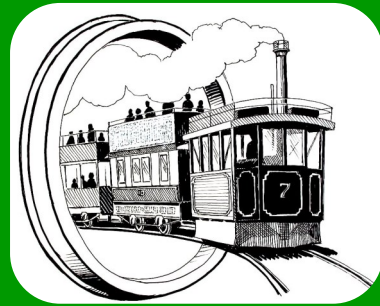


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated July 2023



In this issue

- Tram 178 and 24 Restoration update.
- New DC Rectifier in place at Truscotts Substation.
- Part 2 of the Tramway During the War Years.
 - and a little more..

Monthly Newsletter of the THS - Editor: Alex Hunter

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.

Presidents Report - Stephen Taylor reports.

Since my report in the last - June - Tram Tracts, there has been a lot happening around the Society, much of which I expect will be reported on in more detail elsewhere in this issue of Tracts. And when you get this, we will be in July – the year will be about half done, the shortest day is behind us, and we can start counting the days, weeks and months to the end of the year. However, I expect the coldest days of winter are still to occur – I feel the winter has been rather warmer than usual so far – but also wetter than is typical for this time of the year. But enough about the weather and onto more interest topics – some of that I have noticed happening in and around the Society recently and some of what is coming up.

Around the Tram Barn workshops, the HTT guys have been progressing on the rebuild of the lower body of Christchurch Brill Car (aka PC Car) #178 in Tram Barn 1 with the most notable change being the new steel sides have recently been “hot riveted” in place. And there has been a lot of replacement woodwork made – especially doors and windows. Also in Tram Barn 1, the HTT team are giving the first of a number of Punts a winter overhaul and repaint. And in the spray tent in Tram Barn 3, the HTT team have been giving Christchurch Hills Car #24 its body paint have been fitting a lot of major components such as hand rails – so is starting to look – at least on the outside – looks much closer to completion and looks magnificent. I understand Hills Car #24 and the punts will shortly be swapping places so #24 can return to Tram Barn 1 for further work on electrics, trucks, braking system etc. And not to forget the work being undertaken by Don McAra and his team working on Dunedin Mornington Grip Car #103, also in Tram Barn 1.

And down and around the Trolley Bus shed, the team down there work is also progressing on a number of fronts. In particular, the old V storage wagon has been emptied and is virtually gone having been dismantled into its component parts and work is progressing on overhauls, repairs and tidy-ups of a number of the Society's buses. In particular, bus 538 – after having done quite a bit of work as a film prop decided to burst some water hoses and while these are being replaced, its engine has also had what appears to be a well overdue “flush out” based on the colour and texture of the water that was removed. In addition, some urgent repairs to the front barge boards on the Trolley Bus shed were required where the building's electrical wires were attached. Particular thanks to Jonathan Day for leading the charge on this work.

Work on the Cranmer building has also been progressing on a number of fronts. The new library/archives area is getting its final coats of paint on the roof, walls and floor before being filled up with book shelves etc. The walls are being painted a delicate off-white shade of pale grey – a colour I now call “Lea Grey” thanks to the donation of two 10 litre buckets of grey paint by Steve Lea which have been blended together to form a single shade. We are also hoping to soon fit a heat pump that will be needed before we can start putting the library area to use as it needs to be kept warmer and dryer than it is currently.

Earlier we purchased storm water pipes, guttering and downpipes for the Cranmer building to help make it more weather proof and these have been stored inside the building (where they don't serve a useful purpose) and so work is now progressing of putting them into their intended use. We have been recently excavating trenches around the exterior of the Cranmer building to allow us to put in the storm water pipes and these trenches currently look a little bit like moats at present due to recent rain. Thanks should in particular go to Alan Hinman for driving the digger used to excavate the trenches. Then once complete and with the trenches filled in (hopefully in July), this will then be

followed up by attaching the guttering and downpipes on the building. Once all complete, this should go a long way towards making the building warmer, dryer and more weather proof. The lack of proper storm water drainage has meant that a lot of the water that comes off the roof has just hit the ground and then soaked under the building. And work on another acquisition from a few years ago is proceeding – the team led by Murray Sanders has been progressing with the installation of one of the ex-Wellington Trolley Bus system's Transformer and Solid State Rectifier sets into the Truscotts Road substation. Work has occurred to remove the non-functional Mercury Arc Rectifier unit and install the new solid state rectifier and associated transformer installed in its place. The next step is to get the unit wired up to the 11 kV in the substation and we are going to get external advice and costings on how this might proceed.

