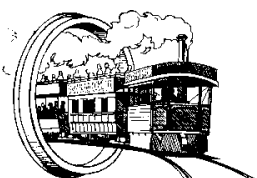


# Ferrymead Tram Tracts

Newsletter of the  
Tramway Historical Society Inc  
P. O. Box 1126  
Christchurch.  
Website  
[www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)



October 2011

## TB3 construction to start soon.

DAVE HINMAN and DAVE CARR



Photo: Dave Hinman

*Totalspan workers marking out the site.*

THE BUILDING CONSENT has at last been issued and the clock is now ticking for construction. We have negotiated a price reduction for us to do the foundation work, including concrete pouring, with THS obtaining the materials—Dave Carr has been negotiating some really good deals with suppliers!

John Atkinson should be setting up profiles next week and then we will hire a digger to put in trenches on work day 15 October. Independent Line Services will bore the holes for foundation piles and remove the now surplus traction pole that had to be moved for the new building. If anyone with labouring or building skills would like to help with the foundation work please let Dave Carr know ([htt@ferrymeadtramway.org.nz](mailto:htt@ferrymeadtramway.org.nz) or ph 021 823 842 )

Totalspan have the construction team booked to commence erection of the building about 7 weeks from the signing of the contract which is Show week. They may get in a week earlier if

weather doesn't hold them up on the other jobs booked before us. Construction will take about a week on site.

Then comes the big challenge of getting the rails laid in the building which will require a lot of volunteer resources.

We will be relying on members support to achieve an early completion and getting the trams under cover.

\$100,000.00	Target
\$93,749.52	Pledged to Date
\$89,779.52	Received to Date
<b>Tram Barn</b>	
<b>3 Appeal</b>	
- Fundraising	
Progress as at	
5-Oct-11	

### Coming events

This month's function is a **combined get-together with our friends from the Ferrymead Railway.**

We are meeting at the tram barn at 7.30 and after a suitable welcome will proceed to the township by tram. A look around the railway workshops etc (Electric shed???) will be followed (we hope) by a return railcar ride. We will then travel back to the tram barns for a look around, supper and a general natter. We hope for a good turnout of members.

**Date** Wednesday 19 October

**Time** 7.30 pm

**Supper** \$2.00.

The November meeting will feature an illustrated talk by Joe Pickering and Ken Henderson on **the Auckland Dockside Tramway.**

Ken and Joe trained the drivers for this tramway and were heavily involved in the opening arrangements.

Joe has prepared a video of the opening and the run up to it and has a number of other local tram scene videos which will also be shown if time permits.

Full details next month.

## Next work party

The next work party is scheduled for **Saturday 15 October 2011**. 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](mailto:jpickering@clear.net.nz).**

# President's message



TO ALL MEMBERS and Friends.

Spring is here and summer is on the way although with weather the last couple of days it would be easy to think winter has returned. Let's be positive and say summer is just around the corner.

Insurance claims are still progressing slowly. The make-safe repairs on the red stickered trolley bus shed have been completed and now await another inspection and it is hoped that then CERA will approve the removal of the red sticker. Some track repairs are still to be completed but are relatively minor and are mainly cracked tracks in the village. The shelving in the storeroom in tram barn 1 that was damaged in the quake has been removed and the area cleared ready for the new replacement shelving to be installed.

The Tram Barn 3 project has progressed to the point where the red tape has been completed and the order has gone to the factory to commence manufacturing the components. By the time you are reading this the ground works should have started.

The number of visitors to the Park are still down on past years. This has a direct effect on what the Society is paid for admissions. The drop in income does not affect projects that have funding grants and donations earmarked for those projects such as Tram Barn 3. The short fall affects such things as insurance, electricity and all other operating costs. Careful management by our treasurer Stephen Taylor will see the Society through these lean times.

Summer must be just around the corner bringing warmer and better times.

Graeme Belworthy  
President.

*Upper left: Five year old Lachlan Jansen who set up a fudge stall and raised \$35.00 for TB3 gets a driving lesson from Graeme Belworthy.*

**Photo: DLA Turner**



## Generosity of painter and buyers helps Society funds

Would you like to be the owner of one of Don McAra's fine paintings of trams like the one below? This one was commissioned by Russell Kent to help pay for TB3. Thank you, Russell, for your generosity. Don has offered to help to raise further funds for the TB3 by being commissioned by other *Tracts* readers to paint a picture of a tram of their choice in a background that he can get period photos for. Thank you, Don, for this most generous offer.

Russell's painting cost him \$1000 framed and measures 350 x 530 mm for the image itself.



