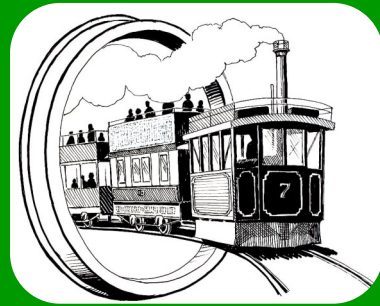


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated June 2023



In this issue:

- HTT Report.
- Ferrymead Night Market in Pictures.
 - Cable Car 103 Update.
 - Vale Lawrie Cooper.
 - And 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.

Another month has gone by, and hence another presidents report required from me. So time to put fingers to keyboard and see what comes out...

Well the leaves have almost finished falling from the trees – I know this as I have spent part of this afternoon raking leaves – and winter officially starts in June. Which means we get to see the shortest day - in June - and then the full “might” and “cold” of winter and spring and summer to look forward to. Plus winter also gives us a chance to catch up on some “inside” and administrative tasks – and I have plenty of those – and not all tramway related.

Also I write this during the last weekend of May, I am preparing to head off to the annual FRONZ conference which will be held in the following weekend. A good chance to network and understand developments with other members of the heritage rail fraternity in New Zealand – and always especially good to catchup with our fellow tramway operators within FRONZ. We are planning to have a catchup at our next Social meeting (probably in July) of the issues discussed and outcomes etc from this forthcoming FRONZ conference. Part of our involvement with FRONZ is to write a brief summary report to the FRONZ conference on what has been happening on with our Society since the last FRONZ conference held almost a year ago. I expect this report – from all the tramway museums in New Zealand – will form part of the report back at the July General Meeting.

I mentioned in the last month's Tracts that we were expecting the Illuminate light show to be held in the Park in June – this was not quite right. We now better understand the dates – setup for the light show will commence later in June, and then the light show itself will be held on the Friday, Saturday and Sunday evenings only from 1st – 16th July – overlapping with the school holidays. This means a “double wammy” of needing crews during the days for the school holiday running in July, plus also to confirm and sort out the Society's involvement in Illuminate. Work is still progressing on sorting this out and particularly our Illuminate involvement.

One thing that we have been working on for a number of years is obtaining some Tram parts from Australia. The old Victorian Railways workshops at Newport was being finally cleared out of all the tram bodies and parts etc that were being stored there. These are likely to be virtually the last store of unrestored tram parts available from this source. And finally – after many months of waiting – a container has arrived containing four “double motor” No 15 type

trucks complete with wheel sets and motors that is our current allocation of the available parts. These will be useful for future tram restoration work. I am hoping a few photos of the contents of this container will be in this (or the next) Tracts. And while the container contents were free to our Society, the cost of the container and relating costs for transportation, cleaning and packing of the parts in the container and then shipping it definitely were not. I would like to particularly thank Steve Lea for his perseverance in making this happen, and also the HTT for making a donation towards this purchase.

I am hoping that Alex will be printing a selection of the photos from both the last “Night Market” operation on the first Saturday in May – this being the last night market until they resume in the Spring. This time we tried something a little different – in part due to Tram #26 being out of service. We used the Kitson to pull two – generally fully loaded - double decker trailers down to the square shelter, and then used electric tram #1 to pull them back into the township. It appeared this was quite successful and I am sure this may be tried again (with variations) again in the future.

And there are plenty of other things happening around the place. Progress is continuing with the HTT team on rebuilding the chassis of tram #178 and on painting of tram #24. We have recently added a new (hopefully) non-slip surface to the deck of the traverser – which will also make it easier to transport our forklift over to Tram Barn 1. Work is progressing on a number of fronts on the Cranmer interior – hopefully Alex will be able to include some of the recent photos of progress. Work is progressing on tidying up the bus parking around the trolley bus shed and also dismantling the old “V” wagon that previously was used for parts storage. And Graeme Belworthy has obtained 25 second hand sleepers from KiwiRail for use by the track gang.

