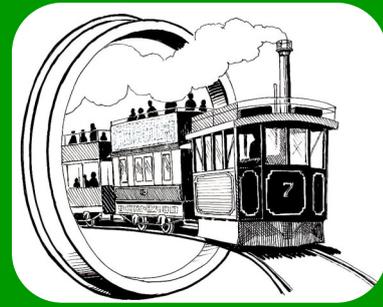


# Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated June 2022



***In this issue.***  
**Vale Max Taylor.**  
**Kitson Steam Tram Progress.**  
**Hills Car 24 Progress.**  
**Christchurch Tramway Extension Update.**

*Monthly Newsletter of the THS - Editor: Alex Hunter*

*Contributions welcome. Please send to [tracts@ferrymeadtramway.org.nz](mailto: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 Promulgations..

### Stephen Taylor reports.

I am going to start my column this month by getting on my soap box once again about members getting involved with Society activities. While the management committee of the Society is responsible for keeping the wheels turning, the members of that committee are not able to lead and direct every activity of the Society. Nor is the management committee the sole arbiter or source of ideas about what the Society should be doing, or how it should be doing it. It would be good to see more members getting involved in our various projects and activities – and even helping plan and lead them – rather than relying on the same small, time poor and also getting older group. Perhaps it is time to have think about what your membership of the Society means to you and what you can do to contribute to the Society, and then to also make your wishes known. Remember, the Society is made up of its members, and if you feel that the Society should (or shouldn't) be doing something, remember, it is the members of the Society that need to be doing that something, so get involved.

I also want to acknowledge the passing of one of our life members - Max Taylor. Max as awarded life membership of the Society in 2008 but had a long involvement with the Society prior to that time including a stint as President in the 1990's. I first met Max after I joined the Society in 2003 and I became Society Treasurer after the AGM. Max was standing down as treasurer at the time, and provided me with an excellent handover and mentoring for that role. There is a separate obituary for Max elsewhere in this issue of Tracts which will give more detail and background on his long involvement with the Society

Now for an update on the Diesel bus shed site – last year (in the September/October issue of Tracts) – there was discussion of an alternate site being suggested for the location of the Diesel Bus Shed – being between Tram barn 1 and the Cranmer building. After contacting the City Council who owns that site (and who then lease it to the Society) to ask what it would take to get permission to use that site for a building, the feedback eventually received back from the Council is that there would be a number of decisions to be made by the Council before approval could be given, and it was therefore unlikely that any of these decisions could be able to happen quickly about progressing this permission. So we are going to revisit progressing the proposed site between the back of Tram Barn 1 and Bridle Path Road, and hope to get happening here sooner rather than later before our resource consent expires.

Next - the City Tramway extension. As you should be aware if you are a regular Tracts reader or the local news media, this is about to finally open. I have been contacted by some of the media for my – and the Society's – thoughts and comments on this happening. Talking points seem to be the fact that the City Tramway can now (or will be able to) use trailers again, and also the \$9 million cost. My feedback to the media (and which may even get reported) – in no particular order – was that

(a) Yes the Society is in support of the city tramway being extended, and on record of supporting it. Our Society have regular-

ly voiced our support for completing this extension in the past to the Council in their annual planning process over the years.

(b) Most of the rails for this extension were actually laid pre-earthquakes and the final finishing work has been “joining up” the existing track between Poplar Lane and High Street and adding the electrical overhead.

(c) The \$9million cost reported does seem to be a lot of money but I do not know what it is made up with. I expect this \$9 million cost either includes a lot of work done prior to the earthquakes or includes a lot of the un-tramway related work on upgrading High Street and the intersection with Tuam Street and Poplar Lane.

(d) Yes, this tramway extension does allow the operation of trailers on the city tramway. But the decision to operate trailers again – and when – is not the Society's (although we support it) but needs to be made by City Tramway Ltd as they operate the trams on the city tramway.

(e) Yes, the trailers previously used on the city tramway are owned by the Society and they still exist and could again be leased and used by City Tramway. But they would both need overhaul/servicing and tidy up of their paintwork, and in the case of Christchurch Duckhouse #115, may need some restoration work on its body. But also I understand the City's tram shed is full so there would need to be space found for storing them in town. The trailers previously used on the city tramway were returned to Ferrymead after the earthquakes and since re-opening in 2013, two additional trams now operate on the city tramway and occupy the space in the city's tram shed previously occupied by those trailers.

Also, speaking of the city tramway (and as briefly mentioned in the last Tracts) – the Society's June General meeting will be a trip to the recently opened extension and a tram trip over it – more details on this elsewhere in this issue of Tracts by your esteemed Tracts editor Alex who is also organising this visit.

