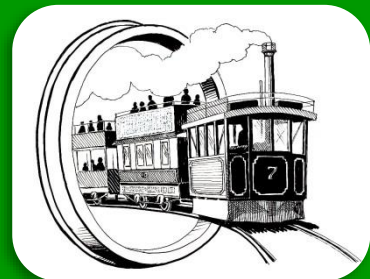


# *Ferrymead*

## *Tram Tracts*



*The Journal of the Tramway Historical Society*

*Issue 37 July 2019*



The Tramway Historical Society  
P. O. Box 1126, Christchurch 8140 - [www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)

## First Notch

### President's Piece – Stephen Taylor

Well, it is July already which means we are now into the second half of 2019 already. As usual for the time of year, the days are cold but there are still



plenty of activities underway and much work to be done, and I will focus on just a few of these activities here.

Firstly, the most noticeable change in the main tram barn is the extension of the engineering workspace to accommodate the

additional equipment we have got and are getting. This area is looking much tidier and spacious already. I expect there will more photos/details on this elsewhere in this and following issues of tracts as the new equipment arrives and is installed.

Associated with this, Bremca have donated us a new electrical Distribution Board which is needed for all the additional electrical circuits needed for the new machinery (as the old Distribution Board was too small and maxed out on capacity), and also sold us the necessary circuit breakers at a much reduced cost. As you may recall, Bremca donated us a brand new Switchboard in 2017 as reported in the March and April *Tracts*, and the Society greatly appreciates their further assistance with this new distribution board. I expect there will be further details – and photos - once this is installed and made operational.

There has been good progress made on a number of other projects around the Tram Barn – particularly:

- Hills Car N<sup>o</sup> 24
- Mornington Grip Car N<sup>o</sup> 103
- Truck repairs on N<sup>o</sup> 236 (which are almost ready to go back under that tram) and ongoing overhaul of the “spare” truck for N<sup>o</sup> 236
- Track repairs to the point outside livery stables (in Ferrymead Village)

- Roofing iron replacement on the back of the Tram Barn 1 workshop
- Christchurch N<sup>o</sup> 152 roof re-canvassing being undertaken by HTT

I would also like to acknowledge that we have gratefully received a grant from the Rail Heritage Trust to assist with Heritage Sign Writing on the body of the Kitson Steam Tram. As you are probably aware, the replacement boiler for the Kitson is currently away being welded, and the body will need to come off the Kitson when the old boiler is removed and the replacement one is installed. It has been decided that we will take the opportunity to replace the current Kitson body panels – apparently made of plywood and installed in the 1980s – with more “heritage accurate” wooden tongue and groove panels – which will then need to be re-painted and sign-written – and hence the need for this grant.

Also, the Society has been asked to revisit the issue of the appearance (and era) to which tram N<sup>o</sup> 24 is being restored. There is further discussion information on this elsewhere in this issue of *Tracts*, and a decision needs to be made at the July meeting by the membership as to how this should proceed, and I would welcome your attendance at that meeting for you to voice your opinion and be part of this decision.

Finally from me this month, you will see elsewhere in this issue of *Tracts* is the advance notice for the AGM – to be held in August. We have a number of vacancies currently on both the Management Committee and Tramway Operations Committee, plus we want to re-start the Bus Committee. And in addition, there are many Society projects that are not proceeding (or that are proceeding more slowly than we desire) due to lack on people involved in making them happen. I would like you to think about whether you are interested and able to put your name forward to help out the Society.

Regards,  
**Stephen**

## TRAM DRIVING TIPS

We would like to politely remind all tram crews that offside gates, chains, and barriers, where fitted, are to be secured shut during service runs, and where circumstances demand, nearside gates, etc., should also be secured. With large numbers of children on board, high spirited passengers of any age, etc., we ask that you use your discretion and, if necessary, close the barriers on both sides of the tram. This is particularly important when travelling in either direction between Church Corner and the Square Shelter.

