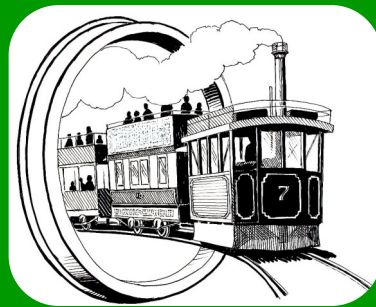


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

October 2023



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

TEMPORARY

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.

President's Piece

Jonathan Day reports

A couple of quick notes before we get into the good stuff.

Bus drivers:

We are looking for bus drivers who would be interested in doing some driving work in Dunedin for this coming cruise season. If you have your class 2 and either have or are willing to get your 'P' endorsement please flick me an email (president@ferrymeadtramway.org.nz) for more information.

Tram Drivers:

We have had a few issues with some tram crews on the service trams not communicating well with the Ferrymead Park office staff. Please let them when you arrive in the morning, are leaving at the end of the day, and if you will not be available to complete a trip. It is also good to let them know when you are going for lunch. The more we communicate with them the better.

Society Annual Accounts:

The Society's reviewed accounts are now available on the Charities Commission website <https://register.charities.govt.nz> for anyone wishing to view them. There have been minimal changes since the draft accounts presented at the AGM.

Murder Mystery Trams:

We are looking for someone to take over the organising of the murder mystery trams. This is late night with pick ups ranging from 7 in the winter to 930 in the summer. If you are interested please reach out.

The Good Stuff: Activities are progressing well on all fronts around the tramway.

On the City Tramway work being undertaken by HTT, 178 has just made its way over to the spray tent for the final stage of its restoration work. This is due to head back into town early next month. Once 178 is completed work will focus on the completion of 24.

The Cranmer archive and library space is progressing well with shelving now being setup in the library/archives room. Installation of the heat pump is on hold waiting for the outside ground to harden enough to allow work on it which is delaying the final "fit up" of plan draws etc but we are hoping this will happen within the coming month.

Finishing up the Cranmer drainage work has also been delayed by the weather but again we are hopeful this will be able to be finished this month.

Down the bus end activities continue with heavy maintenance work on the 202s (612, 614, and 620) nearly complete. An overhauled fuel tank for 538 was picked up last week and will be sandblasted and painted this month waiting for a convenient time to fit it.

Interior prep work continues on 452 with all seats now removed and ceiling paint prep now well underway.

The repair work on the trolley bus shed barge board is complete which has allowed us to reattach the wires to the building. And while the trolley bus overhead is not fully completed we hope to have the buses out for the COTMA post conference tour visit later this month.

Cover picture: Underneath tram 178 - the various pipes and conduits saddled up ready to go. (A view that very few will normally get to see—but a work of Art).
Photo Alex Hunter

Next Society 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

Special Offer for THS Members on Scale Models of Dunedin Box Car No 11



Michael Sharp, a Motorman on Christchurch Tramway's Restaurant Car, has ventured out on a new project in semi-retirement to design, develop and manufacture high-quality 1:87 (HO) scale die-cast models of (initially) Box Car No 11.



With over 200 photographs and many hours of measuring the original tram, 3-D CAD drawings were created, reviewed and refined, and a 3D-printed prototype developed. Tooling for the die-cast followed, whilst production drawings, decals and packaging were designed with focus on detail. Production commenced in August, and the first shipment of completed models arrived by air-freight just last week.

The Standard Edition model (photo top left) bears the Christchurch Tramways' livery and is an identical replica of Box Car No 11, currently traveling through Christchurch's inner-city streets every day of the week. see photo top left. Retail cost is \$49.95.

The Limited Edition model below - only 500 built (photo top right) seeks to replicate the tram that formed part of Dunedin's inaugural tram fleet of 1903, and bears the Dunedin City Corporation livery and an advertising hoarding true to the original. The Limited Edition also comes with a Certificate of Authenticity, including a summary of Box Car No 11's long history on the reverse. Retail cost is \$69.95.

From 1 October, Michael will be selling these models from his pop-up stand in Cathedral Junction and, from mid-October, through his company's [website www.trams4u.com](http://www.trams4u.com) to offer a memento for those locals and visitors who have travelled on the trams, as a gift for children or grandchildren or for the model enthusiast to add to his or her collection.

Michael is pleased to extend an offer of a 10% discount to all THS Members who may wish to purchase either (or both) the Standard or Limited Edition(s) of the model and invites Members to stop by his pop-up stand in Cathedral Junction in Christchurch to review these quality replicas. Just mention you're a THS Member to secure the discount offered.

For those members who cannot get to Cathedral Junction, please contact Michael by email at michael@trams4u.com

September HTT Update

From Dave Sanders

Kia ora koutou

With all staff on 178, progress on that tram is evident. Each time that I go into the Tram Barn there is a marked difference, certainly each time the next edition of Tracts comes out I hope you can see the change.

