

# ANOTHER BIG EVENT

Christchurch No 1 pays a visit to the City Tramway

Intending passengers awaiting the next tram in Cathedral Square on Monday 8 February must have been a bit surprised when, instead of making its appearance in the normal manner by trundling round the Police Kiosk and into the stop, a tram emerged from Colombo Street on the back of a large truck. This truck drew up on the main line and, after some preparatory track laying, proceeded to discharge its cargo onto the track right where the bemused customers were waiting. All that was needed then was for the driver to usher them on board and drive nonchalantly off round the loop.

And that's almost what happened—except that only a select few got to ride No 1 on her maiden voyage round the city circuit, Larry at the controls. The tourists had to settle for the other service trams which did arrive in slightly more conventional fashion.

It was a great occasion. No 1 completed her circuit faultlessly except for scraping her life guard on the ground at the entrance to Cathedral Junction, but this was easily fixed.

When she was officially launched the following day with Colin Loach and Trevor Craib appropriately selected to be the crew, No 1 captured the hearts of all associated with her—crew and passengers alike.

Over the next few of weeks, No



Top: About to begin the descent. Above: Safely down and ready to roll.

Photo: Helen Pickering

## Next work party

For coming events,  
 see page 2

The next work party is scheduled for Saturday 20 March 2010. Formal work parties are held every third Saturday of the month and Alan Roi provides a cooked midday meal. To book a meal email Alan [aroi@xtra.co.nz](mailto:aroi@xtra.co.nz) or phone 385 2218. There are also activities every Saturday and on Monday evenings.

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1 ran almost daily, helping with the extra loadings occasioned by the visits of a number of cruise ships. Her appeal was enhanced on several occasions by the presence of the Sunshine Band. Everybody who worked on her enjoyed the experience and would be quite happy to see her here permanently. That appeal might be somewhat dimmed in the harshness of a Christchurch winter.

No 1's sojourn in the city was due to conclude at the end of February but was extended to cover the Ellerslie International Flower Show running from 10 to 14 March.

During No 1's stay, Duckhouse trailer No 115 was banished to its former stamping ground at Ferrymead and will be returned to town when No



Top: Arriving at Cranmer Square on her maiden voyage with Larry at the controls and Johnno assisting.  
 Second from top: Loading in the Square with the Sunshine Band entertaining the patrons. Right: The oldest and the (almost) newest electric trams in Cathedral Square. No 1 beside Brill 178 which is a member of the final class of electric tram to be built in Christchurch. Above: Turning from the Arts Centre into Rolleston Avenue.

Photos: Joe Pickering

**COMING EVENTS**

**A VIRGIN SHOW!**

**John Shanks** has been hunting in the dark recesses of his slide collection and has come up with **treasures not previously viewed by the eye of man—or woman!**

There will be some trams, some trains, some ships and some of general interest. They are all old and flavoured with the fragrance of history!

**Put it in your diary now and be sure to come.**

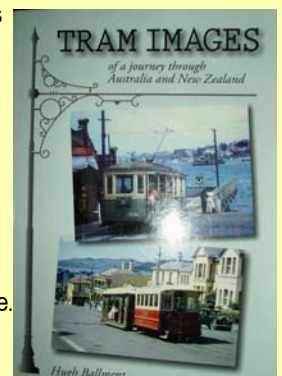
**DATE:** Wednesday 17 March 2010  
**VENUE:** Lions' Building at Ferrymead.  
 Enter by Gate A from Truscotts Road.  
**TIME:** 7.30 pm

**Tram books for sale**

*Tram Images of a Journey through Australia and New Zealand*  
 by Hugh Ballment.

The latest edition of *Tramway Topics* (No 242) includes on p 26 a review by Alan Smith of this book, which includes previously unpublished photos from all the tramway systems of Australasia.

