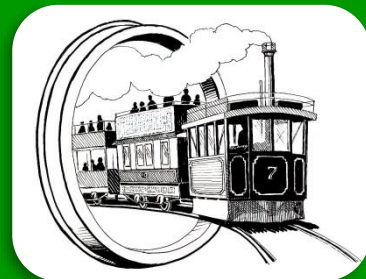


# *Ferrymead*

## *Tram Tracts*



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The Tramway Historical Society  
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## First Notch

### President's Piece – Stephen Taylor



As I write this is late September, it seems that there has been a lot of progress on various items.

Firstly, on the restoration front, there has been plenty of progress on #24 (which is in Tram Barn 3. The HTT team is working on prepping for recanvassing the roof.

Some period correct destination boxes are being overhauled and the blind mechanisms repaired. New roof timber has been machined up for the monitor roof, and all the converted section roof pillars have been stripped back and “varnished” and are being refitted, and a number of components for the monitor roof have been painted in preparation for fitting. However, there is more work than expected “filling in” the rectangular holes in the end canopies where the streamlined destination boxes used to go. This is requiring some steam being of timber as the curves are sharper than expected. And Dunedin Mornington Grip Car #103 is also having its roof worked on – the existing roof has been dismantled and work has started on manufacturing new wooden components as necessary. And work is progressing on the replacement Kitson boiler now that it is back - including a start on fitting the replacement boiler tubes.

On the down side – 236 is back in the workshop. Unfortunately, it split the points and in the process a

brake beam was bent. Work is currently ongoing to rectify this and repair or replace several other damaged components related to this.

The track work outside the livery stables is now open – and much smoother than before so an excellent result. However, as I write this, there is still some finishing up work being done on the point mechanism for the point into the Hall of Wheels (which is very seldom used) and these points are currently “spiked”. And work on the Trolley Bus overhead has now moved on to moving span wires onto the new poles. Once this is done, I understand one of the next steps will be manufacturing some new bracket arms that will replace some of the old span wires. This will allow the height of the overhead to be raised where it is too low.

We had a very interesting General Meeting in September where the Society's *Tracts* Editor Alastair presented a very well done slide show on his trip to Japan earlier this year. The next function – advertised elsewhere in this issue of *Tracts* – will be a Society dinner on 31<sup>st</sup> October. Thanks to Phyllis Belworthy who has taken on the task of organising this for us.

Plus the school holidays are also upon us as I write this, and planning well underway for the Labour Weekend function – for which the main event days are to be Saturday and Sunday. If you are a driver, please help out John Harris and the Society by helping keep the roster full.

Regards,  
**Stephen**

### Alastair's Angle – Alastair Cross



Welcome to another issue of *Tracts*. It's been a few issues since I've written a column; personally, I feel that Stephen says it all and all my waffling on can do is to fill up space that would otherwise go empty. I would however appreciate Society input – what do you think? Would you prefer a monthly

opinion piece, or no opinion piece?

Since Stephen wrote his piece above, there have been a few developments in that time. After four

months at Ferrymead for roof work and wheel turning, Christchurch 152 was returned to the Christchurch Tramway on 1 October in time for the summer season. A big thanks to Alex Hunter and the team at the Heritage Tramway Trust who not only found the time to allow some passengers on the Saturday before to enjoy a test run on this wonderful tram before it went back, but for also allowing two trainee motormen – myself included – to have a drive. It was a pleasure and a privilege to drive 152.

And on the subject of the Christchurch Tramway, it's been confirmed that the Christchurch City Council will be extending the Tramway once again in the form of a 'missing link' curve at the intersection of

High Street, Tuam Street and Poplar Lane. There are still some ongoing land negotiations to resolve, and a pair of point switches need to be imported, but once all is sorted it's hoped that the trams will be running the full extension in May next year.

In the meanwhile, John Harris is still looking for more drivers to keep his rosters full. I'm sure this is starting to sound like a broken record, but if the trams don't run then the Society loses out on

income, and that's something we can ill afford to happen. Even if it's just for part of the day, please help John out and make some time to come down and drive the trams, whether it's just for regular services or even for a Night Market. Having done a few Night Markets myself, I know they're not all that daunting; in fact they're quite enjoyable!

Well, that's about it from me!

*Alastair*

## Notices

### **SOCIETY FUNCTION – THURSDAY 31 OCTOBER**

The next General Meeting will be our regular Society Dinner, to be held on Thursday 31 October at the Garden Restaurant in Shirley. We are planning to start the evening with drinks and friendly discussion at 6.00PM, followed by dinner at 6.30PM. Costs are \$33.50 for a full adult meal, or \$30.50 if you have a GoldCard. If you're interested in attending, please contact Phyllis Belworthy by no later than 26 October at: [trixiebell@xtra.co.nz](mailto:trixiebell@xtra.co.nz), or by phone on either (03) 352 4872 or 027 227 0343. We look forward to seeing you there!

### **SOCIETY WORK DAY**

Our next Society catered Work Day will be held on Saturday 19 October, starting at 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.

Please also mark in your diaries the dates for the following Work Day – 16 November 2019.

### **TRAM BARN ALARMS**

Last month our Acting Treasurer received an unwelcome invoice from ADT Security after they responded to a call out at the Tram Barns. Although the perpetrator has owned up for their mistake, we'd like to remind everyone that the Tram Barns are all alarmed, and that the alarm does need to be deactivated before you enter any of these buildings if they're not already open. If you accidentally forget and set the alarms off – don't worry! Most senior Society members know the appropriate code to respond to ADT's phone call when this happens. If you have forgotten this code, or don't know, please talk to one of them.

