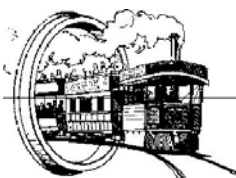


Ferrymead Tram Tracts

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



October 2014

Tram featured in Icefest opening

On Saturday morning of 27 September 2014, a two-week celebration of Antarctica began in Christchurch. The fortnight was launched by the arrival of Christchurch Tramway's (former Dunedin) boxcar 11 into the Square behind a team of Malamutes. Aboard were the Mayor, Lianne Dalziel, and Lady June Hillary who alighted to cut the opening ice-ribbon with an ice axe. DLA TURNER was there with his camera.



Above: Tram driver Ken Henderson greeting the first Malamute of the team to arrive in front of tram 11 outside Cathedral Junction. Below: The team is in Worcester Street.



Above right: Lady Hillary on the left, and Mayor Lianne Dalziel on the right, accompanied by a "penguin" escort on board boxcar 11.



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.

Please note that no social function is planned for October as several key members are away at the COTMA conference.

Next work party

The next work party is scheduled for **Saturday 18 October 2014**. Formal work parties are held every **third Saturday of the month** and Alan Roi provides a cooked midday meal. **This month the meal will be provided by Phyllis**. 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.

Message from the president



AT THE RECENT AGM the two Notices of Motion in the August 2014 *Tracts* were presented and both were carried.

The first related to how our annual accounts are assessed. The change involved where the word "audit" appeared to add the words "or review". This change to the Society's constitution is being made and will be notified to the Registrar of Incorporated Societies and The Charities Commission as required and will be updated on the Society's web site once complete.

The second motion was "Due to the high cost of providing covered storage, any acquired tram/bus vehicle or body proposed to be brought on to the Ferrymead site, must require prior approval from a General Meeting of the members" was also passed. The Society's Collection Policy will be updated to include this requirement. It has also been noted that parts of the Collections Policy are slightly out of date—it was last updated in May 2007— and this will be updated to include restoration and acquisition activities since that date. This updated Collection Policy will then need to be re-ratified at a future General Meeting.

At the time of writing this the weather was more reminiscent of winter than the approaching spring and summer. Let's hope its not a sign of things to come.

Work continues on many fronts, the current proposed building next to the trolley bus shed has been priced at about \$230,000. We intend to approach the Lotteries Commission for a grant but to do this we need to have 1/3 of the cost which is about \$70,000 in money or goods before they will consider it. A lot of effort will be required to secure our portion of the cost before we can progress this project.

Other works under way are the repairs to the traverser, replacing the concrete apron in front of Tram Barn 2 which will include some repairs to the wall of the traverser pit. In the workshop the restoration of Hills Car 24 continues and the wheel turn and truck refurbishment for No 1 is almost complete. Many other projects are ongoing involving members performing various tasks for the Society including a group maintaining our fleet of diesel and trolley buses.

Our monthly work days held on the third Saturday of the month are well attended and the extra help is appreciated.

Cheers
Graeme

Book opportunity from Graham Stewart

WHEN *The End of the Penny Section* (the revised, enlarged edition) was released in 1993, Grantham House also had printed 125 copies which were leather bound with a mark ribbon, gold edged pages and hand numbered. This limited edition was never sold through bookshops—and was only advertised once in *Tramway Topics*. We retained 12 (twelve) copies at the time.

These copies are now available for purchase for \$99.00 Post Free—inquire to graham@ghbil.com with Visa or Mastercard details:- Name of Card / Card number / expiry date.

Out of the woodwork!

KEN HENDERSON had an interesting encounter in the City when he met a lady on 178 who is 95 and who worked on the Christchurch trams between 1942 and 1945. Her name is Mabel Deed (née Cocks), She remembered changing the poles on the trams.



Ken Henderson

Tram driving tip

from Motorman Training officer DAVID JONES

The power house door must be kept closed at all times. Only persons who have been issued with a key to the power house door and/or someone delegated by a key holder may access the power house. The practice of unauthorised access by forcing the lock must cease immediately. This is a serious safety issue and must be observed.

Health and safety tip

from DON McARA

To all our members who are giving their time to help us in the Society workshops who haven't already done a Health and Safety induction course please on your next visit contact Graeme Richardson or Murray Sanders who promise to guide you through the course painlessly and safely.