I mentioned in the last Tracts that I was about to head off the FRONZ conference – held in Waitangi over Kings Birthday weekend. This was a most and successful conference and the Society was successful with awards on two fronts: member Alex Hunter won the “Paul Heighton Memorial Cup” as the 2023 Award for Excellence in mechanical engineering and the Society also on a “Highly Commended” award for the restoration of the Kitson steam tram and which was apparently just beaten into second place by the aware to Glenbrook Vintage Railway's restoration of WW644. (Maybe because WW644 was bigger than our Kitty?). As mentioned in the last Tracts, we will be having a report back to members on this conference on Wednesday 26th July.

And speaking of conferences, the 2023 COTMA conference will be held in October in Auckland this year. Refer to website cotma.org.au for information on the programme and registration forms if you wish to attend.

And advance notice of the Society's AGM which will be held on Wednesday 23rd August. We have already received our DRAFT Annual Accounts back from our accountant and we have been told we should have the reviewed version back in time for the AGM. More on this in next month's Tracts.

And also coming up as I write this - the Illuminate Light Festival will be held again this year commencing in late June using Ferrymead Park. Kick-off (subject to weather) is expected to be 29th June, and they are planning to run on Thursday thru Sunday evenings for three weeks ending Sunday 16th July. Again this year we are going to be involved by selling tickets to ride on Christchurch Double Decker Tram #26 – lit up with lights again - each night the light festival is on. If it is anything like last year, it should be a very successful event and well worth attending. Note that however, entry will be ticketed and will not be free to Society members and their families who wish to attend.

And also coming up are the July school holidays. John Harris has put out the call for drivers so we can run the Trams every day during this period and while the roster is already fairly full, I am aware that there are still some gaps for days where we still need drivers.

And finally for this issue of Tracts, I would like to welcome two new members whose applications for membership of the Society have been confirmed at our most recent Management Committee meeting: Don Pearcy and Michael Le Fevre - Welcome guys!

Cover Photo: CTB Hills Car 24 has been unmasked after the many hours the HTT staff have spent putting the 4 colours on it in their respective places.

It really looks a world class job, another vehicle added to the fleet using 2 part Resene Automotive paint that is standing up very well on the CTL fleet.

Photo by the Editor.

Motorman Georgia Manglesdorf on Seven Sharp TV News!

David Jones Writes.

On Tuesday 27 June Tram Driver Georgia Manglesdorf arranged for Seven Sharp and Te Tahi Youth Health Centre to visit Ferrymead and to record the journey Georgia has taken with Te Tahi Health Youth Centre to become a tram driver and gain employment at Ferrymead Park.

The attached photo records the occasion which includes Georgia taking the party for a ride in tram No.1. From left to right are: Georgia, John Harris, Larry Day, Ken Henderson, Rachel - reporter from Seven Sharp, Simon and Michelle from Te Tahi and Richard - Seven Sharp cameraman. Georgia's friend Sasha is behind Rachel.

This item went to air on TVI Seven Sharp at 7 sharp(!) on Thursday 29 June.



In this photo are 3 of 4 of Georgia's Grandad's. John, Larry, Ken and David behind the camera.

Cable Car 103 news.

Don McAra Reports.

Since our sad losing Lawry's CAD skills, we are resorting to drawing up full scale drawings on paper of essential components of cable cars: the brake and gripper gear worked using long levers by beefy gripmen. The paper drawings are being traced onto sheets of MDF. Some of these are then being taken to Lyttelton Engineering to be profile cut in steel. This applies particularly to the quadrant shaped, ratchet toothed arcs that the levers pivot over. A small sprung lever on the main lever's handle raises or lowers a steel "dog" into the row of teeth on the quadrant, catching there to hold the position of the wheel brakes, the track brakes, and the gripper jaws all worked from each of the three quadrants. By making full sized versions of the gripper in MDF we

hope to iron out potential problems in how it operated before committing ourselves to steel. Don Clark continues using his engineering skills to fabricate what we need on the metal work side.

