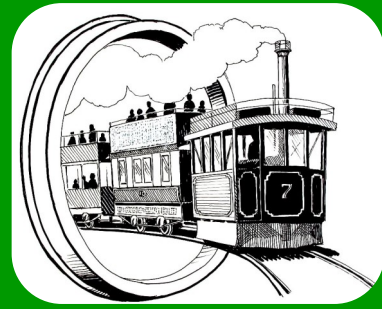


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

November 2023



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



Last minute addition to this issue of Tracts: Christchurch “Brill” 178 wearing its gleaming new paint work (everything below the roof!). Photographed in Ferrymead Township on the afternoon of 1st November 2023 (as part of a final test run). It is now ready to return to duty on the Christchurch Tramway in the central city following the completion of its recent major body rebuild carried out by the staff of the Heritage Tramways Trust in the Society’s workshops at Ferrymead. This rebuild has been extensively reported on over the last few issues of Tracts.

(Also note the very temporary and non-standard bracket arm supporting the tramway overhead on the traction pole behind the tram awaiting a replacement to be fitted).

Front Cover Picture(s) (Photos: Alan Himan): A great collection of heritage steam engines were in operation at the Labour Weekend Ferrymead Heritage Park Extravaganza on Sunday 22nd October - and here posing for the camera later in the afternoon.

Kitty (the 1881 Kitson Steam Tram) plus crew (from left to right: Alex Hunter, Matt White, Alan Hinman, Callum Brieske, Ken Henderson) at the Labour weekend extravaganza.

And in the background, the three steam engines being run by CRS that day: F13 “Peveril” built 1873, D140 built 1887, and D16 built 1878 (and visiting from The Plains Railway & Historical Museum in Tinwald, Ashburton). (More on this event later in this issue of Tracts).

The Society ran Kitty with two trailers - double deck cage trailer #74 and ex Dunedin horse tram #18. In addition, the Society also had Christchurch double decker tram #26 in operation.

Report on the October General meeting:

COTMA Conference Report Back

Wednesday 25th October—7:30pm start
Lions Building at Ferrymead Heritage Park - Entry via Gate 'A'
Followed by Supper - cost of supper \$2

We had 11 members turn up for this meeting.

Discussed at the start of the meeting: work progressing on the Cranmer building including

- Completion(?) of storm water pipework install to be followed by installation of guttering.
- Re-lining the meeting room and installation of a heat pump
- Proposed colour scheme for the exterior of the building.
- The intention is that next year we will and start using the Cranmer building for meetings such as this.



COTMA CONFERENCE AUCKLAND 2023

Telling the story / Kōrerotia te pūrakau

Passed by the meeting was the required motion (as per our constitution) to co-opt Michael Le Fevre to the management committee as signaled at the AGM. Michael has even attended the last two management committee meetings (as an observer) and still appears to be keen to be involved.

The main presentation itself - as advertised - was a report back on the 2023 COTMA Conference held in Auckland between 5th and 9th October. It was in the form of a Powerpoint presentation covering the conference papers, the field trips to MOTAT and a summary of the post conference tour and was presented by Stephen Taylor.

However, definitely not as good a turnout to the meeting as we would have liked.

So, what do we need to do to attract members and so increase attendee numbers to these events ? This meeting was advertised in the October Tracts and a e-mail was sent out on the day reminding Christchurch based members that the meeting was on. What else should we do?

Is the topic of no interest to the majority of members? Or is the issue that members forgot or had other things they needed to do that night? Maybe the 4th Wednesday of the month does not work for people for meetings of this type.

However, we have had virtually no feedback from members as to what topics they would be interested in or what they would prefer to see instead.

In any case, those present seemed to enjoy themselves and we had a good informal discussion on many topics following the formal presentation over a cup of tea/coffee and a tasty supper - supplied by Phyllis Belworthy.

Next Society General Meeting

Advance notification(?) / warning(?) that the next event/meeting will be an end of year BBQ - being planned for (probably) Saturday 9th December starting about 5pm. More details planned to be in the December Tracts

More on the “steam festival” at Ferrymead Heritage Park at Labour Weekend.

As many readers may be aware, over Labour Weekend just past, the Canterbury Railway Society (CRS) held a celebration of the 150th birthday of F13 - Peveril. The actual birthday was celebrated on the Saturday, and Peveril was in service on the Saturday—hauling various passenger and good consists on the Ferrymead Railway.

