

Captains of Industry celebration well received

JOHN SHANKS reports

Our "Captains of Industry" celebration and promotion was held in the tram barn on Wednesday 25 February 2015. We had promised our guests in the letter of invitation that they would have "a warm summer evening" but the day dawned southerly and a little wet and so, unfortunately, we had a slightly chilly evening. Fewer guests than expected turned up but enough to make the effort very worthwhile.

The evening began in the Square Shelter with sherry and nibbles provided by the Friends of Ferrymead. After a dramatic welcome by Don McAra and heart-warming words of support from Michael Esposito, the visitors boarded 26 for a journey—mainly on the bottom deck!—to Truscotts Road where 210 waited to convey guests to the bus barn site and back. On arrival Dave Hinman outlined our proposals for the new building and then returned guests to 26 for a tram ride through the Ferrymead Township and back to the Square Shelter. On arrival there, guests were split into three groups for a tour of the tram barns and restoration areas.

The tours were tightly scripted with five minutes allowed in each of the following areas: Controller restoration: Larry and Jono Day; Heavy Engineering: Murray Hobbs; Electrical: Murray Sanders; The Kitson: Mike Lawson; Cable Car restoration: Don McAra and Pim Sanderson; Hills Car No. 24 restoration: Stephen Taylor; Design of the new bus barn: John Atkinson.

The evening concluded with a stunning and colourful supper provided by the Friends of Ferrymead, who were in period costume. Several other Friends were also present in costume to help to create the right period atmosphere.

The whole evening was a great success and had considerable impact on our guests.

Some of our members were disappointed that planning for the evening did not include an open invitation for member involvement. This had originally been intended. However, during the planning of the event it became very clear that if the impact of the evening was to be maintained, very tight scripting was needed and keeping our guests moving. Members present had specific parts to play in the event and played them very well. The crisp pace of the evening enhanced the impact. The concern had been that this impact

would be lost if it had become a general members' evening.

Very special thanks are due to all those who came out and played their part—well done! Special thanks are also due to those members who would have liked to come but who recognised that there really was no part for them to play. Thank you for your forbearance! Sometimes it just has to be that way.

Finally, a special thanks to the Friends of Ferrymead for coming out in costume to support us and for their superb supper. As the function wound down Martin James revealed that the elaborate supper was their contribution towards our promotion. What can we say to that? "Thank you for doing us proud!" seems almost inadequate.

It was a great evening. Our guests were impressed. To all whose efforts made it the success it was—a very big thank you!

FEBRUARY FUNCTION - SUNSET TOUR

WEDNESDAY 18 MARCH.

CHANGE OF PLAN!

We are delighted to announce that our sunset tour will now be around the central city - by tram - and featuring the newly opened extension, as guests of Welcome Aboard Group - Christchurch Tramway Ltd.

Time: 7:30 pm Place: meet at Cathedral Junction (tram stop no. 1)

Cost: Refreshments at a New Regent Street Caf' following our tour—(Coffee, wine, beer, soft drinks—at your own expense.

Parking:—available (free) in temporary car park on E. side of Manchester Street between Gloucester & Worcester Streets.

It's going to be a great night—a chance to ride on "our" trams in the City being driven by THS member town drivers with perhaps some special commentary along the way!

Next work party

The next work party is scheduled for **Saturday 21 March 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**.

Cathedral Square as it used to be...



Cathedral Square, Christchurch.

This undated A H Robinson (Christchurch) photo postcard shows Christchurch, Cathedral Square c1914. With the Square freshly watered to lay down the dust, the people of Christchurch venture out on their tramways. In the foreground, an unidentified 'Yank' combination tram sets out on a journey on Route 1 to Papanui while intending passengers gather around 'Hills' tram 170 which is about to head off on Route 2 'Edgeware Road'. In the background, a 'Boon' can be seen exiting Cathedral Square bound for Coronation Street on Route 11. Tram No 170 was the second last of the prewar 'Hills' trams, entering service during 1912. Three further 'Hills' entered service in 1920, but these took the numbers of the three bogie double deck trams which had by then been converted to trailers.

From the David Critchley collection

Tram driving tip

from Motorman Training Officer **DAVID JONES**

When approaching points always check the blades to ensure that they are correctly switched and that the blades are properly seated against the appropriate rail. Improperly seated blades can lead to a derailment.