Hills car No 24 going back together again

STEPHEN TAYLOR and his henchmen have not been sitting on their hands

Following the articles in the September *Tracts* advising of the grant from the Lion Foundation, good progress has been made in September through to the first weekend of October by employing Graeme Richardson from HTT, who along with some volunteer assistance has made good progress on removing, restoring and replacing the A end and centre bulkheads of No 24, plus the sides of the enclosed section of No 24 as the following series of photos show. It's amazing the difference in speed and progress that can occur with some close to full time resource working on the project.



Top: The bulkhead as removed (complete with canopy) relocated down in the workshop ready to be worked on. People are (left to right): Bryan (Peanut), Kirk, John, Stephen and Graeme with Logan behind the camera. Thanks to them all for the lifting and shifting work. The canopy was later detached.

Upper left: The A end of No 24 with the bulkhead removed.

Upper right: One of the two bulkheads following restoration.

Above left and right: The A end bulkhead back in position and centre bulkhead lying flat on the chassis after being restored. Note the canopy that was removed from the A end bulkhead sitting on the motorman's platform. This will be restored and refitted at a later time.

The next task is to re-assemble the two saloon sides and reunite them with the centre and A end bulkheads on the chassis. New wood is being machined to replace the side rails and roof pillars as these are structural elements

of the body and badly rotted and/or infested with borer. It is hoped that by the next issue of *Tracts* I will be able to report further progress on restoring the saloon section. Work on the B end bulkhead has not yet commenced.

Canadian Capers

DOUGLAS JOHNS and his wife, Fiaona, have been savouring the delights of Canada—including some trolleybuses.



Douglas Johns



Douglas Johns

Fiona and I visited Vancouver in May, and we were pleased to see that Vancouver's extensive trolleybus system is still in good heart.

Originally opened in 1948, it has operated continuously since then, and today comprises thirteen routes totalling 315 km. The fleet consists of 188 40 ft low floor rigid vehicles delivered between 2005 and 2007, and 74 New Flyer 60 ft low floor articulated vehicles delivered between 2007 and 2009. The system is the second biggest in North America.

We travelled on route 19 which runs from Stanley Park through to Metrotown, a 1.8 million square foot shopping complex with 450 shops, located in the suburb of Burnaby. The journey took just under an hour from Downtown. Skytrain, the automated light rail system also serves Metrotown with a journey time of 25 minutes, so the trolleybus system is not the fastest way to travel.

The trolleybuses are on dedicated routes, and at no time during our visit did we see diesel bus substitution or supplementation.

Fares are remarkably cheap compared to New Zealand. An all day rover pass, covering all trolley and diesel bus routes, Skytrain, and SeaBus (cross harbour to North Vancouver), costs only \$C7.50 (about \$NZ8) and is valid from 9.30am until services cease in the evening. One can ride a lot of trolley buses in that time!

Top: An artic in Hastings Street, Left: Rigid vehicles in Robson Street. There is a nearly complete grand union behind the bud.

Both streets are in Downtown.



David Jones

Tram driving experience

DAVID JONES conducted one on Saturday 4 October.

Andrew Manning is from Melbourne—tramway capital of the southern hemisphere. Andrew's family gave him the "Tram Driving Experience" for a birthday present. Andrew has had a life long interest in the trams of Melbourne and the THS was able to satisfy his ambition to drive a tramcar. Andrew was quick to learn and mastered the techniques and routines professionally.

Who was Bill Clapham?

JOHN SHANKS responds to a query about someone mentioned in last month's Papanui Tram Week supplement.

Bill Clapham was an auto-electrician who set up in business in Southwark Street. He hoped to set up a transport museum near Christchurch and persuaded the transport Board to make the two trams available to him on permanent loan. The pressures of developing his business simply left

him no time for anything extra. He was a wonderful man and very helpful to our Society. However it would be fair to say that we did virtually hijack his trams in the end and arrange for them to be returned to the CTB. I was dreading telling him what we had arranged. When I did so, dreading the reproach I would receive, he took it most graciously, just saying, "Oh well, it's probably for the best." We were lucky to have the support of such a good man.

...And DOUGLAS JOHNS was a bit puzzled about the lower photo on Page 15—the trailers.

"The presence of a Ford V8 bus on the road side seemed out of place because as far as I know these were never used on any services on Papanui Road. Then the penny dropped: it would be providing a shuttle from that point to the terminus. Oddly enough those sort of runs were usually left to the old worn out Regal 1s and Leylands, but not apparently on this day."