWART'S famous before and after pictures. These two show the Lichfield, Manchester, High Streets intersection—site of the present tram terminus—before and after the quakes.

