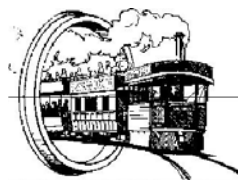


Ferrymead Tram Tracts

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



March 2014

Hills car No 24 progresses on many fronts

STEPHEN TAYLOR and his team have been hard at it.



Photo: Stephen Taylor

NOT A LOT of photo-worthy progress on the chassis of 24 recently, so attached are some photos of some of the other progress currently under way.

Firstly, progress on reassembling the trucks for 24, as you can see from the photo (page 2), progress is being made with one of the trucks being mounted in the jig to ensure a square and straight assembly. This work is being undertaken by HTT—mainly John King.

The other photos show the 24 inch pony wheels recently cast, in the process of being machined in the big lathe. The axles are being cut down from steel from some older surplus (5'3") axles. At the completion of this machining work, the wheels will be mounted on the axles, and then (eventually) mated up with the trucks. This machining work on the lathe is being done by one of the

Community Services workers who has excellent lathe skills.

Visit to Series 1 Hills cars 162, 163 and 165

On the first Sunday in February this year, Graeme Belworthy, Graeme's grandson Liam, Dave Hinman, Bruce Maffei, Graeme Richardson, and I visited the three Series 1 Hills cars numbers 162, 163 and 165 located on a farm at Ruapuna (near Mayfield, not the Ruapuna raceway), armed with a trailer and suitable weapons of tram destruction.

The intent of the visit—at least for me—was an attempt to answer some questions needed to assist with the restoration work on number 24; to see how 163 which has been gifted to the Society (but not yet collected) was holding up; and see if we could retrieve any useful parts needed for

Coming events

March Function

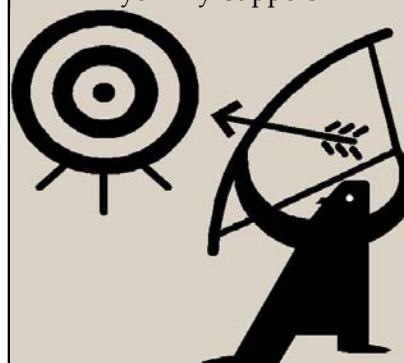
Our function for March is a **Goals Meeting** so please keep this evening free so you can have your say as to where our society is headed.

Where:- Lions Hall

When:- Wednesday 19 March

Time :- 7-30pm

Cost :- \$2 for one of Phyllis's yummy suppers

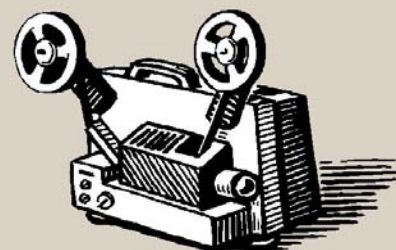


April Function

Wednesday 16 April.

Our function for April is a ride down on the tram then a film evening with

Graeme Johnson at his picture theatre followed by another ride on the tram and supper.



Next work party

The next work party is scheduled for **Saturday 15 March 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**.

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Message from the president



THINGS ARE all up and going again after the Christmas break. With work from a chainsaw expert and the assistance of

an all-terrain cherry picker the trees behind the Cranmer Building (Radio Ferrymead) were given a good pruning. Now these prunings need to be picked up and moved to the dump down in the main part of the Park. Some were moved on the day and some the next weekend but there is still more to do.

This past weekend (1 and 2 March) was a very busy one with a Nostalgia Music Festival on the Saturday with a good crowd and the trams running until 6.00pm moving the visitors. On Sunday it was the City Council Children's Day with an estimated 10,000 plus visitors through the Park which meant the trams which started about 8.30am ran most of the day with full standing loads. As a sign of the excellent maintenance of the trams, they all operated without a hitch. I would like to say a big thank you to all the crews that turned up over this weekend without whom we couldn't operate.

The paint booth set up in Tram Barn 3 to paint the trams before their return to the city is being used to paint other items when not in use for trams. At the moment we have a bus in there which has been repainted in its original colour scheme and we have two others lined up for their time in the booth. This is another asset that has been developed by the workshop staff to the benefit of the Society.

