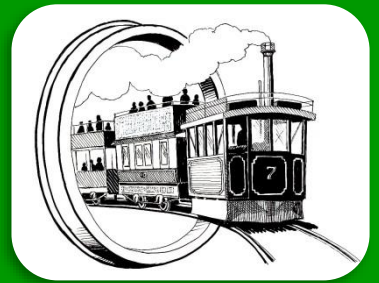


Ferrymead

Tram Tracts



The Journal of the Tramway Historical Society

Issue 56 – April 2021



Long Term Draft Plan – Submissions Time
New Arrival – The John Shanks Collection
Trolleybuses – On the Move (Again!)

The Tramway Historical Society
P. O. Box 1126, Christchurch 8140 - www.ferrymeadtramway.org.nz

PRESIDENT'S PIECE – STEPHEN TAYLOR



I am writing this on Easter Monday. And a very fine Easter it has been too. While I didn't get out to the Ferrymead Tramway over the weekend, I understand it was a busy weekend with Trams running on all four days. And this year, Easter Saturday was also Night Market night, and Easter

Sunday was the Park's main Easter event day this year, and was combined with the usual Steam Sunday. And with very warm temperatures for both the Sunday and Monday, I understand the Park has been busy.

I must say this Easter was a stark contrast with this time last year where the COVID lockdown had kicked off and Easter events at the Ferrymead Heritage Park were cancelled.

I would like to thank everyone involved in Tram Driving over the Easter Weekend, but also remind those on the driving roster that the back half of April also contains the school holidays and I see that John Harris has put out his usual call for drivers as the Ferrymead Tramway will be operating every day during the school holidays.

Well, there has been quite a lot else going on in the last month, and I understand there will be a number of updates discussing this elsewhere in *Tracts*. But I also wanted to plug the Society's main Facebook page – it currently gets updated multiple times during the months and provides some regular updates of things happening around the place – and with photos. It includes topics like visiting buses, updates on tram restorations and other things that quite often don't make it into *Tracts*. For those of you on Facebook, it is well worth a visit. Search "Tramway Historical Society" on Facebook, and then

"like" the site so that you get updates in your Facebook news feed.

And finally for this month, I would like to welcome Stuart Taylor as a member of the Society. Stuart has long been on the Society's mailing list, and I believe was originally involved with the establishment of the Truscotts Road substation. And now, I believe he has decided that he wants to become a full member of the Society. (And no, as far as I am aware, he is not a relative of mine).

Goals & Projects Meeting

As was advertised in the last *Tracts*, the General Meeting in March was the occasion of the annual (at least normally) Society "Goals and Projects" meeting. And as COVID cancelled the last year meeting, this year's meeting also effectively included a review of the previous two years activities.

The meeting essentially started with Society member Gary Riggs speaking to his letter on "ways forward" for the Society that was included with last year's *Tracts*, and this generated some useful discussion. This was followed by review of the Projects and Goals lists, with a focus on what has been completed over the last two years – or otherwise become irrelevant, and what are the priorities going forwards.

The meeting ended with supper and a cuppa – provided by Michaela Lewin and served by Jonathan Day (as Phyllis was away exploring the lower South Island with Graeme).

It is planned that the latest (and currently **DRAFT**) revised & updated Goals & Projects list will be made available to members – exactly how this will occur is to be discussed by the Management Committee at its April meeting, but options include (again) publishing it on the Society's website, and also distributing the full list with *Tracts*.

Stephen

FRONT COVER: *Shortly before setting off on its maiden test run post-restoration, Dunedin trolleybus 79 is inspected by Philip Murphy, 10/4/21. Photo: Alan Roi.*

Notices

ADVANCE NOTICES

FRONZ CONFERENCE

The annual conference of the Federation of Rail Organisations of NZ (FRONZ) will be held in Gisborne at Queens' Birthday Weekend, at the same time, and to the same programme as the cancelled conference last year. It will include a rail excursion on the Gisborne City Vintage Rail to Muriwai and return, and a visit to the East Coast Museum of Technology. Bookings for the conference and accommodation are now open, and should be made prior to 30 April when a higher charge will be imposed. Flight bookings should also be made as soon as possible while fares are relatively low. Members of rail and tram museums in Australia are welcome to attend as observers. For further information go to www.fronz.org.nz/conferences.

