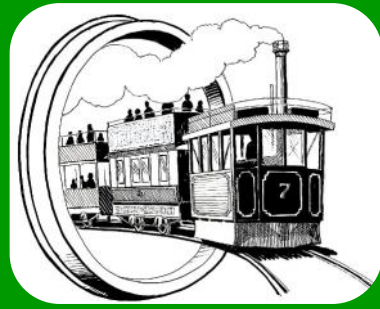


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

December 2023



*Wishing all our readers a safe and merry
Festive Season and a Happy New Year*

Monthly Newsletter of the THS - Editor: Alex Hunter, acting: Stephen Taylor

Contributions welcome. Please send to tracts@ferrymeadtramway.org.nz

All contributions must be in by the 23rd of the month. Tracts released for distribution on 1st of following month.

TEMPORARY

President's Piece - Jonathan Day reports.

It has been a busy period at both ends of the site. The Track team have been doing their best to keeping on top of the weed and grass growth as well as look after the track infrastructure but need a hand. If you can spare an hour so every couple of weeks to help keep the place looking tidy to contact Ken Henderson on 021 131 8905.

Congratulations are due to the Dave and the HTT team on the completion of the restoration of 178. 178 has now returned to town and is regularly operating as part of the City Tramway fleet of Heritage Trams. The work on 24 is progressing extremely fast now and is currently on track to be completed before Christmas.

Progress on Cranmer continues. After a generous discount from Winstone Wallboards, the manufactures of GIB, the society was able to acquire enough gib wallboard to replace the wall linings in most of the public areas in Cranmer.

As part of this work, we will be removing the exterior cladding from the meeting room and installing a building wrap moisture barrier to allow us to install insulation in the room. We are looking to do the cladding over future a weekend we will put a call out for help once we confirm a date.

Planning is also underway for the second part of the archives rooms which has now been emptied ready for work to commence.

At the Bus End: 612 and 620 have headed away back down to Dunedin for the cruise ship season, and a massive thanks to Philip for taking up the driving. If you have your Class 2 and P endorsement, (or have your class 2 and are willing to get your P endorsement) and are willing to do some driving please email me on president@ferrymeadtramway.org.nz. There is a reimbursement available for this.

Before the buses went south a few minor repairs were needed to 612 including a stone chip on the windscreen, this work was undertaken by Auto Glass Specialists Limited which completed the work free of charge so a huge thank you to them!

614 is having a bit of work done to bring it up to 100% for use as a standby bus. While it is still in Christchurch we have taken the opportunity to bring it inside the trolley bus shed to borrow a roof hatch to replace a broken one on 612.

We are also taking the opportunity to work out the best way to install isolation switches and replace the life expired dash panels. Once a process is confirmed 612 and 620 will have the same isolation switches and dashboard installed.

On the trolleybus side of things, thanks go to Murray Sanders who has completed the overhaul of a resistance grid for 210 that failed during testing, this should be refitted to the bus this coming Saturday. And additional new span wire has been ordered from Cookes which will allow us to continue with Trolley Bus overhead work.

Don't forget the society BBQ is coming up this month Saturday December 9th. We will be firing up the BBQ around 5:00pm down at the tram barns. If you are available earlier, please come down and help with a site cleanup .

As most will be aware I spend Saturdays from 10am until approximately 4:30pm at the Trolley Bus Shed and Monday Nights from 7:30pm at the tram barns. You are welcome to come and catch up with me at either place if you want a chat, alternatively you can email me jpresident@ferrymeadtramway.org.nz.

Again, a massive thank you for the support from the following groups this month:



Autoglass Specialists Ltd

Front Cover Picture Ken Henderson supplied this picture of a little diorama he built using one of the collectors edition die-cast models of Dunedin Brill built Box Car #11 that he purchased (see Tracts for October 2023 for the details of these models). The full size example can regularly be seen running on the Christchurch City Tramway, and is the oldest tram in their heritage fleet having originally gone into service in Dunedin in 1903. [Note: for those not aware, 'SPIFF' was a brand of boot polish]

A few notes from your temporary acting editor.

