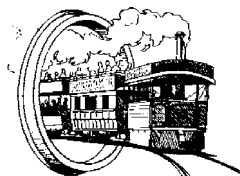


Ferrymead Tram Tracts

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



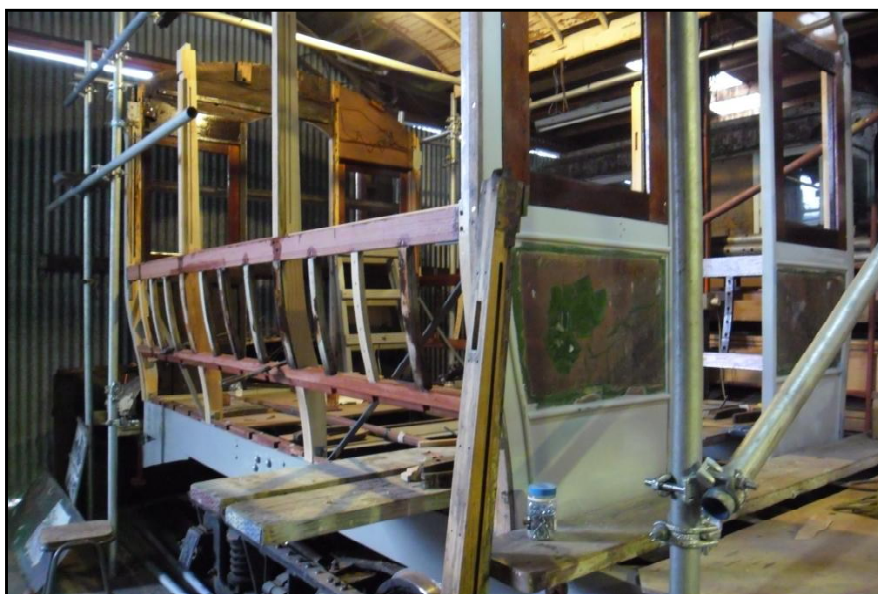
November 2014

Progress continues on No 24

Another report with pictures from project leader STEPHEN TAYLOR

FURTHER PROGRESS is visible on No 24 reassembly. As you can see from the photo at the right, and as promised in the October *Tracts*, progress has been made on reassembly of the side rails and saloon section roof pillars, and these have been reunited with the centre bulkhead and all refitted to the chassis. And now since the grant from latest Lion Foundation has run out, effort will revert to mostly part time volunteer work for the immediate future. The good news is that there are plenty more fittings and fixtures that can be reassembled, so there should continue to be visible progress.

The photo below shows some of the interior panels which have been cleared of the old tan paint and cleaned up. Visible is some of the original sign work. This has been given a protective coat of varnish and will soon be re-attached to the re-attached bulkheads. However, these panels will eventually be covered over in a new coat of tan paint as the era we are restoring this vehicle to had all the visible interior woodwork painted. But it gives an idea as to what Christchurch Series 1 Hills car No 163 might look like when it is restored if it is restored to an (earlier) era when the interior woodwork was just varnished.



Coming events



November Function

Wednesday 19 November
Time 7-30pm



We are having a combined meeting with the CRS. We will meet at the Tram Barn and be ready to leave for the village at 7-30pm sharp.

Anyone who is late will need to make their own way down to the railway station. The Railway Society will supply supper for the usual \$2 donation.

November Barbecue

Sunday 22 November
Time: 4pm

Where: Tram Barn

Our Annual Society BBQ

Bring some meat and a salad to share along with your drinks.

Tea and Coffee supplied,

We look forward to seeing you there.



Next work party

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

Editorial address: Joe Pickering, P. O. Box 17, Woodend, North Canterbury 7641. Phone 03 312 2578. Email jpickering@clear.net.nz.

Dunedin cable car project moves ahead

DON McARA reports

The sad news first: Phil Cole, who has been leading the Dunedin group to re-establish a cable car line to Mornington, has lost his battle with cancer. Phil was a courageous man and gifted in so many ways, using his talents to get the best out of life. Until the end he was working on the business plan for the Cable line, for which as a roading engineer he had already done preliminary drawings, investigated the potential of the line as commuter transport, and had run public meetings to set forth the stages in which the line is to be developed. A devoted family man as well, Phil will be sadly missed.

