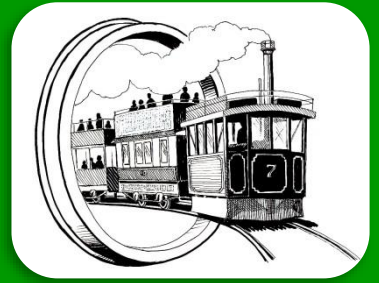


Ferrymead

Tram Tracts



The Journal of the Tramway Historical Society

Issue 57 – May 2021



Continuing with Cranmer
Advance Notice – Conferences 2021
‘Meerkat Moments’ with Dave Sanders

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

President's Piece – Stephen Taylor



Well, it is now early May and while we are heading towards winter, the weather certainly doesn't feel that way at present. The fine weather also seems to have helped with visitor numbers to the Park in April with good numbers for the whole month which included Easter, ANZAC weekend,

and school holidays. But the nights are definitely getting longer, and I expect the cold weather will eventually be coming. And to this end, the Park has advised that the monthly Night Markets – last held on 1st May – will be taking a break for a couple of months – and I understand these are currently planned to resume again in August.

I would like to express my thanks particular for those of you who helped out with tram driving over this last period – and it must be said that at present, operating the Ferrymead Tramway provides most of the operational funding to cover our day-to-day operations.

Accompanying this issue of *Tracts* is the current "Goals and Projects" list that resulted from the March "General Meeting". As mentioned in the April

Tracts, the DRAFT list was reviewed by the Management Committee at their April meeting and it was decided that the best way of getting it in front of members was to publish it with *Tracts*. There are many more projects listed than are likely to happen in the near future, but if they don't have support from Society members, none of them will happen.

Each of the projects listed – particularly those expected to be focused on over the next twelve months – should have a convenor listed. If you want to be involved in making that project happen, contact the convenor.

And on a related note, there was a meeting of the group of people currently involved in work in and around the "Trolley Bus Shed" on 24th April on the subject of "where to next" with the projects related to the work going on there. Many of these ideas overlapped with and provided more details or expanded on various projects on the Goals and Projects list. It is still to be determined what the next step with this list is, but most of the ideas discussed are continuations – or next steps – following on from the current work underway that has been reported on elsewhere in *Tracts*.

That's all from me this time,

Stephen

Notices

ADVANCE NOTICE

FRONZ CONFERENCE 2021

The annual conference of the Federation of Rail Organisations of NZ (FRONZ) will be held in Gisborne at Queens' Birthday Weekend, now only a couple of weeks away. Bookings for the conference and accommodation may still be open but at a higher charge than that previously advertised. If you are interested in attending please contact Scott Osmond at scottosmond54@gmail.com in the first instance. Current attendees from THS include Dave & Dot Hinman, Steve and Lois Lea and Alan Roi, together with Alex Hunter, also representing Christchurch Tramway Ltd. For further information, go to www.fronz.org.nz/conferences.

COTMA CONFERENCE 2021

The biennial conference of the Council of Tramway Museums of Australasia (COTMA), cancelled last year because of COVID-19, will now be hosted by the Ballarat Tramway Museum, also celebrating its 50th anniversary. The programme will run from the evening of Wednesday 15 September to Monday 20th September and will include a partners' programme.

It is anticipated that some pre-conference activities in Melbourne will be arranged by Melbourne based members, and it is expected that some delegates may wish to follow up the conference with visits to new tram systems in Eastern Australia.

For further information, go to www.cotma.org.au/conference.html.

Notices

SOME POSSIBLE CHANGES COMING?

In addition to the trial change of day for the Zoom social meeting described further down this page, a couple of other changes are currently being mooted and are presented here for your consideration and feedback. These relate to the frequency of both our general meetings and our publication of *Ferrymead Tram Tracts*.

General Meetings

There have been suggestions, most recently at last month's meeting, that we should reduce our general meetings to every second month, rather than monthly as at present. This would help us in finding interesting topics and events, and may assist in increasing the numbers attending which in many cases are not high.

Our April meeting for example had only thirteen attendees, seven of which were committee members and two of which were friends of a committee member who were visiting Christchurch! For a very interesting topic which required considerable preparation by the presenter this was a very disappointing turnout. Please let us know what you think.