COTMA CONFERENCE

The biennial conference of the Council of Tramway Museums of Australasia (COTMA), cancelled last year because of COVID-19, will now be hosted by the Ballarat Tramway Museum, also celebrating its 50th anniversary. The programme will run from the evening of Wednesday 15 September to Monday 20th September and will include a partners programme. It is anticipated that some pre-conference activities in Melbourne will be arranged by Melbourne based members, and it is expected that some delegates may wish to follow up the conference with visits to new tram systems in Eastern Australia. For further information go to www.cotma.org.au/conference.html.

REMINDERS

NEXT WORK DAY – Saturday 17 April, from 9:30am. There will be plenty to do at both the tram barn area (including the Cranmer building project) and at the Trolley Bus Shed.

ZOOM SOCIAL MEETING – Saturday 17 April, commencing at 8pm NZ time. Link below and also on the email to which this issue of *Tracts* is attached. All welcome to join in – local, national and international.

PLEASE NOTE THE REPORT ON PAGE 4 DISCUSSING THE FUTURE OF ZOOM SOCIAL MEETINGS.

Time: Apr 17, 2021 08:00 PM Auckland, Wellington

Join Zoom Meeting

<https://us04web.zoom.us/j/72212786848?pwd=dys0SUIlTBZUkFFemNaMUFXUIBQdz09>

Meeting ID: 722 1278 6848

Passcode: nVRi4n

APRIL GENERAL MEETING – The next General Meeting will be held on Wednesday 28th March at 7:30pm, in the Lions Building, entry from Gate A. It will feature the historic photos given by the Ferrymead Photographic Society (see back page for two of these), augmented by some slides from the late John Shanks Collection. Please bring \$2 per person for supper.

WANTED

We need up to eight metres of flat (strap) old horse tram rail
For Cranmer tram display as described above. We are willing to pay a reasonable price and arrange transport to Christchurch.

Please contact: Dave Hinman, secretary@ferrymeadtramway.org.nz or 027 431 4778.

WANTED

Old Sports memorabilia - mainly match day programmes and tickets for Rugby, Soccer, Motor Racing, Cricket and Horse Racing. Plus any old interesting metal and cloth badges, photographs, worn shirts and anything else interesting etc. If anyone has anything tucked away in a corner somewhere, I would be very interested in buying for my collection.

Please contact: Michael Braithwaite, Ferrymead Photographic Society volunteer

Ph. 021 269 7233 or email: mjbraithwaite@xtra.co.nz

BUS NEWS ROUND UP WITH ALAN ROI

Tidying the trolley bus shed and surrounds

We are progressing on tidying the Trolleybus Shed. All the windows on the east side of the shed are being removed and replaced by corrugated iron. We have decided that this will simplify the maintenance of the building without losing too much light. Before Easter three windows were treated and the building looks much the better for it. We plan at some stage to repaint this part of the shed. Upstairs a lot of badly water damaged wall board has been removed from the front room and in conjunction with the windows this area will be tidied up considerably. Part of this room will be walled off to give us a proper uniform store and dressing room. In the "Smoko" room we have laid a some vinyl planking. The section around the kitchen area has been reported on already but the rear of the room has been similarly treated. Stephen Taylor shows his talents in many ways, and laying flooring is one of them.



ABOVE: Recent refurbishment works in the Trolleybus Shed. At left, Stephen Taylor and Jack Crooks install the new vinyl flooring in what was the old uniform store; at right, Jonathan Day assisted by Dylan Roberts attend to the removal of a rotten window that has now since been sheeted over. Two photos: Alan Roi.



