



Square shelter gets revamp

BARRY MARCHANT and others have been busy



Photo: Barry Marchant



Photo: Graeme Richardson

OVER THE LAST FOUR YEARS or so a lot of painting etc has been carried out by Allen Harbrow and others. This work was centred mainly on the windows and internal ceilings, but also included new spouting and downpipe, and last year included obtaining two new window frames to replace those on the west and south sides which were badly rotted.

When the time came to fit these new frames it was decided that the associated steel panels should also be attended to, and this work is now being attended to by John Atkinson and me.

The attached photo showing the southeast corner gives an indication of work currently in hand, with an older photo for comparison.

The door now fitted is of a similar style to the previous 1930s door which had collapsed. The window to the right of the door was rebuilt and reglazed over five years ago. In hindsight, the lower two panes should be in obscure glass to match that in the rest of the office section.

The window to the left of the door was rebuilt and fitted to the

building late 2012 and the lower sliding panel now could be used if necessary. Was it designed for the parcels delivery service the CTB ran?

A new steel panel has been fitted here but makes use of the old trim after suitable rust treatment. The corner steel panel is brand new, and the window frame above it has been rebuilt. The ticket sales frame and keyhole glass has yet to be attended to.

Moving to the south side, the first panel is presently untouched, but the second panel has been removed, and the trim separated for rust treatment.

It was then replaced, and a new window frame fitted. All that is left to do here is painting.

Around the corner on the west side work commenced on 2 March with the removal of the collapsing wooden panel and the fitting of a newly fabricated T bar which will support a new steel panel below and window frame above in a manner similar to the other panels. Thanks go to HTT staff for fabricating the T bar from rectangular bar stock for this job.

Coming events

FOLLOW-UP GOALS AND PROJECTS MEETING

At the March 2012 meeting, Society members reviewed and updated the Society's Goals and Projects for the 2012/2013 years.

**The next Goals and
Projects meeting will
be held on 20 March
2013 starting at 8.00pm**

in the

**Lions Building,
Ferrymead.**

Its purpose will be to review and agree Goals and Projects for ongoing into the 2013/2014 years. Further details can be found under the "Projects" heading on website <http://www.ferrymeadtramway.org.nz/news.htm>

NEXT WORK PARTY

The next workday on **Saturday 16 March** will include a session tidying up the bus part storage area in the trolleybus shed. We are expecting a big pile of Bristol parts soon and need room to store them.

Next work party

The next work party is scheduled for **Saturday 16 March 2013**. Formal work parties are held every **third Saturday of the month** and Alan Roi provides a cooked midday meal. There are also activities every **Saturday** and on **Monday evenings**.

Message from the president



TO ALL members and friends. A new year and March already. I hope everyone is enjoying the lovely warm weather we are having.

Sunday 10 February

Ferrymead Park held a free day and hosted more than 8000 visitors the largest number for any single day I believe. This kept our traffic staff very busy and we also had John Shanks and Dave Hinman showing people around the tram barns. A lot of people were surprised at what they found and said they would come back and we even had one person ask about membership of the Society. As well as having three trams operating we run a trolleybus and the double decker giving rides. The bus group also had a very good display set up in the military building.

An area of the floor in Tram Barn 1 has been concreted to accommodate Hills car 24. This will enable us to work on it and ensuing restorations without blocking in any other work. More on this project elsewhere in this issue.

The traverser extension is progressing and the rail is nearly ready to be welded in place. The earthquake repairs will be done in conjunction with this work.

Repairs to the Square Shelter are continuing but more funding will be required soon. The phone box that goes next to it is nearly complete.

Work has started on earthquake track repairs in the village. This involves cutting and removing the road carpet and concrete around the breaks in the track. These repairs will be done in three stages to enable a limited tram service to continue to operate during this time.

With our normal repairs and maintenance work as well as the projects we are looking at a busy year ahead.

We welcome all members and friends who can visit and any help they can offer will be very much appreciated.

Graeme Belworthy
President

Newspaper card index turns up interesting articles

ALLEN HARBROW has been investigating the archives

The THS Library has a card index of newspaper articles from the 1890's through to about 1915. Somebody in years gone by has painstakingly hand written a copy of any event that appeared in the news that impacted on the Christchurch tramways over that period, and it's a little treasure trove of how events impacted on the Tramway Boards of the time and people's lives. Here are a couple of them.

News 1890 Tramway Accident

10/9/80 P4. A singular accident occurred the other evening on the Ferry Road tramway line, whereby some injury was caused to the car. A carrier's cart had dropped a bar of horse shoe iron, about 16ft in length, and it had lodged on the tramway rail, the end being bent upwards. When the 8.15 pm tram from Chch arrived at the spot, the wheel of the engine (this would have been a Kitson steam tram. Ed.) passed along the bar, the end of which pierced through the floor of the platform of the car

immediately behind it, thence through the panel of the door, and out through the second window from the end. It also passed through the cloak of a lady who was sitting in the car and just grazed the cheek of another lady without doing further injury. Such a coincidence is of course most exceptional. The bar was picked up on the road in a tangled shape, showing the immense pressure it had been subjected to.

News 1891 Tram Excursion to New Brighton

(Owles Scrapbk - April 1, 1891)
This evening the last cheap trip of the season to New Brighton will take place. There will be a grand display of fireworks under the management of a professional pyrotechnist, and, as usual, a full band will play. Mr R. C. Bishop has contributed several barrels of tar, which are to be burnt on the beach.

