

FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 5—May 2016



Here comes 'Standard' 126...

The latest arrival at Ferrymead for preservation

Your Society Needs YOU...

To help boost volunteer numbers



As reported in this issue, the decision to acquire prototype 'Standard' trailer No. 126 from its long-term rest as a holiday home on Banks Peninsula met with majority support at last month's meeting. The body of No. 126 moved to Ferrymead shortly after on 26 May 2016 and is now on short-term outside display pending available covered space in the longer term.

ABOVE: During a holiday to Christchurch in January 1950, renowned tramway historian Graham Stewart found No. 126 and an unidentified sister 'Standard' standing at the end of the line—literally—at the Fendalton terminus with what appears to be a 'Boon' tram on 6 January. No. 126 had only a few years' service left at the time before being retired along with the rest of the 'Standard' trailers at various dates between 1952 and September 1954. Photo: Graham Stewart.

BELOW: On 26 May 2016, No. 126 was on the move again, bound for Ferrymead as a formerly 'grounded' body-cum-holiday home. Running two hours later than planned due to complications in loading the tram body onto the truck, the pair of Cam Lill's work vehicle as the pilot vehicle and the truck carrying No. 126 posed at the Wainui turnoff, Barrys Bay on the Christchurch-Akaroa Highway for photographs of the trailer body on its way home. An hour later, No. 126 was back in Christchurch and was positioned by the Bus Stop outside the Cranmer Building at Ferrymead for short-term temporary storage. Photo: Dave Hinman.



President's Piece—Graeme Belworthy



The COTMA 2016 Conference Registration forms are now online at www.cotma.org.au, and follow the links. It's not too early to register now for the conference and this also includes registering for the Partners Program. The Post-Conference Tour is also online and Richard is asking for expressions of interest to help gauge support. The Pre-Conference Tour is still a work in progress.

The day to day running of the Society is kept going by a small group of aging members who are finding it harder and harder to complete all the tasks required. We currently have three of the more active members out of action because of health issues. Elsewhere in this copy of Tracts is an article on an upcoming Membership Drive, so I ask everyone to please help in any way they can.

On a more positive note the number of visitors from out of town and in particular those from overseas has been very pleasing. We seem to be getting several each month, and in some cases they have been very helpful in assisting the Society to obtain parts from overseas.

I mentioned last month that the big socket set from the

Alastair's Angle—Alastair Cross



Welcome to your latest issue of *Tracts*. Following last month's impromptu 'makeover', the only comments so far is that it looks good, and as a result of this, *Tracts* will now be adopting this new look for the foreseeable future.

The biggest news this month has been the arrival of Christchurch 'Standard' trailer No. 126, which made the trip from French Farm to Ferrymead for preservation at the

end of May. It's now 'parked' alongside the Bus Stop next to the Cranmer Building for the time being, where it will act in the medium-term as a display of what former tram bodies became upon withdrawal from service.

On a less pleasing note, the THS is now seeking more volunteers to assist with the day-to-day operation of our tramway as well as maintenance and restoration of the infrastructure, buildings and vehicles that form the core of our collection due to both a decline in membership and other pressures on our existing volunteers. Graeme

Engineers Workshop had gone missing but fortunately has now been found left on a project. This highlights the need for Project Leaders to ensure all tools are returned to their rightful place at the end of each day. I would also encourage all members to return any tools they find left out.

An update on the proposed bus shed next to the trolley-bus shed. This site has been found to be out of the question for several reasons including flooding and the cost of cleaning up the site ready to build on, just to mention a few. The effort has now changed to building the Diesel Bus Barn at the east end of Tram Barn 1. John Atkinson the Project Leader is in discussions with the City Council to ascertain the requirements for the foundations. Once this has been achieved plans can be drawn up and quotes obtained and serious fundraising can start. Some donations have already been received and very much appreciated.

The Society in an endeavour to cut down on expenses is asking everyone who receives *Tracts* that if they can please get it by email which is also in full colour that would be appreciated.

Cheers,
Graeme

Richardson has agreed to lead a Membership Drive, which will hopefully take place later this November as outlined in Graeme's explanation in this issue. I say 'hopefully' as the date is yet to be fixed—so please watch this space for updates.

On the subject of members, at least three have been out of action recently including Ken Henderson, Don McAra; and John Atkinson. As a result of Ken being unavailable, John Shanks kindly stepped in to fill the gap for a speaker at the May function. By the time you read this issue, Ken will have returned to action to help out at the Ferrymead Queen's Birthday event, but I am sure you will join me in wishing Don and John and any other members currently out of action for whatever reason—a speedy recovery.

That's about all from me this time.