And on the Sunday and Monday, Peveril was paired up with a pair of D locomotives - CRS's D140 - built in 1887 by Scotts Bros in Christchurch and visitor D16 - one of an earlier batch of D locomotives built in 1878 by Neilson in Great Britain (who also built F13). By now you will have seen the pictures on the front cover of these 3 loco's and our own Kitty together. But what you may not know is that these Peveril and Kitty have a history of coming together going back over seventy years.

The top picture (a well known R Morgan photo) shows Kitty and F13 together



(celebrating Peveril's 80th birthday?) in 1953—the scene almost duplicated in a mirror image at Labour weekend in the photo above (Photo Alan Hinman).

Also - perhaps less well known - is that both Peveril and Kitty both “lived” together for a few years in our Society's Tram Barn 1 in the early days of Ferrymead back in the 1960's & 70's - there is still some 3'6" gauge track in the Tram Barn as a record of that time they spent together.

More on the “steam festival” at Ferrymead Heritage Park at Labour Weekend - continued

One visitor to Ferrymead - Casey Hurst makes cardboard models of NZ steam locomotives and brought one to show us on Sunday (*looks like D16 to me Ed.*) - see photo to the right. Photo Ken Henderson

And also on the Sunday D140 and D16 were observed jointly hauling one of CRS's carriage sets together. In some runs they ran together with both “smoke Box” leading and then both “bunker” leading. But the more unusual sight was with the two loco's coupled “back-to-back” as per the photo below. Photo: Stephen Taylor



October HTT Update

From Dave Sanders

Kia ora koutou

To all those that have been to the Tram Barn's recently, you will have noticed Tram 178 has been painted and is back in TB1 for final completion. I anticipate that we will have brought work on this tram to practical completion by the time you read this edition of Tracts.

In fact, the tram is destined to be moved to the city in early November (date to be set by CTL).

This will bring to an end the herculean efforts of all the HTT staff under the guidance of our Workshop Manager Graeme Richardson. It is also with a debt of thanks from the whole HTT board to all involved.

The picture I have included shows Tram 24 in the foreground with Tram 178 further back on the restoration line, both awaiting final fitout.

As staff are freed from 178. They will bring Tram 24 to practical completion as soon as possible. There remains quite an amount of work to complete this task so that Tram 24 can join the fleet in the city to be operated by City Tramway.

Meanwhile in the paint booth in TB3, the doors and partitions of 178 are in for their final paint.

And on 178, the inside side panels have been installed and the seats are progressing. The tram looks a real picture.

Also in TB1 (on the running line) you may have noticed some additional equipment HTT have purchased to replace and update some more of the Woodwork Shop equipment. We have been able too take advantage of a workshop closedown auction and have successfully bid for:

- *A replacement Thicknesser,*
- *A Spindle Moulder (including considerable tooling), and*
- *A three bag Dust Extractor, to be used in conjunction with the existing extraction equipment.*

We have also been able to pur-

chase a Drum Sander which is due to arrive in a week or so.

While the purchase of this equipment is quite expensive, it is within our means and is in far better condition than our existing plant, This equipment was purchased at a fraction of the price for new equipment. In short, it was an opportunity not to be lost. Installation of this equipment is down as a new year project.

As an end note, our Christmas shutdown for this year will commence on Thursday 21st December following our end of year BBQ lunch for the HTT staff and Board with work recommencing on Monday 8th January 2024.

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



DID YOU KNOW?

from Ken Henderson

More on BUSES - also from the same "anonymouse source" as much of the information from last months' article

A couple of photos showing the change of font and wording and location of pram warning. These photos were taken some time in 1965 when both buses were new and sporting their in service labelling. 443 being the last bus to be delivered fitted with the London Transport style font; while 444 was the first fitted with the new font and the new pram warning.

I know this to be a fact as at the time of the New Reliances delivery I was bored to tears working for the now long defunct J R McKenzie store and I could be found staring up Victoria Street watching the buses and spotting the New Reliances as they entered service. On late night shopping Fridays, I could see the New Reliances coming from the far end of the street with their fluorescent saloon lighting ablaze - the first buses in the fleet to be so fitted.

London Transport jealously guard their marketing rights including the Johnston font which I think they claim as their own. Mr Fardell did well to maintain the Englishness for which Christchurch was famously marketed for tourists and migrants. He did this by introducing the standard London Transport livery and London style crest on the buses that replaced the trams.