And finally from me for this month, I believe the consensus is that the first Saturday of the month workdays are to continue. Unfortunately, I will not be around for the first Saturday in June as I will be at FRONZ – but I am looking forward to more good progress having been made when I return.

Cover Photo:

4 ex CTB SL202 buses lined up in Dunedin for a photo on Sunday 9th April

Photo by: Michael Jarka.

Heritage Tramway Trust.

Dave Sanders Reports.

Kia ora koutou

And now the work begins – or so it would appear, as the strip down of 178 has almost been completed rather seamlessly. But now, with the team fixing things, manufacturing things, refurbishing other parts the team are preparing to commence putting the tram back together. Some would say that now the work really begins.

The final truck has been completed for tram 244 and is back with CTL with one of the two trucks from 178.

A Considerable amount of painting has been completed on 24 with it due to return to TBI for the fit out to begin in early June.

Quite an amount of preliminary work has been started 178. Completed during the month work included having the chassis rails and attachments blasted, cleaned and painted, having the new windows made ready for glazing, getting the saloon straightened and ordering the timber required to complete frame and floor.

We are taking the opportunity with the strip down of the chassis so complete to bring this 100 plus year old dame up to spec for our future generations to enjoy.

As stated last month, it is usual with projects of this nature to find the repair requirements changing as we move forward.

Punts have begun to arrive, some for dry out and storage and others for refurbishment. The punts stored in TB3 are to be moved out for work to commence when 24 has returned to TBI.

As we raised last month, putting a door at the back of TB3 has been looked at by the building engineers with a report due at any minute.

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

Ngā mihi nui

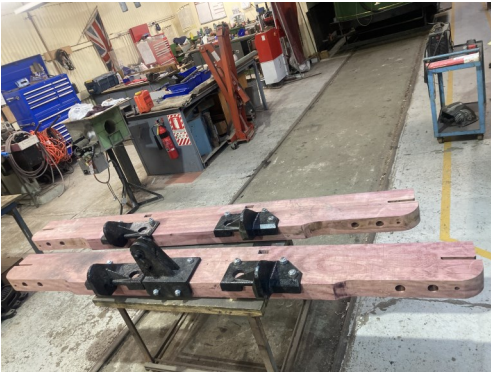


Top photo: Graeme R, Brian F and Alex H stand beside the completed MMTB 1B truck destined for tram 244 at CTL

Mid photo: Graeme R using the Radial Arm drill (usually for steel work..) to drill the large 36mm holes for the platform bolts.

*Bottom: Woodworker Warren using the chain-chisel morticer to make a slot in a new door side rail.
Photos by Alan Hinman and Alex Hunter.*

178 + 24 Repairs.



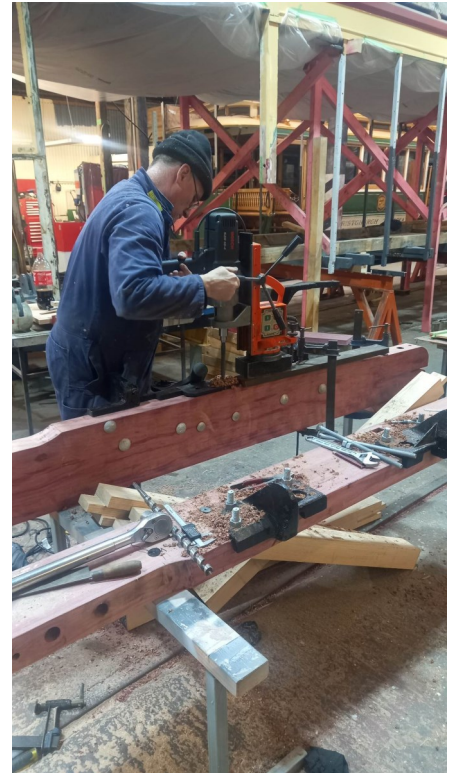
Top Left: New purple heart chassis transom beams made to replace the rotten old ones.

Mid left : Engineer Brent makes repairs to the Bolster centres.

Top Right: Graeme R drills the holes for the large 1.250" bolts that hold the platform on.