For that reason I will be dedicating a large part of this month's edition to pictures recently taken by Alex Hunter (in fact taken from our Facebook page).

Before I go into that, please welcome aboard our latest new start, Brian Kelleher. Brian has joined us on a casual basis principally to help with the various paint tasks ahead. If you see Brian about, I am sure you will give him a warm welcome.

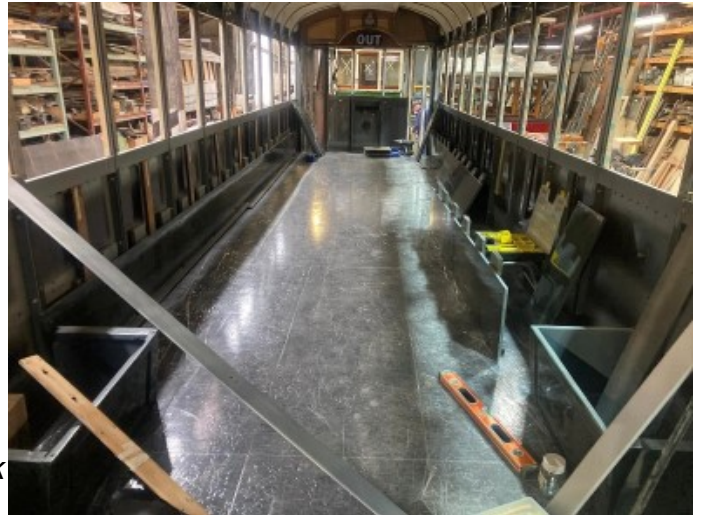
We have also completed the second Punt and returned it to the city.

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

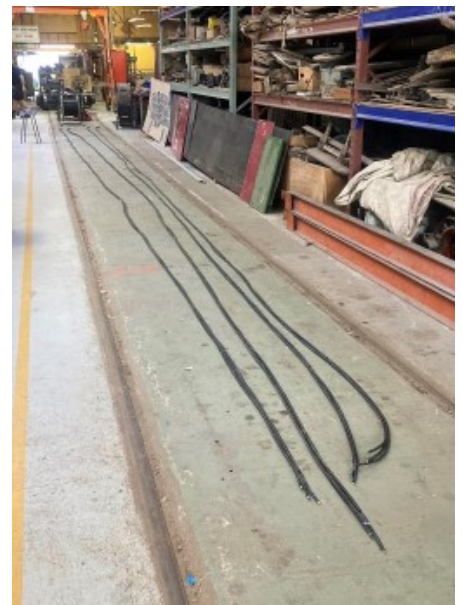
Ngā mihi nui

*Dave Sanders
Heritage Tramways Trust
Chairman.*

htt@ferrymeadtramway.org.nz



Looking inside, floor down and ready for the fitout.



Cables ready on the ground to be pulled onto the Tram.



Shea completing some work on the tram end.



Leighton (background) and Brian fitting the windows.



Leighton and Brian – more window work.

HTT Report continued (from previous page)



Warren with a more completed panel.



Graeme and Leighton fitting up seats and interior walls.

Kitty Update: *Fitting the new Ashpan—Alex Hunter*

Over the last few months Callum and I have been working away on a new ashpan for the Kitson to allow it to operate on coal.

This has a few design changes that differ from the original design such as-

- It has a damper system to allow it to regulate the airflow to the primary air of the fire.
- The ashpan now has steeper sides to allow the ash to fall out and leave no residual ash behind.
- A water drench system to allow the ashes to be wetted to reduce the fine dust ash, therefore when the ash is dropped it will be easier to handle.



Photo showing the ashpan all complete ready to be fitted up.



Photo above - showing the old and the new ashpans during the construction of the new one.



Photo Showing the ashpan in place for a trial fit.

DID YOU KNOW?

from Ken Henderson

CTB Bus Fleet in 1965

On a recent visit to Ferrymead with a founding member I was informed that the CTB buses with "DV" number plates gave one the fleet number of the bus by subtracting 111 from the number plate. In discussion with another member he has supplied the following information on the condition of anonymity (he is not ready to be committed!) which hopefully will be of interest to our readers.

Up until 1965 bus registration plates were changed and renewed every five years. In that year buses were issued with 'permanent' registration plates intended for the life of the vehicle – aluminum plates with numbers on a black painted background able to be renewed if a plate was lost, stolen or damaged. Colours were reversed around the 'Mx' plates. In 1965 the CTB fleet was at the most uniform it had ever been or would ever be again with the entire fleet comprising 95 AEC Regal Mk IVs and 71 AEC Reliances – 166 vehicles in total. The CTB was issued by the Post Office with registration numbers DV401 to DV566 which were applied sequentially to the fleet from number 290 to 455.