ABOVE: Progress at the Trolleybus Shed, 10/4/21. At left, Dave Sanders with the new earth leakage tester; at right, Dunedin 79 on test in the Truscotts turning circle with the Bedford tower wagon. Both photos: Alan Roi.

We continue to make progress on improving the appearance of the trolleybus area and we are beginning to see real progress. Philip Murphy has taken a leading role in this. As part of the tidy up, another piece of equipment from the aborted Power House Project departed Ferrymead, the Greens Economizer. Formerly stored behind the Aviation Society's hangars after the project was discontinued, it has been sold to the Department of Conservation Te Papa Atawhai and will be mounted on static display with several other pieces of industrial equipment in the former goldmining ghost town of Waiuta, 21km south of Reefton on the West Coast. The move was carried out by T. Croft Ltd. of Stillwater on behalf of DOC.



ABOVE AND PREVIOUS PAGE: *The Greens Economizer being loaded onto Croft's truck for delivery to Waiuta (above), and about to depart to its new home (right), 19/3/21. Two photos: Alan Roi.*

Trolleybus

Stage One of the overhead project is complete. A large number of poles have been replaced on the circuit and wiring connected to the new poles. We are very grateful to Independent Line Services who have supplied our poles and planted them for us. They will be back when we proceed onto Stage Two. This second stage will see the rest of the poles on the east side of the street between Gate A and the bend beside the main Park Entrance replaced. These will be taller, and enable us to fit bracket arms to them. This will enable us to raise the overhead and to make the poles along the west side of the road to become redundant and eventually removed. The bracket arm construction was to take place in Stage One, but as we are awaiting ILS to plant poles we made this Stage Two. ILS hopes to start this in very soon. Larry Day is continuing to overhaul overhead parts in his "factory", alias his garage.

We are working through thorough servicing of the vehicles. Trolleybus 103 has been over the pit and had a full underbody service and grease. The main contactors in the rear of the bus have been cleaned and the panels inside the "boot" have been treated with electrical varnish. The arc chutes on the contactors are to be similarly varnished. Whilst the bus is over the pit Anthony Holliday inspected the underneath. We will need to replace one tyre but otherwise he was happy that the bus will pass its next COF. Thanks to a number of factors including the coronavirus,

progress in getting Dunedin 79 running has been slow, but work is underway with things such as lighting. Again Anthony has been helpful.

BELOW: *Two visitors at Ferrymead as referred to in Alan's Bus Notes: ex-Hong Kong double-decker Dennis Trident 891 imported for Headfirst Travel of Dunedin; and ex-DCCT Leyland Leopard 173 owned by the Otago Heritage Bus Society and currently stored in the Bus Stop next to the Cranmer Building. Both photos: Alan Roi.*



Motor Bus

Recently, we have been hosts to an ex-Hong Kong Dennis Trident Double Decker bus. It has been imported into New Zealand by Headfirst Travel. Headfirst have operations in many parts of the country and their Dunedin operations work in closely with our Friends in the Otago Heritage Bus Society. We were asked if we could provide a parking space for this bus for up to a week. It arrived on Thursday the 25th March and after some preparation was delivered by Anthony Holliday to Dunedin. It is now residing at the OHBS "Bus Farm". This scribe had a small drive and was delighted with this bus.

We are also playing host to former Dunedin Leyland Leopard 173. This bus is currently unrestored, and is awaiting the replacement of its motor, which is currently being reassembled in Anthony's garage. While here the bus will receive some preliminary body tidying by some of our Ferrymead bus team. 173 is a 1976 Leopard with bodywork by Emslie Consolidated of Dunedin. It was in service until 1993 and then purchased by Ritchie's Coachlines. Ritchie's used her as a school bus and upon the second retirement three of these Leopards ended up on a farm in Kyle, just north of Ashburton. 173 will then disappear to Dunedin for full restoration.