Wood work: Progress continues on the cabin inner walls which now need only to be varnished on the side facing into the cabins. Richard and Bill have begun taking the only complete outer cabin wall apart to use as a pattern for all four. Then we will be turning our attention to the doors which slide to and fro between inner and outer walls. All the traditional cabinetry on the outer walls and doors is extending us fully, but we are gradually getting better at doing it. Warren, who is an expert on cabinetry of doors and windows on the current restoration of electric tram 178 provides a superb example of what we should be aiming for.

A promotional poster for a light show. The background is dark with vibrant, colorful light installations. On the left, there is a large, glowing orange mushroom with a green frog-like creature at its base. On the right, a person wearing a winter hat and jacket is holding up a long, vertical, glowing light structure. The text is centered and reads: "NZ's BIGGEST LIGHT SHOW" in white, "ILLUMINATE" in large, multi-colored, block letters, "EXPERIENCE MORE THAN JUST LIGHTS" in white, "CHRISTCHURCH" in large, multi-colored, block letters, and "30th-2nd / 7th-9th / 14th-16th July" in white. At the bottom, it says "Brought to you by Event Hire" with a logo.

A Note from the Editor.

I would like to thank all who have contributed to this edition of Tracts, it is most appreciated.

At present I am very busy both personally and in my work, so I'm going to have a break from editing Tracts for a few months, as my involvement with the 178 and 24 trams is reasonably large, So Stephen Taylor is going to do a slightly simpler version in my place and I'll most likely return around December. Many Thanks - Alex.

THS Social Event.

A Frons Conference report back.

Wednesday 26th July 7.30pm.

In the Lions building at Ferrymead Heritage Park.

Phyllis will be doing a lovely Supper - Don't forget your \$2

See you all there!!

Frons Conference 2023.

This year the annual conference was hosted at Paihia in the far north of the North Island, the conference ran for 3 days over Kings Birthday Weekend.

There was a few field trips to various locations in the local area, such as the Bay of Islands Railway in Kawa Kawa, and the Whangarei model and Steam museum where they have an operating steam train ride and 2 ex Lisbon trams, permanently coupled together with a diesel generator inbetween them supplying the power to make them move.

On the Sunday evening there was the annual Awards Dinner held at Waitangi.

2 awards were handed to the THS this year.

The Kitson steam tram was entered for the steam locomotive restoration award, and it won a close second place and got a Highly commended Award. (first place went to the Glenbrook Vintage Railway for the restoration of the 4-6-4 tank engine Ww644)

The second award was the Paul Heighton Award for excellence , awarded to Alex Hunter for the Mechanical leadership for the Kitson steam tram restoration.

Of which comes with a Trophy and a certificate.



Top Photo: Stephen Taylor and Steve Lea Accept the Highly Commended award for the Kitson Steam tram restoration from Frons President Grant Craig. (Photo by Lindsay Benbrook).

Bottom Photo: Tracts editor holding the Paul Heighton award for excellence. .

COTMA Conference 2023.



Greetings The conference this year is being held in Auckland from Thursday 5th October –Monday 9th October.

Hosted by MOTAT (Museum of transport and technology)

COTMA 2023 Auckland Conference - Booking Form, Programme and Call for Papers.

A detailed draft programme, the Booking Form and a Call for Papers to be presented at the Conference are now available on the COTMA Website at <http://cotma.org.au/conference.html>

The Post Conference tour costs are currently being finalised.

thanks

Warren Doubleday

COTMA Communications Officer

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MMTB X466 on the Dockline tramway in Wynyard Quarter in Central Auckland .Photo from the Dockline Facebook page



MMTB W2 321 on the Western Springs tramway. Photo from the Motat Facebook page.



ATB Streamliner 248 on the Western Springs tramway at Motat. Photo :Charles Richards.

Heritage Tramways Trust.

Dave Sanders Reports.

Kia ora koutou

Another busy month with our team continuing to produce an excellence in restoration that is second to none.