## Notices

### GENERAL MEETING NOTICES

This month's General Meeting will be held on **Wednesday 24 July** in the Lions Building at Ferrymead Heritage Park, starting at 7:30PM. The topic of this meeting will be the restoration of Christchurch 'Hills' car 24, and a discussion on what changes should be made to it in light of Christchurch Tramway Limited's decision to request this tram on lease in late 2020. Supper will be provided at the conclusion of the night at the usual cost of \$2.00

Then, next month will be our **Annual General Meeting on Wed. 28 August**, again in the Lions Building but with a slightly later start time of 7:45PM. We warmly encourage all members to attend this and help shape the direction of our Society over the coming year. This year there are still a number of open positions on the Management Committee, and also on the new Bus Committee which is being restarted after it was temporarily placed into recess due to insufficient numbers last year. For those interested in knowing more about these roles, please contact Stephen Taylor or Dave Hinman. Please refer to the advert below for further details on the Meeting.

And finally, our September General Meeting on **Wed. September 25** will feature a talk from Society Editor, Alastair who was on holiday in Japan in late May and by all accounts enjoyed himself travelling around by rail and enjoying the sights, sounds and tastes of Japan. This promises to be an interesting talk, and once again we warmly encourage all members who are able to come down and attend to do so. The venue and time for this will be confirmed in next month's issue of *Tracts*.

### WORK DAY

Our next Society Work Day will be held on **Saturday 20 July** at the Tram Barn. Unfortunately the kitchen in Tram Barn 1 is currently being refurbished, so we will be unable to provide the regular full catered lunch for those who attend. All members are warmly encouraged to come down and help out, even if only for part of the day or maybe to catch up afterward.

Please also mark in your diaries the dates for the next two Work Days – 17 August and 21 September 2019.

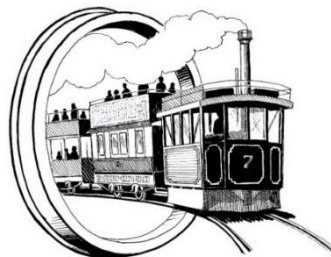
## ANNUAL GENERAL MEETING 2019

The 2019 Annual General Meeting of the Tramway Historical Society will be held on **Wednesday, 28 August 2019 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 previous year, to elect the Management Committee, to consider and deal with any notices of motion (these must be in the hands of the Secretary no later than 21 days before the meeting) and any general business. Supper will be provided. We look forward to your attendance.

Dave Hinman

Secretary

[secretary@ferrymeadtramway.org.nz](mailto:secretary@ferrymeadtramway.org.nz)







### TRACKWORK NOTICES

Work is steadily continuing on the re-laying of the Hall of Wheels siding points. As of earlier this month, the rails had been replaced and tack welded, while drainage pipes plus ducting for the Post and Telegraph Society's cables had also been installed. In due course a replica track drain cover will be made using surplus light railway-type rails to cover the new track drain which continues under the road and past the blacksmith's shop to the fire pond. Because this work is still ongoing, the decision was made not to use the 'Birthday Loop' for tram rides during the regular Ferrymead Night Market on July 6. Instead, Christchurch Double Decker N° 26 ran between Church Corner and the Square Shelter. The above photograph, from Dave Hinman, shows N° 26 waiting at Church Corner for further custom that night. Further photos of the trackwork project appear on p.9 below.

Further up the line, the Christchurch City Council's contractor CityCare has been clearing excess vegetation along the roadside near the entrance of the Ferrymead Golf Club and driving range. This has exposed some of the Society's rail supplies, comprising a mixture of grooved tramway and former railway rails, together with some point work and traction poles that have been collected over the years. The frame of the P22 Peckham trailer chassis, which will eventually be needed for 'Standard' trailer N° 126, is also stored here. The Council have offered to assist us in improving the stacking of these materials, and are also in the process of providing barriers to prevent unauthorised vehicles - and rubbish dumping - along the tram line from the Truscotts Road traffic lights back to the paddock loop. We will report further on this next month.

### JUNE GENERAL MEETING - FRONZ CONFERENCE REPORT BACK

A good attendance of members, some of whom were attracted by the availability of their copy of Graham Stewart's new book which arrived a few days earlier, saw an interesting photo presentation and talk on the Queen's Birthday weekend conference in Timaru which included a presentation on tramway happenings around New Zealand, a tram operators' meeting and site visits to the Plains Railway at Tinwald and the Pleasant Point Railway and Museum. Stephen Taylor, Dave Hinman, Alan Roi, David Maciulaitis, Michael Leefe and Don McAra all contributed to an interesting and informative discussion. The latest FRONZ journal also has a good summary and plenty of photos relating to the conference. Go to: [https://www.fronz.org.nz/sites/default/files/FRONZ\\_Journal\\_188\\_June\\_2019.pdf](https://www.fronz.org.nz/sites/default/files/FRONZ_Journal_188_June_2019.pdf) to check it out.