It is anticipated that there will be a very large attendance of health and pleasure seekers, for whose accommodation 15 tram cars will be provided.

The new toy



Photo: Stephen Taylor

Dave Hinman takes Wellington Volvo trolleybus No 258 for a trial run — or is it as the photographer suggests, the other way round?

Work place Health and Safety

a report form DAVE CARR, convener of the Ferryhead Tramway Work Place Health and Safety Committee

IT IS OVER TWO YEARS since the THS and HTT introduced a new set of Health and Safety Rules and Guidelines to cover areas of operation not covered by the Tramway Safety Case.

These Rules and Guidelines are required under various pieces of Health and Safety Legislation and if we don't have controls in place the consequences for the Society or the Trust could be quite severe.

We also set up a joint Health and Safety Committee to look after these matters but they became bogged down and eventually stopped meeting with little progress being made.

At the instruction of the HTT Board I was asked to reconvene the Health and Safety Committee with or without the THS being involved as we need to protect our workers and to minimise the threat of prosecution of the board should there be an accident.

I am please to say that we have also been able to get three members along from the THS. At this stage the Committee comprises: Dave Carr, Graeme Richardson and Brian Fairbrass from HTT and Don McAra, Ken Henderson and Murray Sanders from THS. The THS President and HTT Chair are also ex-officio members.

Our initial meeting outlined the

process that we need to follow and how we should be able to work through the issues.

The first task set the members was to do a work place assessment for various work areas to highlight deficiencies. These were completed in December and reviewed at our December meeting.

We will follow this up with recommendations to the management groups to start to deal with any areas of major concern. The process will take some time with the most serious concerns to be tackled first.

In the New Year we will be getting those responsible for projects to undertake risk assessments for each project and compile a list for each project or work area.

There were two matters raised at our November meeting that we would like members to think about and take action to improve the work

place safety.

Tidiness in the tram barns is an issue and we would ask all members working on projects to clean up the area they have been working on before they leave for the day. All access ways are to be kept clear at all times to ensure people can get out of the barns in any emergency.

The second issue is the use of safety equipment. The HTT and THS Committee are committed to having a quantity of protective equipment available, but we are unable to provide individual issue. Please make use of the protective equipment that is available and if you can't find what you need please ask or delay the task until you can find what you need.

If the protective equipment you are using becomes damaged or otherwise unusable please advise a committee member.

Please have a safe and enjoyable holiday period.

Tram driving tip

from Driver Training Officer DAVID JONES

When using No 1 or No 26, remember to turn the overhead power switch off in Tram Barn No 2 both when taking a tram into service and after putting the tram away after use. The switch is located just inside the door on the right. This enables maintenance staff to safely operate on the roof of the Kitson or the top deck of No 26.

More progress on Hills car No 24

STEPHEN TAYLOR continues the good work

SINCE THE FEBRUARY *Tracts*, the concreting of the floor in Tram Barn 1 to allow 24 to be relocated has been completed, and Christchurch Hills car 24 has been relocated to its new location—approximately where Dreadnought trailer 118 used to be. 118 is now in Tram Barn 3. This location in Tram Barn 1 is expected to be 24's new home for the next little while. It looks surprisingly clean and neat at that end of the tram barn now, although the lighting now needs to be improved.

In early March, we expect to begin the next step. We will raise 24 up—about two "sleepers widths", and

erect a scaffolding frame around the body.

This frame is intended to support the body whilst we release the fastenings holding the body to the chassis. Once this is done, we will then lower the chassis down again, which will leave the remainder of the body hanging from the scaffolding frame. I hope to have some photos of this for the next (April) *Tracts*.

All this work will allow the chassis to be run out—on its temporary trucks—and separately worked on. Once the chassis is all refurbished, we can then reverse the

above process. However, depending on speed of progress (and funding), this is not likely to be before next year.

Incidentally, sitting where 24 used to be is now 178. 178 has been relocated into Tram Barn 1 so that HTT can work on tidying it up before it heads back into town. I would expect 178 hasn't been in Tram Barn 1 since 1995—ie before the City Tramway opened.

On other fronts, Murray has finished overhauling the second traction motor to be used on 24's 14D5 trucks, and Jonathan Day and his team are still working away on the K10 controllers.

A fivesome of Felthams

Thank you to *Tracts* reader MARK BLACKSTONE from the UK who sent us this photo of five Feltham trams waiting for a sixth to arrive in a now defunct garden tramway happily now resided near Barnstaple.

The Feltham trams were so named because they were manufactured by the Union Construction Company in the town of the same name east of London. One hundred of these trams were built in total, 54 for Metropolitan Electric Tramways and 46 for London United Tramways. These started to enter service in 1931.

All the trams passed to the London Passenger Transport Board upon its formation in 1933 and were allocated fleet numbers 2066-2165. The last examples were withdrawn from London services in 1951.

Most of the Felthams were sold



for further service outside London between 1949 and 1951, a batch of 90 passing to Leeds City Transport

where they were numbered 501-590 and remained in service until the closure of the Leeds system in 1959.

From the archives...

ALLEN HARBROW unearthed this nice little shot of an English Electric trolleybus en route presumably to North Beach in its earlier livery.