The month sees the external paint on 24 completed and the tram ready to come across to TBI when preparations there are completed. Our client Sue Sullivan was heard to say at our BBQ last week, the threat is out there for the first driver that puts a mark on it. I am sure 178 will end up just as good.

The internal bracing on 178 has been removed and the base and side framing has been restored and overhauled allowing the siding sheet steel to be replaced, welded and hot riveted. It was real neat to watch the process in action, with Brian heating the rivets in the new forge until they were red hot then when ready, taking and placing each rivet at a time to the external frame where Alan pushed them in place with the "dolly" then when he was pushing the rivet in place Graeme was in the tram and pneumatically hammered each rivet in place the team moved to the next and repeated the process countless times on each side. Graeme finished the month installing the new floor framing ready for the T&G floor to be installed.

As mentioned above, we celebrated the completion of 24's external paint job and it's unveiling to our client to show progress to date on both 24 and 178.

We have also commenced work on the initial Punt. We have in fact started the employment process of our 8th HTT employee.

This person, while available for other team work as necessary, will largely be dedicated to work on the Punts.

The first one being worked on is the third we have received from the city. The next three to be done will come off the storage rack in TB3 when 24 is moved from the paint tent. The first two Punt's, currently in Cranmer will make their way to the storage rack, with the final Punt yet to come out from the city.

While the schedule of work is tight, we have no real constraints that have not been raised with our client.

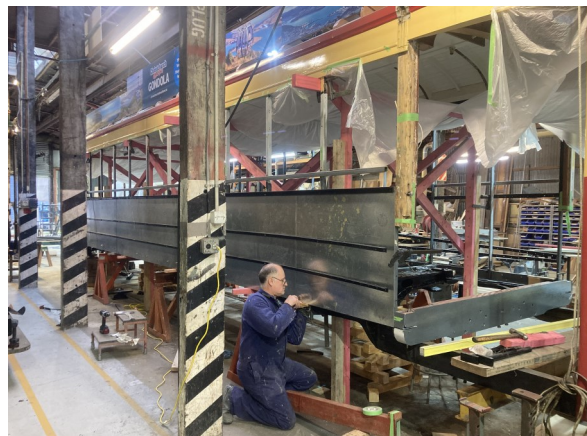
An engineering report has been obtained regarding the installation of a door in the rear of TB3. This is to be discussed at our July HTT Board Meeting. We will develop our installation plan from there.

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

Ngā mihi nui.



Brian and Warren trial fit the new window sill.



Graeme lining up the panels before welding.



Brian welding up the panel seams before riveting.



The lads gearing up to rivet one of the approx 1240 rivets that were installed in a week on both sides. A great effort.



Brian and Alan take a moment in between riveting.

Hills Car 24.

From the editors camera.

24 is making good progress, since the masking has been removed the lads have been moving on with details such as fitting the internal ceilings and saloon fit out.

This car will be fitted out with 230VAC LED lamps of which will be run from an onboard inverter, the reason for stepping



away from the traditional 3 lamps in series that all the other fleet currently have fitted, is that incandescent lamps are becoming difficult to source. So to get ahead of the times before lamps become unobtainable, this car and 178 will be the first to try this system out.

All in all good progress by Leighton, Brian and Michael on 24.

Drivers Tips

By David Jones –Motorman Trainer.

Tram crew will shortly be issued with a copy of all Motorman's Tips previously published. This is intended to inform all tram crew of Tips published in many cases from times prior to their membership of the Society.

1/ Crossing Truscotts Road – It is essential that a red tail light is not showing at the front of your tram when crossing this public road. Always make sure that you reverse your lights when reversing the tram either at the Square Shelter or if short working from the Church.

2/ 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.

3/ The new children's park alongside the Masonic Lodge must be treated with extreme caution. Be prepared to stop suddenly. Keep your speed down and ring the gong on your approach to the park. Remember, children can be very quick and don't always look where they are going.

4/ A reminder that offside gates, chains, and barriers, where fitted, are to be secured shut during service runs, and where circumstances demand, nearside gates etc should also be secured. Large numbers of children on board, high spirited passengers of any age etc would suggest that you use your discretion and close the barriers

on both sides of the tram. Particularly important when travelling in either direction between Church Corner and the Square Shelter.