### YANK 12'S NEW HOME

Yank 12's chassis is now safely stored in the new container (AKA "tram barn 5"). The following photos show the "bridge" from the traverser to the container, and the removable rail sections which are taken off to allow the doors to be closed. The chassis was winched in courtesy of Graeme Richardson's 4WD on Saturday 29 June. The bridge building was mainly undertaken by Brian Fairbrass, HTT staff member.



*Photos by Dave Hinman*



### ADDITION TO THE SOCIETY'S OUTDOOR BUS DISPLAY

Former New Zealand Railways Road Services Bedford motor coach 3583 of 1964 vintage has recently appeared amongst our collection of former Christchurch Transport Board buses in the vicinity of the tram barns. The bus is owned by the Wellington based Omnibus Society but has come to Christchurch on long term loan to the National Railway Museum, under development at Ferrymead. Unfortunately, secure covered storage was not able to be provided, and the partial cover, with tarpaulins using the old "de-nailing" shed was out of sight behind the Linwood store. This left it subject to several attacks of vandalism including broken windows and a stolen radiator. When Omnibus Society, and THS, member Peter Rendall approached our Society for some help in protecting this heritage vehicle, it was agreed that an interim solution might be to store it in the open with our fleet, which has to date only suffered occasional and minor damage. Peter was recently in Christchurch for a few days and as shown below, with assistance from Dave Hansen and the Post & Telegraph Society's winch truck, and Dave Hinman's Land Rover, 3583 was successfully extracted from the shed and towed to Bridle Path Road. Peter has arranged for Novus Glass to replace the broken windows and a replacement radiator has been located and fitted. It is hoped that secure storage can be arranged by the NRM until their museum building is completed.



photos: Dave Hinman.

### BOOK SALES

Dave Hinman reports:

Our copies of the exquisite *Graham Stewart's 1950s & 1960s Images of Trams on the Streets of New Zealand* arrived last month. Orders kept flowing in until well beyond Graham's original cut-off date and we were very fortunate that he was able to supply us with 40 copies of this limited - 150 copies - Collector's edition, all of which have been sold. I am well through the distribution process with just a few local (Christchurch) ones to be paid for and collected. A very big thank you to Graham for donating these books to us; the proceeds are likely to be put towards the new display and library area proposed for the Cranmer building which we are hoping to obtain the use of later this year.

Hugh Ballment's *Illustrated Tramway Atlas of Australia and New Zealand* is also selling well. A total of 38 copies have now been sent over from Melbourne and with some good sales made at the FRONZ conference there are only a few remaining at the special price of \$60 +P&P. They are available either from [secretary@ferrymeadtramway.org.nz](mailto:secretary@ferrymeadtramway.org.nz) or by phoning Dave directly on 027 431 4778.

## RESTORATION REPORTS

### ***Christchurch 'Hills' Car N° 24 – Stephen Taylor***

The focus on restoration of N° 24 this month has been the many tasks needed to prepare for the roof to be canvassed. This includes getting the roof bows that support the monitor roof ready for fitting (and painted), fitting the metal ventilation louvres above the side windows in the saloon and preparing the surrounding wood work for final fitting, and commencement of machining the replacement guttering. In addition, side destination boards have been got out ready for overhauling, and the end destination board mechanisms have been got out for overhauling and repair. Plus the pole bases to go on the roof are now being overhauled. And I should mention that Dave Hinman is working on measuring up the motorman's and side steps ready for re-making and fitting.

### ***Mornington Cable Car N° 103 – Don McAra***

Don and his team are currently working on restoring the roof of Mornington N° 103, revealing in the process the original coloured glass skylights fitted in 1903. These had been covered over by the 1920s after a collision with a small motor car in which it was thought sunlight coming in through the skylights had temporarily blinded the grip man. Over the top of this was an additional layer of veneer added in the 1950s to keep the cable cars looking presentable as maintenance was reduced in the run-down to final closure.