Message from the president



THE "CAPTAINS OF INDUSTRY" went off very well even with less attendees than we had hoped for. Those that did attend gave us positive feedback. This is reported on in more detail elsewhere in *Tracts*. I would like to take this opportunity to thank Friends of Ferrymead for the drinks and nibbles at the start of the evening and the excellent supper provided

which was done free of charge as their contribution to our evening.

Funding our 1/3 of the estimated cost of \$200,000 of the new Bus storage building is underway with the trusty barometer again used to record all contributions of either cash, services or goods. The barometer has been set up next to Tram Barn 3 for all to see.

Work is progressing on Hills Car 24 and Grip Car

103 is now the project of the Cable Car Team. Don McAra will report on this as things progress. Bus 452 is still in the paint booth and has now been undercoated. Both the trolley buses and the diesel fleet have been running on a regular basis which is good to see them operating. A regime of starting and running the diesel buses on a regular basis has been instigated. It is also intended to run all the buses over the pit in Tram barn 2 for a regular serving and repairing any faults. Its good to see things are coming together for the bus fleets.

The next major event will be the organising of the 2016 COTMA Conference to be co-hosted by the Society and Christchurch Tramway.

Scrap metal sought

KEN HENDERSON reports that he is still looking for scrap metal as a contribution to cable car and track projects. But no whiteware unless you have stripped it down first.



History is made! Convoy leader, Brill 178, becomes the very first tram to venture on to the new extension.

It should have happened in time for the Rugby World Cup but earthquakes intervened. Now, nearly four years later, albeit in somewhat truncated form and only after considerable public pressure, it has materialised in time for the opening of the Cricket World Cup.

Friday 6 February is a date writ large in the memories of tram fans in Christchurch. On that day, at just after 7.30 am, the entire City tram fleet—including the Restaurant tram—proceeded in convoy from Cathedral Junction along their familiar route through Cathedral Square to Oxford Terrace. It was all reminiscent of an event that had taken place at exactly the same spot just twenty years and two days earlier, when a similar line up had been formed for the official opening of the tramway for the very first time. But while, on this occasion, there was no public ceremony, there was plenty of excitement. The trams drew up to the points through which they had so often travelled on their way on to Worcester Bridge but this time those

points were set to the left and as Brill 178 at the head of the fleet gingerly proceeded, it found itself leaving its accustomed course and gently veering into Oxford Terrace, following for the first time in well over 60 years its old course on the way to Riccarton. Following close behind were Birney 15, Boon 152, Boxcar 11 with 411 bringing up the rear—trams from four cities. What a moment!

Along Oxford Terrace and into Cashel Mall they filed, stopping occasionally while checks were made for clearances and so on. Near Quake City the convoy stopped while cameras clicked and bystanders gazed. It was an impressive sight. Then it was on over Colombo Street to High Street following now part of the old route to Sumner as far as Lichfield Street and through the crossover to what is in the meantime the terminus. Then with poles reversed, head and tail lights changed over, the trams made their way back along High Street to the Bottle Neck, round behind the Cathedral to rejoin the old track, and back into the Square, but now facing the opposite direction from that which they had always faced previously.

The purpose, of course, was to test the system and make sure that the trams fitted the tracks all the way

round, and that the overhead was properly aligned so that the poles would stay on. The track work turned out to be okay but there were some trouble spots on the overhead. Boon 152, for instance, inexplicably derailed when trailing the frog behind the Cathedral and when 178 went up the straight at Oxford Terrace, its pole, in defiance of all known laws of physics, insisted on turning left. 152 also tended to lose the pole proceeding round what is now known as the “Question Mark”—the big curve at the Bridge of Remembrance. Much midnight oil was burnt getting these problems sorted and Alex Hunter and Larry Day and members of the overhead construction team found themselves more than a little sleep-deprived. As I write, there are still a few issues including some minor traffic light problems.

Following the tests, driver familiarisation took place, each driver doing two runs round the new extension to become accustomed to the stopping places, traffic light operation and the reversing routines. These last were still fresh in people's minds from the days when the trams shuttled between New Regent Street and the Museum.