A note on the London livery. The new AEC double decker RTs delivered after the war to replace trams in south London were painted all over red with the top deck window surrounds painted cream. After a while the top deck window surrounds ceased to be painted cream and the buses became all over red. I have often wondered if publicity at the time of the New Reliances entry into service came to the attention of some eagle eyed lawyer at London Transport which resulted in a "desist or else" letter to the CTB. The crest was safe - many public transport operators use a variant of the LT crest.

As to the pram warning, it was a common sight in Cathedral Square to see a bus driver carrying a mangled pram to the office trailed by an angry little woman with a baby now in her arms! Too easy to put the pram on the hook without telling



the driver or parking it in front of the bus without telling the driver - either way same result!

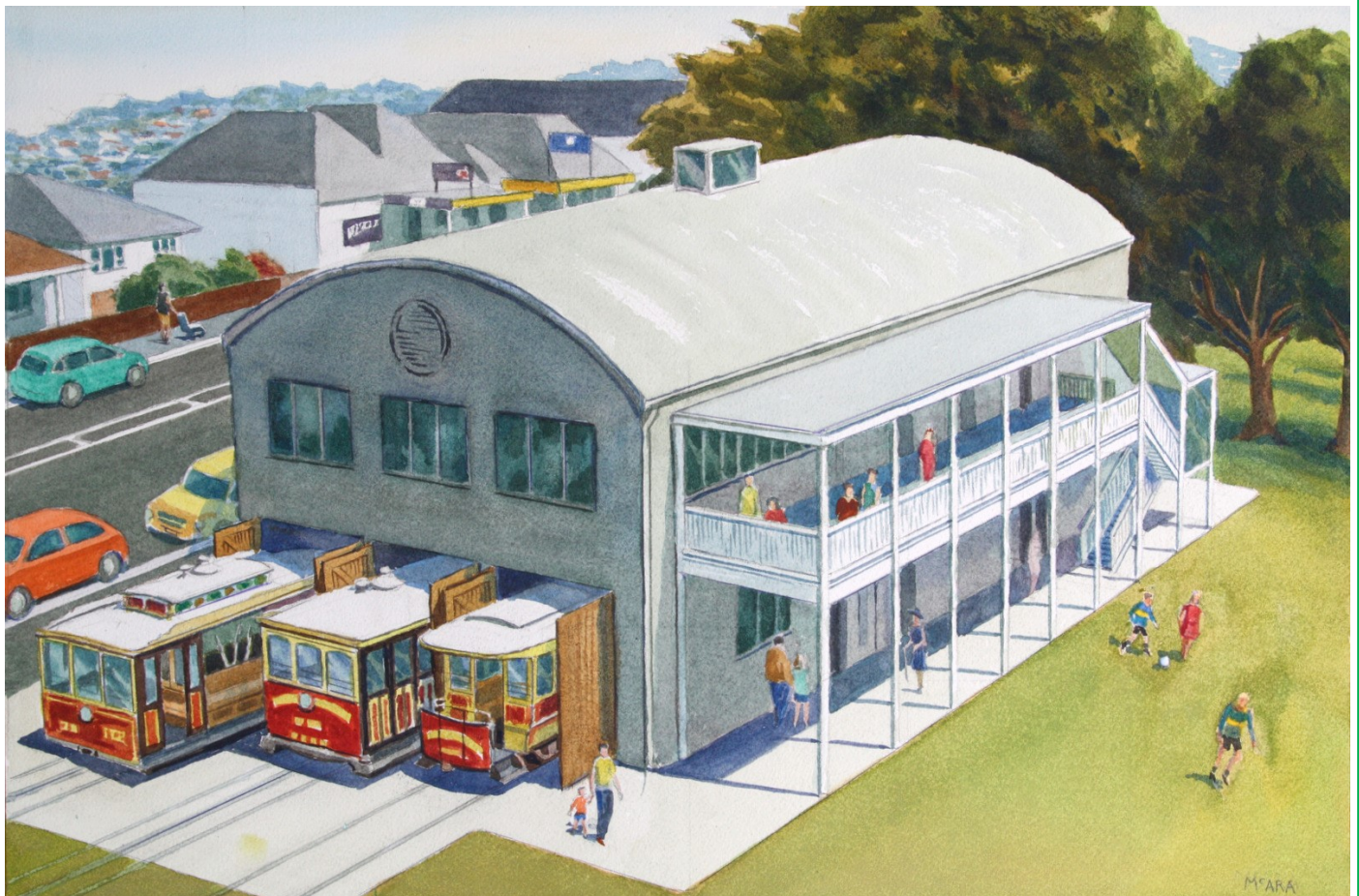
Just a small follow up on last month when I was told that the registration numbers on the new Reliances beginning "DV" did not relate to the fuel diesel. Since then it has been pointed to me that the Auckland trolley buses number plates began "EV" ie E for electric? The registration authority of the time may have been responsible?