Also on the list of things to do are repairs to the edges of the roof from when N° 103 was recovered from Cromwell by Trevor Craib and his fellow enthusiasts. Because of time constraints, we will publish a full article, in Don's own words, in the next issue of *Tracts*.

### ***Kitson Steam Tram N° 7 – Alex Hunter***

As noted by Stephen in his President's Piece, the Society has received a donation from the Rail Heritage Trust to cover the cost of heritage signwriting for the cab of Kitson N° 7 when the current plywood panels are replaced with more historically correct tongue and groove panels. The Society would like to thank Alex for putting together the grant application, and the Rail Heritage Trust for their generosity and support.

## STOP PRESS

From Alex today (15 July) "A couple of snaps I took this morning of the Kitson boiler at Lyttelton Engineering. They are making fantastic progress with the welding and hopefully we get it back within the month.

Will update further soon. "





## Hills Car 24 – Open or Closed?

*As has already been noted elsewhere this issue, the July General Meeting will be focused on the restoration of Christchurch 'Hills' car 24 which has been requested by Christchurch Tramway Limited for lease late next year. Stephen Taylor explains the reasons behind this decision:*

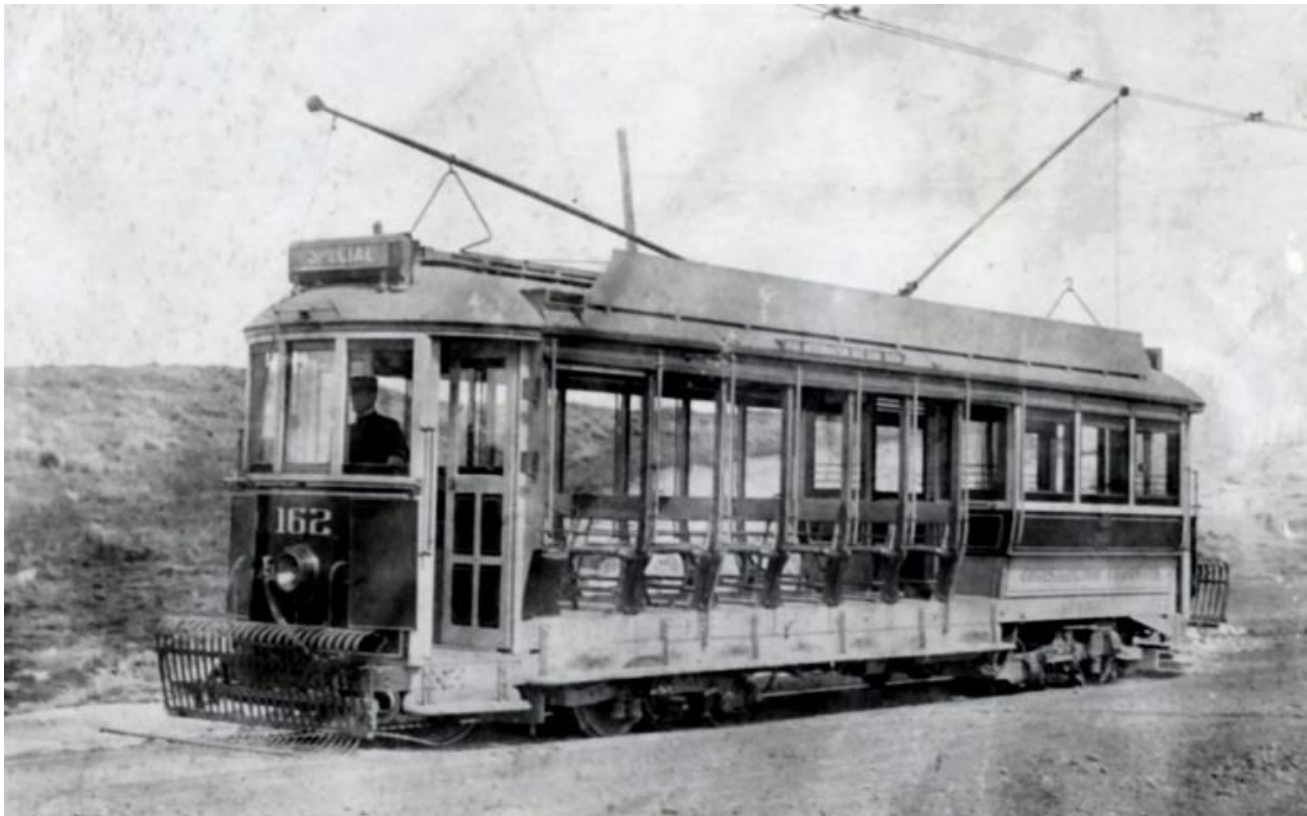
As many members will be aware, the Tramway Historical Society enjoys a close working relationship with the Christchurch Tramway, going back to 1995 when we leased the first three trams and two trailers to run on the original circuit. Since that time, the Society has supplied additional restored trams to Christchurch Tramway Limited (CTL), as well as carrying out overhaul work on the fleet through our commercial arm, the Heritage Tramways Trust.

