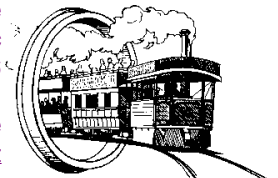


Ferrymead Tram Tracts

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



September 2009

Round the site

New committee elected

AT THE RECENT AGM, the following were elected to manage the Society for the forthcoming year.

President: Graeme Belworthy.

Vice President Admin: Dave Rushworth.

Vice President Operations: John Honeybone.

Secretary: Dave Hinman.

Treasurer: Stephen Taylor.

Committee: Lloyd Williams, Don McAra, Graeme Clephane, Alan Roi, Dave Carr.

Auditor: Alan Robb.

Successful Powerhouse work party

JOHN SHANKS reports that a most successful work party was held on Monday 31 August to sort out and tidy up the powerhouse parts which have been lying in untidy disarray on the route of the Ferrymead Railway's proposed Valley extension.

A Monday during the day would not appear to be the most suitable time for a work party, as it could confine the helpers to the retired or those who can take a day off work—as one of our helpers did in order to be there. Nevertheless, the organisers were delighted to find that not only those who volunteered turned up, but several additional helpers who had not indicated their availability in advance.

No fewer than 12 helpers turned up—the organisers were delighted! It was a most pleasant and congenial day, without anyone being worked too hard. An impressive sort out took place, although there is still more to do and another work party will be arranged in the future.

A special and big thank you goes to the "team" which turned up to help: Trevor Craib, Kirk Hayes, Ken Henderson, Stuart Hobbs, Russell Kent, Mike Lawson, Barry Marchant, Rose Marchant, Joe Pickering, Alan Roi, Graeme Richardson, and John Shanks.

It was a great effort!

Work party dinners launched

ALAN ROI is pleased with the monthly work party dinners and invites all who can to come and participate. From all accounts Alan turns on a good feed!

You can let Alan know if you will be there by phone: 3852218 or email alroi@xtra.co.nz

Track work

KEN HENDERSON reports that track work has been concentrated on the

COMING EVENTS

SOCIETY ANNUAL DINNER

**SATURDAY 26 SEPTEMBER
2009**

(Note this is a Saturday and not the usual Sunday)

to be held at the

HORNBY JUNCTION BUFFET

23 Carmen Road

Hornby.

Time 6pm.

Prices Adult \$26-50.

They do have a \$2 discount for people aged 60 and over.

Please either phone or email Phyllis before 21 September if you are coming with numbers so she can notify the restaurant.

Ph No 3524872

Email

membership@ferrymeadtramway.org.nz

Truscotts Road bridge to complete maintenance required by our safety auditor.

Restoration candidate?



Photo: Graeme Belworthy

Invercargill Birney No 15 might be up for for early restoration? See story page 4.

Next work party

The next work party is scheduled for **Saturday 19 September 2009**. Formal work parties are held every third Saturday of the month but 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.

Ruapuna revisited—workday on the farm, 20 June 2009

DAVE HINMAN takes us on what must have been a sentimental journey

It was a cold and wet wintry Saturday in Christchurch but that didn't faze the small team of Russell Kent, Graeme Belworthy and Dave Hinman from setting off to Hororata to rendezvous with Bruce Maffei for our long awaited work session on the tram bodies at Ruapuna, in particular Hills tram 163 recently selected for preservation and restoration. (see previous report in May 09 *Tracts*). Soon after leaving the city there was a remarkable improvement in the weather, which while not warm turned out to be clear and sunny for the day!

On the way we thought we would check out the fate of Yank 15, also in the same locality. It had last been visited by the THS in 1995 and was in a fairly sorry state at that stage, so we had no strong expectations that it still existed. We arrived at the farm of Tom Corbett and when Bruce M fronted at the door and mentioned "tram" the young daughter of the house knew all about it, and with her dad took us out to the paddock where what's left of 15 still lies. As the photo shows, its condition may best be described as "terminal" and the owners had been thinking of "final disposal". They are keen for us to have anything else of use, and certainly there are some chassis fittings, seat castings and other parts worth taking. But this wasn't the day to do it, so we said our farewells and moved on to Ruapuna.