1. Apologies for the lateness of this edition. It was supposed to be out by 1st December but unfortunately some other “real life” activities got in the way of that—including an unexpected trip away out of town.
2. Next issue of Tracts will (probably) be out on 1st February 2024 or thereabouts. (We normally skip January)
3. Alex has said he will be back again on as editor for next year. I have quite(!?!?) enjoyed my temporary acting role as Tracts editor over the last few months—but also pleased to be able to pass it back onto Alex. I would also like to thank the various contributors for their input to the issues I was responsible for producing.
4. Who (else) spotted the error relating to the steam engine D16 in the last Tracts? It was of course visiting from Pleasant Point railway, not Plains Railway. Sorry - brain fade by your editor.

Callum Brieske, Steam Tram Driver.

Congratulations to Callum Brieske who qualified for his Steam Ticket on the 4th November.

Update on Progress on Cable Car 103 from Don McAra

Work continues on the outer cabin walls of cable car 103. The new table sander in the workshop will

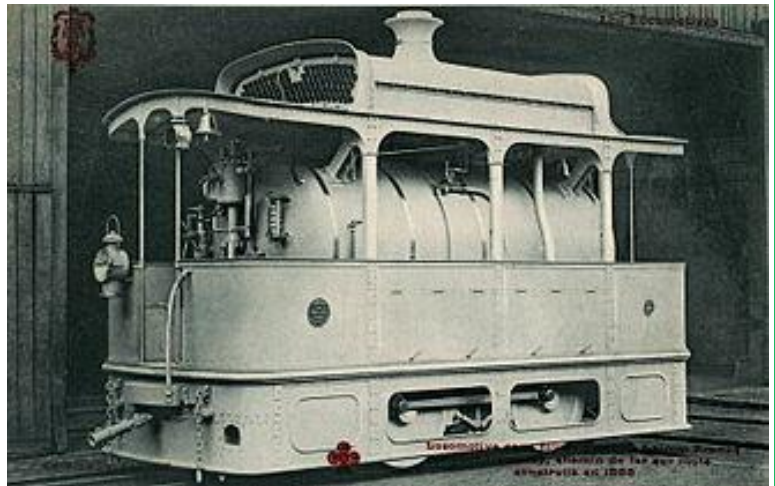


help expedite the joinery of these.

Meanwhile Don Clark (pictured) is making progress welding together all the many clevises required for the moving joints of the wheel brake levers. I have done full sized drawings of the wheel brake blocks. As there are no patterns in the THS storeroom we will now be going to a local pattern maker for a quote. Then we will arrange for the patterns to be cast.

DID YOU KNOW? from Ken Henderson

FIRELESS LOCOMOTIVES



A friend contacted me recently about fireless locomotives. He was reading a book in which an airman who was a POW in WW2 and was being transported in Turkey by train to a POW camp which took them through the Mt Taurus rail tunnels totalling some 7 miles which commenced construction around 1903 and completed during WW1. The airman noted that the locomotive attached to the train before entering the tunnel did not have any means of raising steam. Fireless locomotives have an insulated “boiler” which is filled with steam (steam is a gas) from an external source.

These engines were used where smoke from a firebox would be noxious and could typically be found in food or chemical industries or in factories that had stationary boilers for driving machinery. Diesel and battery power has superseded the need for a source of steam these days. In the 1870's Lamin and Frenq designed fireless trams which were used in USA and France but electric traction soon took over.

I am not aware of any Fireless locomotives being used in NZ.

Dave Carr Memorial Truck Run 2023



On the 5th November 2023 the annual Dave Carr Memorial truck run visited the Society at Ferry-mead. Dave was a very active member of the Society who unexpectedly passed in November 2015 - and who also had a great interest in trucks and the trucking industry.

The visitors looked through the tram barns and workshops where they viewed the current restoration projects and also had rides on the steam tram (a particular favorite of Dave's).

Afterwards, the funds raised from this run were donated to the Society.

The photos on this page are copied from the [Dave Carr Truck Photo Collection](#) facebook page.



November HTT Update

From Dave Sanders

Kia ora koutou

One down and one to go. With the departure to the city of 178 last month that leaves us with 24 to complete as soon as we can.

We have told CTL that we will be completed on Saturday 16th December with them arranging pick up from Ferrymead on the afternoon of Sunday 17th.

Our HTT team and a small number of THS volunteers have been working hard this month to get 24 completed on time. I take this chance to let our staff know that the Board appreciates their work and efforts and that of the THS volunteer help, in particular that of Steve Lea and Henry Deer and of course Alex Hunter.

Work over the last month has not been without issues. We have had to cope with staff off sick as well as particular tasks not going to plan. Our team, under the careful guidance of our Workshop Manager Graeme Richardson, have been able to overcome a number of challenges and will all do their best to deliver 24 on time.