Come Thursday 12 February. we were ready for the grand opening. This date was chosen to coincide with the

opening of the Cricket World Cup and the Prime Minister was on hand to do the honours.

Two trams—152 and 11—were marshalled in the mall near the Bridge of Remembrance and speeches were made with Blair Hartland of Christchurch Tramway presiding. We heard from Michael Esposito, managing director of the Wood Scenic line, the Rt Hon John Key who declared the extension open and unveiled a plaque, and Mayor Lianne Dalziel.

Then it was all aboard. It had been intended, for security reasons, that the PM would not ride the trams, but in the event he strode over to 152, scrambled into the driver's compartment and said, "How does this work?" Driver Joe Pickering promptly offered him the opportunity to drive. Joe operated the brake while the PM, with commendable skill, manipulated the controller, notching up cleanly and cutting off smartly. His performance was such that Joe promised that, should he ever find himself out of work, he would be assured of a job driving trams. We went just as far as Colombo Street and then reversed back to Oxford Terrace.

The occasion, like so many others was marked by grinning faces. It was the culmination of a lot of work by a lot of people and organisations including the Christchurch City Council (Tram Project Leader Dave Hinman, Contracts Manager Martin Polglase, Ross Herret and Mike Thomson) the contractors and Christchurch Tramway Ltd. Greg Harris was involved in the design of the overhead and the supply of parts and the electrically operated points at Oxford Terrace. The seemingly tireless stalwarts of Christchurch Tramway Ltd Mike Esposito, John Smith and CTL staff were constantly working towards the goal.

With the festivities over and the nibbles eaten the trams went into service and everything settled down. The timetabling seems to work pretty well due to some sterling work on the part of its mastermind Ken Henderson.

For further coverage of the events, visit https://www.youtube.com/watch?v=hiD4T-dpQjg&list=PLpPs-KcdMTIaHG0DvH7woL54CIEgSQHUY&feature=player_detailpage#t=410 and <http://youtu.be/CQCGrlM2uko>

Footnote: It was your editor's childhood ambition to drive a tram to Sumner. Now we can retrace the route of the Sumner tram for just one city block between Cashel and Lichfield Streets, and Joe has been able to fulfil a tiny part of his ambition!



Roy Sinclair



Roy Sinclair



Roy Sinclair

Top: Impressive line-up in Cashel Mall.

Middle: No 11 arrives at the terminus with 411 awaiting its turn in the background. No 152 is just visible returning along High Street.

Above: No 15 is ready to return to the Square.



Helen Pickering

Left: Boon 152 heads up High Street probably thinking it's on its way to Woolston as in days of yore. That's Roy Sinclair watching the proceedings.

Below: 411 has negotiated the crossover and is now on her way back to the Square.

Below: Behind the Cathedral and back on to the old line. This tram had problems dewiring when trailing the frog at this point.



Helen Pickering



Roy Sinclair



Above: Mike Eposito and Lianne Dalziel address the gathering.
 Left: The unveiling of the plaque. The inscription reads "This commemorates the official opening of the Christchurch tramway extension Opened by the Rt Hon John Key, Prime Minister on 12 February 2015."
 Below: The Wizard, Councillor Paul Lonsdale and the Town Crier.





