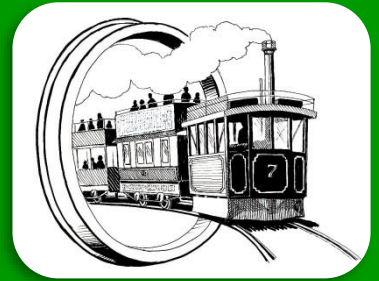


Ferrymead

Tram Tracts



The Journal of the Tramway Historical Society

Issue 55 – March 2021



Trolleybuses On the Move
Where to for the Cranmer Building?
Goals and Projects – ‘2020+1’

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

President's Piece – Stephen Taylor



Well, another month has quickly passed. And as I write this, we are back under COVID Level 2 rules again. Hopefully when you get to read this issue of *Tracts*, we will be back to Level 1, but in the meantime, 236 is back as the “default” service tram with every second seat blocked off and the other COVID Level 2 protocols are back in place. Also, as a consequence of being under COVID Level 2, the March night market has had to be cancelled by the Park. (*Editor's note – we are now back at Level 1.*)

And speaking of running trams, the Park has advised that they will be running an “Easter Egg Hunt” as part of the Easter Sunday “event day” – which will be combined with the April Steam Sunday. We are hoping to run a multi-tram service on the Sunday, with normal service trams operating on the other Easter days and a Night Market on the

Easter Saturday! – COVID alert levels permitting of course.

Down at the Tram Barn workshops, we have seen Dunedin number 11 arrive back from the City Tramway for some work on the roof and one platform and a truck overhaul. Currently the tram's body is in Tram Barn 3 with the truck separated and now in a number of pieces in Tram Barn 1.

Meanwhile, and also in Tram Barn 1, I understand we have all the pieces we need to get the loader reassembled – and it also is getting a repaint.

And outside on the south side of Tram Barn 1, a second (earth) overhead wire has been run to make it easier to get trolley buses over the Tram Barn 2 servicing pit by allowing them to drive - under their own power - down past the south side of Tram Barn 1 and onto the traverser and then into Tram Barn 2 (and later to reverse back out the same way)!

Next – you will have noticed we didn't have a general meeting in February. Unfortunately we ran out of ideas that we could turn into a general meeting in time for a February meeting – but to stop this happening in the future it would be helpful if members could provide ideas on what general meeting topics they would like. However, you will be pleased to know we have a meeting planned for March – more on this elsewhere in this issue of *Tracts*.

And finally for this issue of *Tracts*, I would like to extend a warm welcome a new member – Ian MacGregor – who joined the Society as a member in February.

March General Meeting: This will be our annual Society Goals and Projects planning meeting, and is planned for Wednesday 24th March in the Lions Club building starting at 7:30pm. We will be reviewing where we are up to and in particular what the Society will be (or should be) focusing on over the next 12 months. As this meeting didn't occur in 2020 – due to COVID – we also have a bit of catching up to do. And as part of this meeting, we will be considering a paper recently presented to the Management Committee by one of our members who has some specific views about what direction(s) our Society should focus on in the future. A copy of that paper is included with the March *Tracts* mail out. The meeting will be followed by supper, so please bring a \$2 contribution for this.

TRAM DRIVING TIPS WITH DAVID JONES

When removing an air brake handle from the brake valve, ensure that the handle is sitting squarely in the lap position for removal. If the valve is difficult to remove it is because it is not correctly aligned in the lap position. This will result in either leakage of air that might result in a brake failure or excessive air in the cylinders causing a resistance. NOTE: Keep a regular eye on the air pressure to ensure there is a safe working pressure at all times.

Cranmer Building Update

Further to our brief stop press report in the February edition of *Tracts*, this month we have some pictures to show of Barry's Model tramway which he has donated to the Society. We are still developing ideas for its display and operation, at the same time as we continue to plan for the overall Cranmer development.

Firstly however, let's review where we are at with the overall plan and progress for restoring and repurposing Cranmer, of which the Marchant tramway has now become a significant element.