5/ On days when both trains and trams are running, tram crews are to be aware of passengers on trains arriving at Ferrymead Station. Please give these passengers the opportunity to catch a tram before departing for the village.

6/ Members of the public who wish to visit the tram barn need to be accompanied by a Society member for safety reasons. Tram crews may undertake this duty but only if traffic is light.

7/ On Sundays and Public Holidays when the tram barns are unoccupied, traffic staff are to ensure that the buildings are locked when unattended and while the trams are in service.

8/ Motormen are obliged to use the gong to warn of the trams approach in a number of predetermined locations. This requirement must be used with discretion when horses are in the vicinity of the tramway as use of the gong may cause the horse to bolt. The correct procedure is to slow to a walking pace and proceed with utmost caution avoiding the use of the gong and sudden discharge of air from the brakes.

9/ A reminder that the gong is to be used when approaching pedestrian crossings - Square Shelter to Ferrymead Station and Tamaki crossing across the passing loop, Truscotts Road crossing, the children's park next to the Sumner Lodge, the Lodge at all times when the door is open, when passing another tram and on other occasions at the motorman's discretion

New Rectifier in place at the Truscotts Substation.

Photos By Dave Hansen and Murray Sanders.

Thursday June 1st saw the container doors open and a forklift from Machinery Movers go in and retrieve a transformer and a AC/DC solid state rectifier of which are from the Wellington Trolleybus system, (the system closed in 2017).

It is a relatively new unit, made in 2010. These came to the society in 2020 , and arrived just before the covid lockdown. These are being installed in the substation as they require an 11Kv power supply.

Murray Sanders and his team have been busy removing one of the old Mercury Arc rectifier sets that came from the Auckland Trolleybus system (These came to the society in 1981). The rectifier that has been removed had a faulty transformer and has been out of action for many years so this has been a

good replacement.

One of the Ex ATB Mercury Rectifier sets will remain to be operational if required.

These photos show the unloading from the container, then it being put in place in the substation.



Tramways in the war years Part 2.

By Bruce Maffei.

All during the war race meetings continued to be held with trams running to Races at Riccarton and the Trots at Addington. Trots were also run at New Brighton Racecourse until February 1942. The Racecourse was then taken over by the military and trots didn't return there until 1947. The New Brighton Trotting Club thereafter held their meetings at Addington.

Conductors became so busy on the trams to assist them in the collection of fares motormen were asked to adjust their speed where practicable to enable their conductors to get through cars during heavy loads. At busy stops conductors on trailers were asked to assist one-man-car operators to collect fares to avoid hold-ups. By June 1940 55½% of the tramway employees had agreed to give voluntary amounts ranging from 3d to 2/6d per week to be deducted from their pay. This scheme came into force 26 June 1940 known as the Patriotic Voluntary Contributions scheme. This was to provide comforts for members of the staff in the fighting forces and also for functions to be run by the committee for the enjoyment and assistance of all service men in Christchurch. Parcels were sent from time to time to every tramway employee on active service. In March 1941 employees were requested to enroll in the Emergency Precautions Scheme and endorse a preference to serving in transport or works units - thus forming the EPS tramway unit. This soon after became a compulsory organization trained for evacuation purposes in an emergency. They would practice black-out trials and be called in for placement of men around the tramway system in case of an emergency. During official black-out operation practices, sirens would sound and when the street lights went out the black-out would commence. When they came back on it would be at an end. Trams and buses were operated during the black-out and all motormen were supplied with covers in which to shade the headlights and tail lights of trams and buses during the period of the black-out. Motormen had to be careful to cut off power when crossing under special work in order to avoid power flashes, also where possible cut out one circuit of the inside lights on the seaward side. Many street lamps around the system were painted to restrict the amount of light issuing from them. May 1941 it was reported covers for shrouding head lights of electric cars were being damaged by protruding beyond the bumpers. The covers had to be removed and hung up inside cars before stabled at the depot. From 12 April 1941 interior light in both trams and buses on the Sumner, Brighton, Cashmere and North Beach lines had to be restricted to one interior circuit only from the following points:- Sumner: from the Tanks to Head Street, Cashmere: from Barrington Street to the Hills Terminus, Brighton: from Breezes Road to Brighton Pier, North Beach: from Racecourse Road to the Ozone.