And a further advice of couple of future Society General Meetings – it is planned to have a report back in July of the annual FRONZ conference, and then there is the Society's AGM to be held in August. And speaking of FRONZ, it is good to see a reasonable contingent of Society members is attending the annual FRONZ conference being held over Queen's birthday weekend, and being held in Invercargill this year.

Once again, I am again pleased to report we have another new member. Her name is Georgia Mangelsdorf and she is also keen to join the Tram Driving roster. And speaking of the Tram Driving roster, please remember to put your name forward to John Harris for the tram driving roster.

And my final thought for this issue of Tracts. While the weather over the last two months – at least in Christchurch – appears to have been better and warmer than usual, I am reliably informed that winter is definitely still coming. The shortest day of the year is now less than a month away and nights are getting noticeably longer; the mornings and evening are getting colder; and the majority of leaves on the deciduous trees have now (mostly) fallen. So take care, stay warm, and more from me in a month's time when we will be in the second half of 2022.

## Vale - Max Graham Taylor.

### 1935-2022.

Long time member Max Taylor has passed away earlier this month at age 87.

Max was employed by the Christchurch Transport Board, In 1965 he held the position of Chief Engineer and moved up to position of Assistant general manager in 1971, then to General Manager in 1973 on the retirement of John Fardell.

He held this position until the disestablishment of the CTB in 1989.

Max wasn't necessarily a tram fan, but certainly loved to be involved with all facets of the THS, in his time with the society, he has held a number positions such as Track Officer, Treasurer and President of the society from 1994-1999.

In his time as Treasurer, Max set up some very good systems for managing the accounts and financial systems, and most of these systems are still in use today.

Max was a board member of the HTT from the beginning until the early 2000s when a new board was established.

For me personally when I was heading away to the UK in 2009, Max was quite interested in my trip and wished me well, as he had done a similar thing in the 1950's, and had a job at English Electric in Preston as an engineering cadet I think, im sure I may get corrected on that.

One memorable occasion from the late 1960's was when he was the CTB Chief Engineer, he borrowed the AEC Matador rescue vehicle and assisted in lowering the electric locos down on to the tracks, which were then outside Tram Barn One. We had built a steep ramp and the Matador with Max at the wheel was helping to lower them down, when Eo3 got away on him and raced down the ramp, only being saved by the two spare Brisbane trucks, which were at the end of the line.

At this time we would like to pass our condolences to Max's wife Anna, and family.



*Photos by Colin Loach and Alan Roi.*

*Top: Max handing over the Presidency to Graeme Richardson  
Bottom: Max accepting the MAN bus on behalf of the THS  
in 2010.*

## Vale - Ron Grant.

News has just come in that Ron has passed away in the last week. A more detailed story will be in the next Tracts. In lieu of flowers Ron's family are hoping that anyone coming along could contribute to the Restoration fund.

**Funeral Details - 1pm on 13th June at St Barnabas Church, Fendalton.**

## THS Social Event.

**A trip on the CTL new Poplar lane loop.**

**Tuesday 14th June.**

**Tram departs Cathedral Junction at 7.30pm for a trip around the track.**

**On conclusion of the trip there will be a light supper supplied by**

**Phyllis Belworthy in the CTL Tram shed. (\$2 pp for the supper)**

***For Health and Safety in the Tramshed, we will do an induction for all attendees and get you to sign in.***

## Hills Tram 24 Restoration.

From the Editors Camera.

Another month has passed and the staff have been busy on the restoration of 24.

Heritage Craftsman Brian Fairbrass has been busy fitting the sliding slides in the open section and the associated guides, (the sliding sides must have been quite troublesome in service until they had some wear in the guides as the racking of the tram body in must have caused them to jam and or fall down on their own etc) additionally Brian has been sorting the finishing touches of fitting of the handrails.

Heritage Woodworker Graeme Richardson has been making the new floor hatches, quite a complex item with all the lapped timber and getting them hand fitted into the gap in the tram floor, additionally on the woodwork front they have been sourcing some kauri for making the seat backs in the open section, some has been sorted and the new seat backs are being machined by a joinery company at present.

Electrician Murray Sanders and his team have been doing some of the wiring, recently they have fitted the lamp holders in the destination boxes and have made up the new coils for the Buzzer circuits.

Heritage Painter Mike Hobbs has been rather busy between the paint booth and the sandblasting area sorting the various bits, at present there is a big load of seat and interior mouldings being varnished ready for installation.