Frequency of Tracts

Similarly, there have been suggestions that the frequency of *Tracts* should be reduced to bi-monthly, given the difficulties we often have in meeting publication deadlines and the pressure on the contributors, editors and distributors. When *Tracts* first appeared in the late 1960s it was a two-pager which delivered urgent information to Society members when they often worked for the Society both Saturdays and Sundays and some weeknights too, and of course long before the advent of the electronic communications we have today. *Tramway Topics* was the journal of record and it was published bi-monthly. Since *Topics* ceased, all the tramway groups have upgraded their newsletters and apart from THS publish every second month. This is also the situation with all of the Australian tramway groups. Should we change to bi-monthly the option remains to send out special notices should they be required between issues. This could include for example urgent notices from the Park, or an overseas tramway visitor who turns up for a short period, would be a great speaker but would not be available for the usual meeting time. Again, please let us know what you think.

REMINDERS

NEXT WORK DAY – Saturday 15 May, from 9:30am. There will be plenty to do at both the tram barns area (including the Cranmer building project) and at the Trolley Bus Shed.

ZOOM SOCIAL MEETING – Sunday 16 May, commencing at 8pm NZ time.

PLEASE NOTE: THERE WAS VIRTUALLY NO RESPONSE TO THE REPORT IN APRIL'S *TRACTS* DISCUSSING THE FUTURE OF ZOOM SOCIAL MEETINGS. THE ATTENDANCE OF THE APRIL MEETING WAS LITTLE BETTER THAN THAT IN MARCH, WITH THREE PEOPLE FROM CHRISTCHURCH AND ONE FROM WELLINGTON PARTICIPATING. THOSE ATTENDING AGREED THAT ONE MORE SESSION SHOULD BE ATTEMPTED, BUT ON A DIFFERENT NIGHT WITH SUNDAY BEING THE UNANIMOUS CHOICE. GIVEN THAT THIS ISSUE OF *TRACTS* IS LIKELY TO BE CIRCULATED AT LEAST A WEEK IN ADVANCE OF THE MEETING, WE WILL SEND A REMINDER TO KNOWN PREVIOUS PARTICIPANTS A DAY OR SO AHEAD OF THE MEETING. IF WE GET A REASONABLE LEVEL OF ATTENDANCE WE WILL CONTINUE; IF NOT, THIS WILL BE OUR LAST SOCIAL ZOOM SESSION.

GENERAL MEETING AND SOCIAL FUNCTION

On Wednesday 26th May, we are visiting the Ferrymead Post and Telegraph Historical Society Inc. to get a "behind the scenes" look at what they get up to. The plan is to meet at the Tram Barns at 7:30pm and we will be transported down into the Ferrymead township, stopping at the Railway Station stop. They plan to divide us up into groups of about eight (or less) and show us around their various activities, collections, artefacts and buildings consisting of the Post Office, annex / exchange display area and UAX building, and hopefully allow us to look into their various other outbuildings and other nooks and crannies.

We have been advised there is a limit on participants however - a maximum of 32 people may attend so this meeting is limited to the first 32 to arrive.

It is planned that afterwards, we will then return to the Tram Barns (by tram of course!) for supper and we will be joined by our hosts/guides from the P&T Society. Usual cost of \$2 per head for supper.



ABOVE: Progress at the Trolleybus Shed. Harnessed to Dunedin 79's trolley bridge, Philip Murphy waterblasts 79 as Jack Crooks watches on, 1/5/21 (left); with Wellington 258 roped to the Railway Society's excavator, Jonathan Day prepares to move back under supervision from Larry Day (in 258's front doorway) and Jack. (right)

Trolleybus News – Alan Roi

On the trolleybus front we have been busy. We have taken both 79 and 103 around the trolleybus circuit both to test the buses and the overhead. The new overhead performed faultlessly and we were really pleased. Saturday the 8th May saw Wellington 258 removed from beside the Trolleybus Shed and an attempt was made to get the bus running. Unfortunately this didn't prove possible. 258 proved hard to remove and we enlisted help in the form of the railway digger. Dave Sanders led the effort to get 258 mobile but despite his best efforts we couldn't get it to move. We have since obtain the wiring diagrams and other information about the bus from Peter Rendall of the Omnibus Society and are hopeful that we can now get it moving.

Some of the crew managed to make a start on an interior clean of 258. Trolleybus 79 was driven out and a team led by Philip Murphy managed to clean the outside of the bus resulting in a much improved appearance. We were really pleased that our safety harness successfully couples to the trolley bridge of 79.

Trolley 210 has had very bent trolley poles for quite a while now and we have replaced them with straight ones.