All in all good progress.

Photos by Alan Hinman And Alex Hunter.



Alan Hinman and Graeme cut through a decayed bulkhead pillar



New side doors as crafted by Cabinet maker Warren.



The HTT staff sanding 24 ready for the Cream colour to be applied.



178 at present, by the next issue of tracts it should have sides fitted on.

Ferrymead Night Market

Saturday 6th May -Editor Writes.

Recently we had the final night market for the season, these will recommence in October.

DD 26 was out of action, so a combination of the Kitson and 2 trailers pulling the consist one way, and then CTB 1 pulling the 2 trailers the other way, worked quite well and was a possibility for it to be repeated for the next summer.

*Right: The crew for the evening
L to R: Callum Brieske, Matt White, Caleb Ward
Alex Hunter, Georgia Manglesdorf.
Photo by the Editor.*



*Kitson at dusk having just arrived at the Square Shelter.
Photo DLA Turner*



*A neat photo of the consist crossing the rebuilt Ferrymead Bridge
Photo DLA Turner.*



A Photo showing the consist at the Square Shelter, and the CRS consist being hauled by F13. Photo by John Harris via his drone.

Cramner building photo update.

Photos by Stephen Taylor,



View shows the main display area taking shape.

In the foreground is a Punt boat from Punting on the Avon, of which is going to receive some attention before the summer.

The Side room of which Stephen And Jawj have been busy painting.

This room has got new chipboard flooring, it will eventually become the Library.



Newport Parts Acquisition.

Editor Writes.

The THS has been very fortunate to have been donated 4 of the Melbourne number 15 type trucks from Victrack.

The Retired Trams Strategy of which the Council of Tramway Museums Australasia (COTMA) has been involved in the disposal of some 200 trams out to the museums and communities.

The trucks were loaded in the last month and shipped to Lyttelton arriving late May.

A huge thanks goes to Steve Lea of the society for dealing with the transportation and containers and much more.

And a huge thanks to Mal Rowe and Tony Smith from COTMA for facilitating this fantastic donation and these items will be of great use.

One of the trucks will be used under the 5W works tram, and the No9 truck it currently has can be released to make up 2 more 14D5 trucks in the future.

Photos by Graeme R and Alex H.



Double Decker 26 Repaired.

Tram 26 has been repaired and is operational again, The pole base was damaged and has been repaired by the HTT staff and it is looking really good.

A huge thanks must also go to Society Member Cam Lill of CBL Contracting for lifting the pole base off the roof and then back on again after the repairs with his Hiab Truck.

(it is quite heavy, approx 100kgs..)

Then Murray Sanders and his team have connected all the wiring back into the right places.

Thanks to all that have made the repairs possible.



Vale Lawrie Cooper.

Lawrie has passed away in his 68th year.

Don McAra has written a lovely piece about his involvement in the Cable Car team at the THS.

It was a shock to hear of Lawrie's sudden death although we knew he had long term issues with his health.

He has made a significant mark on his friends at the Tramway Historical Society. He has contributed in many ways towards the rebuilding of Mornington Cable Car number 103 which when finished is to go to a museum in Dunedin where it last ran in 1957.

Not only has he helped visualize what this historic tram will look like when finished through his expertise in CAD drawings, he has also in particular arranged for the casting in steel of the wheels and the axle boxes' bronze bearings. At the time of his passing he had just completed some first rate welding of the chassis strong backs which support the whole undercarriage. As an expert in tin smith work he has also arranged the shaping of headlights and other necessary fittings, and has written an excellent article for the Society outlining the role of CAD in heritage tram restoration.

Lawry has also made himself very knowledgeable about the functioning of historic Dunedin cable cars and the present day, still functioning, San Francisco cable cars. He has introduced a note of realism into the dream of 103 one day being able to run again since he is aware of the safety changes that have arisen between former practices and what may be allowable in the present day.

Although Lawrie is not the sort of person to wear his feelings on his shirt sleeve, I feel I have got to know him pretty well when picking him up for Saturdays in the Society Workshop. In particular he has a shrewd ability to sum up human history, especially the way the present day global situation is unfolding as regards the balance of power between leading world nations. He researches behind what we are presented with by the most

commonly accepted mass media.

