



Hills car 24's relentless progress

STEPHEN TAYLOR's photos show aspects of the project that are progressing in parallel.



*Above left: The new end motorman's platform pillars that are being machined up.
Above right: Some of the step brackets newly returned from the sand blaster with a nice red coat of primer and temporarily bolted to the chassis. Below: One of the replica Peckham 14D5 trucks. We understand most of the parts needed for the second truck are being made at the same time, so that assembly of the second truck should progress much faster.*



Coming events

May Function

Wednesday 21 May

7.30 pm

Lions Hall

Our function is a talk by

Don McAra

about

cable cars.

This will be a very interesting evening and we are sure to learn a lot about different cable cars.

Cost \$2.00 for one of Phyllis' delicious suppers.

June Function

Wednesday 18 June

A film — slide evening with **John Shanks.**

Another look into John's memories.



Next work party

The next work party is scheduled for **Saturday 17 May 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**.



Last (and certainly not least), one of the three partially rebuilt K-10 controllers. We had three incomplete controllers (one as a spare), and the missing parts for each are being made, and the existing parts are being repaired and refurbished. Notice the full set of fingers that have all been manufactured from scratch. One of the interesting items currently being worked on (and not shown) is the manufacture of the new "speed rolls" from cast pieces. I would hope that Jonathan Day can put together a description of this work for Tracts that does it justice.

Tram driving tip

from motorman training officer DAVID JONES

THE RECENT TRAFFIC NOTICE advising of additional cut offs on the system and the need for caution when travelling under special work in the overhead, resulted from the wear and tear shown in the attached photograph. In this case it is a trailing frog from the overhead outside the church on Bowman Street. As can be seen arcing over many years has eaten right through the metal in places. As replacement stocks are in short supply it is important to observe the cut offs.



2014 Conference – Sydney October 2014

From COTMA Deputy Chairman DAVE HINMAN

THE NEXT CONFERENCE of the Council of Tramway Museums of Australasia (COTMA) will be held in Sydney between Thursday, 9 October - Tuesday, 14 October. The Conference is being jointly hosted by the Sydney Tramway Museum and the Valley Heights Steam Tramway.

An exciting program of activities has been developed and will be launched over the coming autumn.

Programme outline:

- Thu. 9 October— Evening Registration and Welcome Function at the Rendezvous Hotel.
- Fri. 10 October— Conference activities and papers
- Sat. 11 October— Full day at the Sydney Tramway Museum, Loftus.
- Sun. 12 October— Valley Heights Steam Tramway and the glorious Blue Mountains.
- Monday 13 October— Sydney Light Railway, Conference papers and Sydney Harbour Cruise using a heritage ferry.
- Tuesday 14 October— COTMA AGM.

We will have more details in future issues but further information in the meantime is available at <http://www.cotma.net.au/conference.html>.

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Bus forum held

ALLEN HARBROW reports on this event.

ON TUESDAY 8 APRIL THS held a bus forum at the trolleybus shed. What's a bus forum? Well, we were interested in getting together people within THS, and outside as well, to chat about future direction in the way we administer and show our heritage bus fleet. We are after all, a transport museum and the best

bargain). Information was also sourced from the David Jones Collection of photographs and the THS Collection of scanned photographs. The V8s got us through a very difficult period in CTB history and were not only unique in the way they fitted in with other CTB (Tramways and later Transport) buses

difficult getting under a bus in the trolleybus shed or out on the grass by Tram Barn 1. The pit in Tram Barn 2 has not been available to us for many many months and is now only so via the dirt ramp that was constructed at the back of Tram Barn 1. The consequence of this is that a bus going for its six-monthly Certificate of Fitness (similar to a car WOF) doesn't get an oil and grease beforehand, or a full checkover by us. The workshop proposal for a full bus workshop on the street side of Tram Barn 1 is a long way off. Options looked at were putting a concrete pad in the trolleybus shed or looking at the back of the Radio Building when they vacate. The group were asked to think about this and bring it up for discussion at our next bus forum.

We finished up with a supper that was in every way a match for those put on by Phyllis—well, maybe that's boasting a bit much.



way to show off your exhibits is to drive them. Now not all of our buses are in an operational condition, so we talked about which should be maintained at a roadworthy standard, keeping in mind the amount of money that might be generated from such use for their upkeep, and which should be maintained at a level for display, or just held in storage. The group were not making policy with this discussion, just letting their views be known, which of course is valuable information for the members of the Bus Committee who were present.