Our third visitor is actually Anthony's own bus. It is an ex Dunedin MAN, No.306, and is normally under the care of the OHBS. However he has brought it north to do some tidying over the winter and as it is fully road legal, is prepared to allow us to hire it for charter work.

STOP PRESS – TROLLEYBUSES BREAK COVER

In the time since the above reports were written by Alan, further work has been undertaken at the Trolleybus Shed. On 10 April, a new earth leak tester ex. Wellington Tramway Museum was installed and used to check two trolleybuses to confirm the presence of any electrical 'leaks'. Following the success of these tests, the decision was taken to test Dunedin 79 for the first time since its major rebuild around the full circuit. See front cover photo. The test run was a resounding success, and Jonathan Day notes that the bus never lost its poles even once during the run! It is planned to carry out further testing during ANZAC Weekend which if successful will allow further test runs to take place as necessary during the Stage Two works referred to above.

THE FUTURE OF ZOOM MEETINGS

Our first social "Valley Inn" zoom meeting was set up because we were in lock down and it was a virtual celebration of the 50th Anniversary of electric tram operation at Ferrymead. It was well attended. Subsequent meetings were as well and we gathered both a national (Wellington and Auckland) and international following (Melbourne, Sydney, Perth, Adelaide, Ballarat, and Brisbane).

Since resuming in the new year however, numbers have dropped with the worst being March when there were only three people (all from Christchurch) and with a fourth (Brisbane) dialling in after we had finished the (understandably short) meeting.

So, the question arises – have Zoom meetings done their time, or is it more about the day of the week and frequency? We will attempt one more at the usual time (as noted below and in the accompanying email). Please let us know your thoughts – either at the next session or by sending us an email (to Dave Hinman – d.hinman@xtra.co.nz) Note that this month's session is on Saturday April 17 commencing at 8pm NZ time, as reported elsewhere in this Tracts and in the accompanying email.

CCC DRAFT LONG TERM PLAN SUBMISSIONS

It is time for the Society and its members to get involved in the annual budgeting process of the Council, and this year it's the thirty-year "Long Term Plan" (every three years the Council extends its long term plan so that it is always looking ahead thirty years).

The Council is looking at a 5% rates rise, a controversial recommendation given all the pressures of COVID 19, Climate Change and the Housing shortage, in addition to the particular issues facing the central city.

Christchurch Tramway Extension

Although last year's Annual Plan did retain funding for completion of the High Tuam Loop, including the point work from Poplar St, the promise at the time to have the work completed by mid this year has not eventuated. While the land purchase has been concluded and the point work ordered, there are still no physical works on site and it remains unclear when the work will commence, let alone be concluded. With the trans-Tasman bubble now in effect, we can expect a substantial increase in overseas visitors (Australia at first and others likely to follow) and the future viability of the SALT District as well as the tramway itself would be greatly enhanced if the extended line was open. It would also be good for THS/HTT finances. This is a matter on which the THS and its members should make a submission.

We are also aware of technical advice received by the Council of the need for an additional tram substation in the SALT District area. This is not currently funded and we are aware that an almost new solid state rectifier is currently available ex. the Wellington trolleybus system. This is a further matter on which the THS and its members should make a submission.

Ferrymead Funding

If the LTP is approved in its current form there is a risk that current funding for amenities such as museums could be cut and we consider that the Society's and members' submissions should request that this not apply to Ferrymead Heritage Park which has always been underfunded and needs ongoing support from the Council. The park, and ourselves in our tram restoration and other activities, such as the provision of further storage and display space, (current examples include Cranmer and the Bus Barn) rely on our own fundraising which includes such sources as pub charities, Rata Foundation and Lotteries commission.