However: Neville Jemmett, one of the founders of Christchurch's Orana Park, is stepping up to carry on Phil's work. I attach a letter from him following his October visit to San Francisco where he had arranged to meet the leading Cable Car people in Muni (the Municipal Transport Department of San Francisco). The technical and other support offered by them for the Dunedin project will give it a tremendous boost as Neville's letter makes clear.

Footnote: Yesterday the process was started for transferring Dunedin Cable Car Trailer 111 to the spraying booth for its final clear coating. As a 3' 6" gauge vehicle it will later be "launched" in a simple ceremony, sitting on a 4' 8½" gauge dolly out on the track at Ferrymead, with Pauline Craib doing the honours. Later, it will be leased to Dunedin to help publicise the Mornington project.

NEVILLE JEMMETT'S VISIT TO MUNI

October 2014

Hi Don,

I am a much more clued up person now since my visit to Muni. Norbert is a walking encyclopaedia, he has been with Muni for 37 years and knows the Cable Car industry inside out. He is willing to work with us throughout the entire planning stage and when we can afford it will travel to Dunedin to offer advice. I also went right to the top of Muni and met their Safety Director Melvyn Henry. He was over the moon that I called on him and by the time I left had offered his full support along with the other section Directors. He plans to talk to them as soon as possible and wants me to keep in regular contact. He said that the entire Muni staff would welcome a cable car line in Dunedin and we will just need to ask and help will be forthcoming.

I also met the Secretary of the Museum who gave me several blueprint copies of their cable car building plans. I haven't actually looked at them properly as I intended showing Phil first. All in all a most rewarding result overall.

As for the Engineer I may well ask Phil's old firm if they would sponsor early assistance with an ongoing agreement that they would become the sole engineering firm employed at construction time. If not, my son is manager of Nelsons Opus International and maybe they have a section that can help.

I now firmly believe that we take smaller steps towards the ultimate aim. We apply for land rights at Mornington Park and place a building up there that can house 111 on display and raise the money towards the cable car house/museum/café, build that and then plan stage two. To try and sell the complete package at this stage is premature. We need to promote the total concept at an opening early next year possibly April but in the meantime we must approach the City Council for rights to the reserve land and get their commitment before the launch.

I cannot do this on my own so will be looking for people to join me. Phil's wife wants to help.

I have two large books on Cable cars in America that relate to the start through to now and show and talk about construction in depth. These will be a help when we launch the project for real.

Neville



President's message

SINCE MY LAST REPORT I have only been at the tram barn a couple of times as I was in Australia for about two and a half weeks and am now working extra time to pay it off. The first part of my trip was to attend the biennial COTMA conference which was held in Sydney. Its a great time to catch up with like minded people and exchange experiences and ideas. The theme of this conference was "Where will your Museum be in 10 years?". A common thread in all the presentations was the aging

membership and the realisation that tasks once able to be done quite easily were now proving to be more difficult.

Other speakers included Howard Collins talking on the Sydney Trains and improvements that are to be implemented. From what I saw while there it looks like a very successfully run operation.

Peter Lowry spoke about Transport Heritage NSW government body that provides funding to groups that have heritage items owned by the Government in their care.

Tim Borchers spoke from the USA (via Skype) on Light Rail developments in the States and also covered the recent fires in the W2 trams at Memphis. The final report is not yet out but preliminary findings suggest poor maintenance was a likely cause.

Jeff Gooding spoke about the new light rail extension recently commissioned in Sydney and the soon to be started CESLR (CBD & Eastern Suburbs Light Rail). The current extension of the light rail to Dulwich Hill has been well used and accepted by the locals.

The common theme in what these speakers said was

that a lot of the cities and in some cases countries around the world have come to the realisation that rail both heavy and light is the best way to move population around. How long will it take our Government to wake up to this idea ?

All the papers presented at the conference will be up loaded to the COTMA web site which will enable us to refer to them when needed. See http://www.cotma.org.au/documents/sydney_2014/2014%20-%20Papers%20list.htm

At the Conference General Meeting, Dave Hinman, previously deputy Chairman, was elected to the position of Chairman of COTMA for the next two years. Dave had been acting in this position since March this year, following the unexpected resignation of Ian Seymour from Adelaide. He is the first non-Australian to hold this position.