In August of last year, it was made known to the Society that CTL would be looking for another two trams in late 2020 to coincide with the opening of the new Cruise Ship Terminal at Lyttelton, and the expected completion of the tramway extension down to Tuam Street. It was agreed at the time that our current restoration project, Christchurch 'Hills' car 24, would be offered to CTL for consideration as one of those trams. Earlier this month, CTL confirmed their interest in a long-term lease of Christchurch 24, but have also stated that their preference for the tram was not for it to appear as it did circa 1950-51, as originally planned in 2008 when the Conservation Plan to drive the restoration was produced, but for it to be restored as an open sided tram.

Your Society management has decided to seek feedback from the membership of the Society to confirm whether 24's restoration should be modified to meet the preferences of CTL, and if so, to what extent and level of historical appropriateness these modifications should be made. The July General Meeting, to be held on Wednesday 24 July in the Lions Club Building starting at 7:30PM, will be devoted to a discussion on this topic. We welcome any and all reasonable perspectives on the matter, and hope to see as many members as are available as possible. As usual, supper will be provided at the conclusion of the meeting at a cost of \$2.00 per person.

**BELOW:** *A portent of what may be? First-built 'Hills' car 162 poses for a photograph at the Cashmere Hills Terminus, not long after it was delivered from Boon & Company's factory in Ferry Road in July 1912. Sister 24 looked similar when it entered service in 1920, as shown on the front cover of this issue. Can you spot the differences? 24 could end up being restored to original condition, depending on the outcomes of the July General Meeting and consensus of the Society membership.*

*Photo: Graham Stewart Collection*





## From Our Members' Cameras



**Hall of Wheels siding points** Since these photos were taken, the rails have been reinstated and tack welded, drainage pipes run, and fill has been added to almost track level. Photos: Dave Hinman.



New roof canvas applied to Christchurch 152, currently in the Paint Booth in Tram Barn 3. Photo: Dave Hinman.



**ABOVE:** *Dunedin's High Street, believed to be around 1920, with Mornington cable car N<sup>o</sup> 3 - the future Dunedin City Corporation N<sup>o</sup> 103 – loading for another trip up the hill. By this time the glass skylights in the clerestory roof had been covered over, with only one red one at either end partially showing thanks to holes cut in the ends of the roof to allow those skylights to act as tail lights up and down the hill. We include this photo as a 'teaser' for next month's article from Don McAra explaining the significance of this change.*

*Photo: Courtesy Don McAra.*

**FRONT COVER:** *Fresh from Boon & Company's factory in November 1920, 'Hills' car N<sup>o</sup> 24 is ready to enter service with the Christchurch Tramway Board using the trucks and control gear from former double-decker, N<sup>o</sup> 24 which had been converted into single-deck trailer N<sup>o</sup> 143 that same year. Christchurch Tramway Limited would prefer N<sup>o</sup> 24 to have an open section as it did at this time, though whether it will be restored to this exact condition – or even with a full-length open section – is yet to be confirmed. A decision will be made following the July General Meeting and reported back in next month's issue of Tracts.*

*Photo: Alexander Turnbull Library*

### **FERRYMEAD TRAM TRACTS**

***The Newsletter of the Tramway Historical Society***

***Editor: Alastair Cross***

***Contributions can be sent to the Editor at [tracts@ferrymeadtramway.org.nz](mailto:tracts@ferrymeadtramway.org.nz)***

***We welcome contributions of information for both Tracts and our Society Facebook page. Slide photographs and text are welcome by prior arrangement.***

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