Cheers,
Alastair

Conferences, Meetings and Notices

June Work Day—18th June 2016

Our monthly Work Day will be held on Saturday, 18th June. At present we do not have a motorman to drive the works tram—if you are available that day and are willing to help by driving ‘The Beast’, please e-mail John Harris. All offers of help will be greatly appreciated by the THS team.

Advance Notice—Membership Drive

President Graeme has asked Graeme Richardson to organise another membership drive later this year. The actual date is still to be determined by the Committee, but is likely to be the week end of 19-20 November 2016.

With our membership becoming steadily older and the damaging effects of the earthquakes still hanging over us, this is a most timely initiative.

We need new members – right now! We need new ideas, new helpers and new enthusiasm! We have a truly wonderful and world-class project in a recovering community. Now we need new people to share our vision with and to drive it forward.

We urge all THS members to get behind the initiative of “the Graemes”, and of our Committee to ensure its success. Helpers will be needed to set up our display material, to meet and to greet our visitors who are our potential new members, and to “buddy-up” to interested people, to mentor them with enthusiasm, and to integrate new members into active involvement with the Society.

This note is to keep our membership informed of what is happening. We will keep you up to date in future issues of Tracts and will provide you with a date for your diaries as soon as possible. Just remember that the Society faces the crisis of ageing members with diminishing energies. We must have new members if we are to survive and to continue to fulfil our objectives.

Please make it your MISSION to actively support this membership drive and especially to be prepared to help if you are asked to do so.

More about this next month!

—Graeme Richardson

(Continued on page 5)

Catch Point—Corrections

Last month, we published a correction stating that one of the THS-owned buses repainted recently was not 512 (as had been originally published) but 510. However, Alan Roi has corrected this, explaining that it was not 510 that was repainted. The bus in question was MAN SL202 No. 612 Canterbury.

We apologise for further confusing the matter of which bus had been repainted.

RIGHT: The correct one! Ex-CTB MAN SL202 No. 612 Canterbury stands in the old Council carpark at Ferrymead, 12th November 2015. This bus was repainted recently, but a typographical error and a misunderstanding by your Editor ending up confusing the matter. Ooops....

Photo: Alastair Cross.



Conferences, Meetings and Notices

COTMA Conference 2016—Advanced Notice of Bookings

Planning for the conference is now well advanced, with bookings now open for the conference and the accompanying partners programme, and with expressions of interest being sought for pre- conference (North Island) and post- conference (West Coast South Island) tours). All the information is now available on the COTMA website - go to <http://www.cotma.org.au/conference.html> . The THS Conference Organising subcommittee continues to meet monthly and as conference time draws nearer, our Ferrymead work days are focussing on having our site looking as tidy as possible for the big event. Please come down and help whenever you can.

— Dave Hinman

General Meeting— 18 May 2016

This was well attended with the main event being a talk and slide show (yes, real 35mm slides!) by John Shanks on the topic of Transport in Canterbury pre- 1905. John was a last minute stand in for Ken Henderson who had been taken ill a few days earlier and his presentation was a revised version of one given at Max Taylor's request to a group at Charteris Bay. We saw some great pictures reminding us of the earliest forms of transport in Christchurch and Canterbury from the time of the First Four Ships in 1850, through to the introduction of electric trams by the CTB in 1905. John explained that he had stopped at 1905 as Max, the retired Engineer and General Manager of the CTB would be the more appropriate person to continue the story at a future meeting. Perhaps Max could be persuaded to present his talk to one of our general meetings as well! Meanwhile Ken is recovering from a stay in hospital and hopes to be "back on deck" to present his story of his Queen Mary adventures next month. *(By the time you read this, Ken will be back on deck—Ed.)*

John's talk was preceded by a power point presentation by Dave Hinman about the "New" or "Standard" trailers of Christchurch, as a lead in to the discussion about the proposed acquisition of No. 126. Dave had asked Graham Stewart if he could provide a couple more photos, showing 126 in its latter years and Graham had rapidly obliged by emailing more than 60 images, mostly taken in the 1949-54 period and many of which we had never seen before. These focussed on the "Standard" trailers including 126, plus 203-205 as St. Martins Cars and in their final form as the Bike tram and trailer (203 and 103) and 205 once more as a trailer. Both the tram images and the street scenes of the day were fascinating to see, with some of the audience joining in to help identify locations and relate some stories. One or two of these photos, together with the discussion on 126 appear elsewhere in this Tracts, with others to follow in future issues.

— Dave Hinman

RIGHT: During the last few years of its working life, CTB 'Standard' trailer 126 was caught by Graham Stewart in the balloon loop at Papanui with another 'Standard' on an unidentified occasion. The two trailers were standing roughly where the intersection of Restell Street and Winston Avenue is today, with the long-removed points for the former Railway Station siding being located roughly in the same area. Nothing remains in this area today to hint at the tramway's existence, other than an information board in the nearby churchyard.