### **TRAM DRIVING ROSTER**

As noted in Alastair's opinion piece above, John Harris is still looking for names to keep the Tram Driving Roster full on a more regular basis. At the moment we need drivers not only for our regular weekend and holiday running, but also the upcoming Labour Weekend special event and future Night Markets. Even if members are only able to drive for part of a day, please consider putting your name down! John is more than happy for any help he can get to fill that Roster.

## Tram Driving Tips with David Jones

Three dots have been painted on the floor between the tracks on the main running road in Tram Barn One.

These dots are where the four wheel cars, Christchurch 1 and Dunedin 22, need to stop in order to swing the pole. It is also a mark to aim for when entering the Barn in order not to stop under the section isolator in the doorway. If these marks are covered by another tram, do not cross the traverser.



### **BRISBANE 236 OUT OF SERVICE - AGAIN**

Last month, Brisbane 236 returned to service after spending some time under repair in the Tram Barns. While it had been hoped to have it running during the School Holidays, unfortunately this wasn't to be the case and 236 is now out of service once again. This time the problem is a damaged brake beam, caused by 236 splitting a set of points and nearly derailing. Work is now underway to have this tram up and running again as soon as possible.

### **CHRISTCHURCH TRAMWAY EXTENSION NEWS**

After over a year of public engagement and consultation, the Council has made a decision on the proposed refurbishment of High St between Cashel and St Asaph, and completing the tram loop from Poplar St back into High St. Following a public hearing on 15 August, the Council at its meeting on 24 September adopted the recommendations of the Hearings Panel. "The Council has today approved plans for revitalising High Street to address the damage caused by the earthquakes and to make the road more attractive and people-friendly. It has also agreed to extend the route the trams operate on along Lichfield Street, down Poplar Street and back up High Street. Detailed design work and some property purchases need to be completed before work on the High Street upgrade can begin. Council staff will let stakeholders know when construction dates have been finalised." You can find further details at <https://www.stuff.co.nz/the-press/news/116040659/news-bites-christchurch-transport-projects-get-the-go-ahead-tram-route-extended>

The submissions made by CTL and THS at the hearing included a plea for the extension to be completed in time for it to be able to be in operation by 14 May 2020. "This is because that is when the Annual 4 day TRENZ Conference (NZ's largest tourist industry trade show) will commence, in Christchurch for the first time since the earthquakes. In 2018 this event attracted 1800 delegates world-wide with 30 countries in attendance. This will be a great opportunity to showcase the tramway and its extension into this rejuvenating area. The Innovation Precinct/SALT District is set to become a "must see" attraction of the Central City and the tramway will be well placed to play its part in bringing visitors and locals to it and assisting in its promotion." While acknowledged in the Panel's report, this request was not included in the decision, but CTL and THS are continuing to work with Council staff to endeavour to meet this target.

Next steps include finalising the land deal with the multiple owners of the former Hi Para site on the High/Poplar Streets corner, so that preparation and track laying can get under way. All of the rails with the exception of the point switches for the turnout from Poplar Street are already in stock (purchased in 2010) and discussions with the Australian supplier for the point castings are proceeding. We understand that the overhead design has now been completed. As there are some design details and some funding issues for the related roading improvements still to be resolved, and given that there is only a short section of the tram tracks still to be laid, it is hoped that the tram extension can be separately tendered to allow construction to get under way as soon as possible in time for the May deadline.

The diagrams show the three sections of High Street affected by the proposed street improvements, and an enlarged version of the Lichfield - Tuam Street section, which includes the only part of the now approved tram extension still to be built. Some details of the street improvements have yet to be finalised.

**OVERLEAF:** *The current versions of the High Street redevelopment between Cashel Street and Tuam Street, showing the position of the new 'missing link' curve between the tracks already mostly laid in 2010 prior to the Canterbury earthquakes.*

*As part of this work, the Council plans propose the retention of the current crossover at the High-Manchester-Lichfield intersection, and a further set of points in Poplar Street near Tuam Street, to allow the possibility of a further tramway extension down lower High Street to St. Asaph Street at a future date, and in the meantime to provide a siding in Poplar Street.*

*Concept plans: Christchurch City Council.*





## From our Members' Cameras



**ABOVE and LEFT:** Earlier this year, Society member Beverley Obst arranged for a number of new decorations to be made up for the Society's Wedding Tram service. In the case of the doll attached to Dunedin 22's front hand rail, Beverley took this to an acquaintance who was then able to transform it into a bride complete with wired-on bouquet.

The new decorations debuted on 22 September, attached to Christchurch double-decker 26 which brought the bride down to Church Corner. A week later on 29 September, the decorations were brought out once again, this time attached to Dunedin 22 but with the same tram crew of Beverley and Peanut.

In the background (upper photo), the Canterbury Railway Society's ballast train can be seen – as this issue went to press, the CRS had completed reconstruction of the curve by Truscott's Creek and the Golf Course level crossing. Trains are scheduled to start running again from 13 October.

Both photographs: Beverley Obst.





**ABOVE:** Since the last update, Alex Hunter and Mike Lawson have continued to make progress on the restoration of the Kitson boiler. Work is underway with threading the new stay tubes, prior to final installation.  
Photo: Alastair Cross





## TAILPIECE

*With the wedding tram for the day – Christchurch 26 – on its way down from the Square Shelter, duty motorman Ken greases the check rails at Church Corner while waiting for the crossing, 22/08/19. Photo: Alastair Cross.*

**FRONT COVER:** *On 28 September, newly overhauled Christchurch 152 was given two test runs around the Ferrymead Tramway to check that everything was running smoothly before its return to the Christchurch Tramway in time for the busy summer season. With the day's running over and only Dunedin 22 to come home after its wedding duties, 152 was joined by fellow Christchurch tram 1 for the night in Tram Barn 1. Photo: Alastair Cross.*