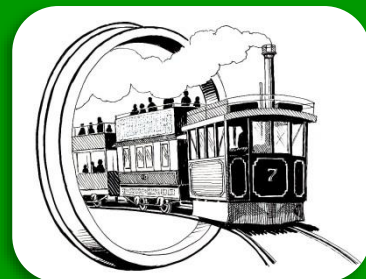


# *Ferrymead*

## *Tram Tracts*

*The Journal of the Tramway Historical Society*



*Issue 41 November 2019*



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

## First Notch

### President's Piece – Stephen Taylor



Well, we are fast approaching Christmas – as I write this, it is now the start of November. I haven't been down at the tram barn much in October – I was away for three weekends out of four in October (including Labour Weekend), but it was good to see much progress was

continuing to be made – much of which I hope will be expanded-on elsewhere in this issue of *Tracts*.

Good progress has been continuing on the trolley bus overhead with work progressing on moving the overhead onto the new poles installed. The points outside the Hall of Wheels appear to be finished. And Brisbane 236 went back into service after the mishap reported in the last *Tracts*.

And work has been progressing on the roof of #24 – as reported in the last issue of *Tracts*, but

unfortunately took a few steps backwards when borer was found in one of the roof bows on the 'A' end canopy requiring a new roof bow to be constructed and fitted.

On the social front, just over 20 members attended to Society dinner at the Garden Restaurant on Halloween (31<sup>st</sup> October). While the turnout was probably smaller than expected, those who attended appear to have a good time with socialising over drinks before the meal and then over food during it. And speaking of Society functions, we are intending to twist the arms of Dave Hinman and Steve Lea to provide a slide show on the last Wednesday in November – a report back on their recent trip to the UK – where they apparently spent time enjoying canal boats (and canal side pubs) and also visiting various railway and tramway museums – and probably other things too.

That's about all from me this time,  
**Stephen**

## Notices

### WORK DAY

The Society's next Work Day will be held on **16 November 2019**, from 9:00AM at the Tram Barn. All members are warmly encouraged to come down and help out, even if only for part of the day or maybe to catch up afterward.

### GENERAL MEETING

This month's General Meeting will be held on **Wednesday November 27 at 7:30PM** in the Lions Building at Ferrymead, and will feature an informative talk from Dave Hinman and Steve Lea entitled "From Narrow Boats to Narrow Gauge", based on their recent adventures to the UK and beyond.

Dave and Steve (and Dot and Lois) have recently returned home after several weeks sojourn in the Northern Hemisphere. There they indulged in all sorts of interesting activities – on the water, on rails, sometimes under wires, visiting nearby pubs (for meals of course) plus viewing some heritage buildings and some shopping (a Dot & Lois specialty). Too much to cover everything in depth in one session but in addition to reincarnated early 19th century canal travel you will see glimpses of trams displayed and operating in more than a dozen locations, plus some old ships, trains (ancient and modern), and even a trolley bus or two. There are some learnings and ideas to pass on, so come along and be entertained/educated/enthused! Remember to bring \$2 for supper!

**FRONT COVER IMAGE:** *As most will be aware, work has been quietly continuing on our demonstration trolleybus loop to get it back into operable condition. On 28 October, Alan Roi and his team had the Society's Bedford tower truck out to transfer the last section of overhead to a new pole and span wire as the last stage of upgrading the Truscotts Road turnaround loop. With most of the work already done, the Society's Bedford tower truck poses behind one of the new poles installed as part of this project, 28/10/19. The Trolleybus Team will now be focusing on getting the overhead down Ferrymead Park Drive up to scratch with the goal of returning to full passenger carrying next year.*

*Photo: Alastair Cross.*



### FROM THE CABLE CARS

Don McAra provides the following report on the restoration of Mornington grip tram 103:

"As requested here are a couple of progress shots for Tracts. Both show Gavin Townsend kindly holding up one of the gripman's well side rails. I have been working on the tenons which will connect the rails to the bulkhead pillars and also will form the backs of the side seats. (*Since both are the same but shot from different angles and ends of 103, we have only printed the first one on Page 4 - Ed.*)

Above the bulkhead pillars the roof crown pieces that will support the clerestory roof between them have been shaped and have been trial fitted by Richard Holland who has recently joined the cable car team. He comes with many carpentry skills.

Meanwhile Lawrie Cooper is making good progress with the hornway and axle box constructions. These are strapped and bolted above the chassis, not below which is the more normal rail vehicle practice. We look forward to showing readers the completed assembly of these interesting features. In the interim we have called for prices from Bradken at ex- Hillside workshops, and also from A & G Price in Thames. A certain amount of funding has been promised by one group, but more will be needed."