All members and friends are welcome to visit and please make yourself known to someone around the tram barn who will be happy to answer any questions or at least point you in the direction someone who can give you an answer.

Cheers, Graeme

24 off 162 and 165. It was good to see that 163 seems to be holding up well since the previous Society visit pre-earthquakes where 163 was cleaned out and tidied up, but 162 and 165 are looking rather sad and are now probably only useful for a few parts. (After our visit, they both looked somewhat sadder and even worse for wear, and containing even fewer parts (see further down this article).

Some of the specific things we wanted to know were:

(a) how did the "padded" seats attach to the seat frames in the convertible sections,

(b) the placement of the air equipment—brake valves, brake cylinder, compressor—under the trams,

(c) the under-chassis path and mechanism for the handbrake chains, and what the missing bits for 24 may have looked like,

(d) any other useful information we could discover, and in particular, better understand some of the differences between the Series 1 and Series 2 Hills cars,

(e) and finally, retrieve any useful parts that we could off 162 and 165.

Our visit was very successful, and we achieved all of the above. In particular, the handbrake fittings that we didn't have on 24 turned out to be pulleys and brackets that were present on all three of the trams at Ruapuna. We obtained a full set of these pulleys for 24—one off each of 162 and 165—and these have since been cleaned up and mounted on 24.

We also got a "complete" end destination box off 165—the best of the destination boxes on these two

trams—which we can use as a pattern for making the new destination boxes for 24. (Well, it was complete except for the bits that borer had eaten).

We also retrieved a trailer load of other parts from 162 and 165, some of which will likely end up on 24 (eg further linkages for the hand brakes), and some which will be spare parts for future restoration work.

One of the more interesting differences between Series 1 and Series 2 Hills cars that we had not been aware of was the amount of surface mounted wiring in the Series 1 cars. It looks like maybe the buzzer wiring was added after the Series 1 trams went into service, and that there were buzzer buttons on only every second roof pillar. We also confirmed a few minor differences—things like placement of step brackets and associated spacing, the direction the sliding doors opened between the saloon and motorman's platforms, down to little things like the sizes and placement of the angle brackets holding the roof pillars to the chassis. This might even be the subject of a further article in the fullness of time.

As the farmer intends to dispose of 162 in the next year or so, a further visit is expected to 162 (and 165) to retrieve a few remaining useful items such as seat backs and seat brackets. The farmer says he will then tip it over and we can get a better look at the underside and perhaps retrieve a few more parts, such as the sector plates off the bolsters if they are still worth having.



All photos:
Stephen Taylor





Stephen Taylor, assisted by Graeme Belworthy, retrieves the destination box from Hills car 165.



The sad remains of Hills car No 162.



*Left: Almost as sad: the remains of 163.
Above: handbrake pulley and sand box mechanism.*

All photos: Dave Hinman

Ferrymead in flood

The recent inundations left large parts of Ferrymead under water. DAVE HINMAN has suggested that the punts from the city that are presently at Ferrymead for storage and repair might find a new use.



Photo: Dave Hinman



Photo: Peter Jenkinson

Trees trimmed

MURRAY SANDERS reports that, thanks to Ken Henderson, a self propelled knuckle boom vehicle was employed on Saturday 22 February to remove branches in the proximity of the overhead line leading to the reserve.



Photo: Murray Sanders



Photo: Peter Jenkinson



Photo: Peter Jenkinson

Quote for the month

A trampoline is just a tram line with a po in the middle of it.

The Bible advocates trams!

JOHN SHANKS has made a remarkable discovery.

DID YOU KNOW that the Bible promotes the use of trams as a means of public transport?

