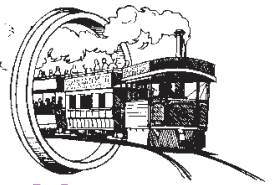


# Ferrymead Tram Tracts

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



May 2013

## Ongoing progress on Christchurch Hills Car 24

Project leader STEPHEN TAYLOR reports



Photo: Dave Hinman

The photo taken by Dave Hinman, shows a slightly grubby treasurer after assisting with the removal of the steel apron from the "B" end. Note items referred to in the text such as "L" brackets holding the corner pillars, the horizontal framing near the bottoms of the pillars, and the repair to the "second from the left" roof pillar. Borer holes probably not that visible!

SINCE THE LAST ARTICLE in April's *Tracts* I have found some excuses to add a little more scaffolding and make minor adjustments. But the main progress has been on removing the fastenings attaching the body to the chassis. They are now all removed (we hope) from the open section and the end motorman's compartments. We expect it is just the saloon and the bulkheads to go before the separation between body and chassis can occur.

In addition, we have also been removing the steel end aprons—due to their weight (see attached photo). In doing so we have discovered that the two ends are somewhat different. For example the B end (pictured) has a row of horizontal framing about 300mm from the bottom which is entirely missing at the A end. In addition, the corner pillars at the B end are fastened down with "L" brackets replacing the tag bolts originally used

### Coming events

This month's function is set down for

**Tuesday 15 May**

and takes the form of a visit to

**The Aeronautical  
Society.**

This is a great opportunity to see what other Ferrymeadians are up to.

**Meet outside the  
Aeronautical Society's  
hangar at 7.30pm.**

(Enter through Gate A in Truscotts Road and it's on the left opposite the Hall of Flame.)

*Phyllis will provide the usual  
supper for \$2.00 per head*

—probably following repairs.

It also looks like both ends have each been rebuilt and/or repaired at least once, probably at different times, during its previous operational life. For example, in the attached photo, the "second from the left" end pillar has had a very primitive repair "bolted on" after the pillar has been broken at some stage, probably late in its previous service life when it wasn't considered economic to do a proper repair. We have also found some more cosmetic differences, eg one apron bracket has the machine screws holding it in  
*to page 3>>>*

## Next work party

The next work party is scheduled for **Saturday 18 May 2013**. 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).**

## Message from the president



To all members and friends.

I missed getting last months article in on time as Phyllis and I were on holiday just before *Tracts* came out.

Phyllis and I visited one of our members the other day who let slip she would be 98 in a few days. I would like to take this opportunity to wish Geraldine Bowman a very happy birthday. Geraldine holds a very special place in tramway operation being the only known person to have worked on all three tramways in Christchurch. She was the conductor on the second to last tram from Cashmere on closing day of the original system, a conductor on the city loop which opened in 1995 and as a member of the Society was a conductor on the trams at Ferrymead.

The traverser extension and earthquake repairs are continuing with the rails now welded in place. The next job will be to lay a drain in front of the main doors of tram barn 1 which will collect all the storm water off the building and discharge it into the drain which runs along the boundary. When the traverser walls are replaced and repaired it is intended to tie them back to prevent any movement in the future and the aprons in front of the buildings will be concreted.

Work on the Square Shelter is continuing and even now looks much better with the new metal panel fitting on the west side.

Repairs on the quake damaged track in the village is under way with the first stage welded up and stage 2 almost ready for welding.

A special plea to all members who work at the tram barn, are driving a tram or are at the tram barn for any reason: please ensure if you are the last to leave that all lights are turned off and the doors are locked.

The coming year is looking to be a very busy and productive time and all members and friends are welcome to visit and see what is happening and maybe even help.