It is becoming apparent that there will be less money available from these agencies because of their own loss of income due to COVID-19 restrictions and this will also be an issue for many in the volunteer sector. This is an area where the Council should be talking to central government on behalf of the community to use some of its "war chest" to assist in these areas – it may be a way of lessening the burden on the ratepayer. An additional form of regional growth fund, as earlier in operation, but with Christchurch eligible to benefit from it, would be very welcome!

General heritage funding

As supporters of heritage conservation generally, both the Society and its members should include in our submissions our concern about any reductions made to heritage funding by the Council, as the remaining heritage buildings in the central city (and elsewhere in Christchurch) fit well with the tram and need to remain as a reminder of our past. We were very pleased when the Council's heritage strategy was approved in 2019, extending the recognition of heritage to include more than building and places, and in particular industrial and "moving" heritage which is what we are all about at Ferrymead. An early encouraging example was to see the Lyttelton Tug get a heritage grant from the Council but much more is needed, particularly noting the issues referred to in "Ferrymead Funding" above likely with current funding agencies. Again, it would be good for the Council to advocate to government on behalf of the community and the Council for assistance in this area.

The THS will be supporting the submissions of Christchurch Tramway Ltd, the Heritage Tramways Trust and the Ferrymead Trust/Ferrymead Park on these issues, and we urge members to do likewise.

STOP PRESS. Just as we were going to print we heard that the Council has made a decision to proceed with the extension. This is great news, but we should still put in submissions and in respect of the extension we should support the Council in its decision now made. We anticipate that there may be opposition to this and so should now put in a submission of *support*. Members are encouraged to do likewise. You can see details of the Council's decision on line. Go to <https://www.stuff.co.nz/the-press/news/124771889/work-to-extend-christchurchs-tram-route-will-start-this-year>. The Council has requested that submissions be made on line, but other methods are also available. For more information go to the Council's website: <https://ccc.govt.nz/the-council/consultations-and-submissions/haveyoursay/show/386>

CANTERBURY MUSEUMS WORKSHOPS – DAVE SANDERS

As we move closer to establishing our museum exhibits for the Cranmer building we are on a learning and gathering series of exercises with input from many people and angles to ensure items from the THS collection items are presented to best and most interesting effect.

On the 24th March Dave Hinman and I attended the first Canterbury Museum's workshops this year. These workshops have been put together by the Canterbury Museum's exhibitions team with this first workshop designed to cover as many aspects of creating successful exhibitions as possible. The workshop included:

- Exhibition design, planning and layout and covered both what has worked and what has been less successful,
- Tips for creating, writing and producing effective exhibit labels which included us creating both a vinyl label and also a card label,
- Basic conservation techniques to keep displays and objects clean and attractive.

This workshop was attended by about thirty people all with conservation of various heritage items from a number of like-minded groups in the greater Canterbury area. The only other group from Ferrymead was the National Railway Museum and when we chatted to them we discovered that they are currently repairing and adapting the building formerly used by the Tamaki Experience as a temporary exhibition space. It would be worth us having a look at how they are doing this as there are some strong similarities between this project and our Cranmer building project.

This first workshop is to be followed up by a second workshop on the 28th April for a more in-depth look at exhibit lighting, audio visual presentations and security of exhibits on display. Roll on the 28th for another great day.

HTT REPORT

Good progress continues to be made by HTT on repairing No. 11's bodywork and by CTL/HTT with the ex Brussels Brill 21E truck.



LEFT: *body progress with the front end now back on and work proceeding on roof repairs.*



RIGHT: *truck overhaul approaching completion -refurbished wheel sets and motors refitted and only the track brakes and compressor to be refitted.*

Both photos by Dave Hinman

HEALTH AND SAFETY NOTICES WITH DAVE SANDERS

1. The THS Safety Guidelines (FORM 44) were reviewed and updated late last year. If you are not familiar with these then please have a look. The PDF document is designed to be printed on A5 paper so is best reviewed on your PC.

It is everyone's responsibility to work to these guidelines for their own safety and the safety of others.