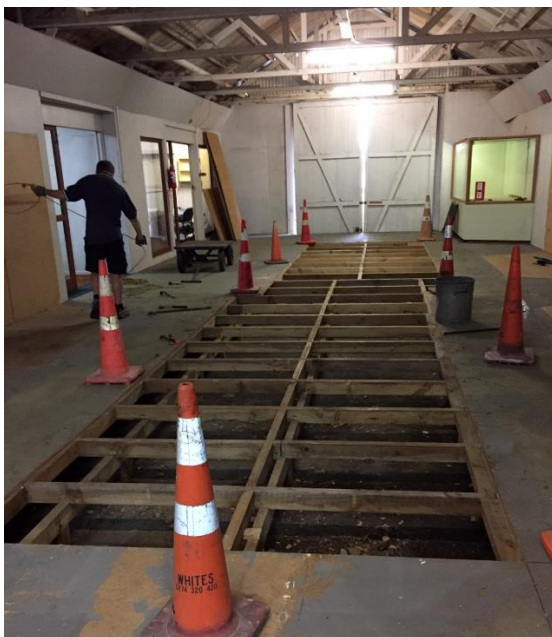
Work continues on progressing plans for floor, roof and other repairs to make the whole building habitable.

This includes progressing with investigating fundraising options and possible labour sources, including the possible use of the HTT.



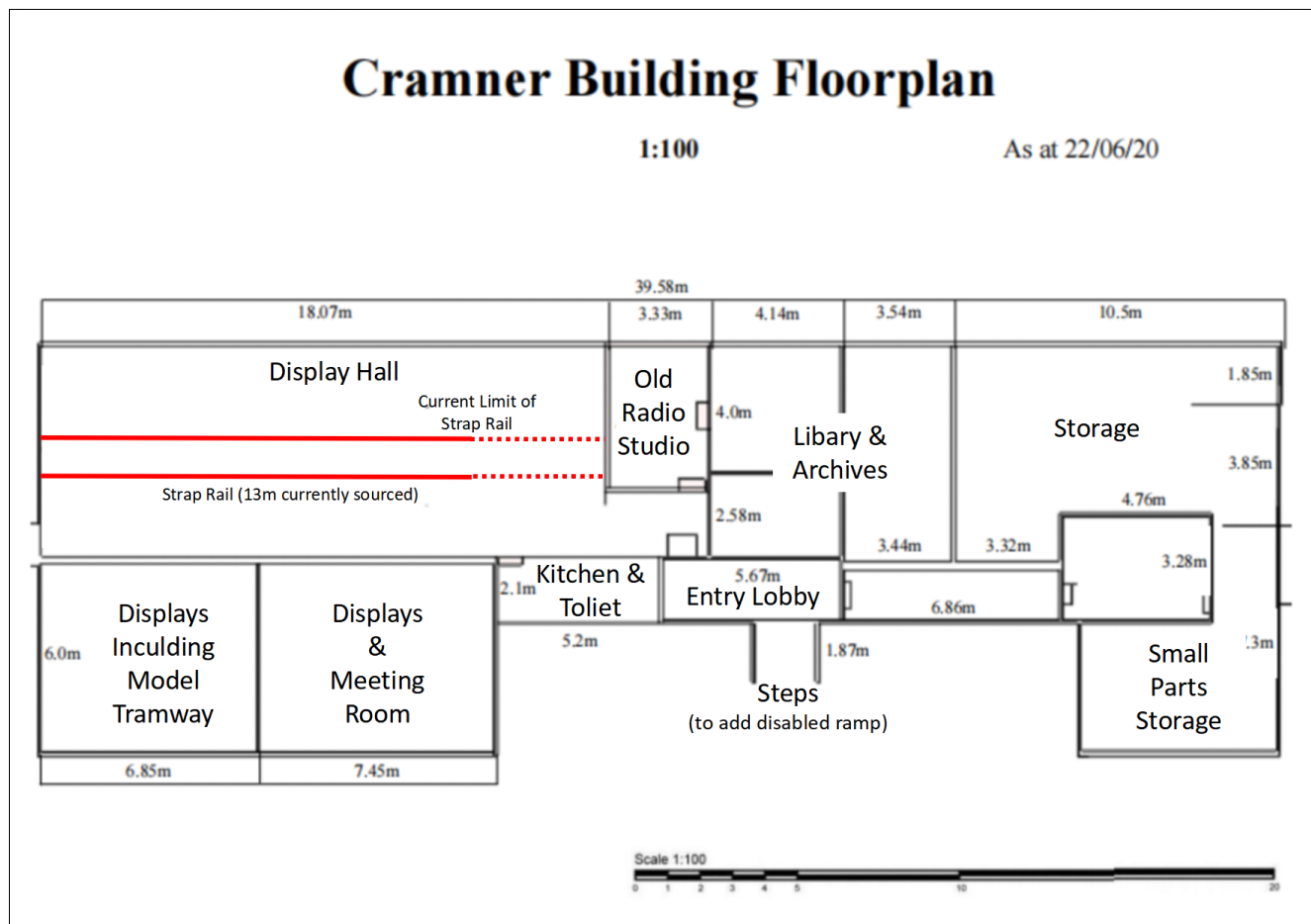
Cranmer Building, showing western door where rail access will be provided