Lawrie will be significantly missed by many people. He has been most generous with his time in helping all sorts of people in practical ways.

This has included teaching classes in English and computing at Hagley College. He has even helped people restore old computers as an IT expert. He has become chair of a local Hoon Hay workshop for which he has obtained tools and supplies, and among others has helped and worked with people from India who have settled in the area. As a family man he shows pride in the achievements of his sons.

It is typical of him that his last wishes were to slip away without any fuss being made, but we think it important to write these lines just to record our thanks for the contribution he has made to so us and many others.

Sleep easy, Lawrie.

Don McAra, Richard Holland, Bill Perry, and Don Clark. Also his other mates at the Tramway Historical Society.



Cable Car 103 Restoration.

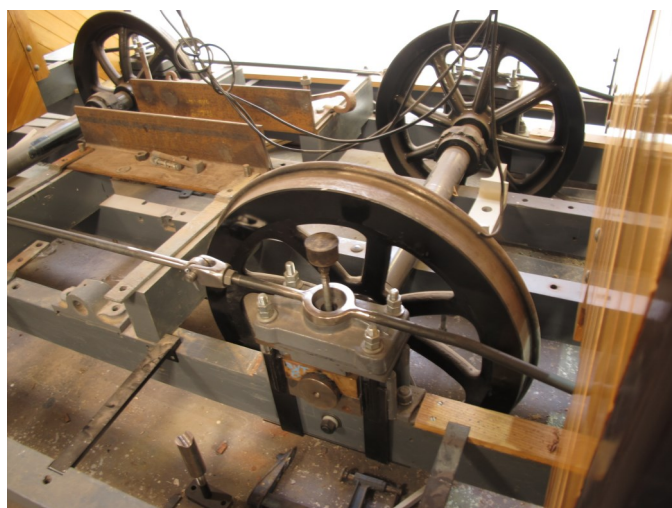
Don McAra Reports.

Don Clark, Lawrie Cooper, Bill Perry and I have been working on building the inner cabin walls as can be seen, using some of the original timbers when it is usable (mostly not), as can be seen in the top photo. One more inner cabin wall to go and then we will start on the outer cabin walls, The double acting cabin doors slide open and shut between the inner and outer cabin walls.

The other photo shows the results of Lawrie Cooper and Don Clark's work on the now complete strong backs. These brace the whole body chassis from under the cabin floors and pass up and over the tops of the axle boxes where rings have been welded in. These surround the greasing/oiling tubes which carry grease reservoirs on top. When the caps on the reservoirs are screwed down grease is forced down through the pipes into the bearings which are housed in the axle boxes.

I have been working on the complex joinery of the inner walls myself, but we are pleased to have Richard Holland back from a recent break in Australia.

More next month.



DID YOU KNOW?

By Ken Henderson.

The latest edition of the Ffestiniog Railway magazine contained a book review entitled *The Gas Tramcar* by John Hannavy (ISBN 978 1 399909 601 0) published in 2022. We are all familiar with horse, steam, electric, and cable traction but there are some less well known examples.

Mekarski compressed air trams operated extensively in France from 1876 to 1920's and battery power was tried in the 1880's despite the crude and heavy nature of wet-cell accumulators at that time. The review pointed out that the origins of the Simplex Locomotive lie in the development of petrol powered tramcars for Indian tramway systems in the early 20th century.

The book goes into detail of one form of motive power not commonly acknowledged namely the gas engine. Gas engines were invented around 1860 and were the first successful form of internal combustion engine made possible by the availability of a variety of combustible gases eg coal gas, biogas, landfill gas and the invention of the Otto 4 stroke combustion cycle. Coal gas was the most common gas used for tram cars. The engines were low revving and regulated by large flywheels. The review says the story is brought right up to date with current proposals for trams to be powered by compressed biomethane or hydrogen. I do not think we at THS will be going down that path!