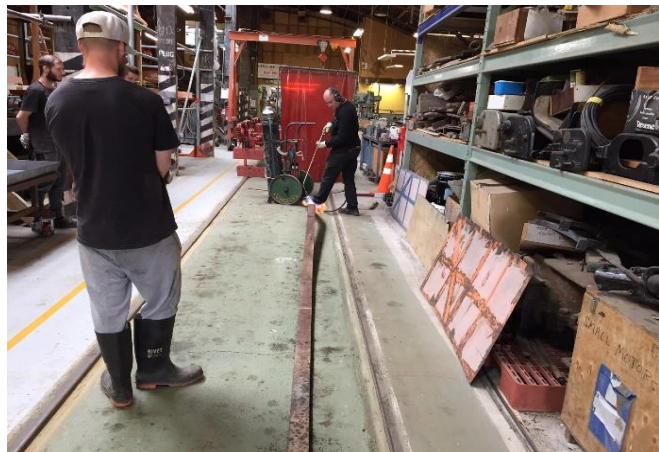
2. Please note in particular an update to Section 4 "Alcohol and Drugs" to include reference to use of prescription drugs and their possible impairing nature. Note that this has been included (in red) in Item 7 of the "Workshop General" Risk Register.

7 Drugs and Alcohol	Physical injury,	2	2	4	E	This is covered in the Safety Book FORM 44 'THS Safety Guidelines'. Staff or volunteers under the influence of alcohol or drugs are not to enter the site Note that this includes prescription drugs that may cause any impairment If a staff member/ volunteer is suspected by his/her supervisor of being under the influence of alcohol or drugs he/she will be escorted off site The staff member or volunteer will not be allowed back on site until he/she is deemed to be sober	1	2
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CRANMER UPDATE *Building Progress – Dave Hinman*

Some further progress this month, including retrieval of the strap rail from the trolley bus barn area and having it straightened in the tram barn, plus more of the old flooring lifted, and an approach made to Bunnings for support in the provision of materials for the building's repair and refurbishment. Then, in a separate story, the latest arrival art Cranmer - the comprehensive John Shanks tramway collection.

On Saturday 20 March, Graeme Richardson and his team rescued the bent piece of strap tram rail and straightened it, using our new heavy duty press. It is now temporarily stored alongside No. 1 tram road, on the south side of Tram Barn 1, where the 4th piece of rail also currently lies - (photos attached). In due course all four pieces of rail will be moved to the Cranmer site. We have not had a response to far to our request in last month's Tracts for more rail, so the Wanted advt is repeated on p. xx below.



Previous Page left: Strap rail under pressure being straightened in the press by Graeme Richardson.

Previous Page right: Almost straight – Graeme applies heat to the rail.

Right: The now straightened rail alongside one of the other three existing pieces. The straightened piece is the shorter of the two. Note the existing holes in the rails dating from horse tram days and which will be able to be used for fastening the rail on to the asphalt floor of Cranmer.

Photos: Dave Hinman



Photo: indentation in the floor as described below

Photos: Dave Hinman



Photo: the floor after more old sections removed by Stephen Taylor and Graeme Belworthy on Monday 12 April

Removal of the water damaged flooring from Cranmer is progressing, led by Dave Hinman, and with assistance from Alastair Cross, Callum Brieske, Steve Lea, Stephen Taylor and Graeme Belworthy. The asphalt floor below is in very good condition, except in one place where we found evidence of heavy tyre indentations, presumably from one of the large fire trucks which formerly occupied the site. This removal work will continue over coming weeks. We could do with some further assistance to help remove it, and we are in discussion with the HTT for the commencement of roof and other building repairs.

The John Shanks Collection – Alastair Cross

Thanks to the generosity of John's wife Margaret, John's tramway collection has been donated to the Society and is now at Ferrymead, in the Cranmer Building. There is a vast array of Society files, going back to its foundation in 1961, plus many photographs, postcards, Ferrymead Booklets and other Ferrymead memorabilia. In addition, there

are tramway and railway publications (books and magazines) from all over the world, collected over the 58 years John was a member of the Society.