Heritage Engineer Bob Williams has been busy on the new build trucks, the brake equipment is now all fitted and looking good, so the focus has moved to other items such as axle box lids and gear cases and the centre bolster casting. Hopefully by the time you read this the trucks will be under 24 ready for trial fitting and working out some of the finer details of the brake gear and location of the Electrical equipment.

More next month.



*Top Photo: Graeme sorting one of the floor hatches  
Middle : Mike Hobbs' handywork, all the timber work during the varnishing process.  
Bottom Left: The new floor hatches..  
Middle: The trucks, with Graeme and Bob fitting a Bolster.  
Bottom Right: Brian and Graeme sorting the alignment of the drop barrier in the open section, the length of this is quite substantial and will definitely require 2 people to operate it!*



## Kitson Steam Tram Update - Alex Hunter reports.

Greetings all, and another month passes and its getting colder in the Tram shed, but progress continues to be good on re-returning the Kitson to service.

Earlier in the month Stephen Taylor sanded the body angle braces then these were placed in the paint booth, and the HTT staff painted them along with some components for 24 as fortunately they are the same colour.

Saturday 7th May saw Myself and Steve Lea and Callum attend for the day to do some bits on it. This day Callum and Steve kept busy wrapping steam pipes with fiberglass insulation, we are fortunate that Steve spotted the insulation In a Smiths Auction and got it at a good price. Meanwhile I was preparing the boiler for the steaming that took place the following weekend. Also on this day we fitted the safety valve and all other boiler fittings, The following Monday night we fitted the chimney, this would be the last time this chimney will be used as we have found in storage the original chimney, it has been cut short so a piece needs welding back on to make it the right length.

Saturday 14th May, The boiler was all set to go so we set the fire alight and waited the 2 hours for it to make steam and then tested all the various boiler fittings. The main purpose of this steaming was to see how the engine sounded after the Valve Events have been altered to make it run with a more even beat, I am very happy to report that it has been most successful and it runs very well now, this was a big boost for the team.

Saturday 21st May saw myself and Steve and Callum on deck again, this time we had Steve wrapping canvas strips over the pipe insulation to protect it, this has finished the job nicely, these have been painted with heat resistant paint and they look really smart.

Callum and myself were busy making new cylinder claddings, (these hold the insulation in and keep the heat in the cylinder) I had cut these out some weeks ago and then took them along to my friend Ian Fanshawe's workshop and rolled them half round to go around the cylinder. Anyhow on this day Callum brought with him a Plasma cutter for cutting steel, this certainly made the job so much easier and the claddings were both made and painted on the same day, the following Monday night these were fitted with new insulation and look really smart.

Additionally the cylinder drain valves have been overhauled some months back and were fitted back on, however upon doing this we found the linkage was all worn out, so the linkage was removed and the ends were welded up to make them more firm. Then it was refitted and the drain valves operate much better.

Saturday 28th was another big day, we were very fortunate to have local Crane Contractor and society member Cam Lill

come along and lift the body onto the frame, this was a huge step forward, Many thanks Cam!, now this will allow the new T&G boards to be fitted on the sides and the ends. More next month!



*Top : Stephen Taylor beside the new angle braces.*

*Middle: Callum and Steve fitting insulation to the main steam pipes, a satisfying job!!*

*Bottom: Myself moving the Kitson back to the shed after the successful test runs around the old loop.*

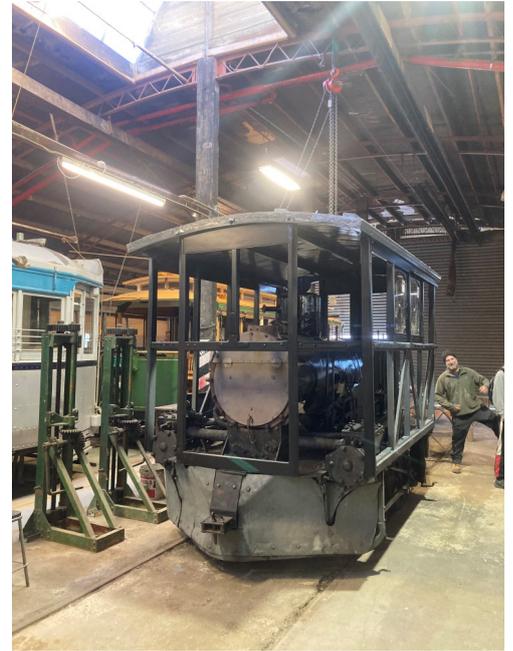
## Snaps from the Big lift..

As described in the previous page, Saturday 28th May saw the Body work reunited with the Chassis, this was a rather quick process and all done in about 30 mins.

Society Member Cam Lill of CBL Contracting has been very generous to the project and we are most grateful for the various lifts he has done for us.