Photo: Graham Stewart



'Standard' 126 Arrives at Ferrymead

Further to the April *Tracts* article and as noted in the report on the May General meeting elsewhere in this *Tracts*, the question of bringing 126 to Ferrymead was put before the members as required by the 2014 AGM resolution. In addition to showing some of Graham Stewart's photos, plus pictures of the Brill Radiax truck and Peckham truck frame at Ferrymead, and photos of 126 at French Farm, the reasons for its acquisition were explained, and an update given on costs of moving and the likely timetable, should consent be given. Through Cam Lill, a quote from Elevate Crane Truck Services (the company which last year moved Roslyn cable car 97 to Ferrymead from Wigram) had been received. At \$1,500 including GST, this was seen as a very reasonable price, and the job could be undertaken within a few days. It was noted that it should be done before the weather broke, noting the tram's location on a grassed area. A small work party would be needed in advance to prepare the tram for removal. Donations totalling \$600 had so far been received towards the cost of the move.

It was moved that "This meeting approve bringing trailer 126 on to the Ferrymead site." Hinman/Shanks, and discussion followed. Concerns were raised about the need for a second "Standard" trailer, existing commitments such as the need to house the society's bus fleet, declining active membership numbers and the costs of transport and future restoration. Others spoke in favour, citing the significance of multiple trailer operation in Christchurch and the loss of opportunity for future generations if this tram was not saved. There was also support for demonstrating its post-tram use (i.e. as a holiday cottage). Then, unexpectedly from the floor came a very generous offer of \$1,000 to assist in the removal costs. The donors, Ron and Joan Gillatt were thanked with acclaim and when the motion to allow the tram on site was put, it was passed with a very clear majority.

Things then moved quickly. The very next day Dave and Alan Hinman and Bruce Maffei headed off to French Farm and in a few hours had completed the necessary preparation. Cam was contacted and the removal date was set for the following Thursday, 26th May. A decision was made to locate the tram adjacent to the double decker bus stop near the Cranmer building, which in the meantime could enable its demonstration in its holiday cottage form. But also moving quickly was a change in the weather – winter coming at last with rain and yet more rain.

By the following Wednesday, the forecast was looking



TOP: *Somebody call for backup? Wet grass made it impossible for the Elevate truck to move into position without a little help. With the help of a digger brought in from Akaroa, it was possible to move the trailer into position...*

ABOVE: *...Once in position, the Elevate truck could deploy its Hiab crane to lift No. 126 onto the trailer. Both: Dave Hinman.*

brighter and the decision was made to proceed as planned, in the knowledge that the site was on a slope and should be well drained. By 8:00am on Thursday Paul (Elevate), Cam (over-width pilot), plus Dave H and Bruce Maffei were on site and then the fun began! While it had been fine on departure from Christchurch, it began to drizzle on the way and at the site while the ground was not waterlogged, the grass was very wet and the large Elevate rig did not have traction and was unable to turn around and position itself beside the tram for loading. A call to Richie, the property owner, who identified a local

'Standard' 126 Arrives at Ferrymead



ABOVE: Fully loaded and ready to roll once more. Following the delays in loading 'Standard' trailer No. 126 due to the wet grass and lack of traction by the Elevate truck, the body of No. 126 begins its journey 'home' from French Farm to Ferrymead Heritage Park. Photo: Dave Hinman.

BELOW: Back in the city it once served—No. 126 has been unloaded at Ferrymead and placed next to the Double-Decker bus stop by the Cranmer Building at Ferrymead Heritage Park. Within a few days of this photo, No. 126 had received further weather protection around the damaged end platform. Photo: Dave Hinman.

Editor's note—When No. 126 was unloaded, I made the suggestion that the Hiab crane on the truck was the sort of thing Dave Carr would have enjoyed working with. No, said Dave Hinman—Dave Carr was a Palfinger man!



'Standard' 126 Arrives at Ferrymead

contractor, Tim Johnston, with a 5 tonne digger and within half an hour he was on site to help put the cunning plan hatched by Paul and Cam into action. This involved uncoupling the 40ft trailer from the tractor unit and using the digger to turn it 180 degrees, recoupling (after a reversing exercise to and from the main road) and guiding the now turned rig into position by the tram. The large Hiab crane on the truck also helped in this exercise, and the digger also scraped off some grass, where underneath the surface was dry and still hard! After this loading the tram was easily achieved and by 1145 we were on the road home. At Ferrymead, the unloading was achieved without difficulty as the Elevate rig was able to be positioned on the roadway and the crane extended to place the tram on its interim new site. Thanks to all those who have been involved in this exercise so far. There will be some additional costs because of the issues on site as described above, so further (tax deductible!) donations would be welcomed. In addition to some weatherproofing of the tram (commenced last Saturday) the question of how far we go to make it presentable to the public by tidying of its appearance inside and out, plus possible displays, has still to be determined. Recognising that our existing small work force is fully committed on various other projects, we would be keen to hear from others of you who may be interested in getting involved.