Kitson Steam Tram – Alex Hunter

Progress has slowed a bit of recent due to myself not having much time to put into it. However, most recently myself and Bob Williams of HTT have got all the small fire tubes expanded into the boiler and that just leaves the stay tubes to be caulked over to seal them in place. (See photo above right)

On 9th April, we were very fortunate to have Cam Lill come along with his Hiab truck and turn the boiler up the correct way. Many thanks to Cam for this! (above left)

Next up is sorting the various blanking plates for the boiler in preparation for a hydraulic test.

Hopefully in a few months we will have the tram in the main workshop for some body tidy up work and a change of livery.



Cable Car News – Don McAra

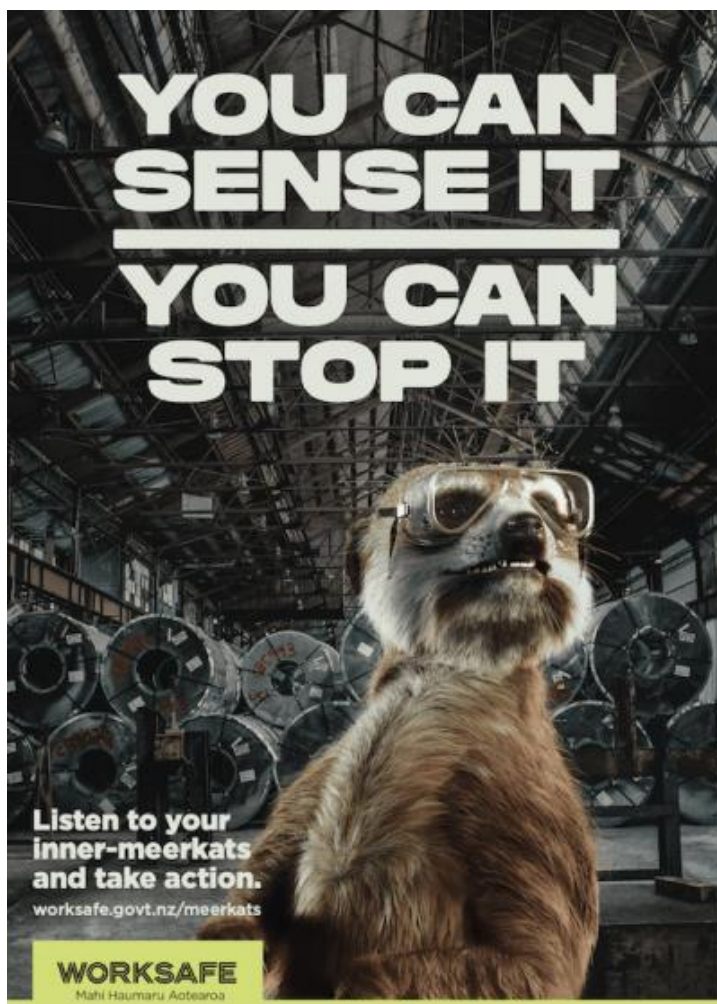
Gavin Townsend looks over the completed clerestory roof with an original roof vent sitting in place, and also the bell that we will be using. The mechanism for the bell is currently under investigation, and no work has been done yet on the vent. *(see photo at left)*

Vents like this were used on the Dunedin cable cars to allow gases from the original kerosene lamps which were suspended directly underneath them to give light to the gripmen at night, as well as sending some light through to the cabin at each end of the car. From the 1920's when six volt lighting was supplied by daily recharged batteries, an electric light bulb was placed in each cabin and also to replace the kerosene lamp,

However, the vents remained like a kind of topknot decoration until the cars were withdrawn. For Mornington, that was in 1957.

All photos: Alan Roi (trolleybus), Alex Hunter (Kitson boiler), Don McAra (Mornington 103)

'Meerkat Moments' with Dave Sanders



We had an injury accident in Tram Barn 1 recently where one of our THS volunteers fell from a ladder. He is OK but the injury could have been way more serious.

Firstly, it was great to get the accident report because getting this allows our safety committee to consider what occurred and what can be done to avoid any repeat.

We are all getting older and injuries can easily become more serious. I for one and I know I am speaking for the Management and Health and Safety Committees do not want any of our volunteer or HTT workers injured in any way.

As we considered the report and unpacked the accident there were two main areas of concern.

Firstly - the ladder being used was the wrong one for the job and was not set up correctly,

Secondly - there were two others in the work area that according to one, saw what was happening but said nothing.

You may be aware of a safety campaign that is being run by WorkSafe involving "Meerkat Moments".

Meerkats are inquisitive and wary creatures. Experts at sensing danger in the wild, they work together to fend off risks and protect their team. Like meerkats, we also have an innate sense for

safety. Sometimes we just need a little encouragement to act on that instinct, and make sure we're putting our inner-meerkats to work.