Owing to a shortage of lamps due to the destruction of shipments by enemy action and difficulty of replacement of stock

it was necessary to reduce lighting from May 1941. On account of lighting restrictions the illumination lights on the 'illuminated Art Union car' were extinguished at sunset. Also military traffic control was introduced at intervals, when military inspectors would control traffic at street intersections. These inspectors were instructed to give preference to trams. It was therefore necessary when a tram was ready to move off for the motorman to give a light tap on the gong to notify the inspector that he was ready to proceed.

By October 1941 there was an increasing shortage of staff particularly in the case of one-man-operators. In January 1942 owing to the impending serious shortage of staff (22 motormen were then included in the next ballot) it was necessary to cancel all holidays until further notice. Many staff were involved on call-forwards and call-backs and were not allowed more than one day off at a time. In July 1942 it was announced that women conductors were to be taken on as required. Commencing Monday 26th October eleven women conductors were on the permanent conductors' rosters. This number soon increased. They were strictly forbidden to change from car to trailer or vice versa when trams were in motion and conductors were asked to assist them with prams. By October 1943 women conductors were also doing point duty at Bank Corner at the Bottleneck.

Coupons for tramway uniforms were arranged with the rationing controller. It was decided the collection from each tramway employee of two coupons per quarter in respect of uniform supplies and that coupons be presented only when uniform supplies were issued. Coupons were allocated as follows - overcoats 8 coupons, trousers 2, skirts 2, tunics 3. This allowed for 1 overcoat, 2 tunics, 3 pair trousers, or 3 skirts every 2 and a half years = 20 coupons.

In March 1944 the Board made inquiries re acquiring more 'Q' bus chassis however, A.E.C. were not able to give a quotation for at least two years after the war. In August 1944 the order for 13 Regal buses for use on Opawa/Fendalton was confirmed, however in May 1945 this order was cancelled and instead further Ford chassis were to be obtained to be put on the St. Martins line in the new year. The extension of the O.I.C. for the removal of the St. Martins track had been obtained for 3 years.

For bus petrol storage during the war the old sprinkler car tanks were dismantled and were put underground at the Sockburn pit. 9853 gallons of petrol were stored there for five years.

In October 1945 they withdrew 8988 gallons leaving a shortage of 865 gallons. Shortage of fuel oil for diesel buses became a problem. Several bus routes including Templeton, Avonside, South Brighton services were curtailed. In January 1942 it was directed that diesel buses must not be used on assisting work on North Beach or Richmond in cases where trolleybuses can do the work owing to the probable shortage of oil.

.. Fuel oil was being stored in the Sockburn Tramshed probably in case of enemy action. In April 1945 ex St. Martins car 203 was being used for transporting fuel oil from the Sockburn shed for diesel buses - An electric tram loaded with fuel oil! In May 1942 the Board was warning of the serious position in regard to steel and rubber tyres. They warned motormen the life of steel tyres can be materially increased if the skidding of vehicles is prevented by careful braking, but as regards rubber tyres the position was much more serious. It was doubtful if any more would be imported into the country during the war period. By May 1944 owing to the rubber shortage it was necessary to use retreaded tyres on buses which had a shorter life.

In August 1944 the traffic staff and others were warned to remain on duty and maintain safe custody of cars and equipment etc in the event of excitement arising from the receipt of news of the surrender of enemy forces. This impending surrender of Nazi forces advice was again issued in March 1945. The Board was terribly worried about any damage to their trams. V.E. Sunday saw a big demonstration at Lancaster Park with special trams operating from the Square to Lancaster Park fares being 3d single for adults and 1d for children. May 1945 saw snow on the streets of Christchurch and motormen were reminded that wheel guards if left down scoop the snow in front of them causing blockages so they should be hooked up. All trams carried a wheel-guard hook and motormen should know how to use them. Soldiers' all day tickets were finally discontinued from 1st October 1945, except for members of the forces on furlough or the sick and wounded and only available to men in uniform.