Mornington Cable car No.103 Update: *Don McAra*

Mornington Grip Car 103 will be receiving some professional help in February next year from expert joiner Warren who has been doing super work on windows, doors, and other woodwork on #174. The HTT have agreed that he will be available to help 103 by restoring the eight sliding cabin doors. He will be paid from funds anonymously donated to the 103 project. Sadly, woodworker Richard Holland is now needed to help full time with his wife Alison's recovery from some very serious heart operations. Meanwhile, as volunteers, Bill Perry and I continue reconstructing the outer cabin walls, and Don Clark soldiers on fabricating clevises and rods for the wheel brake gear. The track brake mechanism design problem has now been solved. Until we know more about the feasibility study being conducted by Beca for the Light Rail Heritage Trust at the Dunedin end, fabricating the main gripper mechanism has

been shelved.

The primary focus in Dunedin after the Beca report comes in remains building a larger and better Cable Car Museum building in Mornington to architect Michael Wyatt's design. See my attached sketch of what it would look like where it will sit in Mornington Park. It will replace the small Museum currently there, and will have more space to house restored cable cars and trailers. One of these potentially is trailer #107 currently stored in Motat. Planned upstairs is a cafe and room for a collection of Cable car memorabilia such as photographs kindly donated by Graham Stewart, models, running gear, etc. Downstairs will be some changing rooms for sports clubs using the playing fields, and also the potential for developing winding machinery for whenever a restored cable car line is rebuilt. That, of course, would be a tremendous boost for Dunedin as a Tourist Destination.



Yank Tram Crash

Bruce Maffei & Henry Deer

This month (November) sees the centenary of the head-on crash between two Christchurch "Yank" cars, N^o14 and N^o20, being relevant as N^o20 has reposed in our Society's tram barn since 1977 when it was donated to the Society by the Geraldine Gun Club.

Bruce Maffei wrote this accident up for the January-February 1974 issue of "Tramway Topics" and he has consented to have it reprinted here.

CHRISTCHURCH TRAMWAY ACCIDENTS - NO.3.

from Bruce Maffey

"Yanks" Collide in Papanui Road :

With a terrific crash two tramcars on the Papanui line met in head-on collision at 11.22 p.m. on the 16th November 1923, the fronts of the cars smashing and crumpling under the impact.

The car responsible was Yank Car No.20, driven by Motorman Rastrick. It left Cathedral Square at 11.10 p.m., being the last car to Papanui. The ordinary stop was made at Leinster Road where a number of passengers were discharged. This was the end of the double track, and it was usual for the last car to Papanui to cross two cars coming back to town here before proceeding to Papanui.

The leading inward bound car swung off the single track on to the double track and passed car No.20, but the second inward car, Yank No.14, driven by Motorman Fraser, had no time to do this for the motorman of No.20, apparently thinking that there was no other car following, moved forward, crossed the points leading to the single track, and bore down on No.14.

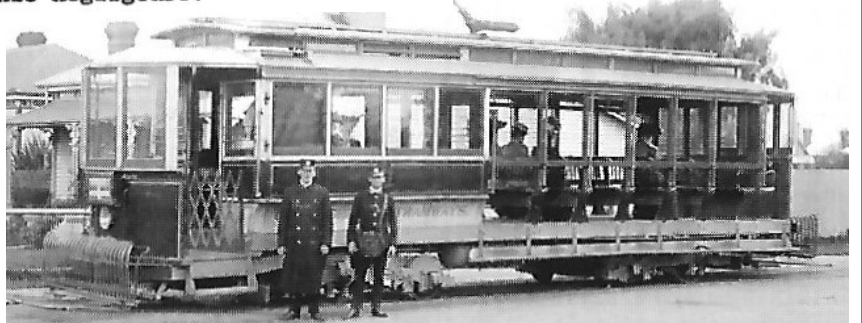
Motorman Fraser noticed No.20 in time to jam on his brakes and, with the help of the track brakes, his car halted just at the moment of impact, when No.20 crashed with terrific force in to the dead weight of No.14, actually bouncing back from the force of the blow. The resounding crash even awakened residents in the neighbourhood. The car from Papanui contained only one passenger, but No.20 contained twelve passengers, many of whom were thrown from their seats, several making a jump for it. One man rolled over on the road and his head struck the kerbside, causing rather bad injuries. The trolley pole was taken down and the motormen began arguing.