PS> If this has sparked further interest Google is happy to oblige. I came across the Lytham St Annes tramway in UK powered at one time by carrying 3 tanks of compressed coal gas under the vehicle which evidently was OK for 16 miles.

Bus Department Activites -

Alan Roi reports.

VS Storage Wagon:

Over the last few weeks our crew have been emptying out the VS wagon at the side of the trolleybus shed. This wagon was obtained a number of years ago by the Printing Society. Being insulated it was of use to them to store paper etc. After they had finished with it we obtained the wagon and it was used to store non ferrous bits for the since aborted Boiler house project. Over the years the wagon has deteriorated to the extent it is only fit for scrap. Now that all the valuables are out of it the bus crew are removing all the wood and insulation and we will reduce the wagon to scrap. We then intend to obtain a 40 foot container and put it on the same site. This will allow us put a lot of parts we have collected but don't require immediately into safe storage.

Bus Sort Out:

Now that our involvement in Dunedin is currently over, we have brought 2 of the buses 612 and 614, back to Christchurch. 620 is staying for a bit longer. We are starting to do a tidy up of these two. When we painted the buses before we heading south, there were details that still needed attention, and this is underway. We are grateful for the help given to us by Jason Lewin, who is very clever with body filler. We have also spent time sorting out the parking situation and getting the buses parked properly.

If you haven't been down to the trolleybus shed for a while, think about doing so. We are making significant progress,

Top and Middle Photo: The contents of the wagon during the dismantling. Photo by P Murphy

Mid lower Photo: Jonathan Day doing some specialised spray painting repairs to bus 614. Photo Alan L Roi.

Bottom Right: Bus 612 out on tour recently.

Bottom Left: The newly donated Hiab truck lifting an old bus shelter, to be restored in the future.

Bottom photos Michaela Lewin.



The Christchurch Tramways During the War Years.

By Bruce Maffei. (Part I this month)

When the war was declared in September 1939 Christchurch Tramways had passed the peak of their development and had already spent a decade closing tramlines – Northcote in 1930, North Beach 1931, Richmond 1934, Dallington 1936 with St. Martins and Opawa-Fendalton next on their plans. No tramway extensions had taken place since the early 1920s. However, the commencement of the war postponed further plans.

In October 1938 the Board had decided to apply for a loan of £20,000 for the purchase of the first installment of Opawa-Fendalton and St. Martins motor buses which were needed to close these lines. 13 'Q' type buses were required for the conversion of Fendalton/Opawa costing £49,000 In March 1939 tenders for 13 diesel buses chassis were received resulting with a tender for six A.E.C. diesel chassis accepted in June. But in September because of the war these six 'Q' bus chassis could no longer be supplied and so the Board accepted an alternative offer of six 'Regal' bus chassis. They were shipped from Great Britain in October with the last chassis arriving in February 1940.

Diesel buses replaced trams on the St. Martins line on 6 January 1941, but by May 1941 the prospects of fulfilling the order for 13 A.E.C. chassis was now remote as A.E.C. was under government control in England, so the Tramway Board decided that the Opawa-Fendalton conversion to buses was to be held over accordingly. Then in June 1941 the Board now short of buses, due to extra wartime patronage, placed an order for 20 British Ford V8 chassis of Canadian manufacture.

In August 1941 an O.I.C. (Order in Council) was applied for to lift the St. Martins tram tracks. The O.I.C. was duly received in April the following year for this removal, but they decided in May that no action would be taken for now because of the uncertain fuel position. This followed the Board deciding in June that trams were to be reinstated on the St. Martins line on 6 July 1942.

By December 1941 all Ford bus chassis were being assembled in Wellington, but some were commandeered by the Government, so the Board then decided that the rails would have to be left in place on the Opawa/Fendalton and St. Martins routes meantime. In February 1942 10 Ford chassis were delivered but 3 of these were transferred to Dunedin. The Board meantime cancelled tenders for the bus bodies and was having difficulty obtaining body builders. By September 1942 the Board had 2 new Ford V8 buses in use, 6 'Q' buses and 12 'Regals' plus a few old ancient petrol buses which were being sold off. 7 Ford V8s were in operation by August 1943.