The photos below show progress on the lifting of the main display hall floor. This was necessitated by the water damage to much of it caused by the leaking fire sprinkler main pipe (refer to October 2020 *Tracts*) and also by the decision to include linking the building to the nearly tram track, with a line entering the south end of the building and set at the original (asphalted) floor level.



Floor progress, Cranmer Display Hall (also front cover photo, showing President Stephen hard at work)

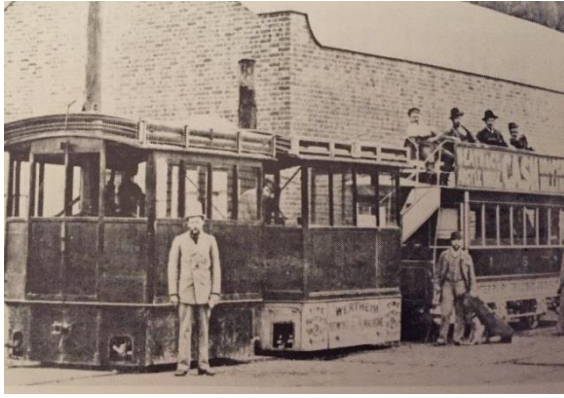
Just a reminder that this was the floor for the original occupiers, the Fire Services Historical Society and their large collection of heritage fire appliances. When they vacated and moved to their new “Hall of Flame” in the 1980s, the floor was raised using donated chip board, to the same level as the adjacent side rooms, always at that level. The Radio Preservation Society were the next long term occupiers, using the side rooms and the Eastern end (which has always had a low concrete floor) for displays, restoration and storage. The main display hall contained the valuable Dini Collection of early musical recording instruments, which had been bequeathed to the Ferrymead Trust by the late Bill Dini. Now with the building owned by the THS we have the opportunity to at last have a high quality display building.



Rough sketch of proposals for use of Cranmer building - track option referred to below in red.

We have been giving serious thought to the type of rail we would use inside the building, noting that with the very low headroom we need very small section rail, or even square section steel to allow for single deck trailers, or trams with no poles or destination boxes, or double deck trailers. With a total length available of just over 18m (excluding the ex-radio studio, a more recent addition protruding some 3.3m into the hall), there is just room for either three up to 6m vehicles such as double decker trailers, single decker trailer 18, a cable car, or steam tram; or alternatively one double decker trailer and one single decker tram (Dunedin Toast Rack 37 – spacious option) or one double decker trailer and one standard Christchurch or Dunedin Bogie tram (very tight option).

So far we have agreed on one vehicle – unrestored Christchurch Double Decker 64 - because of its historical significance as one of the first nine Christchurch trailers built by John Stephenson of New York in 1879, and because we can show it in its current as-received and unrestored state.



C. 1880 -Steam trams with DD trailer 5 (Stephenson)

Stephenson DD 64 – for display in Cranmer.

We have recently come up with an idea for rail inside the building - using old horse tram flat “strap rail”. This would be anchored to the existing floor (we are currently developing a way of doing this) and the head of the rail would only be about 25mm above the floor. The idea came about when we realised we had a few quite long pieces of such rail, in good condition, and when we added up the total length so far found it comes to 26.6m – i.e. 13.3 metres of track. This would get us well into the building and would provide track for all but the tram furthest inside – likely to be DD64. If need be that tram could sit on bearers.



