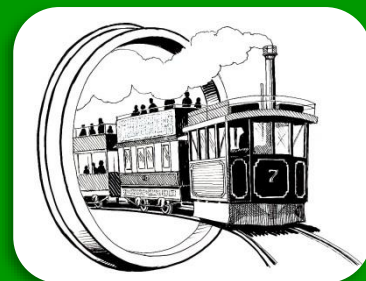


Ferrymead

Tram Tracts



The Journal of the Tramway Historical Society

Issue 35 – May 2019



Review of Society's Goals and Projects

A summary of the high priorities and active projects discussed at the April General Meeting

Kitson Update

Work continues on the replacement boiler

Two great tramway books on offer

Graham Stewart's "last" book - deadline extended until 12 May and Hugh Ballment's Illustrated Tramway Atlas of Australia and New Zealand

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

First Notch

President's Piece – Stephen Taylor



It's time for May 2019 *Tracts*, which means time for another President's report. Again, lots of things happening around the Tram Barn and elsewhere, and while there is not space to report on everything, I will touch on a few highlights here – some of which will be expanded on in more detail

elsewhere in this issue.

Firstly, as you may be aware, Brisbane Tram 236 is currently out of service – it was noticed recently that one of the trucks was not tracking correctly around “Church Corner”, and so it was taken out of service to investigate. It has been discovered that the pin that holds the sector plate to the bolster appeared to have an issue. Consequently, the tram was jacked up at one end, the offending truck removed and the problem investigated, and it was found that some bushes holding the pin that held the sector plate to the bolster had failed. This needs to be properly fixed, and with reference to the original plans, it seems the previous bushing holding the pin was not quite correct, so needs re-engineering to properly fix it. We will also take the opportunity to give the wheels a quick “turn” to tidy them up, and fix a repair/replace a crack in a piece of the braking mechanism which looks to have been badly welded in the past.

But, on the good news front, we have just received some surplus old bearing caps and a brake adjuster from Brisbane that we hope can replace similar items that were stolen some time ago. The plan is to clean these up and machine fit them to the “spare” Brisbane truck that was being overhauled, to allow this project to continue to completion. Our thanks to Peter Hyde and the team at the Brisbane Tramway Museum that helped us out here.



Dunedin Trolleybus 79 – pictured again on the front cover – has now been relocated back into the Trolley Bus shed. We also – thanks to work by Connetics – have had a “low oil problem” on the operational transformer at the main Traction Substation sorted, which means we were able to liven up the trolley bus overhead around the Trolley Bus shed to shunt the trolley buses around and put 79 away. However, there is still some work to do in completing fitting the exterior fittings and signwriting on 79 before it goes back into service.

April also included the Easter break. While it was a bit quieter than in days gone past, I understand there were reasonable numbers in the Park on Easter Sunday (for the kids Easter Egg Hunt), though Monday was a bit quieter.

And finally for this month, the April General “Social” meeting was held on 24th April. This was well attended, and as advertised, the meeting was in two parts. Firstly a review of the memorial “book” of photos of John Shanks (including a few additional pictures that were recently added), and while Dave Hinman had done a good job of identifying faces, a few additional names were identified and put to faces at the meeting. It was also interesting for us “newbies” to see some of the pictures from the earlier days of the Ferrymead Tramway. The second half of the meeting was the annual review and update of the “Society's Goals and Projects” document. I will (separately) provide a summary of the projects side of this document later in this issue of *Tracts* – which may help member understand what some of these projects are about – and even encourage them to get involved in some of those projects themselves. See pages 9-11. Supper followed.

Regards, **Stephen**

Alastair's Angle – Alastair Cross



Welcome to another issue of *Tracts*. While I'm still trying to fine-tune the appearance of each issue, the feedback I've received so far suggests that the new look is working well. Of course, I still welcome feedback of any sort, so if there are any changes you would like to

see made, please do get in touch and let me know.