Photos show the cab in the various stages and we were very lucky with the weather even though it was only 5 degrees when these were taken!

Enjoy.



## Cable Car 103 Update

Don McAra reports.

Warren wood turners are making a pattern for the top of the roof vent which Christchurch Metal Spinners will use as a former for the final version. Meanwhile Richard Holland has been preparing the sign boards which are to be mounted on each side of the roof. Metal stanchions to support these have been erected along the roof edges. The end aprons have been trial fitted with countersunk screws and await painting, as does the small covering for the bell pull on the roof. The cable car team has been much relieved to have found a supply of brass window bar castings in the small parts store. This will cut short a long process of manufacturing these from 3D printing. Our thanks to the paid staff for that and for welding the stanchions.



(Photo Don and Bill cutting a piece of timber and new volunteer sanding the roof).

# Bus Department Report

Alan Roi Reports.

## CTB Bus 612:

Bus 612 is coming along nicely. As previously reported we had removed both sets of steps to carry out some rust repairs. The steps and the doors are now back in place along and are awaiting final door adjustment. Ken Watson and Mark Hibbs have the mainstays on this project recently.

## Overhead Line Maintenance:

The overhead crew have been working on the turning circle at the end of the line 5 pairs of "Sweeps" have been installed and most of the old structure has been removed. We have tested the wiring to see how well the trolleybuses track. The overhead passed with flying colours with a number of different drivers trying their hand. On the weekend of the 14th and 15th of May. Michael Jarka from Dunedin came up to help. Thank you Michael.

## The Dirt Pile beside the depot:

We have been progressing the levelling of the dirt pile beside the trolleybus area. Some of the work has been done by Ange using the Railway Society digger. Other levelling has seen Peanut using our loader and making very good progress.

## Old CTB Bus Shelter:

We have an old red CTB style bus shelter that has been sitting awaiting repairs. Jack Crooks and Mark Hibbs have started to dismantle it and found more rust than they expected. We now have to decide if we are going to rebuild it or make a replica.

## Wellington Trolleybus 103:

Trolleybus 103 has been sitting at the rear of the trambarn awaiting a tow back to the trolleybus area. It had been over the pit for a service, and for Anthony Holliday to Refit a repaired a brake booster. On Saturday the 14th May, Peanut used the Front end loader and towed it to the trolleybus area. The power was turned on and we did a couple of test runs.



*Top: Larry and Jono Day working on the overhead at the turn-around area.*

*Mid Top: local Contractor 'Peanut' gearing up to tow the Wellington Trolleybus back to the other end of the site.*

*Mid Lower: Dunedin 79 trying out the newly repaired overhead at the turning circle.*

*Bottom: Ange operating the CRS digger to sort through the dirt pile.*

*Photos by Alan Roi and Philip Murphy).*

## Tram Spare Parts Ex Newport Workshops. Editor writes.

The THS are fortunate to have been donated 4 ex Melbourne Tramway Board No15 Trucks Via the Council of Tramway Museums Australasia (COTMA) that were fitted to the SW5/6 trams. These have become available through the Retired Trams Strategy by Victrack, the Govt agency disposing of the retired trams. The 4 trucks shown in the pictures are 2 original plain bearing type of which the traction motors and potentially the gear wheels can be used for future I4D5 newbuilds, and the 2 trucks closest are 'Modified' trucks, one of these can be used to replace the No9 type truck currently fitted under 5W 'The Beast' works tram. The truck will need to be removed so the 2 Motors/wheelsets can be released to make them available to make another pair of I4D5 Trucks for a future restoration. Steve Lea has been working with Mal Rowe of COTMA to arrange this. All going well we should see them on our turf in a couple of months.  
(Photo by Mal Rowe)



## Dave Hinman QSM Presentation.

On the 10th of May, Governor General The RT Hon Dame Cindy Kiro presented Dave Hinman with his Queen Service Medal at Government house in Wellington. This was followed by a very good high tea!

The QSM was awarded to Dave for his service to Tramways and Heritage.

Dave worked for the Christchurch City Council for 50 years as a town planner and was instrumental in the planning and construction of the City Tourist Tramway operating today.

He has also held roles as President and Secretary of the THS for a number of years and recently was the Chairman of the Council of Tramway Museums Australasia (COTMA).

Very well deserved medal, Well done Dave.