Fuel rationing during the war had reduced the number of private motor cars on the road resulting in the tramway being

busier than ever and extra buses were being used especially on the North Beach route as the army had a camp at the New Brighton Racecourse and the trolleybuses couldn't handle the extra demand. In July 1942 the Local Controller of Reduced Lighting raised objections to the pilot trolley bus which had made early trips to scrape the frost off the overhead. As a result the frost had to remain on the trolley wire until daylight came, sometimes up to 10 a.m. so diesel buses had to be used on very frosty mornings.

The observance of a holiday on the Kings birthday on June 3rd 1940 was postponed to a later date, probably because of the Battle of Britain. It was later held on Monday 25th November 1940.

No trams had been scrapped but by June 1942 the old single truck Dinghy cars now out of service were being stored at the Sumner carshed. The military had been given permission to establish a motor transport workshop in this carshed, so these tram cars had to remain at the rear end. The army occupied this shed until February 1944 when they vacated it and was then used for trailer storage from May 1944.

During 1939 and 1940 track relaying continued to take place on the tramway with relays in Pages Road at Sandilands, Cranford Street, Sea View Road, and Cashel Street between Barbadoes St-Linwood Avenue. However in January 1941 the Cashel Street work was curtailed and only repairs of a most urgent nature were to take place thereafter. Urgent repairs however, were done on the St. Martins line so as to reopen the line in 1942 and repairs were done by Shag Rock in 1942 and on the embankment on the Sumner line in December 1943. In May 1942 they renewed the railway-tramway crossing at Colombo Street. By 1944 track in Ferry Road, Opawa Road and St. Martins Road were unsatisfactory, the Opawa track being now in a dangerous condition. In August 1944 track repairs were carried out in Rhodes Street on the Fendalton line. During these repairs single trams had to be isolated on the outer sections and passengers had to walk from one tram to the other around the trackwork. However, in February 1945 500 tons of 103lb tram rails were to be ordered to cope with planned track duplication and by September 1945 trackwork was again underway, at the foot of Cashmere Hills, followed by Opawa track between Wilsons Road and the terminus which was lifted and repacked.

With the increasing tram passenger traffic numbers during this period the problem of carriage of prams arose. Prams were not carried at rush hour between 5.00-5.45 p.m. on weekdays. A one-man-car could carry two large prams inside and if hauling a trailer more could be fitted there, but mothers and babies were being left behind due to shortage of room. On two-man trams prams were carried in the trailers. In June 1942 the Housewives Union sought the use of trailers for the carriage of prams. The Board however, came up with the innovative idea of fitting external pram hooks to a tram, so the same month a tram was fitted with hooks in front .

The tramway union naturally objected to pram hooks on cars, but in July 1942 the Board decided two sets of pram hooks were to be fitted on the front of one-man-cars. This meant that two large prams could be hung on front and three small prams or pushchairs could be inside. By November all one-man-cars had pram hooks fitted. In May 1943 prams hooks were to be placed at both ends of Hills cars, Car 164 was the first car fitted and those driving it were to report on its success during the week ending 12 June. Its success led to all one-man-cars and Hills cars being fitted with pram hooks by May 1944, 38 cars – Yanks and Boons were still to be done as well as all trolleybuses and motor buses. Prams were not carried outside on vehicles at night-time as they interfered with the headlights. The idea was a success but forever after prams were being damaged when drivers stopped with insufficient clearance in front.

Motormen were reminded in June 1942 when stabling their trams or trailers on No.1 track in the Town Shed care was to be taken to avoid blocking a hole which had been cut through the wall leading into the air raid shelter.

January 1944 it was reported because of the war enamel paints were in short supply for tramcars, so some cars had their fronts painted aluminium. One car was wholly painted in aluminium with green facings for inspection. This led to all one-man-cars being similarly painted. However, in December 1944 all end aprons of trams were instead to be painted in a lighter colour to give better visibility at night.