As Stephen notes, there has been quite a bit happening down at the Tram Barns lately. One thing that hasn't been mentioned, but will have been noticed by anyone who has looked in the carpark next to Tram Barn 1, is the disappearance of ex-CTB diesel bus 505. As some might recall, this bus was donated by Good Time Tours some years ago as a source of spare parts for our own bus 510, but had in more recent times laid in the Council carpark, seemingly unloved and targeted by vandals. Early last month that state of affairs came to an end; the body was stripped of any remaining useful components before being dispatched for scrap. The carpark is now looking quite a bit tidier without 505's shell and of course its sale will generate some small amount of funds for the Society's projects. As Stephen has already noted, the Society held its annual Goals and Projects meeting last month in

conjunction with our General Meeting. One of the outcomes of that meeting was that Roslyn electric tram 3 looks set to be the Society's next restoration project for use here at Ferrymead Park. As the person responsible for pitching Roslyn 3's restoration, I'm delighted to hear this, and am looking forward to eventually getting my teeth into the restoration of this historically significant tramcar. You can read all about it in the Goals and Projects summary in this issue, along with some of our other projects. Of course our current restoration project, Christchurch 24, features as well, and Stephen has kindly supplied some more information on this project which is coming along nicely.

Well, that's all from me this month. 'Till next time!
Cheers, *Alastair*

Notices

MAY GENERAL MEETING - A NIGHT IN NEW BRIGHTON!

For our next general meeting on **WEDNESDAY 22 MAY** we will be going to the New Brighton & District Historical Society Museum at 8 Hardy Street (corner of Hardy and Beresford Streets), a former church. The Society focuses on photographs and archives, plus a relatively small display of objects and other exhibits. A member of the Society will be present to give an introductory talk and explain how to look at records and archives, after which we will be free to explore and view these for ourselves. There is a charge of \$3.00 per person, which will include a cup of tea/coffee.

Please make your own way to the museum - you may wish to car pool with other members and be there for a **7:30pm start**.

In June (Wed 26) we will be back in the Lions Building at Ferrymead for an illustrated report on the Queens' Birthday weekend FRONZ Conference.

FRONZ CONFERENCE – 31 MAY TO 3 JUNE

Yes, bookings are still open for the 2019 FRONZ Conference in Timaru! This year's Conference is being hosted by the Pleasant Point Railway & Historical Society, with visits to both Pleasant Point and the Plains Railway at Tinwald as well as the usual AGM business and talks. The 'early bird' discount has now expired, but bookings for the Conference are still being accepted. If you would like to attend but haven't already registered, you can do so at <https://www.fronz.org.nz/conferences>.

For those who haven't already sorted out transportation, FRONZ has arranged with Michael Boyton to bring his bus down from Nelson and provide transport between the hotel and conference centre; as part of this, Michael has also agreed with FRONZ, at a small additional cost, to transport attendees from Christchurch to Timaru and return while bringing the bus south. Although bookings for the bus will be cut off once all available seats are filled, so far we haven't heard from FRONZ that this is the case.

For those unable to attend, as noted above the June General Meeting will feature a full report on the Conference including the AGM, Awards Dinner, and of course the visits to Pleasant Point and the Plains Railway.

DAVE HINMAN'S RETIREMENT – A PERSPECTIVE

As noted last issue, Society Secretary and long-time THS life member Dave Hinman recently retired after a five-decade long career in local government. One of the guests at his retirement party was regular Press columnist Johnny Moore, who paid tribute to Dave's long service in his March 28 column:

"Public service isn't the sexiest career choice nowadays.

But in this world of disrupters, influencers and entrepreneurs, it can be easy to forget the cogs that make society run.

There's a guy leaving the Christchurch City Council this week. He'll hand in his swipe card, pack the contents of his desk into a box and head home to begin retirement.

His name's Dave Hinman and to anybody who's had anything to do with the central city, heritage buildings or Mount Cheesman ski field over the past few decades, he will need no introduction.