—Dave Hinman

TOP RIGHT: When No. 126 was prepared for transport, this former CTB sign was discovered behind one of the blanked-off windows. Both Dave Hinman and Barry Marchant confirmed that this sign was fitted as part of the preparation No. 126 underwent at the Falsgrave Street workshops following its sale. Photo: Dave Hinman.

RIGHT: Despite having been repainted at Falsgrave Street as part of its post-sale conversion, the number 126 still shows through at one end under what Barry Marchant describes as being "close" to the former CTB 'green and light stone' livery. Photo: Alastair Cross.



Driving Tips with David Jones

Tram crews are reminded that any passengers wishing to visit the Tram Barns must be accompanied by a member of the tram crew. The tram barns are workplaces with many hazards, and visitors need to be carefully supervised and warned of possible danger where appropriate. This is particularly important where young children are concerned, and young children should not be taken into the tram barn when welding is being undertaken. Running sheet clipboards now have a laminated information sheet with brief histories for tram crews to read about the trams and tram barns.

Restoration Report—“Hills” Car 24

Quite a bit of progress has been made in the last few weeks with much of the labour content supplied by HTT. Effort has been focused in three areas – the top plates (which run between the end bulkheads – approx. 10m lengths needed), the End Canopies and the Roof Pillars.

Top plates: These were formed by splicing and gluing four separate pieces of timber, then machining to size – final size approx. 10m x 100mm x 80mm. They need to span (virtually) the length of the tram between the end bulkheads. Machining this timber was a bit of a mission, as over 10 metres of space was required at both ends of the big planer, and then the thicknesser, which involved moving a lot of cupboards and machinery around to accommodate this machining (which took much of the May work day).

This was followed by further shaping and rebating. The bevel was done using the portable electric planer and the rebate added with the router. The undersides have since had the mortices marked to take the tenons on the tops of the pillars and cut-outs for the bulkheads. Then further cut-outs will be required on the tops for fitting the roof bows, and the canopy ends. Then they can be (temporarily) fitted to the tram. The plan is that these top plates will later be removed again and attached to the roof after the roof has been lowered off its scaffolding, cleaned up and repaired, and then the roof and top plates can then be permanently fitted to the body.

End Canopies: The first of these have been tidied up, and new timber made up to replace deteriorated material – especially timber eaten any by borer. In particular, new curved fronts were needed for both canopies and these needed to be laminated and bent to the appropriate shape.

Roof pillars: A lot of (elapsed) time, and effort, has been spent on getting these ready to be painted and refitted. Unfortunately, in the case of four of the pillars for the open section, this work has to be redone as more borer has been found in the original wood. So these four pillars now need to be replaced for structural reasons. The work on machining up four new pillars is underway. However, the other eight pillars and all the seat bases are awaiting painting so they can be reassembled and then fitted to the open section and the top plate. (Unfortunately, I get the feeling at time that the borers are eating the vehicle faster than we can restore it).

—Stephen Taylor

Editor's note — as this was going to print, Stephen supplied a photo of one of the top plates temporarily in place. Due to space constraints, this image will be published in next month's Tracts.



TOP: An almost completed end canopy front after lamination but still awaiting machining. Behind it is the restored canopy end it will be mated to.

MIDDLE and ABOVE: Following machining, the new top plates for 24 are drilled to receive the mortices for the roof pillars. Both have since been temporarily fitted to check their fit. Three photos: Stephen Taylor.

Also ongoing but not shown here is the installation of the pipework under the motorman's platforms. We hope to show some of this next issue...



ABOVE: 'Standard' trailer 140 stands in the trailer sidings at the Falsgrave Street depot, October 1951. This trailer was one of seventeen (Nos. 126-142) that were equipped with Peckham P21 trucks built by local firm Cooper & Duncan, the others being fitted with Brill 'Radiax E-1' (Nos. 146-149, 201-206). Photo: Graham Stewart.

BELOW: The basis for the future restoration of No. 126. During the 'Tram Hunts' of the 1960s, the THS salvaged a complete 'Radiax' truck and the frame only of a Peckham P21 truck from a "local" shingle pit in Kaiapoi. The Peckham truck frame is shown here at Ferrymead some time after its arrival. Today, the Peckham truck frame is in storage while the 'Radiax' truck is currently under ballast trailer W3. Photo: Dave Hinman.



Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

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We welcome contributions of material for publication in Tram Tracts—if you have anything tram, bus or trolleybus-related you want to share with us, please email it to the Editor at tracts@ferrymeadtramway.org.nz or post to 17 Huntingdon Dr, Rangiora 7400.

