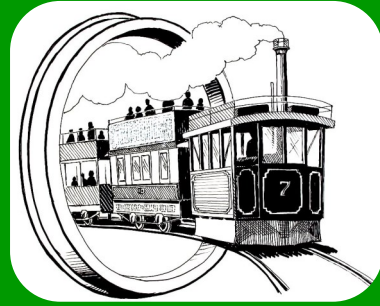


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated July 2022



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Hills Car 24 big progress!

Vale Ron Grant

Kitson steam tram report

Christchurch Tramway extension opening ceremony.

Monthly Newsletter of the THS - Editor: Alex Hunter

Contributions welcome. Please send to tracts@ferrymeadtramway.org.nz

All contributions must be in by the 23rd of the month. Tracts released for distribution on 1st of following month.

Presidents Panderings.. -

Stephen Taylor reports.

To kick this report off, we are now just past the “shortest” day of the year, which means the days get longer and we can start to look forward to the warmer days and longer evenings of spring & summer (although I feel that the coldest part of winter always seems to follow the shortest day). 2022 seems to be flying by.

One of the highlights of June for me was attending this year’s Annual FRONZ conference – held in Invercargill – and in particular the associated “field trips” this year which were to the Waimea Plains Railway and Croydon Aviation Heritage Centre and Aircraft Company workshop in Mandeville on the Sunday and the Kingston Flyer and Lumsden Railway precinct on the Monday. (I skipped the Friday field trips). I was particularly interested in seeing the Croydon Aircraft Company’s restoration workshops where they carry out – commercially – the restoration and rebuilding of historic (and mainly De Havilland) aircraft.

But as the July General Meeting is a (fairly informal) presentation/report back on that FRONZ conference and associated field trips – with lots of pictures – from those who attended – I won’t say too much more on that here. But I would recommend your attendance if you are at all interested in what was seen and experienced. (The weather was good too). And a heads up on the Society’s August general meeting which is planned to also be the Annual General meeting. Further details on times of these meetings elsewhere in this issue of Tracts.

And also speaking of General Meeting’s – a personal thanks from me to Alex Hunter for organising the previous function which was a trip on the Christchurch Tramway to experience

the completion of the tramway extension into the SALT district along and south of Lichfield Street (and thanks also to Christchurch Tramways Ltd and Christchurch Attractions for allowing this event). I understand there will be a fuller report back on this elsewhere.

I would also like to welcome Murray Harper who has recently joined our Society. As Murray apparently lives in a PO Box (well maybe not) in NSW on the West Island, I hope he gets a chance to visit the Ferrymead Tramway. Welcome Murray.

And congratulations to Luke Wildbore for recently gaining his Tram Driver’s License – Luke was presented his tram driving certificate at the June General Meeting. And I understand that David Jones has at least two more trainee tram drivers that he is currently actively training up.

And speaking of tram drivers, the July Roster is out and as July includes the school holidays where we plan to run the trams every day, so we need those of you who are licensed to drive our trams on the Ferrymead Tramway to your names to John Harris to put on the roster.

And my final thought for this month – we don’t seem to get a lot of feedback from members (or readers) of Ferrymead Tram Tracts. It is always good to hear from you and get your opinions and ideas on what the Society should be doing and/or what you want to see in Tracts.

Cover photo : Hills car 24 under tow in the Ferrymead township earlier in June. Photo: Mike Hobbs

Below photo: The FRONZ conference group photo at the Waimea Plains Railway in Mandeville over Queens Birthday Weekend. It was rather chilly when this was taken... Photo :DLA Turner.



FRONZ INVERCARGILL CONFERENCE 2022 GROUP with K 92 @ MANDEVILLE

Upcoming Events.

ANNUAL GENERAL MEETING 2020

The 2022 Annual General Meeting of the Tramway Historical Society will be held on Wednesday 24 August 2022 at 7:45pm in the Lions Building at Ferrymead Heritage Park.

The purpose is to review the activities of the Society since the last AGM, to approve the annual accounts for the year ended 31 March 2022, to elect the Management Committee, to consider and deal with any notices of motion (these must have been submitted to the Secretary no later than 21 days before the meeting) and any general business.

The meeting will be followed by Supper and informal discussions– Cost \$2

We look forward to your attendance.

July - Social Event.

A report back from the 2022 Federation of Railway Organisations of NZ (FRONZ) conference held in Invercargill over Queens birthday Weekend.

This will be held on Wednesday 27th July Starting at 7.30pm at the Lions Building at Ferrymead Heritage Park.

Quite a number of THS members attended as well as a couple from CTL.