In relation to our staff, this is the final week for week for Brent Woods. On behalf of the Board we thank him for his efforts over the past year and wish him well in the future.

We will also see Alan Hinman leaving the HTT staff and Shay Adjedj leaving us on the completion of 24.

On a more pleasant note, it is with great pleasure that I welcome Leighton Brown to the permanent HTT staff and extend the work for Warren Crowe so that he can begin to assist Don McAra and his team on the Cable Car in the new year.

What with the work in setting up our new equipment in the Workshop and with the expected work load in the 2024 year, our staff will be busy.

On another front, the board ask people to please respect the rights and privacy of the HTT staff in regard to photos.

Please ensure that you have the permission of any

employee to appear in photos and please not be offended by any refusal. Their privacy is to be respected.

With that said and as we draw to an end of the 2023 year, I wish all a Merry Christmas and a Happy New Year. I know that 2024 will have as many challenges and be as enjoyable as 2023 has been.

Remember, our Christmas shutdown for this year will commence on Thursday 21st December following our end of year BBQ lunch, with work recommencing on Monday 8th January 2024. The Tram Barns will of course be open to THS volunteers throughout.

As always, contact me directly as you like on 021 423 763. I am generally down there on Wednesdays and Saturdays.

Ngā mihi nui

*Dave Sanders
Heritage Tramways Trust
Chairman.*

htt@ferrymeadtramway.org.nz

Society Buses in Dunedin

A couple of pictures below from Phillip Murphy with the 202s in Dunedin being used as shuttle buses for the 2023/24 Cruise Ship Season:



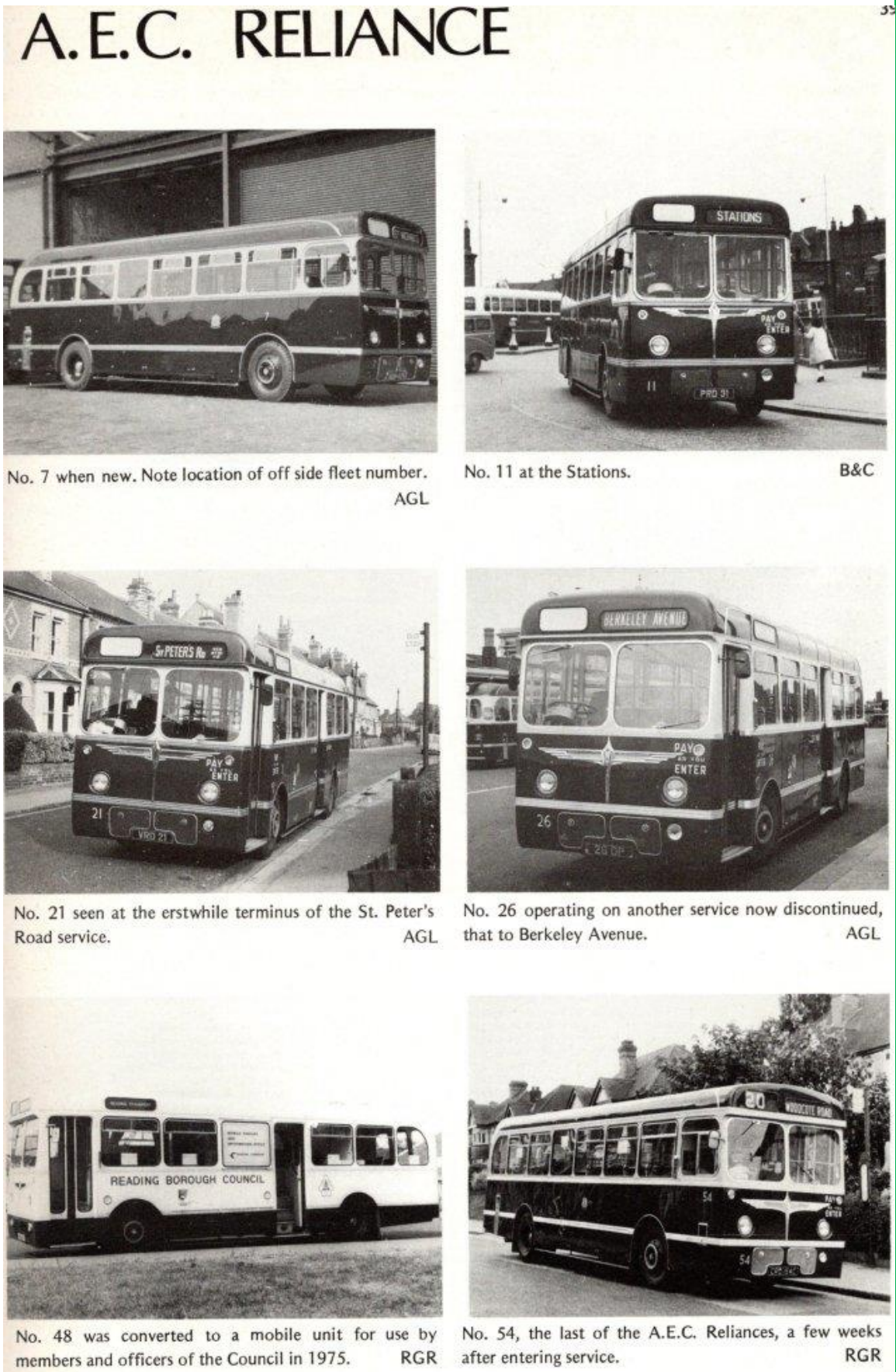
More on the AEC Reliance Buses.