Copies are available in Christchurch—either from THS (from the Secretary, Dave Hinman— ph 366 4903, email [secretary@ferrymeadtramway.org.nz](mailto:secretary@ferrymeadtramway.org.nz), or PO Box 1126, ChCh 8140) or from the Tram Station shop, Cathedral Junction. Price to society members \$50 inc. GST but excluding any packaging and postage. If purchasing at shop, proof of THS membership required as this is cheaper than the advertised price.



# Heritage Tramways Trust update

This report from HTT chairman DAVE CARR

FINALLY WE HAVE the bulk of the 26 project behind us with only the windscreens to be designed, funded, made and installed.

It is time to give members an update of the objectives in front of the HTT, but firstly I might just give a brief summary of our funding and where it goes.

Our rental income is \$102,160.00 this financial year excluding GST. We will be receiving an adjustment based on the labour cost index for the next year.

Direct wages costs are just under 87% and the remainder goes on indirect costs such as ACC levies, tea room costs, health and safety, tools and protective clothing.

Some members will recall we had a period where we provided servicing to CTL and that allowed us to spend on projects as well. We still have some maintenance jobs for CTL but that income is very limited.

In 2004 we committed to a potential project with Otago Settlers Museum to restore Roslyn 1. At the same time we made a commitment to put some money aside to build a modest barn extension to provide storage space for bodies and parts allowing us space to meet that commitment and try and derive some extra income to help support restoration activities. The cost of the kitset building was \$13,000 and estimates put the completed project if erected by volunteers at around \$20,000

including concreting some of the new workshop space in tram barn one.

Due to boundary issues the project has failed to get through the building consent process due to slow progress by the CCC in completing the Ferryhead subdivision. When we thought the subdivision was imminent we contracted the kitset and started the consent process. That was August 2008 and the kitset cost had risen to \$35,000.

I have been informed that the building consent has been approved subject to the subdivision in mid February. I am now awaiting the council officer handling the subdivision relationship to return from leave next week to try and get things moving along.

Due to expenditure of over \$20,000 for components for 26 over the last two years the building will take all of our reserves.

To allow us to survive and complete the commitment made to THS to provide this building the HTT has to look at outside work to provide additional income.

I understand some members are concerned that there may be some projects under way that may detract from the objectives of the Society. I must point out that they are HTT projects and are not expected to drain funds or resources from THS projects.

I will give a brief summary of those projects this month and hope to be able to give more details next

month.

We are back in discussions with Otago Settlers Museum to commence the restoration of Roslyn 1 to allow it to be displayed in their new Transport Hall to be opened in 2012. At this stage we do not know the scope of the project or the funding available but should have more information on that during March.

Members will also be aware that Yank 12 sits outside belonging to Sydney Tramway Museum. We have been asked to do some work to prepare the tram for them including removal of the non original additions. We have missed opportunities to earn extra income over the last three years due to the slow progress on 26 and conclude this deal. A lack of storage has also impacted on our ability to start this project.

Along with these projects we have the commitment to work with CTL to restore Birney 15 for city operation.

To achieve all of this we need more resources and we hope to be able to add more paid labour to work on the projects as well as earn additional funds for overheads and THS projects.

This is all still subject to negotiations and adequate funding as well as the completion of the barn extension to provide working space.

Shortly I hope to be able to start planning the barn extension and planning a couple of weekends to undertake the work using volunteers.

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## Where to next on restoration of 24 and 118?

As promised in the last issue, this is an update from STEPHEN TAYLOR of where this project is at.

AS PEOPLE are probably aware, this project was intended to be the next restoration following the completion of Christchurch double decker No 26, and the intention is that the project goes ahead, although perhaps not quite as originally envisaged.

The first major change is that we will not be doing both 24 and 118 at the same time. 24 will be first and 118 will come later. To this end, the remainder of this discussion will focus on 24.

The second major change—particularly compared with the 26 project—is that 24 will be a THS lead project, and not HTT lead. I have been appointed (or volunteered) to lead this project. This is not to say that HTT personnel will not have major involvement in aspects of it—for example, see below.