For the rest of you who haven't had the pleasure of working with Dave, let me introduce him.

Dave is a planner at the city council. If you'd believe it, he's been there for 50 years.

He's a guy who has worked out that to make things happen, there needs to be a connection between the private sector and the council. And when the two parties butt heads and it seems like nothing is happening, Dave steps in and sorts it out.

Dave has seen eight mayors, probably as many CEOs, and enough staff to fill a stadium come through the council in his time.

And he looks great for it. At 75 years of age, I still see him out on his bicycle with a full head of hair and in much better fettle than plenty of people I know who are half his age.

Think about it. Fifty years at the CCC. That means he started in 1969. While a man was landing on the moon and hippies were dropping the brown acid at Woodstock, Dave Hinman was putting his pens in his breast pocket and heading off to work in what must have been a very different Christchurch.

And while so many jobs have been restructured out and fobbed off to external consultants as councils have run on different models, nothing - and I mean nothing - can replace that institutional knowledge that a guy like Dave holds.

While plenty of others have come and gone and many more have headed off to the gold-plated pastures of the private sector - Dave has stuck with

the CCC. And you know what? While Dave might not have become wealthy, the city is richer for having had him invest his time in it.

Sometimes when you have a column, as I do, it's easy to degenerate into bureaucrat bashing.

Whenever I get like this, I tend to get a nice text from Joanna Norris at Christchurch NZ reminding me that bureaucrats are people too. People with families and dreams who often have a desire to be a part of something that's doing good.

For me to dismiss them is easy and for them to be criticised with no right of reply is hard.

So to all the hard-working public servants who work tirelessly for the good of the city, for those who work in faceless organisations that aren't always operating as they might wish - I'm sorry if I've been dismissive.

Because when I attended Dave's leaving morning tea at the council, I realised that if the job of a public servant isn't valued better, we will end up with a bunch of people in the job who don't give a darn about what they're doing.

But if we can allow being a public servant to have a bit more mana, we might just be lucky enough to find the next Dave Hinman to keep an eye on this poor old town for the next 50 years."

While Dave certainly has had a hand in all these things, Johnny overlooked one more important role Dave held – as one of the driving forces behind the Christchurch Tramway. This omission led to a 'letter to the Editor' from Tony Francis of Cashmere, published the following day, 29 March:

"Dave Hinman's service to Christchurch City Council, Paparua County Council, Waimairi District Council and back to Christchurch City has been wonderful. Without his efforts, we wouldn't have a number of heritage buildings and we wouldn't have the Christchurch Tramway. Not for nothing did then Mayor Vicki Buck give him "The Order of the Tram" when the tramway first opened 25 years ago. I agree entirely with the sentiments expressed by Johnny Moore in paying tribute to Dave in his column yesterday. It is so easy to dismiss the huge contribution that council staff make to our city. Congratulations Dave!"

While we received this in time for last month's issue, time constraints meant that we were unable to publish these articles until now. Congratulations on your well-earned retirement Dave!

KITSON BOILER UPDATE – Alex Hunter

It has been a while since my last report on the boiler but there has been plenty going on, both behind the scenes and on the shop floor.

Over the last six months Mike Lawson and I have been working away on the various repairs that are required to make the boiler operational again.

Tasks have included:

- We have taken delivery of the fire tubes from Steel and Tube Limited and the threaded stay tubes have been cut to the correct length and are ready for the next step, which is threading and expanding the tubes into place.
- We have had new water sight glass fittings arrive from the UK. Thank you to Allan Famlton of Heritage Steam Supplies NZ for organising this.
- The safety valve casting had a couple of defects and the decision was made to replace it with a new one. The existing one is a replica (the late John Shanks told me that the original casting had a big piece broken off the main flange and the boiler inspector took exception to that for some reason!). Mike has been keeping busy drilling and machining the various holes and surfaces and it is looking really good.
- Making and fitting five patches and four new bushes. While the hole was cut open for the safety valve mount patch, we decided to replace the studs which hold the main steam pipe onto the front tube plate; this was the first time since 1928 that anyone had put their whole hand inside the boiler, as it is basically inaccessible apart from the various plug and washout holes.