Graham Stewart



Graham Stewart



D L A Turner



D L A Turner



D L A Turner



Tony Francis

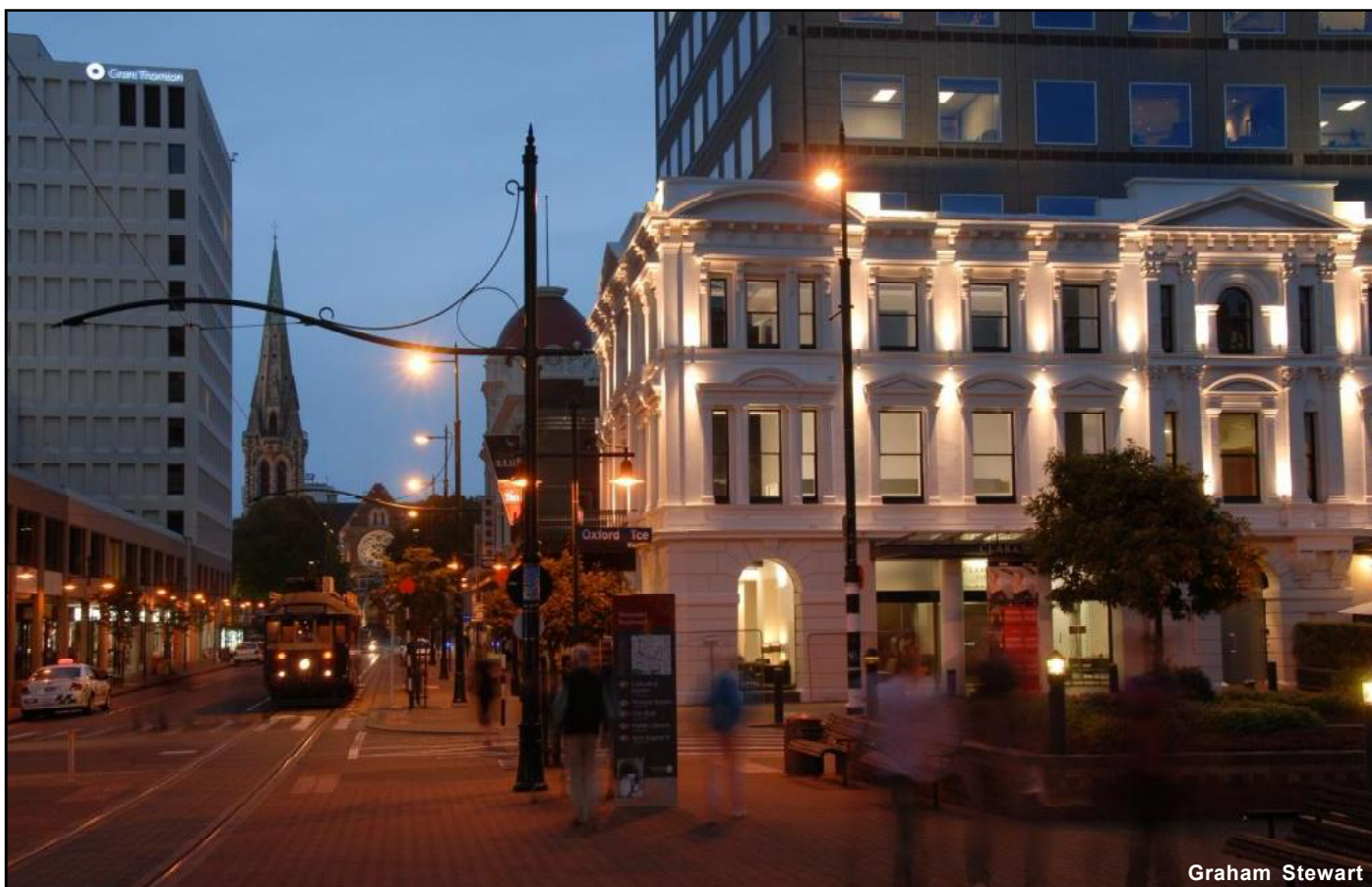


Roy Sinclair

Clockwise from bottom left: Tram project leader Dave Hinman enjoying the culmination of his efforts.
 PM after his triumphal run.
 Tram driver and student.
 Graham Stewart is right up with the times and this is his first "selfie" — taken on a tram!
 Alan Robb, Anthony Gough, Ken Henderson, Ian Wilson, Joe Pickering and Barry Corbett.
 Brent Efford, Joe Pickering, Graham Stewart, Helen Pickering.
 Anthony Gough and CTL Operations Manager John Smith.

Clarendon Corner

An interesting historical perspective as seen through the cameras of GRAHAM STEWART and his father W W STEWART.



Ninety-two years separate these two photographs! The top one shows two Brills running in multiple turning from Worcester Street into Oxford Terrace in the 1920s, pretty much the scene of the photo on page 3. The lower one was taken by Graham on 20 January 2011, just three weeks before the 11 February earthquake and shows 411 approaching Worcester Bridge.



Soon after the earthquake, things were looking a bit derelict (top) and more recently still more so but with clear signs of life returning. What will the next four years bring?

In the days following the opening...
GLEN ANTHONY was out and about with this camera.



Top: Boon 152 waits in Cashel Street for No 15 to cross. Above: No 15 and 178 meet at the terminus.