Strap rail (2 pieces) beside Tram Barn 1



Strap rail, bent but fixable at Trolley Bus Barn

However our latest idea is to enquire of other groups around New Zealand as to whether they have any such rail and if so would they be prepared to make it available to us. We would only need a further ten metres to get us to the current end of the display hall (excluding the studio).

Story and photos: Dave Hinman

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.

Update – The Marchant Collection



Some views of Barry's model tramway, including a few of his trams, in his shed at home in Linwood Ave.



Checking out Barry's model tramway in his shed. From left: Steve Lea, Colin Loach, Stuart Batty, Darren Marchant

As shown in the photos above, Barry's complete 1:32 gauge tramway layout includes poles and wires and shops, houses, other buildings and street furniture and vehicles. These together with his operating trams if not firmly attached were packed into boxes and are now stored in the future library area of the Cranmer building. There are also models still under construction, construction materials, paints etc. and some tools. Other items include his collection of tram books, photographs, newspaper cuttings, Society magazines and newsletters, etc.

In addition to a preliminary sorting of the many items, we have temporarily set up the tramway on its trestles in the smaller of the two side rooms and have started sorting additional layout modules, some of which have been used in earlier versions of the layout. It looks as though with the help of some tramway/railway modellers we should be not only able to restore Barry's current layout to operating condition, but add a subsequent extension which will provide a further turning loop to allow for two alternative circuits to be operated. We will continue to look at these options for the initial set up of the line. Watch out for further reports and photos on the Cranmer project in future editions of Tracts.

Report and all photos: Dave Hinman

FROM THE TROLLEYBUS SHED

The trolleybus crew have been busy tidying up the grounds around the shed. Philip Murphy and Mark Hibbs have spent ages tidying up the long grass around the area. Some of the crew have been busy in the upstairs section of the trolleybus shed tidying up ready to move the THS uniform collection through to the front room and to then complete the lunchroom rebuild.

Thanks to the arrival of tram 11 from the city Christchurch 210 had to be moved outside. As 210 is 90 years old it was decided to return 210 to the Trolleybus Shed even though the maintenance and servicing on it is not complete. Bus 103 has been brought up to the tram barns and has had an underneath inspection done. A couple of items have been found which will need attention before the next COF. There is still more servicing to do on 103. We are really grateful for the use of the P&T Society's Ford V8 tow vehicle and Craig Bullen who drives it when we borrow it. It has always been hard to get trolleybuses over the pit and a small length of overhead was erected over the pit and traverser. The trolleybus overhead guys have now extended the negative wire almost to the rear of the tram barn and this has made moving buses much easier.

Alan Roi recently went up to Wellington and came back with 144 clinch ears and some other trolleybus goodies. We appreciate our friends in the WTM making these available at scrap price.



ABOVE: Parts of the surrounding area behind the Aviation Society hangars are now looking a lot tidier now that the long grass has been cut and surplus materials removed. In the process, a 'missing' fire hydrant point was found – it had been hidden under some scrap boiler house pipes. Photos: Alan Roi.



ABOVE: Moving Christchurch 210 into position with the aid of the P&T Society's Ford Jailbar for the short run into Tram Barn 2; later in the day (though barely visible) the negative return wire had already been partly extended and would be finished the following week. Photos: Alan Roi.



ABOVE: It's not just trolleybuses that have been on the move lately with the help of the P&T Society's Jailbar! Christchurch 410 has also moved too - into the turning circle by Tram Barn 1, 20/2/21. Photo: Alastair Cross.

BELOW: ChCh 210 after backing out along the newly erected trolley bus overhead beside Tram Barn 1. Note the poles turned towards the front of the bus to ease driving (no pushing the poles!) giving a somewhat caterpillar antennae appearance from some views. Photo: Alan Roi





ABOVE: Wellington 103's turn to be towed by Craig Bullen and the Jailbar. Photo: Alan Roi



PREVIOUS PAGE: *Graham Richardson (HTT) at work on repairing the front of Dunedin 11. Rotten wood in the floor of the drivers cabin created this rather spectacular photo of the tram in pieces. Its truck is also being overhauled and the roof recanvassed. No. 11 ran at Ferrymead for several years before its initial temporary move to town. This later became permanent and 11 has not had a full overhaul since. Photo: Dave Hinman*