Yank No.14 which was stationary at the moment of impact, suffered the most. The front dashboard and canopy were crumpled back to the bulkhead behind the motorman's cabin and the whole under-frame of the car and the wooden framing were smashed as far back as the front wheels, part of the driving mechanism being uprooted. The motorman was thrown back, glass falling in a shower about him but he bore no visible hurt. The other car was also considerably damaged but not to the same extent as the inward car; glass fragments were scattered in all directions. To make matters worse a fire broke out under the back of the inward bound car, but luckily it was soon extinguished. The car controller at the rear of No.14 was jerked from its fastenings and fell on the floor.

Both cars were put completely out of action. They were hitched together face to face as they collided and drawn back to the sheds very slowly by another car. They clanged and clattered uneasily at times, and one or two halts had to be called. The sheds were reached at 12.15 a.m.

An inquiry was held, and the motorman of Car No.20 was dismissed; the accident was due to his negligence.

Picture (right) - a Yank car (un-identified) showing the low motorman's platform (left) and the high platform (right).
(Photo THS archives)



Addenda: Bruce Maffei further reports:-

The Yank type trams as constructed had high and low motorman platform ends. This meant however that during a head-on accident if the high end of one car met the low end of another Yank tram the bumpers didn't take the full impact of the Crash.

This occurred during this accident when the high end bumper rode over the other cars bumper demolishing the platform framework above the flooring.

These two cars became locked together and had to be slowly towed back to the tramway workshop as one unit.

No 20's platform was duly rebuilt but as No 14's was virtually destroyed the tramway workshops decided to rebuild it too. But some time later (1930) they decided to rebuild No 14's high motorman's platform as a low platform.

They planned to alter all the Yank trams but the high cost didn't justify the expense and so No 14 was the only Yank that spent its later days with both ends low platforms.

Postscript :

So far we have not uncovered (or discovered?) any photographic evidence of this accident, probably as no photographs were taken of the two cars locked together until the next morning at the workshops - night time photography was not all that common in 1923.

Note :

As well as Yank 20, the Society also has Yank 11 in its collection awaiting restoration.

A couple of publications that may be of interest to our readers:

Trolley Wire.

At the recent COTMA conference in Auckland, the current editors of Trolley Wire (Robert Lee and John Cowper) indicated that they would be interested in more New Zealand subscribers.

And while Trolley Wire is billed as “AUSTRALIA’S TRAMWAY MUSEUM MAGAZINE”, they said they would be keen for it to become the de-facto AUSTRALIASIAN TRAMWAY MUSEUM MAGAZINE and consequently would be happy to be forwarded New Zealand related content.

Should you wish to subscribe to Trolley Wire or send through a contribution, either contact the editors by e-mail at trolleywireeditor1@gmail.com or trolleywireeditor2@gmail.com or write to them at Sydney Tramway Museum, PO Box 103, Sutherland, NSW 1499, Australia. Annual subscription for New Zealand is currently \$A55.00 for four issues annually.

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- The Decline of Sydney's Trams
- Dark Spectrum
- Just In Time

Trolley Bus Atlas of Australia and New Zealand.

This has recently been published by Transit Australia Publishing as per the following advertisement (“lifted” directly from the August 2023 Trolley Wire). If you are interested in a copy, please contact the publishers or e-mail hballment@bigpond.com as per the details below.

NEW!

AN ILLUSTRATED
TROLLEY BUS ATLAS
OF AUSTRALIA
AND NEW ZEALAND
Hugh Ballment
Carl Segnit

Here are trolley bus maps of the 12 systems in Australia and New Zealand. At 118 pages A4, case bound and with photos illustrating terrain and many buses, this volume is a must for those interested in trolley bus history.

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