Following that, Allen Harbrow gave a viewing on the Ford V8 buses that were operated by the Christchurch Tramway board during and after World War II, when traditional diesel half cab buses were not available from Britain. Material used for this topic came from Book 8 of the 'On the Move' series produced by THS—*Beetles to Bristols* (incidentally this good publication is available to members at just \$10—great value, while the complete set is \$25, a

but were also jolly interesting in the way they were introduced into service and the tasks they were put to. This presentation will be posted on our heritage Bus Group Facebook page www.facebook.com/ferrymeadheritagebuses and you don't need to be a facebook member to look it up.

Alan Roi then distributed a summary of the THS Goals and Projects as discussed recently at our (THS) Goals/Projects meeting. The short list contained such items as our new trolleybus extension shed, bus repaints, maintenance of trolleybus overheads, and potential restorations to name but a few. It was suggested that attendees take the paper away and look to discussing it in detail at our next Bus Forum meeting.

We then asked participants how we might organise a bus workshop. The problem we have at present with the buses is that we have no dedicated workshop within which we can undertake simple repairs. It's terribly

The next bus forum will be held in the trolley bus shed at 7.30 pm on Tuesday 27 May. Topics to be covered include a presentation on the early petrol buses of the CTB and a discussion on the operation and maintenance of our bus fleet. You should make an effort to come along. Your input would be most welcome.

The photo shows Ford V8 bus No 283 in Christchurch Transport Board livery (1950's).

Photo supplied by Allen Harbrow.

Thank you!

MANY THANKS to all those THS members who responded to last month's last minute appeal for submissions to the City Council re the completion of the extension to the city tram loop.

There were 116 submissions on behalf of the tram—all in support. These submissions will be considered at hearing later this month. Fingers crossed!

Spot the flaw...



I don't think we've seen this one before!



Thank you ALISTER McKENZIE for this photo which I suspect we have not seen before. It shows Hills car No 162 and trailer No 201 behind the Godley Plot on completion of the last run to Barrington Street on 11 September 1954. The photo was taken by the mother of the young girl at the right of the photo.

It is interesting that, while in all cases that I know of, last tram ceremonies in other places were held at night, in Christchurch they were



invariably held in the morning.

I'm sure that this was a cunning plan on the part of the general manager, Mr Fardell, to avoid the exuberant excesses of inebriated evening revellers which wrought so much chaos and destruction elsewhere.

Interesting recollections

Something in our last issue stirred LES DEW's memory.

It is always good to receive a copy of *Tram Tracts* as this allows me to keep up with the good work in progress at Ferrymead. I do not get down so much now especially as I tend to hibernate in the winter.

The copy of *Tram Tracts* I received yesterday was very special. Turn to page 5. Now while all you young fellows were going into raptures about the "Q" bus on High Street my eyes wandered skyward and I was thrilled to see the massive sky sign erected above the Railways central booking office that was located on the ground floor of the building behind the flower plot. This sign was built by Claude Neon Lights of New Zealand and erected in 1934. It depicted a K class locomotive hauling an express train. Most of the lights were static but a series of twinkling and flashing bulbs near the wheels and the smoke gave a true sense of movement. It appeared as if this massive train was thundering across the sky. Of all the Christchurch landmarks I remember from my early days, this was my favourite.

As a youngster returning home after dark I was always careful to sit on the correct side of the tram in order to get a full view of the sign and, if the tram was held up at the traffic lights, that was a bonus. I think it was probably taken down in the war years when blackout restrictions meant that it could not be turned on. Sadly it was never reinstated.

A friend of mine went to work for Claude Neon in the early 1950's and remembers seeing the large wheels and other parts of the sign lying around in the yard. I believe that a similar sign was built for Dunedin. Evidently there was an accident. I think it fell during installation and was damaged beyond repair. A replacement was never built. These old photographs are certainly valuable, especially since the earthquakes. This one was priceless! Kind regards,

Les Dew.

Thank you, Les. Memories such as these are rare and priceless. Let's have more of them. Ed.