I have been reading the absolutely excellent *Fares Please!—a Popular History of Horsecars, Streetcars, Buses, Elevateds, and Subways* by John Anderson Miller, published in the USA in 1940. It is a comprehensive account of the development of city transport, written objectively and impartially until near the end of the story, when the author allows his belief in the superiority of the tram rather than the automobile to overcome his careful historian's overview, concluding:

"Even with the aid of transit vehicles handling hundreds of millions of passengers the situation in the streets of many a city was not unlike that foreseen by Nahum the Elkosite, who predicted in the eighth century BC that "The chariots shall rage in the streets, they shall jostle one against the other in the broad ways; they shall seem like torches, they shall run like the lightnings."

In fact, Nahum was predicting chaos and destruction in Nineveh, the capital city of the Assyrian empire which was holding the Jewish people captive! You will find the passage in Nahum 2: verse 4.

Back copies of Tramway Topics for sale

ALLEN HARBROW advises that we have back copies of Tramway Topics for sale at \$1.00 per copy plus postage. We have them back to the seventies and limited copies of 1960s publications. Contact Allen Harbrow at library@ferrymeadtramway.org.nz

Volunteers wanted for bus group

An invitation from Allen Harbrow



Photo Allen Harbrow



Photo: Allen Harbrow

The preservation of historic buses is important to us so we are looking for volunteers with skills in driving, auto electrics, mechanics, panel beating, wooden panelwork, bus restoration, maintenance and cleaning and even making a good cuppa. If you are interested or know of someone who might be then please contact Allen Harbrow, on (03) 3855519 or tours@ferrymeadtramway.org.nz for further information.

If you are interested in learning to drive a bus, diesel or trolley, we can help you get your Class 2 license. You don't need a Passenger Endorsement to drive at Ferrymead as the NZTA have an exemption for volunteers driving for a registered charitable organisation (viz Tramway Historical Society Inc), though you would need to be a paid up member of the Society.

Our group meets on Wednesdays after 10.00 am at 'The Trolleybus Shed', Truscotts Road (by Gate A), Ferrymead Heritage Park to do a bit of maintenance or tidying up work on our buses and for a cup of tea and a chat over lunch. We also potter round a bit on the weekends although there are no set times, just what you can spare.

And they're off!

Buses often take people to the races but our double decker recently got so excited it when it arrived that it couldn't be restrained from joining in. The good news is that it actually got a place! The bad news is that it was last place.



Photo: Allen Harbrow

We had a bus job on 1/2 February at the Skope meeting at Ruapuna (this was the raceway, not the one near Mayfield). Our job was to ferry patrons from the back of the track round to the pits and back. At lunchtime, we did a charity run around the racing circuit for prostate cancer.

Recent Society outings

JOHN SHANKS reports

On 15 January 2014 the Society held its annual "Sunset Tour" in perfect calm and sunny weather. The destination had been kept a "mystery" but turned out to be Godley Head by way of Mount Pleasant and the Summit Road. The views out over the city and Pegasus Bay were simply stunning. Our bus, Bristol 510, looked just great and performed really well.

Sadly, only 15 people came along—a disappointing turn-out, when you consider that only a few years ago

we needed two buses to accommodate all the people who came. And, more sadly—those who did not come missed out on a real treat.

Two further trips have been suggested and have been referred to the Functions Subcommittee for consideration. One is a suggestion for a future mystery trip—with a difference! This time, the destination will be known. The mystery will be how many tramway relics you can find—apart, of course, from the 44 or so on the bus! The other is a proposed tour of the former trolley bus routes to celebrate the 70th anniversary of the opening of the trolley bus service to Marshlands Road.

Keep your eye on *Tracts* as the year unfolds!

On 23 January 2014 the Society celebrated the anniversary of the entry of Dunedin 22 into service at Ferrymead. This time 20 people turned up including a number of our "older hands." The evening began with a delightful reminiscence session sitting in 22 with all sorts of memories of 22 recalled. The conversation gradually enlarged to cover Dunedin trams in general and then cable cars. After many happy stories, 22 took us all for a night ride to the Hall of Wheels, where the cable car and Dunedin Bundy clock were inspected. A delightful Phyllis supper concluded an evening of stimulating conversation and delightful memories. Again, if you were not there, you missed a treat!



Photo: Dave Hinman