The boiler with the large patch below the fire door
PHOTO: Alex Hunter

The boiler has now gone to Lyttelton Engineering to have the numerous patches welded in. (see photo on p.12. This work is being undertaken at no cost by Lyttelton Engineering and we are very appreciative that they can do this; many thanks go to Peter and Gordon of the Fabrication Department at Lyttelton Engineering.

While this work is going on, we are planning to tidy up the bodywork on the tram. Work will include replacing the plywood sides with tongue and groove timber, the same as it had originally. We will then repaint it the same green as the other Christchurch trams such as 152 and 26, which is correct for the era. This will then be nicely finished with new aluminium leaf lining. Manning Signs in Bromley are going to undertake the lining work for us, and the HTT to machine up the timber and paint the body. To cover the materials we intend to apply for a small grant.

TROLLEY BUS 79 RETURNS TO THE TROLLEYBUS SHED.

After more than a year (doesn't time fly?) at the tram barns for its body repairs and repaint, Dunedin 79 finally returned to the Trolleybus Shed on Saturday 4 May. As reported in April *Tracts* it had earlier been moved from the paint shop in Tram Barn 3, to the pit road in Tram Barn 2 where it was serviced and made ready for the journey home. During its time at Bridle Path Road it had resided in all three tram barns, even spending a short period outside and it must have felt quite comfortable among the trams as it really didn't want to leave! There appeared to be an electrical fault every time it was livened up and the low voltage relays were not activating the power pedal, so movements around the sheds involved pushing or pulling with trams, members 4WDs and sometimes people power! Finally on moving day after trying out various booster battery options, the (uncharged) built in battery set was removed from the circuit and away we went! Overhead power got the bus on to the traverser, then Dave Hinman's trusty Disco towed it along the Road 1 outside access track with power again being used to negotiate turning into the adjacent car park. Then following a lunch break during which time the trolley bus line power to the shed was turned on, 79 was towed as far as the overhead outside the Park main entrance in Ferrymead Park Drive, where the poles went up and for the first time in quite a while there was a "test trundle" along the road, around the shed loop and into the Trolleybus Shed. Alan Roi, Graeme Belworthy and Dave had created space for it earlier

News

In the week by manoeuvring New Plymouth 3 back into its resting position clear of the running road, with driver Graeme's muscles well tested by the lack of modern power steering and one front tyre not fully pumped up! Graeme, Alan and Dave all had a turn at driving 79 on its journey home, perhaps a fitting reward for the efforts put into successfully completing the move! See cover photo and also on p.11.

While 79 is back in its shed, its restoration is still not complete, with lights, mirrors, front bumper (awaiting re-chroming) and other parts still to be re fitted. If anyone would like to help with this task, please advise Alan Roi.

...AND SOME TROLLEYBUS POLES TOO!

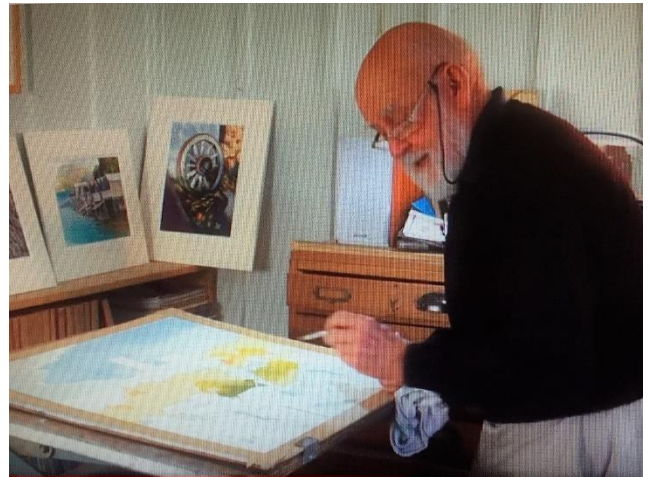
As part of the planned refurbishment of our trolleybus circuit – the last currently operable trolleybus line in New Zealand – we recently took delivery of nine poles on 30 April. As the original order had been for just six poles, the extra three were a welcome surprise. Unfortunately the weather was atrocious and made it difficult for Alan Roi to photograph the unloading, but the poles are now safely stored near the Trolleybus Shed.