The other major COTMA news is that the venue for the 2016 Conference has been confirmed—it will be in October 2016 and will be in CHRISTCHURCH! It will be hosted by THS with the support of Christchurch Tramway Ltd, and we will soon be looking for volunteers to assist in its organisation and in getting our tramway ready to receive 70 or more of our Australasian colleagues and partners. Watch this space!

On other matters it would seem the work around the tram barns and trolley bus shed is continuing as man power and finances allow. Among other things it is great to see the traverser back in operation, Boon 152 returned to the City and, last Saturday, Cable Trailer 111 relocated on to a standard gauge trolley in preparation for finishing touches in the paint shop.

Our very long awaited Land Deal is all but completed at last, with the new land titles now registered with Land Information NZ and settlement due on 8 December! Cheers, Graeme.

Getting to Know You evening at Ferrymead for the “Captains of Industry.”

THE SOCIETY is holding an evening function next year for the leaders of industries based around our Ferrymead-Woolston area and for significant companies headquartered here in Christchurch. The invitation list has been constrained simply by our ability to handle large crowds in the tram barn and to keep the event manageable. However, we have tried to invite a wide cross section of the Christchurch business community.

The purpose of the evening is simply to reintroduce the Society to the community around us and to generate goodwill. The evening will be used as an opportunity to acquaint the wider community with our three current top priority major projects:

- a) the construction of a bus storage building
- b) the restoration of Hills car No 24, and
- c) the restoration of Mornington cable car No 103.

A handout brochure briefly outlining these projects is in preparation and will be supported by a form allowing our guests to indicate if they would like to be further involved.

However, the evening is not intended as a hard-sell event, but simply as an opportunity for the Society to show what it does and what its needs are. Interested participants will be followed up after the event. The

purpose of the evening is to “befriend” the business community, who may have struggled so hard for their own survival that they will scarcely be aware that we, too, have survived and are continuing to preserve and recreate our city’s heritage in a living way.

To do this, we need the enthusiastic support of our members, especially on the evening. You are the people who must “sell” our story by your enthusiasm; you are the people who must “befriend” our visitors by making them welcome when they arrive and by talking to them, arousing their interest, and by involving them by showing them what we do as a Society.

After a brief introduction, probably in the tram barn, guests will be taken in 26 to the road crossing and transferred into 210 for a trolley bus ride down to the bus barn area to view the site of the proposed new building. The visitors will then return to 26 to continue their tram ride and return to the tram barns for guided tours and supper. There will be opportunities for mixing over supper, night tram rides and invitations to visitors to try their hand at driving. The logistics of how we make all this work smoothly are still being talked through.

To do all this we need you, our members, to come and be our ambassadors. The event will be held at the tram barn on **Wednesday 25 February 2015, commencing at 7.30 pm.**

Please come and play your part by simply doing what we all do best—just talking—about ourselves!

John Shanks

Cable car painting from Don McAra

As we’ll soon be getting trailer 111 into Barn 3 for final clear-coating, the body of Mornington grip car 103 will take its place in the workshop in Barn 1.

Here is my painting from the 103 Conservation Plan envisaging it ascending the steepest slope on High Street in Dunedin, just below Queen’s Drive, while a motorcyclist heads down the 1:6.25 grade towards the town centre.

As I write, Neville Jemmett of the Dunedin cable car group that wants to rebuild the Mornington cable car line is in San Francisco meeting

with leading personnel in the cable car section of San Francisco’s Municipal

Transport Department (Muni). Neville’s letter is reproduced on p 2.



Royal tram returns to city.

Boon 152 returned to the City Tramway on 15 October. Signwriting hadn't been carried out and the seats were not yet installed but all this has now been completed. Now that the full loop is open again, the tram is scheduled to return to service as soon as possible. The photo sequence goes clockwise from right.



Roy Sinclair



Roy Sinclair



Roy Sinclair



Ken Henderson



Ken Henderson

Tram driving tip from Motorman Training Officer DAVID JONES

WHEN REMOVING an air brake handle from the brake valve, ensure that the handle is sitting squarely in the lap position for removal. If the handle is difficult to remove it is because it is not correctly aligned in the lap position. This will result in either leakage of air that might result in a brake failure or excessive air in the cylinders causing resistance. NOTE: Keep a regular eye on the pressure to ensure there is a safe working pressure at all times.