This evening will be interesting to get an update on the industry and show some pictures of the weekend, then followed by one of Phyllis's trusty suppers! Don't forget your \$2!

June Social Event.

From the editors camera..

On the 14th of June, approx. 22 members of the THS turned up and braved the cold to take a ride on the new loop of the Christchurch Tramway.

This evening we were fortunate to traverse the new track on 2 of the THS owned vehicles, CTB no 178 and Invercargill Birney 15, 178 driven by the editor and 15 was driven by Larry Day. We started the ride in Cathedral Junction and then headed for a loop around the new track, then stopped off at the new stop 7 for a leg stretch and to admire the new tram shelter and bronze Corgi dogs!

Then we headed to the tram shed and had a lovely supper supplied by Phyllis. Thanks to all that attended.



Vale - Ronald Douglas Grant. 'Ron'

Ron Grant passed away late May at age 94.

He was involved in many facets of the THS and had a particular interest in Steam Tram research, and has been in the role of Track officer on the Ferrymead Tramway.

Ron was also a HTT trustee in the early days of the board.

When I joined the society in 1999 my memories of Ron were of him assisting in the trackwork on workdays wearing the finest Tweed clothing, very fitting for an engineer!

Penny Tregear his daughter has kindly written an obituary for him and supplied some photos, Many thanks Penny.

Trams and railways were Ron's happy place

Right from a young age Ron had a passion for trains, at Easter his parents purchased him chocolate trains instead of the traditional Easter eggs and rather than consuming them he would proudly display them on his bookshelf. Unfortunately, his younger sister could not resist and would carefully remove the foil wrapping consume a little and then wrap back up. It took some time for Ron to realise something was amiss.

Ron joined the NZ Railway & Locomotive Society in its infancy in 1944 and was always a very keen member, contributed many articles over the years to the magazine NZ Railway Observer. His willingness to share his knowledge of rail with all who shared his interests provided some great friendships, some at times healthy debates and a good amount of globe-trotting with research into railways and tramways not only New Zealand but all over the world.

His career with the Ministry of Works took him to different parts of New Zealand but he always developed a connection with the local branch of the historic society. In 1970, Ron and family moved to Dunedin, it was an exciting time for the region with Ocean Beach Railway operational, and historic railway projects such as the Otago Early Settlers Museum, Carnarvon Station and the Taieri Gorge Railway. Friendships with Jim Dangerfield, George Emerson and the other active members allowed Ron to escape from the challenges of his day job and get a great sense of reward from all the work everyone put in with always a lot of fun.

With the move to Christchurch in 1981, Ron finally could focus more time on his real interest of historical trams, actively involved in the Ferrymead restoration programme and the move to return trams to inner city Christchurch as well as supporting Shantytown over on the West Coast and continuing supporting historians across New Zealand and the world with material and fact checking.

Nancy, Ron's wife was always very supportive of Ron's passion and there wasn't a holiday in New Zealand or overseas that didn't take an opportunity to catch up on a colleague, tour an old railway or tram site or visit a museum. Ron would always take the time to explain the idiosyncrasies of the area from the engineering perspective - (continued next page.)



and how a particular engine or track design addressed those issues. It was always a lot of fun to hop on the train or tram and discover that Ron was driving today. Ron's family while they it may not have appreciated it when young also enjoyed taking Ron to visit old sites in NZ and overseas, it was always great to hear some of the stories of old and the detail on development of the line or the engines that were required for the area. While living in Wellington, a trip to the Featherston Fell Museum was a highlight as I'd cycled the incline, Nancy first position was at Masterton Hospital and Ron's interest and engineering knowledge always went hand and hand where machinery tackled steep terrain.

While Ron was not as physically active over the last few years at Ferrymead Park, he thoroughly enjoyed the workdays, the many projects he had been involved in and friendships he had with all the members and continued to be engaged with regular updates through the newsletter.

Graham Stewart sent us a note about Ron
"If I can intrude on this conversation..."

Stephen is so right... Ron Grant's knowledge of the steam tram was par excellence...

Back in 1997 he wrote a chapter for my book, Fares Please! The Horse, Steam and Cable Trams of New Zealand (pages 191 to 199), on the history of the steam tram. Nine pages of definitive history. We all salute you Ron on your knowledge of the steam tram locomotives worldwide

Invercargill Birney 16.

from the editors camera..

Earlier this month during the Frons conference, I made a last minute arrangement to have a look at the Birney currently being cosmetically restored by the Bill Richardson Transport World workshops in Invercargill.

It is basically identical to 15 currently in service at the CTL in in the City Centre, however this one has a few differences in the chassis design compared to 15.

