

## Electric traction festival planned

AN ALL ELECTRIC weekend is planned for Saturday 28 November and Sunday 29 November. During this weekend trolleybuses and electric trams will be operating and the Canterbury Railway Society will be running trains hauled by electric locomotives Ec 7 and Eo 3.

It is the intention to unveil double decker tram No 26 after lunch on the Saturday.

On the railway, it is planned to have the Ferrymead loop wired so that locomotives can run round their trains, obviating the need for "topping and tailing", one locomotive doing a complete round trip while the other waits on the Branch ready to take over for the next run.

This will be the first time such an event has occurred and should be a lot of fun.

## Funding for repairs to double decker bus.

AS MENTIONED in the President's report at the AGM in August 2009, the double decker bus had its engine assessed and the repairs had been found to be more extensive (and expensive) than had been thought. As a result, the Society applied to the First Sovereign Trust for a grant to get the engine repaired, and so get the bus back on the road. I am pleased to report that at its October meeting, the Trustees of the First Sovereign Trust have provided the Society with a Grant of \$17,101.40 towards the costs of this repair—this being the estimated amount of the repairs (excluding GST).

On behalf of the Society, I would like to thank the First Sovereign Trust for this most generous grant.

I would also like to acknowledge the work undertaken by Ken Watson who did a lot of the "scurrying around" to find an importer for the AEC parts and to get these priced, and Ken also quotes or estimates from a number of specialised repairers for various

outwork that needs to be done.

Finally I would also like to acknowledge the assistance of Scotts Motors who undertook the engine assessment, have stored the bus on their site at no charge, and have undertaken to perform the reassembly of the engine at a discounted labour rate.

We hope that the double decker will soon be back on the road—hopefully in time for Show Weekend and period leading up until Christmas which is typically a busy period for charters.

—Stephen Taylor

## Track work

KEN HENDERSON reports that the work day saw the biannual weedspray of the track and yard areas completed. Dave with the loader cleared dirt away from the Gisborne point to enable more resleepering to be done. We found one dog spike which had rusted a way to the size of a needle, so the work is urgent!

### COMING EVENTS

## VISIT TO THE NEWLY ACQUIRED TRAM BODIES Sunday 8 November.

Bus leaves Ferrymead at **9.00 am** (note alteration) and will pick up on the way by prior arrangement.

The bus will travel  
**Ferry Road, Moorhouse  
Avenue, Blenheim  
Road, Main South Road  
via Hornby.**

**RSVP by Wednesday 4  
November.**

**Contacts:** Dave Hinman  
366-4903 Hm 027-431-4778  
941-8804 Wk,  
Alan Roi 385-2218 Hm 027-  
243-9259,  
Graeme Belworthy 352-4872  
Hm 021-023-25989

*(Bring your own lunch and  
drink)*

**And don't forget the  
Electric Traction  
Weekend —28, 29  
November.  
(See note at top of page)**

## Next work party

The next work party is scheduled for **Saturday 21 November 2009**. Formal work parties are held every **third Saturday** of the month but there are also activities every Saturday and on Monday evenings.

# Birney 15 for the City Tramway

This report from DAVE CARR, chairman of the HTT

OVER THE LAST SIX MONTHS, the HTT has been working on proposals for supply of two trams to CTL for the City Tramway extension. These two vehicles are Birney 15 and Brill 185.

Working out provisional costs has taken some time and the resulting costings showed we needed to raise around \$800,000 to complete the two trams in time for opening in 2011.

HTT does not have access to that sort of funding and the City Council had put the cost of provision of additional vehicles onto CTL.

After a number of meetings we have commenced negotiations with CTL on the provision of Birney 15 for stage one. Funding will be from CTL to provide some services that the HTT cannot provide plus purchase of materials.

To enable CTL to obtain the best benefits from becoming involved in the restoration there will be a need for CTL to have some equity in the tram. Details of this are under negotiation and will be advised to the membership when finalised.

This should see at least one tram in our collection that wasn't on the restoration horizon to be restored. It also ensures that we have a restored vehicle from yet another South Island system, Invercargill.

If anyone has a spare half million

lying around they would like to donate to the Society then we may be able to progress 185 on an earlier time line. We have not had 185 dismissed by CTL but the reality of funding and resources mean we have not been able to convince CTL at this stage that she is a viable option.