Cheers Graeme

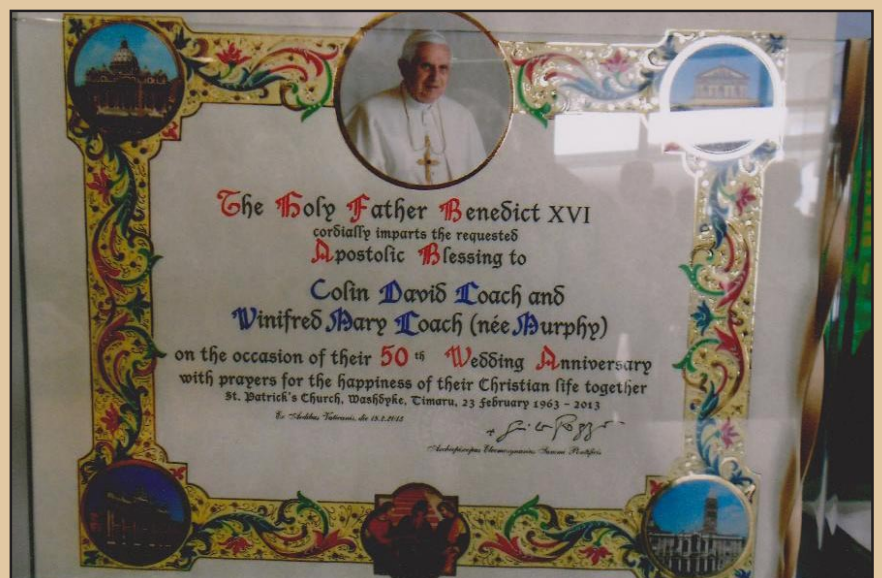
## Golden Youngies

Believe it or not, those two youthful looking characters have been married for half a century!

Colin and Win Loach celebrated their golden wedding in March (although the actual anniversary was a little earlier) in true Loach style—plenty of warmth, conviviality, hospitality and mirth. They even got a letter of congratulations from Labour MP for Wigram, Megan Woods, a congratulatory card from the Prime Minister and, best of all, a Papal blessing. How much better can it get!

Congratulations, guys, and all the very best for the next fifty years.

Photos: Mike Kerr



## Workplace health and safety

DAVE CARR has some important information on this topic which we all need to read and digest.

THE HEALTH and Safety Committee is functioning well with monthly meetings to manage the health and safety policies adopted by the main Committee and HTT Board.

We would like to remind all members and volunteers that we do have a workplace health and safety policy. If you are working in the tram barns or bus barn or outside around the site you are expected to work in accordance with these policies.

If you are not familiar with the policies please ask Graeme Richardson or your team leader for a copy. You will be required to sign an acknowledgement form saying you have read and understood the policies.

The Health and Safety notice board has been moved and is now on the wall of the woodwork shop around the corner from the main entrance of Tram Barn 1.

Please watch this board for health and safety information as it is displayed. There will also be a copy of

the Health and Safety Policy there for reference.

Just some reminders.

The main first aid kit in Tram Barn 1 is located upstairs in the kitchen. This kit is stocked as recommended for a 25 person workplace. Other kits are located in the Beast and Bedford tower wagon. A Burns first aid kit will be located in the Tram Barn 1 kitchen from early May. These kits are provided for dealing with injuries occurring on site. They are not for redressing wounds from accidents that did not occur at Ferrymead.

Recently there have been some occurrences where power switches in Tram Barn 1 have been left on with potentially disastrous consequences if they had not been noticed. A halogen lamp was left plugged in under a tram body and the main circuit in that part of the barn had been left switched on. When it was discovered by a member making a visit after hours the timber

on the underside of the tram body was very warm. Who knows what the result would have been if it had been left on until the next morning.

If you are last out the please ensure that the all the light circuits are turned off and the two machinery circuits at the foot of the stairs and on the post at the outside corner of the woodwork shop are also switched off. The latter switch has a toolbox type padlock that is to be used to lock it out at the end of the day. This switch also isolates the woodworking machines which are potentially dangerous to those who are not experienced in their operation.

And whilst on the subject of locking up please ensure all buildings are locked when not occupied and that the main gate is also locked by the last person out.

Dave Carr  
For the Ferrymead Tramway Health and Safety Committee.

## Track Report

from track officer KEN HENDERSON  
THE SECOND STAGE of track repairs has begun in the township. On a very soggy Saturday Dave, Ken and Dillon started the concrete breaking and the following week in summer-like conditions a small gang started tidying up the holes ready for the welding to be done. Also during the month the rails for the traverser extension were levelled and tacked with weld ready for concreting. There is further work to be done on the traverser to fix up earthquake damage to the side walls which will mean it being out of action for a period.

## Progress on 24

from page 1  
place "back to front" with visible nuts showing on the outside.

Unfortunately, much of the timber in the ends has been badly affected by borer (which in many cases stopped "holding hands" years ago), and a substantial amount of timber will need to be replaced.

More next month.

## Mystery photo



DAVE HINMAN found this genuine (1905 era) Christchurch tram pole and base —photographed this week. Q 1: Where is it? Q2: Are there any other original tram poles and bases still in existence (other than at Ferrymead)—if so where?  
Answers next issue!