Once the war ended the Board soon after acquired enough Ford V8 buses to enable bus conversions to recommence, but these buses were unpopular with terrible gears and not satisfactory for city work, being very inferior to the trams they replaced and so only had short lives. The St. Martins line finally closed 9 May 1946, but Opawa/Fendalton due to be closed in 1939 survived until February 1950.

(The photos to the right are from the Graham Stewart Collection)



Hills car heading through Victoria Square in 1936.



Lower High st with a Boon drop centre car on route 15.



A Boon drop centre car in Colombo st outside Ballantynes.

A Thought By David Jones.

The British TV presenter Michael Parkinson, a Yorkshireman, once interviewed someone who claimed that Yorkshire was the meanest county in Britain! Parkinson smiled and nodded in embarrassed agreement! The TV comedy 'Last of the Summer Wine' certainly supported this contention.

Canterbury was settled by many Yorkshiremen. I have family members who hail from Yorkshire as well as work experience of dealing with shrewd businessmen who will shave every last morsel of fat from a contract in order to cut a deal. With all this in mind, I cannot help but wonder if the Christchurch Tramway Board that purchased the city's electric tram fleet was not stacked with Yorkshiremen!

As delivered the specs that the trams were built to had clearly

been shaved to the bone. No windscreens in a Christchurch winter? Brrr! Mancatchers that had to be manually reset by getting under the tram instead of being fitted with a pedal - dirty uniforms! Red shades fitted over a headlight in place of separate wired tail lights operated by a single switch. And then there are the air pressure gauges. Instead of duplex gauges showing reservoir and brake line pressures only the reservoir pressure is shown. Even Scottish Dunedin could do better than this with fitted screens, pedal resets on mancatchers and wired and switched tail lights. There is a nice little research project here for one or two of the Society's luminaries looking into the backgrounds of those shrewd gentleman who made up the original Tramway Board! I await their findings with interest to see if my hypothesis has substance!

Back in 1993..

Colin Loach Writes.

"May 1993 was a very busy month for Bus 290 and Tram 178. In fact they were 'Leading Actors' in Peter Jackson's film "Heavenly Creatures".

Bus 290 was fitted with a heavy luggage rack on the front bumper to a petrol powered generator to power the recording gear and the like. With no power steering it was heavy going along the Cashmere Hills.

Tram 178 was much better, it had a small trailer with a power generator that was attached to the towbar to drive around the Ferrymead's main street.

There was no City tramway in 1993.

The film was based on the murder committed by 2 teenage girls, in Victoria Park, Christchurch in June 1954.

Kate Winslet and Melanie Lynskey played the parts of the 2 teenagers."



Top Photo: Bus 290 on the summit rd above the city on 5th May 1993.

Mid : 178 being hooked up to its generator during filming.

Bottom : 178 and vehicles in Bowman st during the filming Both on 11th May 1993. Photos by Colin Loach.



Did you know... By Ken Henderson.

The " Hornby Gauge 0 Systems" book reveals some interesting track statistics.

In 1923 (time of the grouping in UK) the new railway companies had the following route lengths (ie double track and sidings not included). LMSR 12067kms LNER 10780kms, GWR 6114kms and SR 3540kms.

In 1930 Hornby of Binns Road, Liverpool fame produce 9 million sleepers which could be made into 800 kms of 0 gauge track! That is a lot of train sets.

Today Kiwi Rail can boast only 4375 kms of route since its many former branch lines have long since closed.

Commercial tram systems are growing around the world with Melbourne claiming to be the biggest with 245kms.

Christchurch Tramway Ltd. From the editors camera.

A job that has been completed recently in the CTL workshops is the swapping out of 2 motors and wheelsets from Sydney R class 1888 (1808).

These shots show it in the air and ready to receive its temporary bogie while its regular one is removed to allow the 2 replacement motors and wheelsets to be fitted.

I'd have to say those hand cranked jacks kept both David Maciulaitis and myself fit in the lifting and lowering of the tram body, approx 100 turns each on the 4 jacks to get it in the air.