## Rubbish!

### A plea from DAVE CARR

THE HTT would like to make the membership aware that with changes to the cost of rubbish disposal over the last couple of years our monthly

rubbish disposal bill has increased from \$38.00 to \$133.00.

We would ask that members think twice about what rubbish they put in our skip, and bringing rubbish from home for disposal in the skip is forbidden.

Please do not put hard fill items or garden waste in the skip when cleaning up the site around the barn. Both of these items can be disposed of at the other end of the site.

We have a council recycling bin which Trevor Craib kindly puts out on a Sunday evening for the usual recyclable items from the smoko room.

Your co-operation in these matters may save us an empty skip some months and help conserve funds for worthwhile projects.



Birney 15 (see story in last month's issue) in Dee Street, Invercargill.

Photo: Graham Stewart



## The next COTMA Conference is in Wellington NZ September 2010.

Planning is to open the Conference on Thursday 16 September 2010. There will be pre and post conference tours.

The September Conference Update which provides current planning can be viewed by visiting <http://wwwcotma.org.au>.

For a preliminary outline of the conference program itself, visit <http://wwwcotma.org.au>.

For further information or to register an expression of interest, e-mail to [cotma2010@paradise.net.nz](mailto:cotma2010@paradise.net.nz)

COTMA Conferences have been regularly held since 1975.

## On the trolleybus front



THE COMMITTEE decided at the last meeting to apply for charitable funding to have 210 towed to a paint shop and have the exterior repainted. Prices have been obtained but at this stage nothing has been finalised. However "Valiant Dave" has started panelbeating the body.

We have been holding regular working bees on Mondays to tidy the depot. We have sorted all the glass,

seats and overhead parts stored in 209 and 216. We have also removed a heap of rubbish from the front portion of the barn and have commenced the tidying of the front room upstairs. Special thanks are owed to Trevor Craib, John Harris, Darryl Healy, Stuart Hobbs and Lloyd Williams all of whom have turned up to help whenever they can. We still have more



Photos: Alan Roi

to do and would appreciate some more assistance.

We are regularly running trolleybuses on the first Sundays of the month and on event days.

—Alan Roi

## Where do old trams go to die?

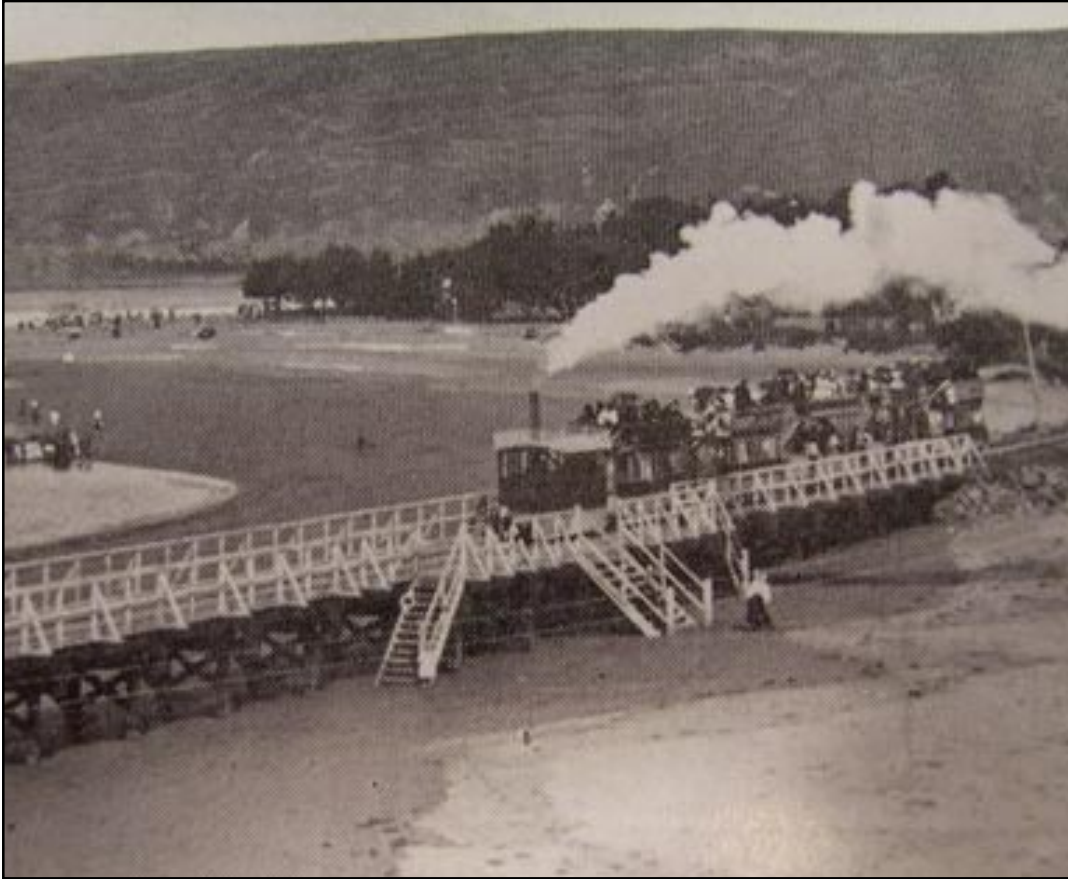
*This one finished up at Lake Ohau. It is a Boon trailer and one can't help wondering if it is the tram that ended its days furthest from home of all the Christchurch trams. Does anybody know its number?*