Photo: Dave Hinman

# Retrievers for Birney No 15

A report and an appeal from DAVE HINMAN

WITH INVERCARGILL BIRNEY No 15 close to being finished and ready to run, the one remaining key feature of this “safety car” not yet provided for is the trolley retrievers which formerly graced both ends of the car, allowing for the automatic lowering of the trolley pole in the event of a dewirement. In Christchurch they were only used on the St Martins cars and the Brills following conversion to one man trams and this had followed their use on the Birneys of Invercargill and New Plymouth as well as in many other parts of the world. Other one man conversions in New Zealand also saw the use of retrievers and they were also fitted to the Wellington Fiducias, designed to be, but never operated as, one man trams. Retrievers also of course have been used on all of New Zealand’s trolleybuses.

The original retrievers for Birney 15 were supplied by Ohio Brass Ltd and are believed to be the same as those used on the Christchurch trolleybuses. No complete ones have survived but we do have a couple of exterior casings. Those on the Brills incidentally were the smaller Earll retrievers, the same as those used on the New Plymouth Birneys. These latter ended up on the replacement trolleybuses and can still be found on our New Plymouth No 3. No 15’s body still had the retriever bases on the end aprons when found, and these are identical to the bases found on our trolley buses 209, 210 and 216, as well as Invercargill No 5, which from the late 1920s also ran as a one man tram. At present, in the absence of the correct models, restored trolley bus 210 is also currently using Earll retrievers obtained many years ago from Wellington.

While we don’t have any complete OB retrievers of the style used in Invercargill or by our trolleybuses, we do have some spare

Dunedin trolley bus retrievers, also made by OB, but which date from the 1940s and look quite different. The insides and mechanisms however are quite similar and we are now proposing to use what we can of the newer models and to manufacture new casings and other parts as necessary to recreate the original style

will be applying for some pub charity grants but would be very grateful to receive donations to this worthy cause from Society members. We are delighted to announce a substantial donation already—member Ron White, who lives in Adelaide, has started the ball rolling with an Australian cheque the value of which exceeds \$NZ1000!

Our treasurer would be delighted to receive further cheques, large or small, or preferably donations direct credited to the Society bank account number 03-0802-0095056-01—please use your name and “retriever appeal” as a reference.

*Below left: the more modern OB retriever, ex-Dunedin trolley bus, the casing of the older OB (Birney and Christchurch trolleybus) and the rather smaller Earll retriever as found on the Brills, and the New*

*Plymouth Birneys and trolleybuses. Many years ago THS also gave TMSV (Melbourne) two of these Earll retrievers for their Birney No 217.*

*Wording on the retriever says “Earll - York PA”. Below: a retriever base on Birney 15, prior to restoration.*

*Bottom: the OB retrievers on Christchurch trolleybus 216.*

**Photos: Dave Hinman**



*Birney No 15 in service in Invercargill.*

**Photo: Graham Stewart**

(see photos). We have enough spare Dunedin retrievers to ultimately provide parts for all of our Christchurch trolleys as well as for both of our Invercargill trams.

The restoration budget for the Birney did not allow for the fabrication of new retrievers and the estimated cost for these, in round figures is \$4000 for pattern making and then \$2000 per retriever for casting, machining and assembly. The Management Committee has resolved to assist the completion of the Birney by undertaking fundraising to pay for the pattern making and fabrication. We



## Ferrymead get-together mooted

THE FOLLOWING LETTER was sent to the Committee for discussion. If you have nay thoughts on the subject, let the editor know by email or mention it to any Committee member.

*Greetings to all Ferrymead Heritage Park Society Secretaries.*

*My name is Edna Westlake and I am a member of the Friends of Ferrymead (amongst others).*

*For a number of years our committee has brought up the idea of having a social get together of all Societies. To maybe have a social, a dance, a ball, whatever you want to call it. Something where you could 'bring a plate' and 'a drink or two' and have a good evening of fun and laughter and maybe some dancing. We could get a 'caller' for the dancing, because none of us know all the dances any more.*

*I would appreciate it if you could bring this idea up at your next meeting, maybe put it in your newsletter. Float it around and get back to me around the end of May. The Friends have been to a number of these evenings over the years and they are most enjoyable.*

*I look forward to hearing from you whether the answer is 'yes' or 'no'.*

*Regards,*

*Edna.*

## Queen's Birthday Weekend promotion

From park manager NEWTON DODGE

WE ARE STARTING to market the **Queen's Birthday Weekend** event days.