(Photo from the Governor General website)

## New Directions.

*New Member George Wealleans has put a few thoughts together*

*I have always had a penchant for the Tramway mob. Their restoration efforts have impressed generations... and me. Being involved in other societies, over the years at Ferrymead, has sort of kept me at bay somewhat! I kept promising myself that I would go along one Monday night "Working Bee" and do something actively positive to help out.*

*Good things come to those who wait. For many years I was sent a complimentary copy of "Tram-Tracts", being Secretary of 2Ft Railway. Then on day I got an invoice for membership. (Should have done that earlier, Stephen.) "What a good idea", I thought, "That will encourage Jawj to join in". And so it was! Off to the*

*cheque book we did go and now I'm a real member.*

*Already I have made some inroads into the group. It wasn't hard, as I already knew a good number of them. Tram-wise, I am no way an expert. I do come with a number of other skills, however, and will happily bring those to bear as need be.*

*To date I have expressed interest in the library functions, which has been duly noted. Cramner building is still in a state of flux, as various areas are sorted out. I can help with that. And so it is, that I have attached myself to Stephens waistcoat and we are into it, boots and all. Stephen it busy attaching flooring with wood screws, and I'm acting as a sort of bow-wave, shuffling stuff out of the way, so we can get to work repairing the floor. Gheez! There is a lot of stuff!*

*Just keep watching this space and all will gradually be revealed*

# CTL Extension Update.

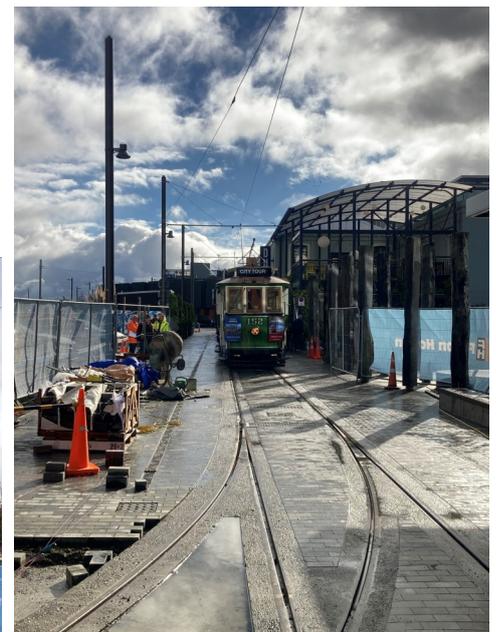
From the Editors Camera.

Its been a busy month on the Track Extension to Poplar Lane, the contractors are basically finished now with track all in place and tested, the only thing to sort is the planting behind the new tram shelter.

With the track being completed, we could now commence the driver training and get all the staff familiar with the new surroundings. This was completed over 2-3 days and all the staff have quite enjoyed trying out the new piece of track! And what is more the whole trip can be completed now without changing the trolley pole or changing any of the side barriers. Additionally the timetable can remain the same. The time used in changing driving ends will now be used to drive along the new loop.

The Track is due to be open to the public from 2 June.

More next month on the opening.



*Top : Dave Hinman joined us on one of the training runs, here at the new stop 7 beside Poplar Ln.*

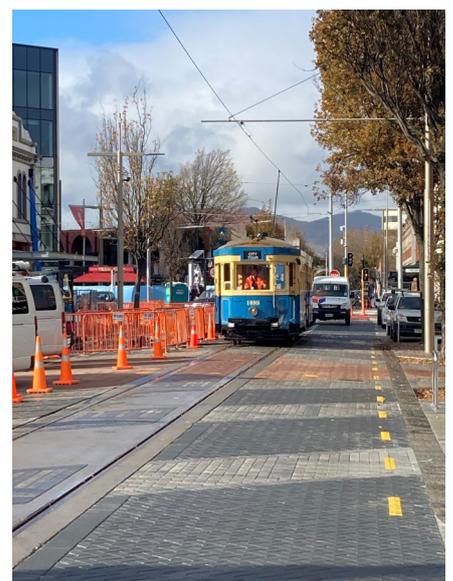
*Middle Right: 152 on its first trip around the Poplar loop.*

*Middle Left: 152 leaving the stop and entering High St.*

*Lower Left: An unusual scene, Birney 15 at the old stop 7 and Chch 152 waiting to cross Manchester St when the way is clear.*

*Lower middle: 152 negotiating the new points in Poplar lane.*

*Lower Right: Sydney R class 1888 on its first trip round the loop, seen here coming along High St.*



## A Brand new Boon Drop Centre.

Dave Hinman has found in the THS collection this fantastic photo of brand new Boon drop centre tram No36 in 1906, parked in Falsegrave St outside the Car sheds.

This photo came to the collection from the MTT in Adelaide some years ago. ( I think the original is a photo by The Press as there is a similar picture of the same occasion one of Graham Stewarts book's 'Always a tram in sight'

I've left this photo large as the detail is so good! Enjoy.