*Dunedin's last tram which has just passed the points for the Caversham line beside the Oval. The driver of the Cavity car is returning the baton (tablet) as he leaves the single track hill section past the Southern Cemetery bound for the Exchange.*

**Painting by Don McAra based on a photo by Graham Stewart.**

## Alan Roi on the buses...

### A new trolleybus in our collection

As reported briefly in the last issue of *Tracts* we have added another trolleybus to our collection. This is Wellington 258. It was built on a Volvo B58 chassis in 1986 with a body by Hawke Coachwork in Auckland. 258 remained in service until November 2009 when it was withdrawn from service by Go Wellington and stored at Kilbirnie Workshops. It was one of the last four Volvos in service, all the earlier ones having been used to provide parts for the new generation buses. Two others have been saved; No 233 is with the Omnibus Society and 268 is in Wayne Little's care in Foxton.

In December 09 we made a tentative approach to Go Wellington's parent company, NZ Bus with the view of obtaining a Volvo for our collection and were offered 258 on long term loan. Fast forward to July this year and 258 was brought to Lyttelton on the Heogh Chennai and towed to Ferrymead by Scotts Towing.

Since then the trolleybus crew have cleaned off the grime accumulated during its time in storage and have been busy preparing the bus for operation. Once the earthquake issues with the trolleybus system are sorted we intend to test 258 on our route.

Special thanks need to be made to all the folk who have made it possible to receive 258.



Top: 258 in original Wellington City Transport livery in Aro St.

Above: 258 in Stagecoach colours at the Hataitai Terminus.

Photos: Trevor Jones

## Quake repairs under way

FOLLOWING THE JUNE 13 quakes the trolleybus shed was inspected by the earthquake engineers and red stickered. This was mainly due to movement in the rear wall. Also there has been some quake damage to the overhead lines. A number of poles have moved causing the overhead to be lower than before. Our insurers have arranged for repair work. Mainzeal have repaired the trolleybus shed. We are awaiting the removal of the red sticker.

The overhead is to be repaired by Independent Line Services who will back stay a number of poles to enable the overhead to be returned to its proper height. They will also

tidy up the line by removing some redundant fittings. It is hoped that we will be operational again shortly.

## Motorbuses.

WE ARE STARTING to make some progress on our motorbuses. Graeme Richardson has organised a Community Service diesel mechanic who is gradually working through our bus fleet doing some much needed maintenance. Allen Harbrow is preparing the roof on 452 for a repaint and has collared the red paint left from painting 290's roof for this job. The bus has been shifted over by the tram barn and we should shortly see some real progress.



## New crew for the wedding tram

WELCOME TO ROGER and Catherine Comber who crewed the wedding tram for the first time on 1 October. This was Catherine's first turn of duty so thank you and welcome to the team.

## Congratulations Jonno

JONATHON DAY recently "reached his majority" as they used to say, or "got the key of the door".

In fact he turned twenty-one, so congratulations, Jonno, and Many Happy Returns of the Day (no pun intended).

Photo: Barry Marchant

*Roger and Catherine Comber crewing the wedding tram.*

## Day Time

### KEN HENDERSON

PROGRESS ON THE BIRNEY continues and if you have been to the barn recently you will have seen Larry Day at the work bench with his collection of copper and brass strips. He has been overhauling the controllers. One end is virtually complete but for the other controller he is having to make up the fingers and tips from scratch. This is exacting work; commercially made they would cost a fortune. You will see in his box of parts worn tips which are evidence of drivers remaining in the resistance notches instead of driving in full series. We are lucky to have people with skills such as Larry to do many of the jobs to keep our tramway operating. It is worth noting that Larry also devoted a lot of time on the recent track job at Church Corner."



Photo: Alan Roi

*Larry at work making the controller fingers.*

## Major resleepering project completed

### from KEN HENDERSON

A MAJOR RESLEEPERING project was carried out over four days 14 - 17 September which involved digging out and replacing 30 sleepers. Some preparatory work had been done eg replacing all the old rusted fishplate bolts with new galvanised ones. Brian drove the front end loader to help remove the rail including the frog for the crossover. The tracks were finally reconnected on the Saturday and ballasting started ready for normal Sunday running. Further finishing work is to be carried out in early October. Thanks to Brian (Peanut), Brian (Erikson), Keith, Larry, Kirk, Graham (Belworthy), Dyllan, Peter (Michie) and Dave Carr. Thanks also to Murray for fitting new bond wires."

*The photo right shows the completed work.*



Photo: Ken Henderson