Our plea is to take note of this and always speak up when you see something unsafe unfold.

Continuing with Cranmer

We have made some good progress this month, in all parts of the building – the western end (display hall area), centre (library and archive area) and eastern end (storage area). We also recently had a look at work being done on a similar project by the National Rail Museum.

The damaged display hall floor continues to be uplifted, with some new work now starting to show the location of the future tram tracks, with Stephen Taylor leading this project, helped by others from time to time including Graeme Belworthy, Alastair Cross and Alan Hinman. See photo below.



Meanwhile for the library and archives, more photos (slides and prints), books magazines and videos, tramway, railway, powerhouse and gas, together with further boxes of Society records, plus two slide projectors and a couple of projection screens, continue to be collected from Margaret Shanks. This is being undertaken by Dave & Dot Hinman and Henry Deer, with sorting being undertaken by Henry and Dave, and with each sorting we find some of John's private photos or papers are there as well. So back to Margaret's and there we find she has found some more of John's non-private collection. So, more boxes have found their way to Ferrymead. We don't know when this is going to end!



There is another rather larger item at John's (in his garage) which has also been offered to us – his Morris Minor car! Why would we be interested in this you may well ask? Well, it's been part of the Ferrymead scene for as long as John - right from the early days of rail lifting at Blackball, track laying in the reserve, to being seen on site with a bus display in recent years. Also when John was the Ferrymead Trust's first paid employee (Secretary-Manager from 1973-1976) it was on site every day as his means of transport. The car is in excellent condition, having been

very well maintained by John, and its registration is currently on hold. It is our belief that the best location for its display would be the Hall of Wheels (cars of this age are now recognised as “vintage”) and because of its Ferrymead wide connections. To be displayable all it needs is a wash to remove two years of dust. As it may take some time to negotiate access to the Hall of Wheels with the Ferrymead Trust, Margaret has kindly agreed to let it remain in her garage in the meantime. Photos of the photo/archive sorting and the car follow below.



In the eastern end storage area Graham Richardson and his team of community service workers have been busy removing/relocating old shelving in the lean to area and adding some pallet racking. Some small items of tram equipment (motor part spares etc.) have already been relocated from Tram Barn 1. We are negotiating with a fire sprinkler contractor for a price to make alterations to the sprinkler system near the eastern doorway so that the old mezzanine and stairway can be removed and replaced with more pallet racking as well as leave space for forklift access and potentially large vehicle access and storage.



Finally, a few of us visited the new National Railway Museum display hall being recreated from one of the old Tamaki buildings in the township, across the railway line and near the new turntable. This has many similarities to our Cranmer project, although the interior of the building is in better shape and will require less work and decorating. See photos above. In attendance were Dave Sanders, Jonathan Day, Graham Richardson and Dave Hinman, and our host was Alan Spooner. Our thanks go to the NRM for showing us through their building. (see photos overleaf)



ABOVE: THS inspect the former Tamaki Experience building, soon to be home to the NRM-NZ's T^R shunting locomotive and an ex-NZR, ex-Ohai Railway Board plough van as well as a variety of other static displays. There will be a mockup of a railway station interior plus a souvenir and book shop and a library and archive space. Toilets already exist in the building. Funding is still being sought for a scaled down version of the Peter Beaven-designed roundhouse display building.

All Photos: Dave Hinman



ABOVE LEFT: Another view of the Cranmer Building floor modifications.

Photo: Stephen Taylor.

ABOVE RIGHT: As noted last issue, Mornington 103's wheelsets were delivered to the Tram Barn by Mainfreight on 14 April. Don sent the following email around Team Cable Car that evening. : Photo: Alastair Cross

STOP PRESS: COUNCIL HEARINGS OF LONG TERM PLAN SUBMISSIONS

On Wednesday 12 May, the THS and CTL presented their submissions to the Council supporting the early completion of the tram extension. THS was represented by Dave Hinman and CTL by Sue Sullivan, Chief Executive of Christchurch Attractions. Decisions are expected next month.

A copy of the THS submission is attached with this issue of Tracts.



THE CHRISTCHURCH TRAMWAY STRIKE OF 1932 - CONTINUED



TOP: A group of 'scab' workers line up in Cathedral Square awaiting assignment to their trams.

BOTTOM: A 'scab' conductor swings the pole on 'Yank' 12 at the Christchurch Railway Station.

Both photos: Ferrymead Photographic Society, courtesy Mick Braithwaite

FRONT COVER: Double decker 26 late in the evening at the May Night Market – now suspended for the winter months.
Photo: Alastair Cross