A MESSAGE OF THANKS FROM MARGARET SHANKS

It is well past time that I 'officially' thank you for all the sympathetic messages from you, members and friends of the THS, and other people that they passed on to the news about John. People have been so thoughtful in thinking of our family and we have much appreciated it. We realised that between us we only managed to speak to a few of those who shared with us in the celebration service for his life. Also, there has been an amazing number of messages, cards, and photographs that people kindly sent, and we will also treasure the book of photographs that some of you collected and collated so quickly. I have regretted not having contacted many people directly [my typing and writing are still slow] and I wondered whether you please would use the THS network to send out to people this message of my thanks for their kindness and best wishes. Although it has been a great shock for us I am very thankful for John's sake that the way he died was so unexpected and pain free. So many people have said "what a wonderful way to go" and that is what I think of, as well as all the kindness from so many people. Thank you all, Margaret

This was received a few days before our April General Meeting, a feature of which was showing the "book of photographs" referred to by Margaret and which had since been enlarged. At the request of the family we have attempted to identify other people in the photos identified and this continued with help from those present at the meeting. It will shortly be reprinted and sent on to Margaret and family.

DON MCARA STARS ON YOUTUBE!



Find out all about how Don produces his marvellous paintings including discussion (with paintings) on his tram/cable car hobby activities. This is an episode of the Australian fine art TV show "Colour in Your Life" fronted by Graeme Stevenson where Graeme introduces and interviews Don, and then Don proceeds to describe and demonstrate his painting skills – described as "Watercolour painting techniques and tutorial for beginners or artists of all ages and skills". Go to <https://youtu.be/vYrngKG3Ddc>

STOP PRESS



We are delighted to announce that we have just received a letter from the Rata Foundation advising that they have donated \$10,000 towards the on-going restoration of Hills Car No 24. The grant will be used to help cover the cost of materials for the recanvassing (and painting) of the roof.

Meanwhile...

**WORK CONTINUES ON CHRISTCHURCH 24 –
Stephen Taylor**

The photo below illustrates recent progress on the 'A' end motorman's platform, showing all the basic framing in position (hopefully the final fitting) with all the joints given a protecting coating of primer and paint – just a week before, we were only just trial fitting these parts. Good progress is being made on getting the underside of the canopy primed for fitting, and I hope this will be fitted in the next week or so. This will mean another item "checked off" the list of things to do before the roof can be canvassed.