Photo: Margaret and Henry Deer, unloading Henry's car
Monday 29 March



Photo: Dave's trailer, full of cartons of John's books
Wed 31 March
Photos: Dave Hinman

Margaret approached Graeme Richardson, soon after John's death about the disposal of the collection and came back to us recently having done a major sort out of his possessions and requesting that we now take the tram collection away. So over the past few weeks, a small team consisting of Dave Hinman and Henry Deer and with assistance from Dot Hinman and Margaret herself, have been at her Wilsons Road home, sorting and loading car and trailer loads of goodies and transporting them to Ferrymead. Margaret used her car on one occasion and came to Ferrymead, viewing Cranmer for the first time since John had worked there 40 years ago and also seeing the tram baches and the trams barns as they are today, for the first time.



The first stage of the task is now almost complete – just a few more loads to go. – getting the collection to Ferrymead was the easy part, and we have now begun some temporary sorting ahead of more formal cataloguing. This will take time and will need to await the partial completion of the Cranmer building. We will also be passing on to other Ferrymead groups those items not of tramway interest. For example, John was also an early member of what is now the Canterbury Railway Society, which together with the National Railway Museum will be offered John's substantial railway collection.

MORNINGTON 103 UPDATE – DON McARA

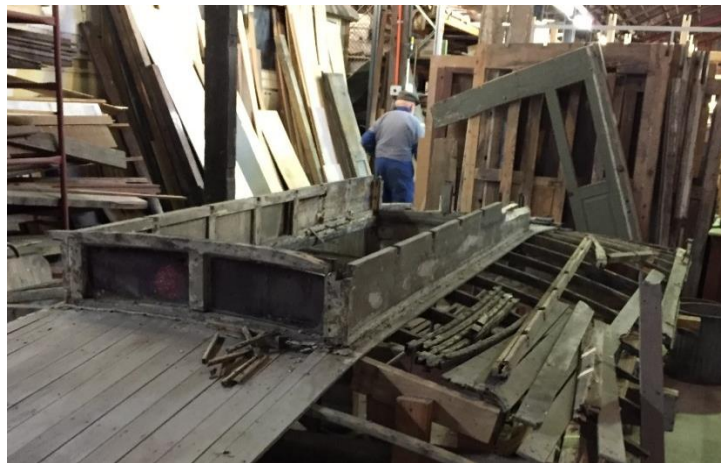
Don has received news that Mainfreight will be delivering Mornington 103's new wheelsets to Ferrymead on April 14. The exact time had not yet been confirmed as this issue went to press. Meanwhile in Tram Barn 1, the clerestory roof is being prepared for re-installation.



ABOVE: Don McARA holding up the almost completed clerestory roof which he and Richard Holland have been working on.

BELOW: what it looked like one year ago!

Photo: Dave Hinman



KITSON BOILER UPDATE – Alex Hunter



ABOVE: Bob Williams operates the hydraulic pump for the swaging tool being used by Alex Hunter to expand the ends of the boiler tubes in the 'new' Kitson steam-tram boiler. Photo: Alan Roi



THE CHRISTCHURCH TRAMWAY STRIKE – 1932 Photos: *Ferrymead photographic Society, courtesy Mick Braithwaite*



Top: Brill 185 (one of our bodies), with wire netting on the sides to prevent damage from striking Tramway Union Members. (The CTB employed scab (non- union) labour to keep the served going during the strike.

Bottom: Some of the scab employees at the Moorhouse Avenue sheds. Note the conductors' bags and tins and lack of uniforms. St Martins car 205 (with a driver in uniform) appears to be about to drive past with a police guard.

Next month we will continue this theme with another picture of a scab employee at work on a tram, together with the original bike tram, replaced years later by tram 203 and trailer 103, a remaining reminder of the strike.