Sunday 2 and Monday 3 June 2013

**We propose** to advertise the weekend as the **Celebration of 60 Years since the Coronation of Queen Elizabeth 2.** Those that know these things, tell me that the weekend is the 60<sup>th</sup> Anniversary of the Coronation.

**We seek the help** of ALL societies who are based within the Park to put their thinking caps on and arrange some Bunting OR Decoration to do with (Red White & Blue). If your Society does have access to any display of royal memorabilia, then

## Ready for a repaint

These photos from KEN HENDERSON show Dunedin boxcar No 11 partially stripped and masked in readiness for a spray paint job to make her look her absolute best when she goes back to the City Tramway.



this will be great. Jonathan from our office is co-ordinating this, so he has access to some items and will co-ordinate the result.

Even if you have nothing special, just try some coloured paper ribbons.

EVENT THEME: anything BRITISH anything ROYAL, anything MILITARY SERVICE & MEDALS.

We are hoping to have special admission prices for the visitors who do 'Dress-up' in the theme for the weekend

We are planning to get at least one BIG BAND, street musicians, Queen's coronation display, Graeme Johnston will have special themed movies in the cinema, We'll see what we can do to the trams and trains,

The Queen's History (using the

waxworks models) will be set up in the central kiosk.

A Polytechnic display will be setup in the Albert Hall (old cooperage—across the tracks). A London double decker bus will be offering rides around the area. We have two heritage car clubs setting up their display within the Park

Love to hear from any of you who have ideas along these lines. Any street displays of your products or displays would be great for the Sunday and the Monday. Additional Food or sales tables would be great too.

Newton Dodge,  
Jonathan Day.

[gm@ferrymead.org.nz](mailto:gm@ferrymead.org.nz)  
[events@ferrymead.org.nz](mailto:events@ferrymead.org.nz)  
027-444-2775, 027-840-0340

## City Tram update

from DAVE HINMAN

WORK ON TRACK REPAIRS has not yet commenced. We understand there have been delays in getting insurance sign-off, but latest information is that work should start before the end of May. Insurance issues have also held up CTL's access back into the town tram shed.

Meanwhile, refurbishment of the trams is now making good progress with Dunedin No. 11 about to receive a new paint job (see page 5) and Brill 178 now in Tram Barn 1 with some (mainly cosmetic) repairs under way. Birney 15, also destined to go to town when it re-opens, is all but finished, the main task still to complete being the signwriting for which quotes are currently being sought. An effort is also being made to raise funds for fabricating period trolley retrievers for the Birney (see page 4).

As foreshadowed in April *Tracts*, the Society, together with the Heritage Tramways Trust, Christchurch Tramway Ltd, and we understand a number of central city businesses, property owners and some individuals, all put submissions into the Council's "Three Year Plan" seeking urgency in getting the tram operational and asking for some funding to continue work on the almost complete tram extension (Stage 1). The THS submission was one of several which have requested the completion and early opening of part of the extension (ie from Worcester Boulevard, along Oxford Terrace and Cashel Street as far as High Street, initially travelling in both directions on this part of the line. The submissions are due to be considered by the Council later this month.

## Tram driving tip

from Motorman Training Officer DAVID JONES

MAKE SURE the door to the rectifier room is kept closed at all times. When you have collected your keys and turned the rectifier on, turn the light out and shut the door making sure it is locked. Members of the public are free to walk through the tram barn but this is one place they must not be allowed into unaccompanied.

## Mystery photo of a different sort!

In last month's issue we had a photo of cable car trailer No 111 in service in Dunedin. But it threw up something of a riddle. Who were the two young boys pictured on the rear platform? There were at least two claimants. Can anybody else throw light on this conundrum? KEN HENDERSON tells the story.



Photo: Graham Stewart

On page 2 of the April *Tracts* there was a picture of Mornington cable grip car towing trailer 111 which is currently under restoration under Don McAra's leadership. Well what interest it sparked! First Don thought it was a picture of him and his mate but his hopes were dashed by Graham Stewart who told him that the photo was definitely taken in 1951 which would have meant it could not have been Don because he would have been older than the boy pictured. Then Ces Tucker claimed it was he and his brother Louis on the tram in 1937 (fare 1d each way) but another check with Graham ruled this out! Ces visited us on 27 April and we took a picture of him (now in his 80's) on 111.

Ces says he remembers when attending Arthur Street primary school in Dunedin that all the pupils were allowed out to see four traction engines (two in front and two behind) hauling a load of new cable from town to the Kaikorai winding station. No picture available but one can imagine the sight and sound of such an occasion!



Photo: Ken Henderson