They are getting there and it is certainly looking lovely, the management haven't decided what its end use will be.

In my opinion it would certainly fit in with the nicely restored Bedford Invercargill City Council Bus that is in the truck museum itself, currently it has a display with a bus stop and memorabilia with a sound recording with passengers having a conversation as they would have back in the 1940's-50's.



Top left : interior view.

Top Right: The ceiling trim panel at the end of the saloon with Sign writing completed.

Bottom pics, showing the left and right sides.



Hills Car 24 Update.

From the editors camera.

Its been a rather busy month for the HTT staff on 24 and some major milestones have been reached with the project.

Later last month the tram was lifted and for the first time since 1954 it was sat on its correct type of trucks.

Then on June 16th Graeme Richardson and the staff took it around the track for a test tow to check the outswing on the trucks for clearance reasons, the long side step on in 24's original form it had a dome outset on the step to allow the truck frame to go into it when going around tight curves. Now the tram has been tested on a sharp curve, a dome cover can be made and a piece cut out of the step.



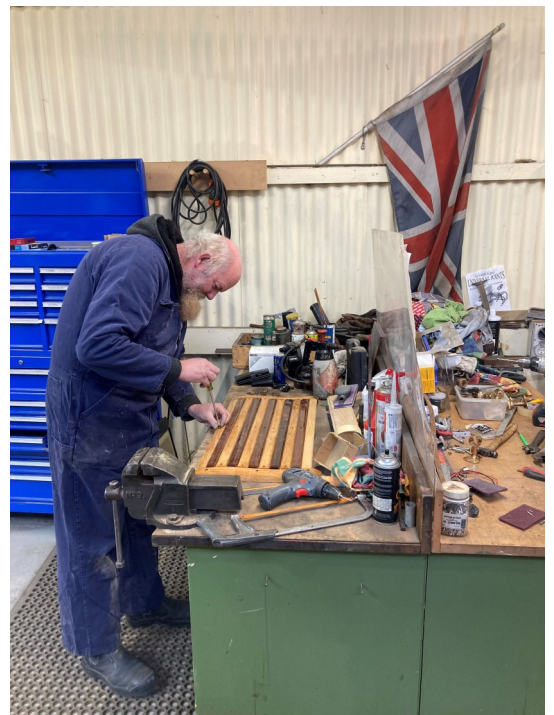
Engineer Bob Williams has been busy making various bits of brake components, in particular the brake arms that come off the cylinder to the brake rods on the trucks. Another interesting job has been doing is making up the switch knobs for the GE fused light switches, John Ainsworth has had some new ones 3D printed and look exactly the same as the original! (See photo below)

Electrician Murray Sanders and his team have been busy sorting various components ready for installation, one item is the resistance grids of which have been made up from bits of various ones pulled apart over the years, the GE grids are a bit scarce these days.

Painter Mike Hobbs has been busy doing the final bits of varnishing on the seat components and interior trims, apart from that he has been assembling the seat backs of which really look the part with their two tone coloured timbers.

New Workshop Manager Jeremy Collins has been busy sourcing components for 24 from all over the city let alone NZ, this has been good as it allows the lads to carry on with the job at hand.

More next month



Kitson Steam Tram Update - Alex Hunter reports.

Yet another month has passed and yes there has been more great progress by the team.

Last month saw the body refitted to the tram and looking good, next up was to fasten it down to the frame and make it level in the various areas to allow the new tongue and groove boards to be fitted.

The chimney that it had before this overhaul was made new in 1984, however it has rusted away with use. We found in storage the original chimney, still in reasonable condition although it was 200mm short, we lengthened the chimney and made the new piece look the part. Some repairs to the hinged lowering mechanism have been done to tidy up some of the components so it operates with ease.

Callum brought along his plasma cutter a few weeks back and cut the bottom out of the tank to allow access for treating the rust inside the tank, he has also made a new lid to bolt over the hole when the time comes to seal it up.

The Valve gear drive rods have been lengthened after the successful valve setting measurements, the left side was lengthened by 23mm and the right was lengthened 33mm. Additionally the Valve gear drive pins have been moved in the side rods to a new location, the RH side was moved towards the front by 33mm and the LH was moved towards the front by 25mm, quite a crazy thing to do but it was necessary to get the timing correct, of which the results were spot on.

Stephen Taylor has been busy shaping the new Tongue and groove boards to fit on the sides and on Monday 19th June in the evening saw the first side fitted up ready for the screw holes to be drilled and screws to be fitted. On Saturday 25th saw Stephen get the Right side done! Very cool! Another item that has been missing is downpipes on the back end beside the drivers door and fuel bunker, we have got some good photos of how they looked so these will be fitted and look the part.