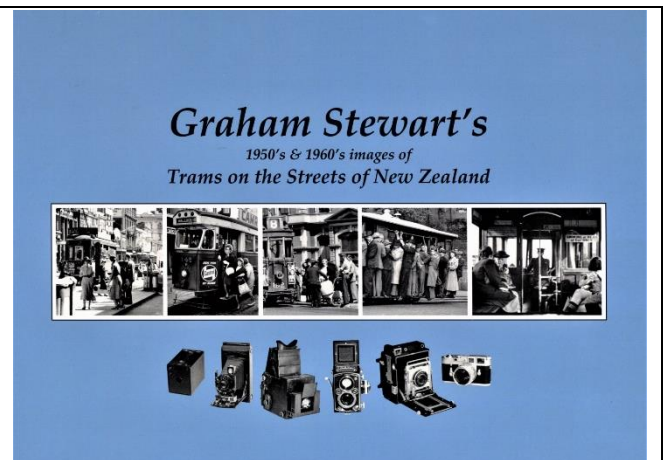


PHOTO: Stephen Taylor

However, there is still a bit of work before the motorman's end platforms are completed but this remaining work can happen separately as this does not need to be completed to allow the roof to be canvassed. In particular, there is the work to permanently fit the door jambs – both 'A' & 'B' ends – for the motorman's doors, complete the refurbishing of the inner apron panels, make new aprons and fit those, and then adding various fittings and fixtures such as brake handles – the latter of which are in the final stages of being overhauled by the Heritage Tramways Trust.

LAST CALL FOR GRAHAM STEWART'S FINAL BOOK

Graham has advised that the order deadline has been extended to **May 12** as the absolute, final cut-off date. If you would like to order a copy, please contact Dave Hinman as soon as possible.



Large Format: 240 (depth) x 280 (width) –
landscape. Hardback bound.

Extent: 296 pages printed on quality art paper

Content: A selection of photographs taken in the
1950s and early 1960s throughout New
Zealand. Cities covered are Auckland, New
Plymouth, Wanganui, Wellington, Christchurch,
Dunedin, and Invercargill.

A Limited Numbered Edition. This book will NOT be
available in Bookshops.

Only available on Pre-Publication subscription to:

The Tramway Historical Society, Christchurch
or
Wellington Tramway Museum
or
The Tramway Division of MOTAT

\$90.00 per copy

– Proceeds of all Sales to each Museum who will
handle the distribution to members.

SO, FOR T.H.S. PLEASE ADVISE BY EMAIL
Secretary@ferrymeadtramway.org.nz
or by post to PO Box 1126 CHCH 8140

**BY NO LATER THAN THE EXTENDED DATE OF 12
MAY 2019 IF YOU WISH TO PURCHASE A COPY**

*We don't need your money yet – just your
commitment to purchase!*

Australasian Tramway Atlas

A new atlas of all Australian and New Zealand tramway systems has just been published by Hugh Ballment and Carl Segnit under the Transit Publications banner in Australia.

The THS is importing bulk supplies of the Atlas from Hugh, and these will be available at the Special Offer price of \$NZ60 per copy. See display advt below.

Here's a review of the book from Mal Rowe which he posted to the Trams Down Under chat group:

"Hugh Ballment has been interested in trams for a long time and has produced a variety of publications over many years. He has had a long term aim to produce an atlas showing every tram system in Australia and New Zealand - and it's now available. An Illustrated Tramway Atlas of Australia and New Zealand combines Hugh's research with graphic designer Carl Segnit's skills in drawing and layout.

This high quality hard bound book deserves a place on the bookshelf of anyone with an interest in Australasian tramway history - and it will help TDU readers work out what and where correspondents from around Australasia are talking about. The maps are clear and show the tramways in context, with railway lines and waterways clearly shown. Colour makes them so much easier to read than older monochrome maps.

Quite a few people (including myself) reviewed the maps to try to get them 100% right. We didn't succeed! However, the maps are probably around 98 per cent right and the missing 2 per cent can be the subject of much debate and sharing on TDU! Hugh welcomes our advice on corrections. I thoroughly recommend this book, which will be available from your favourite supplier of tramway publications. I got mine from Melbourne Tram Museum."

We will also be taking copies to the FRONZ conference in Timaru – get your orders in now!

Here, we document tramway maps of 32 systems in New Zealand and Australia.

At 120 pages A4, case bound, debossed cover and with many photos that illustrate the systems, this volume is a must for those interested in tramway history and having the maps in one place.

NEW!

**NORMAL PRICE \$69.95
SPECIAL OFFER TO READERS \$60.00**

Available from and orders to:
The Secretary
Tramway Historical Society
PO Box 1126 Christchurch 8140
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Society Goals & Projects Update

Summary of Current High Priority THS Projects

The following is a high-level summary of the “high priority” and active Society projects. These projects are from the Society’s “Goals and Projects” document and updated to reflect their status following the annual “Goals and Projects” Society meeting on the 24th April.

