



Hills Car 24 floor comes together. STEPHEN TAYLOR and helpers are making some real progress



Stephen Taylor

Since the last update on progress published in the February 2015 issue of *Tracts*, the chassis of Christchurch Hills Car No 24 has again emerged from under its roof (and associated scaffolding) and work on fitting the new floor is nearing completion. The new floor boards are being held down by hundreds of 12x1½ inch slotted wood screws (about 500 so far).

Once this is complete, the floor will be sanded and painted. The floor hatches and slats will be fitted later. The photo shows the

saloon area framed up and almost ready for the remaining panels and seat frames (that are being restored separately) to be re-installed.

In the photo, as well as recent progress on No 24, you can also see some of cable car No 103's body (right of the photo and supported by scaffolding—where did they get that idea from?) and in front of it, the chassis extracted for repair and restoration. I expect Don McAra will provide ongoing reports of progress on that project.

Grant received for bus servicing equipment.

STEPHEN TAYLOR reports that Pub Charity has recently granted the Society the sum of \$4,722.45 for consumables and tools for diesel bus servicing. Stephen says, "I understand it is intended that Tram Barn 2 will be properly set up with the tools etc to allow bus servicing and oil changes etc to occur over the pit.

"I would also like to thank Graeme Richardson for undertaking the work to gather all the quotes etc."

The list of items making up this amount is quite extensive.

Next work party

The next work party is scheduled for **Saturday 16 May 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**.

Message from the president



LAST month's function was our annual meeting to discuss our "Goals & Projects" and only a few hardy souls were present. With such a low turn out I'm not sure if it is a case of no one is interested or they

are completely happy with what we are doing. The Society belongs to the members so we need your input to keep it functioning.

Various projects continue around the site. Stephen Taylor will report in more detail the Hills Car 24 project in detail elsewhere in *Tracts*. The Square Shelter work is continuing. Work on Grip Car 103 is well under way and will be reported in more detail by Don McAra elsewhere in *Tracts*. The painting of Bus 452 is all but completed. A grant has been received for the purchase of consumables and tools for servicing our bus fleet. Some work is required to be done in Tram Barn 2 to accommodate the equipment for the bus servicing so all help will be welcome. Work is progressing on clearing the site for the new trolleybus shed while fundraising is continuing.

The first meeting to organise the 2016 COTMA Conference has been held and planning is under way. Anyone who would like to help would be welcome to join us.

Cheers,
Graeme

Tram driving tip from Motorman Training officer DAVID JONES

MOTORMEN ARE OBLIGED to use the gong to warn of the tram's approach in a number of predetermined locations. This requirement must be used with discretion when horses are in the vicinity of the tramway as the use of the gong may cause the horse to bolt. The correct procedure is to slow to a walking pace and proceed with utmost caution avoiding the use of the gong and sudden discharge of air from the brakes.

Another Goals and Projects meeting held

STEPHEN TAYLOR reports on the meeting held on Wednesday 15 April 2015

Considering the importance of these meetings to the future of the Society, it was disappointing to see only a dozen members attend this meeting. These Goals and Projects meetings are intended as the main forum for Society members to provide input into where the Society is going and what is intended to be achieved in the next year, and I would like to express my thanks to those members who were able to attend and contribute to the meeting.

As well as reviewing progress and updating the current list of goals and projects—and noting that a goodly number of projects had in fact closed since the meeting in March 2014—the following actions were agreed by the meeting:

1. The full Society Goals and Projects list should be distributed to all members. Consequently, I am providing the full list to our esteemed editor to be distributed with this issue of *Tracts*.

2. As it is noted that there are a number of high priority goals and projects that are "owned" by the Management Committee, the meeting requested that the Management Committee should review progress on these goals at their monthly Management Committee meetings, and

3. The Management Committee was requested to follow up with the project leaders of three or four projects each month as to progress on those projects, and report back to the membership in *Tracts*.

As the full list of Goals and Projects is in the report attached to this issue of *Tracts*, I do not intend to go over those details here. However, I will repeat one line from the Goals and Projects document as it is important for members to remember: "While it is a truism, it bears repeating that the only hands the Society has are your hands and that we need your active support if the projects set out ... are to be achieved."

Happy hundredth, Geraldine!

This year, on 12 May, our oldest member celebrates her one hundredth birthday.

Congratulations, Geraldine; what an achievement!

For those who don't know, Geraldine Bowman started life as a tram conductress during the Second World War and then stayed on right up to the end of the tramway system

in 1954.

She is a staunch supporter of our Society and a regular attender at functions.

We wish you all the best, Geraldine, for the next hundred years.

Below: Geraldine at the celebration of Brill 178's 100,000th trip on the City Tramway in 2007.



Photo courtesy Mike Kerr

Appeal launched for much needed bus barn



Water colour: Don McARA

During the recent Captains of Industry celebration, emphasis was placed on three major Society projects: Hills car No 24, Dunedin cable car No 103 and the construction of a secure bus storage building. The Society is now prioritising the appeal to raise \$240,000 for constructing this badly needed barn alongside the trolleybus barn, which itself would also receive the requisite sprinkler system.

DON McARA points out that

the Society is asking, nay begging from readers of this newsletter, for a contribution either financial or in kind, of whatever size they can manage, to now help save our buses from decay.

Just seeing the sad present state of the London RT Decker on which Basil Pearse, Mike Hammersley, and I worked as volunteers under Graeme Richardson's tutelage not so many years ago, is very depressing and could have been avoided had we

only been able to keep its then shiny paint work under cover! The roof now leaks as well. So other Members of THS, please see what you can do as you once did so well in the case of Tram Barn 3 helping us save and then repair our city tram fleet after the quakes! A new large "thermometer" has been started to help raise funds for the Bus Barn. It stands beside TB3 trying to catch a little of the same largesse which funded that wonderful achievement!

Tramway Roll of Honour on Facebook

ON THE SOCIETY'S Facebook page ALLEN HARBROW has posted the Christchurch Tramways Roll of Honour showing those who served in WWI and those Killed in Action. This list came from the good work Trevor Craib did putting the old CTB staff records on to disc for our library. Allen couldn't find any photos of decorated Christchurch trams in First World War period but Dunedin had one so he has posted that with the article in recognition of DCCT also.

Early photo of Boon No 7 crossing Moorhouse Avenue en route to St Martins..

Source unknown



Tramway artifacts still exist (if you know where to look!)

DAVE HANSEN who lives in Sumner has sent us these photos showing that roadworks have revealed tram lines still in existence in the road around Monks Bay. And the stone shelter—reminiscent of the one that used to be at the Sumner terminus at Head Street and now preserved at Ferrymead—how often do we pass it and not notice it?