More next month.



Top photo: Stephen Taylor with the new T&G sizing it up for fitting to the side.

Mid Top: Stephen standing proud of his achievement of fitting the first side.

Mid Lower: The coupling rod I was relocating the hole to the correct place and tapping a new thread.

Bottom Right: Callum cutting out the new tank cover for the belly tank under the boiler barrel.

Bottom Left, the chimney being repaired ready for it to go back on the boiler. It is hinged in the middle as shown here.



Bus News

Alan Roi and Jonathan Day report

Dirt Pile Beside the Shed

Further work has been done to the dirt pile and this area is looking a lot better. Once this is levelled out the trolleybus area will look so much better.

Spare part sorting.

A big clean up is being had of the spare bus parts in the Trolleybus Shed. The front room that used to hold artefacts was cleared out a while ago, with the Artefacts relocated up to the Cranmer Building. We are refitting the room with more appropriate shelving and then will be sorting and storing our bus parts. In the meantime a lot of these parts have been put onto pallets and placed in the main part of the shed, with protective covers over them.

Overhead Line Upgrade

The crew have completed the installation of the sweeps at the turning circle and are about to work back towards the tramway crossing. We have taken a number of our trolleybuses around the turning area and are very happy with this piece of overhead.

CTB MAN SL202 Buses

Two buses recently joined us. These vehicles are privately owned but will be leased to the Society to enable us to get back into the charter market. Both buses are SL 202's like 612 and were ex CTB. They were latterly in use with Otago Road Services in Dunedin. Their fleet numbers were 614 and 620. Over the last few weeks 614 has been prepared for painting and at the time of writing is in the spray booth in trambarn 3 being returned to original CTB livery.

(Photos by P.Murphy and J.Day)



Health and Safety Notes - Dave Sanders Reports

The first was the responsibility of the driver of vehicles for any loads on or attached to a vehicle you may use. The rules are simple – the responsibility rests with the driver – regardless of who may have put the load or trailer on the vehicle. If you are the driver **ENSURE ANY LOADS ARE SAFE** before driving off.

The second event occurred when the Case Front End Loader came in contact with one of the Trolleybus overhead pole backstays. This could have had part of our circuit on the ground. Again it is up to the driver or operator of any vehicle to ensure they are aware of their surroundings and have others guide them or “spot” for them as necessary.

The third event became an injury event and was related to poor use of a stepladder. The ladder was used in an unstable position allowing it to slip which caught the user unawares.

Note that the portable electrical equipment test tag for the next six months is **BLUE**. If tags of any other colour are found the equipment must be isolated and taken to the electrical team for reinspection and tagging.

If you are unsure please raise the event with Dave Sanders 021 423 763.

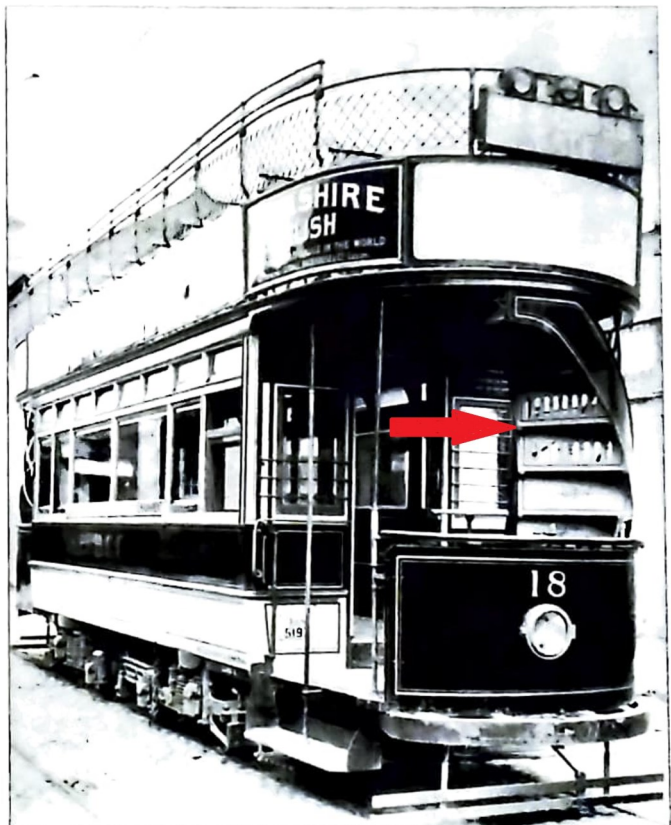
Double Decker 26 Steps.