An incident occurred in March 1942 when serious damage was done to the paintwork of six diesel buses on the open side of the bus using an instrument by the same individual, these marks were in the form of the rising sun – wartime graffiti probably to do with the Japanese campaign.

Within weeks of the commencement of war in 1939 soldiers appeared in the city with military camps being set up for training new recruits. The Tramway Board announced special Soldiers' 6d (sixpence) all-day tickets which were issued from November 9th. These could be used over the whole of the Board's tramway services except for special trams including races. They were also available to Naval and Air Force personnel in uniform on Home or Overseas service, and also included nurses from the Burnham Military Hospital, but were not available to those of the Home Guard. With tramway employees enlisting for military service the military authorities were requested to first communicate with the Board before calling employees for military service in order that tramway operations may not be disrupted. Soldiers' kit bags were also carried free on all trams and buses. There was free transport available for soldiers on special leave, for overseas men only. It was necessary for these men to produce their pay books which must contain on page 6 a reference to the holder having been inoculated. In December 1939 the Board decided that those men who wished to wear their war ribbons may do so, and in July 1940 there was approval to employees wearing

enlistment badges when they were on duty. However, no further leave would be granted nor wages subsidised to employees enlisting for home service. In July 1940 all territorials in camp at Addington were allowed the all day 6d tickets. From July for all special parties of airmen travelling from Wigram and Harewood aerodromes no fares were to be collected. One special trailer was run for approx 40 airmen from the Fendalton terminus to Lichfield Street Mondays-Saturdays. Free transport including race specials was allowed for the men of the 3rd Echelon from 1st to 12th August 1940 on final leave, soldiers being identified by the coloured battalion patches on the sleeves of their tunics or overcoats. Soldiers on final leave had to produce their final leave tickets. From June 1941 members of the Women's Auxiliary Air Force when in uniform could be issued with soldiers 6d all-day tickets. November 1942 saw women permanently employed on land operations.

They wore a uniform with badge on the shoulder which read 'Land Service' and were entitled to travel on the 6d tickets.

January 1942 saw special military trams operating on the Sumner line with approx 120 soldiers travelling each way. Three special trams were leaving at 5.45 p.m. each evening for Sumner some were soldiers from Burnham on special duties at Sumner. In July more special military trams to Sumner were conveying 150-200 soldiers using 3 trams. Members of the provost section at Sumner in military uniform were to travel free between Sumner and the Tanks for the purpose of checking leave passes of the troops in and out of the fortress area. This military camp was situated beyond Sumner tram terminus. The Sumner line was very busy with a considerable number of special trams required by the Military Forces which were often run at short notice often with two or more trams running together and passing in the same loops with motormen in the opposite direction being informed to wait as they may be passing up to three trams together.

In April 1942 a military camp at New Brighton Racecourse had large numbers of soldiers in permanent camp with 100 men off on Thursdays, Fridays and Saturdays. The Board was operating special bus services for them, but the military had difficulty with men absenting themselves without leave from this camp. So it was arranged for an N.C.O. and two men to have a roving commission to check buses to and from North Beach to stamp out the trouble. The regular timetabled trolleybuses were often overcrowded, with regular passengers being left behind. Another problem at this time was the number of accidents occurring between trams and army trucks. In January 1943 American marines visiting Christchurch on furlough were also entitled to the 6d all-day tickets. In May 1942 a number of Australian sailors and airmen then present in the city were tendering Australian money for fares. It was agreed that Australian silver and small change must be accepted, but not notes. (Part 2 next month)

Then and Now...

This month shows a scene that is much changed, however in both photographs there are tramlines basically in the same place. High Street, the Building on the corner is the Stranges' Building, To the right shows the Clock Tower originally built in 1897 to celebrate the Diamond Jubilee of Queen Victoria. It was relocated to its present position on the corner of Salisbury/Victoria/Montreal Streets in 1930. Top view is taken about 1915. Photographer unknown sorry)

Bottom View taken recently showing Dunedin tram 11 just traversed the crossover points at CTL Stop 8. The Motorman is walking back to swing the pole around. (Photo by the editor).