ADVANCE NOTICE

FRONZ CONFERENCE

The annual conference of the Federation of Rail Organisations of NZ (FRONZ) will be held in Gisborne at Queens Birthday Weekend, same time, same programme as the cancelled conference last year. It will include a rail excursion on the Gisborne City Vintage Rail to Murawai and return, and a visit to the East Coast Museum of Technology. For more details go to www.fronz.org.nz/conferences

COTMA CONFERENCE

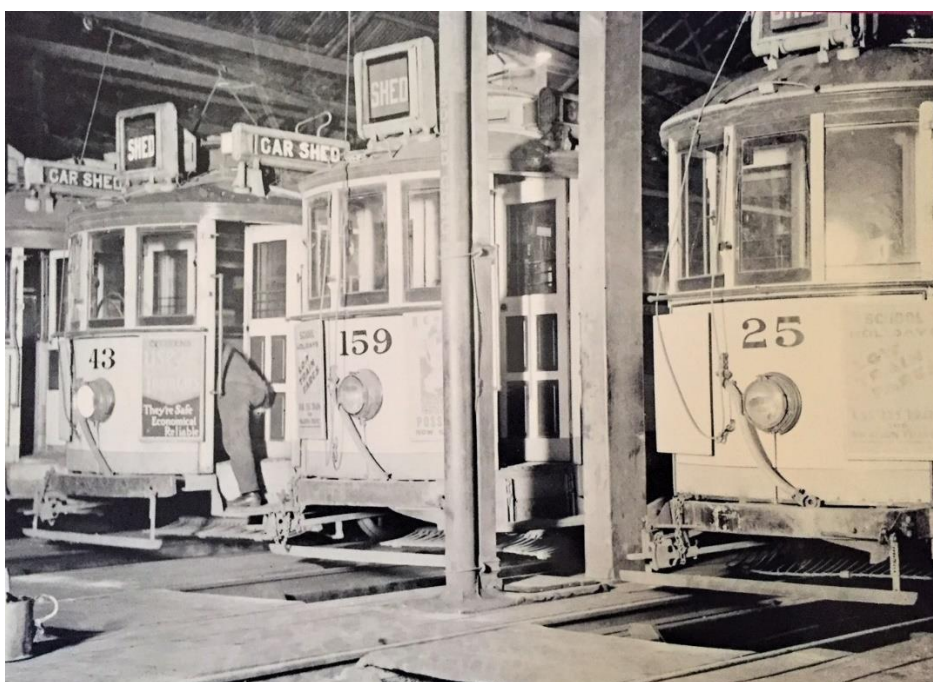
The biennial conference of the Council of Tramway Museums of Australasia (COTMA) , cancelled last year because of COVID 19, will now be hosted by the Ballarat Tramway Museum, also celebrating their 50th Anniversary. The programme will run from the evening of Wednesday 15 September to Monday 20th September and will include a partners programme. It is anticipated that some pre-conference activities in Melbourne will be arranged by Melbourne based people, 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 20 March from 9:30am - Plenty to do at both the tram barns area and the trolley bus shed. It will be followed by an evening ZOOM social meeting commencing at 8pm - Link will be on the email to which this Tracts is attached. All welcome to join in – local, national and international!

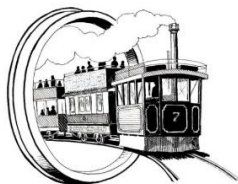
MARCH GENERAL MEETING - Wednesday 24 March at 7:30 pm - see President's piece for details.





BACK COVER and PREVIOUS PAGE : Three shots recently received of Christchurch tram and trolley bus scenes dating from the 1930s and 40s. - a) night time scene at Moorhouse Avenue Sheds – English electric trolleys and Mk 1 Hills Car 171, b) CTB Thorneycroft truck with snow plough attached Cnr Colombo, Armagh, Victoria Sts during the big 1945 snow storm and c) a line up of trams in the shed in the early 30's, including Mark 2 Hills car No. 25.

Photos – Courtesy Mike Braithwaite, Ferrymead Photographic Society.



Ferrymead Tram Tracts is the newsletter of the Tramway Historical Society

The Tramway Historical Society

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