David Jones writes.

The Society's double decker tram, No 26, has a blind spot to the tram's left hand side caused by the tram's "reversed" stairways. This requires particular caution when driving and an awareness as to what is approaching the tram from the left. The attached photos show how the problem could be overcome. Unfortunately to the best of my knowledge there are no photos of a CTB double decker which definitively show if or how this issue was addressed when operational. Can anyone throw any light on the situation?

Some points to note on stairs fitted to double decker trams. Those fitted to Christchurch trailers are referred to as "direct" - i.e. curving away from the driver's line of sight. Early electric double deckers were fitted with direct stairs however as trams increased in size and "balconies" were fitted to increase top deck seating, reversed stairs began to be used. After a time direct stairs returned to favour and were fitted to balcony trams. Many of the trams fitted with reversed stairs were later retro fitted with direct stairs, no doubt for reasons of safety.

While heritage considerations need to be respected, the safe operation of our trams must be paramount and the solution to eliminating this blind spot is to be found in historical prototypes



Christchurch Tramway Ltd.

From the editors camera.

It has been a busy month at CTL on many fronts. Thursday 2nd of June saw the opening of the much awaited Poplar Lane loop of which has been in the making for several years but has made significant progress in the last few months, Construction for finishing the project started last July and was completed in late May in time for the opening.

The event had a good amount of media coverage on the day, early in the morning Tram Driver Barry Corbett had an interview with the TVI Breakfast and took them for a ride. Additionally the Press and Christchurch Star newspapers were there with photographers. Local Media Anchor Chris Lynch had run a competition draw to allow some of the public to go on the first tram, this was most successful and all participants enjoyed themselves.

The event started off with a breakfast prepared by the Dux Central bar in Poplar lane, next up Christchurch Attractions CEO Sue Sullivan welcomed everyone in attendance and spoke of a bright future ahead for the company, this was followed by a Karakia (Māori Prayer) by Dave Brennan of Wil-lowbank to wish the venture well.

Company Director Michael Esposito also spoke about the venture as it had been in the making for several years and how good it was to have it completed for all to enjoy. The Mayor of Christchurch Lianne Dalziel was invited to speak and spoke about the tramway project and a few of the other developments in the SALT (St Asaph Lichfield Tuam) District. This was followed by the unveiling of a bronze plaque, The Mayor did the honours of pulling the rope to reveal the plaque and declare the tramway extension open. Following this a number of the Attendees boarded 244 and were taken for a tour by Barry Corbett around the whole circuit.

(more next page)



Top Photo: Mayor Lianne Dalziel and Michael Esposito unveil the bronze plaque.

Mid Top: Chch 152 parked at the new stop 7 and Tram Driver Barry Corbett being interviewed to the left.

Mid Lower, Mayor Lianne Dalziel addresses the attendees.

Lower Right: Chch Attractions CEO Sue Sullivan delivers a few words.

Lower Left: Melbourne 244 heading away with the official party on the first run. (Photos by David Maciulaitis and the editor)



Christchurch Tramway Ltd.



Top Left: The newly completed tram stop 7

Top Right : Trams 244 and 152 did the honours on opening day.

Mid: Tram Driver Barry Corbett being photographed before the first tram got underway.



Restaurant Tram 411.

Last month W2 411 was out of service for a week to allow some maintenance, this round we removed all the vinyl in the kitchen as this was the original from when it entered service in the year 2000, so it had done a good service.

We also removed the flooring layer in the Toilet cubicle as it was also past it, as this cubicle is out of an aeroplane and it is constructed of a honeycomb type material (Weight saving I guess?) luckily the plywood flooring underneath was still in good condition, so the new vinyl could be attached directly to it.

A flooring contractor fitted the new flooring vinyl and that was completed within the day and looks really good.

Additionally the Chiller under the bench was the same age and in need of replacement. We managed to find a replacement after an extensive search to find one of a suitable size, luckily this was sourced locally. However it is deeper than before so the decision to replace the benchtop with a larger one to take up the extra depth of the new chiller.



Then and now...

On the Facebook website, there is a page called 'Remembering Christchurch' of which turns up some real gems in the photo line from peoples collections, the top photo is likely taken looking out a window of the United Services Hotel (demolished in 1989) in the south side of Cathedral Square. Looks to be taken around 1913 as the OGB still under construction. This photo shows the 2 models of Boon built Drop centre trams. 41 on the left and an unidentified one on the right. The Lower photo was taken recently of CTB 178 in a similar spot, one notable building still in existence is the Old Government Building of which has been repurposed into a hotel.