The main thing to remember about this restoration is that it will have much more in common with the recent repaint of Brisbane 236 than it

will with the rebuild of Christchurch Double Decker 26.

### Progress to date:

- 24 and 118 have been assessed and a conservation plan produced which will guide the restoration project. In particular, a number of recommendations were made in the conservation plan about the type of restoration work that will need to occur, and the period to which 24 will be restored. (Copies of this conservation plan are still available for

the most reasonable price of \$45 per copy—contact the treasurer). These recommendations have been confirmed by the THS Management Committee.

- The most important recommendation was that 24 be restored to its appearance in the late 1940's/early 1950's (see the photograph)—i.e. its almost final appearance and colour scheme—the only major change after this date was the removal in the early 1950s of the “stone” coloured stripe along the sides. A major implication of this is that the bodywork will be painted just as it was in the 1940s, rather than displaying lovely brass work and varnished wood (as has occurred on previous THS restorations). Remember, we have a series 1 Hills Car 163 which potentially can be restored to this earlier period with varnish work and brass work visible.

- Second important recommendation was the restoration approach. Due to its completeness and condition, the restoration will involve the repairing and repainting of the existing fabric of the tram, rather than rebuilding it.

- In addition, an inventory of 24's body was undertaken—included as part of the conservation plan—of what parts were in existence (and their condition), and what needs to be obtained or manufactured.

- The post retirement add-on additions have been removed from the tram—work benches, sprinkler pipes, etc—and the tram has been mostly cleared out of non-Hills car parts, although there is some further work to go on this.

- Fund raising has occurred. Last year we obtained a grant from the Canterbury Community Trust for work to start on the manufacture of two replica Peckham 14D5 trucks and we

have just received a most generous grant from the Canterbury Community Trust of \$10,000 for work on the body of the tram.

**Progress going forwards—the next steps**

We are progressing work on a number of fronts, although there is not likely to be a lot of visible progress in the next few months.



*Hills car No 24 enters the loop from Harewood Road in Papanui. The destination signs have already been changed for the return journey to Cashmere.*

- A start is being made on the trucks for 24. The existing side frames that were cast many years ago have been dragged out of storage and will be machined up. I hope this will be undertaken by John King. We will then make and manufacture as many additional parts as we can using the remaining proceeds of the first grant from the Canterbury Community Trust.

- Planning work is occurring on the restoration of the body work, including further assessment of the order that work needs to occur and what the tasks are. This will also include detailed guidelines for how restoration work will be undertaken—again, extending where necessary the recommendations in the Conservation Plan.

- Additional work will soon start on sorting the content of 24 to separate out what parts are required for this restoration and what will be stored for future restorations such as Hills car 163.

- In addition, it is intended that 24 will soon be mounted on stands so that work can be undertaken on

“cleaning its bottom”—scraping off the years of road grime build up so that the structure can be adequately assessed.

- Assisting HTT with the erection of the tram barn extension under HTT direction (more on that from HTT elsewhere). This is required so that there is somewhere to store the parts removed from 24. This extension is

also required before commencement of actual restoration work so that work space can be created for this project and the numbers of other projects currently under way—particularly Birney 15, Cable Car Trailer 111, Roslyn No1 and Sydney Yank. No

**restoration of or removal of parts from 24's body work will commence until this extension is available.**

- We also intend to undertake further fund raising for both the body work and the trucks so that progress can continue, and work is progressing on obtaining missing inventory components such as controllers etc

**So, how can you be involved or assist on this project?**

In the immediate future, assistance is likely to be twofold:

- Cleaning 24's bottom once it is up on stands.

- Assisting with erection of tram barn extension, and then helping fill it once created.

- Indicate your interest in being involved in the restoration work, and your skills/interests and availability. Most of the work is going to involve stripping paint, repairing and repainting woodwork (and brass work/metalwork) and reassembly.

- And do not—yet—remove parts from 24's body work until the tram barn extension is available.

**Photo: THS archives**