It is hoped that by providing a summary of all these projects that the society membership is better informed about these projects, and that it may also encourage more people to get involved to make them happen – many of these projects are progressing much more slowly than desired due to lack of man-power.

So onto the current high priority projects list – in no particular order, though it tends to follow the order in the latest version of the “Goals and Projects” document. (Note: there are a number of other projects on the Society’s books, the following are just the highest).

Construction of Diesel Bus Barn.

This project involves the construction of a Diesel Bus barn on the land between Bridle Path Road and the rear of Tram Barn 1 to hold eight of our Diesel Buses (currently stored outside). It is intended the building will also have bus servicing facilities and space for storage of bus spares.

We now have a resource consent for the building, and work has progressed on clearing the site – though more work here is required. Next major steps are around detailed planning of the build, and also relocation of services through the area where excavation work is required.

Traverser Work

This project has two areas that require completion:

1. Extending the traverser into the adjacent car park. Now mostly done and operational, but the “floor” still needs the concreting work completed.
2. Repair of the last of the Earthquake damage to the sides of the Traverser, and finish concreting the aprons in front of the Tram Barns.

Trolley Bus Overhead Repairs and Upgrade

This project has several aspects. Firstly, we need to replace a number of “time expired” trolley poles that mean we currently are unable to run Trolley Buses on our Trolley Bus street circuit. Secondly, some of the street-side trolley poles need back-staying and/or bracket arms fitted to allow us to raise the Trolley Bus overhead to a consistent height and remove “sag”.

Restoration of Christchurch Hills Car #24.

This project is currently ongoing as reported elsewhere in May 2019 Tracts and probably does not require a further description here, although additional manpower would be helpful.

Repaint of Diesel Buses 452 and 612

Both of these buses have been recently repainted – either wholly (452) or partly (612). There is still work required to finish off this work.

Refurbishment of the spare Kitson Boiler and installing it in the Kitson.

Again, this project is currently ongoing with an update in the May 2019 issue of Tracts.

Society Goals & Projects Update

Repairs to and Repaint of Square Shelter

This project probably does not require a further description here but is currently stalled due to lack of Society manpower to progress.

236 – Spare Truck Overhaul

This project has been “on hold” until recently due to the theft of some motor end caps. With the supply of replacements – see “Presidents Report” in May 2019 Tracts – hopefully this project can now progress to completion.

Mornington Cable Grip Car 103 Restoration

This project is currently ongoing and probably does not require a further description here, although I am sure Don McAra would appreciate additional manpower to assist.

Society Display Building

With both the Ferrymead Radio and Radio and Sound Museum (aka Dini Collection) moving out of the Cranmer building, the Society hopes to be able to use this building as a venue to display (and store) the Society’s archives – which are currently stored in several locations. This project is just starting to kick off and is in the planning stages. Aspects include overall planning of what may need to be done, repairs and weather proofing to the exterior of the building, assistance with displays in the building, and storage and cataloguing of archives. The Society is planning to set up a sub-committee of members wishing to be involved in planning this work – contact Dave Hinman if interested.

Finish repaint of Trolley Bus 79

Recently repainted, this trolley bus needs fittings and fixtures, signwriting etc to be completed as noted in May 2019 Tracts.

Repairs to Trolley Bus Barn

The exterior of the Trolley Bus barn has quite a bit of work that needs to be done to tidy it up and sort out a number of weather tightness issues, including:

- Repairs to windows on south side
- Fix the from door that was recently vandalised
- Fix several broken windows
- Fix at least one known leak in the roof and some general roof tidy up and weather proofing issues

Plus, interior tidy-up and sorting of bus and trolley bus spares to increase interior “workshop” space

Repairs to Tramway Point outside Livery Stables

This is the tramway point leading into the Hall of Wheels. It has “sunk” due (probably) to poor drainage in this area and this needs to be sorted so that the track level issues can be sorted and brought back up to standard.