*The photo is from a slide taken by Russell Grigg senior. Russell junior has kindly passed his father's collection of tram and cable car slides to the Society and it is presently in the hands of your editor. We will publish more of these from time to time.*



## More problems on the Sumner line

The Sumner line seems to have had more than its fair share of accidents over the years. TREVOR CRAIB has unearthed more newspaper reports, this time of a shunting mishap and what modern bureaucracy would call a "hazard" on this run.



*A Kitson with five heavily laden trailers departs Sumner.*

Photo courtesy Bruce Whiteside

### **From the *Christchurch Star* 15 January 1903.**

#### **ACCIDENT AT SUMNER**

There was a narrow escape from a serious accident at Sumner this afternoon. The tram which left the city at noon reached the seaside shortly before one o'clock, and, as is the common practice, the engine attempted to fly-shunt opposite Brookings Hotel, running on ahead of the cars, which followed by their own momentum. The practice has often been condemned as dangerous, and the truth of this was demonstrated today. The front car left the rails, and, turning almost at right angles, crashed into the Coronation memorial, which was some time ago placed at the edge of the footpath. The heavy stone monument was shifted bodily some inches, and will have to be returned to its former position, probably at

considerable expense. No one was injured in the car, although several people were rather badly shaken. Two other cars also left the rails.

### **From the *Christchurch Star* 11 February 1905**

#### **THE SUMNER ROAD**

The Tramway Board has wisely determined to reconsider its decision not to widen the Sumner Road at Shag Point. At the time when the Board declined the Sumner Borough Council's offer to join in undertaking the work we pointed out that it had made a mistake. We still think it will be a grave error if it persists in refusing the offer. For it is clear that the cliffs at Shag Point are a grave menace to traffic. They overhang the road in places and they have been known more than once to discharge rock and debris on the thoroughfare

itself. That up to the present they have not been responsible for a serious accident is merely a matter of luck. On one occasion a stone from the cliffs actually struck a vehicle, and on another a mass of rock fell immediately after a tram had passed. But narrow escapes of this kind are not likely to be repeated indefinitely.

Unless the course of the road is altered a disaster will happen that will result, probably, in loss of life. Then, no doubt, the authorities will be called upon to defend an action for damages, and possibly to pay quite as much as the work of deviating the road would cost. If an expenditure of £1200 will merely minimise, without removing, the danger, the Board must be prepared to spend

more. Now is not the time to tinker with a problem which should be finally settled. If the only solution lies in constructing an embankment from Shag Point to Gollan Point, then the embankment should be constructed, even if it costs every penny of £4000. A considerable portion of this sum can be recouped by effecting economies in other directions, and the ratepayers will not grudge the balance. The necessity of a safe thoroughfare to Sumner is a matter of importance to a very widely scattered community. Sumner is the principal watering place of North Canterbury, and it is patronised by visitors from all parts of the province. It is just as necessary to the casual visitor as to the resident that the road should be free from danger. And to the Tramway Board, which carries nine-tenths of the passenger traffic on the road, it is imperatively necessary.