Unlike sisters 162



Photo: GraemeBelworthy



Photo: Dave Hinman



Photo: Graeme Belworthy

and 165 which had had an active working farm life, the original idea of converting 163 into a single men's quarters had never eventuated, and for the past 54 years the tram has been a repository of assorted items, ranging from small bicycles to old fire screens, to wood and lengths of timber of all shapes and sizes, too good to throw away. But with the donation of the tram to the THS, the owners, the Tasker family, had decided it just about all had to go, and they provided a small truck and later a large front end loader to help us with the task. A nearby paddock was where anything burnable was consigned to, with other former "treasures" put in a pile close to the tram.

It was after 11 am before we got seriously started and our challenge was to have the saloon emptied and habitable in time for lunch! This was achieved but lunch was a little late (about 2 pm!). Some great soup and scones provided by president Graeme's wife Phyllis, turned this into a fun celebration of progress.

After lunch the focus was the convertible section, which still contained all the seats (minus squabs). The biggest challenges was the floor, which was thick with walnut shells, perhaps an indication that the tram had after all been lived in for a time—the occupants being of the furry variety? And as someone noted "163 was full of tram nuts"!

Amongst all the stored items we did discover some valuable tram parts—the saloon had

only one side seat base and seat back in position, but the other was still intact—in the convertible section lying on top of the seats!. Also in the pile was a complete outside advertising backing Board, together with part of an Amber Tips Tea advt. Various fittings from the drivers compartment were lying on the floor, buried in walnut shells, and when we emptied out the end destination boxes (one was full of straw) the destination box mechanisms were complete. Only one sand box was missing, and the three intact are still full of sand! Some used tram tickets including concession cards were found under the side seat in the saloon. All in all the interior of the tram is remarkably intact and virtually unchanged since its departure from the CTB all those years ago. Its general condition is quite good, although there will be some timber work to be replaced—at this stage, one end and part of one side..

It was getting quite late in the afternoon when we moved into the next two phases of the day's work—jacking the tram to raise and level it, and to cover over some open windows and one end which was rather open to the elements. This was successfully completed with the help of Mr Tasker senior (Roger) by which time it was dark (one day short of the shortest day of the year!)



Photo: Graeme Belworthy



Photo: Dave Hinman

and it was just about time to head homewards. A kind invitation to visit the Tasker home for a refreshments was gratefully accepted and we spent a most enjoyable hour enjoying the fine hospitality of the Taskers, chatting about (among other things) the history of the family's trams and our future plans for the city and Ferrymead.

Finally we dragged ourselves away and returned home, via Hororata, arriving back just in time to see the last few minutes of the All Blacks–French test match in Wellington.

So all in all a very successful day — we will be back in the Spring to have a go at obtaining parts from the other two trams 162 and 165. Strange to realise that all three trams

have spent more time at Ruapuna than they did in CTB service!

- Top left: all that's left of Yank 15.*
- Middle left: welcome lunch break — Graeme Belworthy, Bruce Maffei, Russell Kent.*
- Bottom left: interior of 163, 11.00 am.*
- Top right: interior of 163, 4.30 pm.*
- Middle left: jacking 163.*
- Bottom right: weatherproofing 163, 5.00 pm.*

Tram barn reshuffle

DAVE HINMAN reports on a recent clean-up that brought out trams that hadn't seen the light of day for many years—including Birney No 15 that might be a candidate for early restoration.

Negotiations are proceeding with CTL to work together with THS/HTT on the restoration of Birney 15 for operation on the City tramway. A Conservation plan is at present in preparation and research has uncovered some fascinating information about this particular tram. It commenced operating on 20 December 1921 and it ceased service after being the last tram on the South Invercargill Line (the southern most tramway in the world) on 31 May 1952. It didn't run again because it had been too severely vandalised (by souvenir hunters). A report at the time stated: "It was not long before a battle for "possession" broke out on the tram. Light bulbs, straps, bell cords, advertisements and anything else that could be pulled off the walls was souvenired. The driver's seat soon went missing. Even the fare box was taken, but this was returned to the tramways office next morning. "We wonder how many of those souvenired tram parts still exist in Invercargill?"



In preparation for its restoration, the false floor, installed when the tram was converted into a sleepout on a Waimatuku farm, has now been removed. This exposed the original floor which 57 years after the event,

still exhibits the damage caused by fittings, including seats being ripped off in haste.

Future editions of Tracts will update progress on the programme for restoring Birney 15.

Left: Christchurch double deck trailer No 64 makes a stately entrance into the daylight followed by (lower left) Dunedin No 37.

Below: Muscle power gets No 37 off the traverser.

Photos: Graeme Belworthy