Trambarn 3 Sprinklers

Trambarn 3 still needs sprinklers fitted. Will require further fundraising before it can proceed.

Trolley Bus 210 exterior completion

The down pipes on this Trolley Bus need refitting following a repaint a few years back. Plus there is also a broken leaf spring that needs fixing.

Society Goals & Projects Update

Make the Track into the Ferrymead Reserve functional again

Currently this track is out of use. The track from the Gisborne point through to the Cranmer tram/bus stop is now re-sleepered and fully functional, but the curve into the reserve is still out of service due to earthquake damage that still needs repairing, and then the rest of the reserve track will need work to make it usable again. Work is likely to be done in stages, but it would be good to have this – at least partially – operational in time for the 50th anniversary of the opening of the Ferrymead electric Tramway in May 2020.

Roslyn 3 Restoration

This is now planned to be the next Society restoration project following completion of Hills Car #24. Initial work needs to commence on a full conservation plan to drive the required planning.

TRAM DRIVING TIPS WITH DAVID JONES

When changing ends on a two-pole tram like 24 or 236, it is good practise to put the second pole up before pulling the first pole down. This maintains electrical continuity – eliminating arcing between the trolley wheel and the live overhead. It also allows the lights to stay on. The only exceptions to this are:

- (a) When the tram has stopped under a section isolator where there is then the risk that a dead section will be livened up if two poles are raised with the potential to cause serious injury or death by electrocution;
- (b) When the tram is inside Tram Barns 1 or 2 and there is the risk that putting a second pole up will short circuit the power supply and cause damage if one of the poles comes into contact with the building structure while the other pole is on the wire.

From Our Members' Cameras



ABOVE: Welcome home! With the power on and Graeme Belworthy behind the wheel, Dunedin 79 trundles back towards the Trolleybus Shed after more than a year away for repainting, under the watchful eye of Alan Roi. PHOTO: Dave Hinman.



ABOVE: Just as this issue was going to press, Alex Hunter advised that the spare Kitson boiler had departed for Lyttelton Engineering's workshop on May 7. The company collected it with their truck, and Alex snapped a few quick photos before it headed off. PHOTO: Alex Hunter.



ABOVE: Older Society members will remember that Dunedin 11 was nicknamed 'Spiff' after a brand of shoe polish. But a photo of another tram has been found that carried this branding too. In next month's issue all will be revealed with an article on Spiff shoe polish, and its tramway connections. PHOTO: Graham Stewart Collection



LEFT: As the shadows lengthen, Christchurch 26 waits at Church Corner for one last trip, 25 April 2019. The tram crew for the day were John Harris (motorman) and Alastair Cross (conductor). John is still looking for names to fill the Tram Driving Roster – if you can help, please put your name down. PHOTO: Alastair Cross.

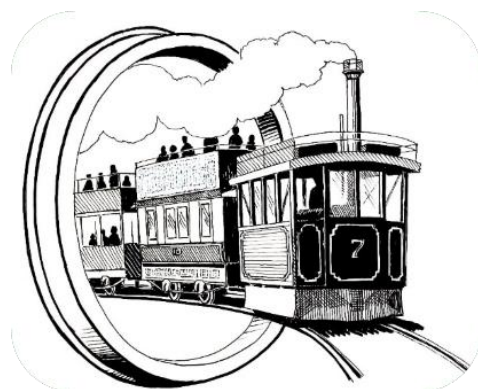
FRONT COVER: Dave's Discovery hooked up to 79, ready for the short tow along Ferrymead Park Drive to the start of the trolleybus overhead near the Park main entrance. PHOTO: Dave Hinman.

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

Editor: Alastair Cross— tracts@ferrymeadtramway.org.nz

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 Slide photographs are welcome by arrangement.



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