Following on from the recent articles in Tracts on the AEC buses purchased by the Christchurch Transport Board post WW2, we have received the following from a reader - Tony Williams - in the UK:

Obviously, Lt Col John Fardell cribbed the design for his AEC Reliances from his old haunts of Reading, UK. I used to go to school on these. In Reading, he had a big hand in setting up the trolleybus system before the war. As you probably know, he emigrated to NZ after the war, and clearly kept in touch.

Attached is a page of photos of the Reading AEC Reliances, most of which had Burlingham bodies, but the similarity is quite remarkable. I think at least one has been preserved.

*Cheers,
Tony W*



More on the Yank 14

In Last month's Tracts, Bruce Maffei and Henry Deer reported on the crash on Yank 14 in 1923 printed in Tramway Topics from Feb 1974. The article to the right provides more information on the rebuilt Yank 14 (reprinted from Tramway Topics of Sep/Oct 1979).

Picture below: The photo referred to in the article. Taken at an Addington Trotting day - 31 Dec 1949. (Likely every tram and trailer that could move would be in service). Photo: Graham Stewart



And another event involving Yank 14...

(12)

TRAMWAY TOPICS

May-June 1973

CHRISTCHURCH - YANK 14

from Bruce Maffey

Further to the short article featuring this tram in the March-April issue, are the following two versions of a "famous" incident involving "Yank 14" in 1945.

The first is from the "Christchurch Star-Sun" of 26th October 1945, and second, rather more fanciful version, is from the magazine "Air-brake" of December 1945.

Christchurch Star-Sun. 26.10.45 :

An incident of the past week, unprecedented in the past forty years, has impressed, once more, on members of the local constabulary that something new is happening all the time.

The police are still making inquiries to try and find out who took a tramcar from the shed in the corner of the Square last Saturday night and drove it down High Street and Ferry Road, as far as Barbadoes Street.

(This article continued on the next page)

CHRISTCHURCH - YANK 14

by Bruce Maffey.

Yank 14 was one of the old "Yankee Combination" cars and was, in later years, used as the shed shunter at the Cathedral Square carshed. It was used for shunting trailers for use behind regular service cars, when rush hour traffic demanded them.

Yank 14 was one of the five of her class to be fitted with track brakes for use on the Cashmere Hills, and her 2 x 50 h.p. G.E. 214 motors were much lower geared than those of her sisters. This gave her very strong pulling power at low speed and in earlier years she was used to haul ballast wagons in such places as Cashmere Hills, where the Kitson steam motors couldn't go. When not on shed duty Yank 14 was in use as a motorman's training car for new motormen learning their skills on the Cashmere Hills.

Her hour of glory for Yank 14 was when she officially opened the Hackthorne Road extension as far as Dyers Pass Road back in February 1912.

Yank 14 when in service was so slow that she held up following tramcars and consequently seldom saw regular passenger service, although she was occasionally used in evening service when traffic was light.

She was also the only car of her class to have low platforms at both ends. The Yank cars were always unpopular because of their 'high' steps, so in 1930 Yank 14's end platform was experimentally rebuilt, lowering it similar to the saloon ends platform. The conversion cost £64, and as the cost and work involved did not prove worthwhile, no others were proceeded with.