Ken Henderson

Full city tram loop reopens

Joy and jubilation reigned on Tuesday 11 November when the portion of the city loop in Rolleston Avenue and Armagh Street was finally open for business.

The Press reported the occasion with Mayor Lianne Dalziel,

Christchurch and Canterbury Chief executive, Tim Hunter both expressing delight that the trams were back and indicating the importance of the tramway as a tourist attraction.

The occasion was also marked

by Birney No 15 (below) making her first venture past the end of Worcester Street.

ROY SINCLAIR was there with his trusty Nikon and, with characteristic skill and artistry, captured some highlights.







Attention all current drivers on the Ferrymead Tramway.

IN COMPLIANCE with our Safety Case the Operations Committee of the Ferrymead Tramway will be holding two driver refresher sessions. We would like you to attend one of these sessions—or advise a date that will suit.

Issues to be covered include:

- The importance of track grease.
- Facing and trailing points and altering the point from manual mode to spring return.
- Use of the two-way radios,
- Changes to adjacent trackside features,
- The Rules Governing the Operation of the Ferrymead Tramway
- Accident and Incident procedures
- Trailer coupling
- Emergency Action and Evacuation
- Correct use of bells and gongs
- Practical driving tips
- Other topics raised in discussion.

Dates, EITHER

Saturday 29 November, OR

Saturday 6 December 2014.

Time 10:00 am to 12 midday.

Your attendance would be appreciated.

Please reply to—David Jones davndi@xtra.co.nz or 027 245 8799.

And the winner is...



...the Tramway Historical Society for Invercargill Birney No. 15. Receiving the Bill Kingsley Award at the recent COTMA conference are: Steve Lea (CTL/THS) Stephen Taylor (THS) Graeme Belworthy (THS)(holding the certificate), Dave Carr (HTT/THS) (holding the Bill Kingsley trophy) Dave Hinman (COTMA Chairman)

Rod Atkins

Chance encounter

GLEN ANTHONY recently happened upon this former Dunedin trailer in Norman Street, Dunedin. Although these trailers were built to plans of the Christchurch Boon or Standard trailers, they were not quite identical (see *Tracts* April 2012) They were later motorised and used on the Caversham route and became known as "Cavvy cars".



THS friend dies

Some sad news from LES DEW

Good morning Joe, I see in this morning's paper that Jerry Matthews has died. The name may not mean a lot to many of our members but the Tramway Historical Society must be eternally grateful to Jerry. When work on the 'On the Move' series of books began it was supported and funded by the Christchurch Transport Board. Work on the design, layout, typesetting and printing plates was carried out by Jerry's company, Multi Graphics Ltd. When the Transport Board ceased to exist the 'On the Move' series was only half completed and, at the time, it looked as if it would remain that way. In that state it would have been of little use to anyone. Jerry had taken an interest in the series right from the start and appreciated the value of our work. He decided that the work must proceed. Along with his business partner, Paul, he established a small company A&M Publishers that provided the skills and finance to ensure that the series came to a satisfactory conclusion. I do not know how A&M fared financially but I suspect that it made little if any money. Working with Jerry produced a lifelong friendship and am sincerely thankful for his help. Les Dew

Although not strictly a "street tramway" item, the attached photo is of a compressed air locomotive on display at the Britannia Beach Mine Museum north of Vancouver, British Columbia.

This loco was built in 1912 by the HK Porter Company of Pittsburgh, Pennsylvania, and spent its working life at the Canmore Coal Mine in Alberta, Canada. Porters specialised in building all sorts of locomotives of smaller size than those used on mainstream applications.

Used on tramways in areas such as coal mines where ordinary steam locomotives would present a danger, compressed air locomotives provided a safe means of haulage. This loco was pressurised to 5515 kPa (800 psi)

No 26 used for "Steam Punk" birthday party.

KEN HENDERSON and DAVID JONES crewed Tram No 26 for the birthday party of Nicola Bishop whose daughters Alexandra and Victoria are seen here flanked by Beverley Obst (left) and Josh Hunt



Canadian curiosity

DOUGLAS JOHNS came upon this interesting machine near Vancouver.