### A NEW TRANSFORMER AND RECTIFIER SET FOR FERRYMEAD

With the ongoing disposal of equipment associated with the former Wellington trolleybus network, the Tramway Historical Society has been given, and gratefully accepted the opportunity to acquire a modern transformer and rectifier set which has been removed from the former Cable Car Lane substation by General Metal Recyclers Limited. This equipment is being made available to us at a very good price, and the Society would like to thank both Allan Neilson of the Wellington Tramway Museum and Project Manager Carl Whittington of GMR for their assistance with the acquisition of this equipment.

While the Society is aware that there are a number of other competing projects for our very limited incomes, we are also aware that this is a 'once only' opportunity which would not likely have ever come up again. After much consideration, the Society's Management Committee concluded that it would be well worth while to acquire this equipment, which could be used to either supplement or replace outright the existing transformers and mercury arc rectifiers we currently use to power our trams and trolley buses.

To support the acquisition of this equipment, and its transportation to Ferrymead, a donations form has been enclosed with this issue of *Tracts*. As will be noted, this form also includes a number of other concurrent projects, such as the restoration of Christchurch 24 and Mornington 103 to running order, construction of the Diesel Bus Shed and the overhaul of our Kitson steam tram. If, however there is a specific project not listed that you would like to support, you can also do just that.

## TRAM DRIVING TIPS WITH DAVID JONES

When unlocking the tram barn, either during daylight hours or in the evenings, please ensure that the security alarm system is disarmed before you walk past the alarm panel into the barn. If the red light on the alarm panel is on, then you must enter the code to disarm the alarm before proceeding. Failure to do so will result in operation of the alarm system and an expensive visit from a security guard. **Also note that Tram Barns 2 & 3 also have alarms, and these are also activated and disarmed from the alarm panel in Tram Barn 1, so please remember to check the panel before entering them.**







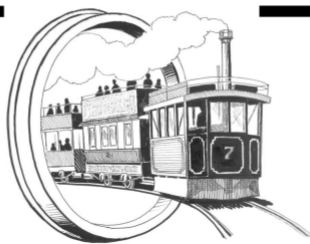
**ABOVE:** A Sight Not Seen Since...! Wellington trolleybus 384 arrives at the Exchange on a grey 8 January 2016, nearly two years before it brought the curtain down on a 113-year old tradition of electric transport on the streets of Wellington.

**BELOW:** A Sight Soon To Be Seen...Once More! Built seventy-eight years before 384, Christchurch 210 represents the first generation of the 'modern' New Zealand trolleybus, seen here on a distant 26 April 2014. Unlike 384 which remains stored at Kilbirnie however, 210 will soon be back at work – it is hoped sometime next year – doing what she was built for: carrying passengers. Both photos: Alastair Cross.



# The Tramway Historical Society Inc.

Operating the  
Ferryhead Tramway  
275 Bridle Path Road  
Ferryhead, Christchurch



P.O. Box 1126,  
Christchurch, NEW ZEALAND  
[www.ferryheadtramway.org.nz](http://www.ferryheadtramway.org.nz)  
Charities Registration #CC21723

## DONATION FORM

The Tramway Historical Society Inc. is a registered charitable organisation with the New Zealand Charities Commission – [www.charities.govt.nz](http://www.charities.govt.nz) – and has authorised donee status with the Inland Revenue Department. As such, any donations – with from individuals or companies – over \$5.00 are fully tax deductible in New Zealand under current legislation. Our Charities Commission registration number is CC21723.

**Surname:**

**First Name(s):**

**Contact Address:**

**(For mail, etc.)**

**Contact Phone Nos:**

**E-mail:**

**Other Contacts:**

**(fax, mobile, work, etc)**

A tax receipt will be issued for all donations over \$5.00 and posted to the donor at the address supplied above.

### Details of Donation

<i>Purchase of ex Wellington Trolley Bus Rectifier/Transformer Set:</i>	\$
<i>Replacement boiler for Kitson Steam Tram:</i>	\$
<i>Diesel Bus Shed:</i>	\$
<i>Christchurch Hills Car #24:</i>	\$
<i>Dunedin Mornington Cable Car #103:</i>	\$
<i>Other - Purpose of Donation:</i>	\$

Please send this form and donation to the Secretary at the above address.

Payments may also be made directly to the Society's Westpac Bank Account number 030802-0095056-01 – please use your name as a reference so that we can identify your payment.

Payment may also be made by Visa or Master card (please circle)

Card number \_\_\_\_\_ Expiry date \_\_\_\_/\_\_\_\_ CVV \_\_\_\_

Name on Card (exactly as it appears on your credit card) \_\_\_\_\_