During 1952 Yank 14 was finally scrapped and sold to a farmer at Mt. Hutt and used as a sleep out, but was later auctioned. Its present whereabouts is unknown.

A photograph of "Yank 14" appears in this issue.

Postscript: No 14's body was sold to Mr W. J. Stockdell at Mt Hutt for £25 on 26th June 1952.

However, some years later in the 1960's the farm was sold, and at the clearing sale the tram was also sold again, and probably moved to another farm. During the Society's tram hunting days we were never able to track its movement and so was never seen again in its retirement days.

(article continued
from bottom of pre-
vious page)

The first case of tramcar conversion in the history of Christchurch has both the police and the Tramway Board baffled.

After the last tramcars have left the Square for the various suburbs, one is left standing in the open shed adjacent to the Tramway Board offices, in the corner of the Square, all ready to go out to fill any emergency.

Although the shed is open to the world, a night watchman is usually on duty, but on Saturday he had his night off. This may have been known to the undetected culprit, who went for an unauthorised ride, acting as his own motorman and also conductor, and probably forgetting to collect the fare from himself.

Driver not seen: He certainly knew how to drive a tramcar. After the last of those lawfully on the road had left the Square, No.14 was driven out of the shed, probably only a short time before midnight.

At that hour, however, all cars having reached the depot that are due there, the power is cut off, and the overhead wires are tested.

The cut-off brought the tram to a standstill near Barbadoes Street, and if the unknown was trying to get home, he had to walk the rest of the way.

No one, as far as is known, saw the driver, and the car stood on the tracks until a constable saw it and notified the Tramway Board's night staff that it was there, unlighted, and a danger to traffic.

Air-Brake, December 1945 :

One of our Trams is Missing: "Tram Taken from Shed and Driven Round at Night." So appeared the headlines in one of our newspapers recently. That's what they thought! But if you will just "lend me your ears" for a few minutes I will tell you the true facts of the case.

It happened like this. For many years old No.14 had inhabited the Town Shed. For years she had shunted trailers in and out of the Town Shed. Every night she had slept in the Town Shed. The Town Shed! The Town Shed! She was absolutely sick of the Town Shed.

The "powers that be" said she was too old for the road. Too old for the road? What rot! Maybe she was old in years, but one is just as old as one feels, and No.14 was feeling far from ancient.

She had become very restless of late. In fact, things were rapidly reaching a climax. This restlessness had really commenced on V.J. Day. There she was, shunting trailers, while all the other trams, with their pretty cream and green dresses, were having the time of their lives, racing in and out of the Square and witnessing all the revelry.

All these things were going through her brain as she stood alone one night in the Town Shed. The clock in the Square commenced to strike the bewitching hour of midnight, and at each stroke she seemed to become more restless, until, at the last stroke of twelve, the break came! She just couldn't stand it any longer. Drawing a deep breath, she filled her compressed air cylinders and away she went. Too old, was she? She'd show them! Out of the shed she raced, and into the bottleneck. Here she paused. Which way would she go? New Brighton? Sumner? Cashmere Hills? Yes, that was it, Cashmere Hills. She'd show them she could still climb those hills with the best of them. It did not take her long to reach the foot of the hills and begin the ascent. With very little difficulty she reached Gwynfa, but from then on the going began to get a little tough. Oh, well, she's be all right when she got her second breath. But that second breath just refused to come, and as she plodded on, she began to get very weary. At last the Hills School came in view, but by the time she reached it she was aching all over. But she could not stop there. She must reach the terminus, to satisfy her vanity. So on and on she went, until, with her cylinders nearly bursting, and her brake shoes hurting her terribly, she reached the top. Phew! That was tough going! Maybe she wasn't so young after all. Maybe the "powers that be" knew what they were talking about, after all! Thank goodness the descent would be easier. After resting awhile, she decided it was time to get back, so, wearily, she started the journey. As she had anticipated, the descent was quite easy, but oh, that long drag back to the Square! She thought she would never get there. Eventually she did, however; but she just couldn't bear the thought of being alone in the Town Shed, so she turned her weary wheels in the direction of the Depot, where, she knew, there would be plenty of trams to keep her company.

But she was destined never to reach the Depot. Just as she reached Barbadoes Street, some fathead at the power station switched the power off!

So now you know how old No.14 got to the corner of Ferry Road and Barbadoes Street.

Believe it, or not!