This highly standardized fleet was the work of the late Mr John F Fardell, friend and patron of the Tramway Historical Society, whose remit was to modernize the public transport operated by the Board. In the photos below the different batches of vehicles could best be identified by the windows around and to the rear of the exit doorway similar differences were applied on the off sides.



AEC Regal Mk IVs and Reliances 385 to 401 were delivered with a single left hand fog light, later removed. Later batches were delivered with twin fog lights, later removed.

AEC Regal Mk IVs

The 95 AEC Regal Mk IVs arrived between 1952 and 1954 and replaced the remainder of the tramway fleet. Nos. 290 to 328 were bodied by Crossley Motors and Nos. 329 to 384 were bodied by Park Royal – outwardly virtually identical. 42 seats.

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AEC Reliances

The 71 AEC Reliances were delivered in four separate batches as follows:
Nos. 385 to 401 "Short Reliances" with Park Royal bodies were delivered in 1956/57 and replaced the trolleybuses on Richmond and North Beach. This coincided with the conversion of the workshops from DC to AC. 37 seats.



Nos. 402 to 421 “Short Reliances” with Park Royal bodies were delivered in 1958 and replaced the last of the petrol engine Ford V8 buses. 42 seats.



Nos. 422 to 431 “Long Reliances” with Park Royal bodies were also delivered in 1958 for service on the Bryndwr routes which entailed a number of sharp turns through Merivale that prohibited use of the heavy AEC Regal Mk IVs. The service also required larger vehicles for the high patronage of this route. Bodies could be identified by an additional small window just forward of the rear exit and another just forward of the emergency exit on the off side. 42 seats.



Nos. 432 to 455 “New Reliances” with NZMB bodies were delivered in 1963/64 to replace the last of the AEC Qs and half cab AEC Regals and Leyland Tigers – all gone in time for the new permanent plate regime. A new style of bodywork – angled destination header, upright rear end with corner windows - was introduced to the fleet and the first to use fluorescent saloon lighting. 42 seats.



Note: In the Society's collection of CTB era buses we have the following buses from this period:

- AEC Regal Mk IV #290 (the fleet leader) bodied by Crossley Motors and #350 bodied by Park Royal
 - AEC Short Reliance #410 bodied by Park Royal
 - AEC New Reliance #452 bodied by NZMB
- In addition, the Society also has in its collection examples of the earlier buses replaced by these buses including 3 Trolley buses #209 #210 & #213, 2½ AEC Q's #225, #228 & #227, 1½ AEC Regal Mk 1's #240 & #233, a Ford V8 bus #263 and a Leyland Tiger OPS4 “half cab” #284.*

James (Jimmy) Herbert Hayes, Tram Conductor. (1860 - 1962)



Information and photos supplied by New Brighton Museum, and used with their permission. (Thanks also to Allan Guy for forwarding on this information).

Mr Jimmy Hayes took part in the beginning and ending of the tram era in Christchurch. He was born in 1859 and lived in New Brighton until he was 102. Prior to his tramway career, he used to drive a four horse coach between Christchurch and Tai Tapu. He drove the first horse-drawn and steam trams. When the electric trams began in 1905 he switched to the role of conductor so that he could shoot rabbits from the back platform.

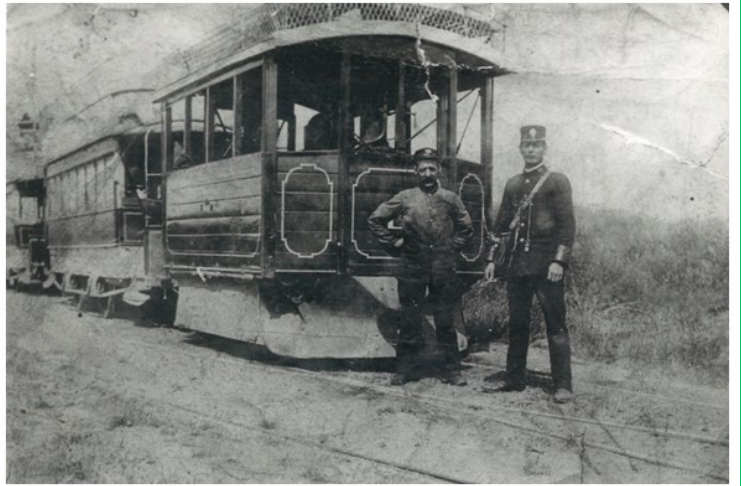
Jimmy first got his eye in with a gun when he was conductor on the first electric trams through Burwood to New Brighton. The tram driver would be the look-out man and the sound of the tram bell would bring Jimmy with his gun to his shoulder, aiming at rabbits to the right and left of the tram depending on the drivers signal.

At this time when the tram came through Aranui, it was not settled very well, and the scrubby land was alive with rabbits. Jimmy could make quite nice pocket money with his rabbit haul. He had a reputation as a sharp-shooter.

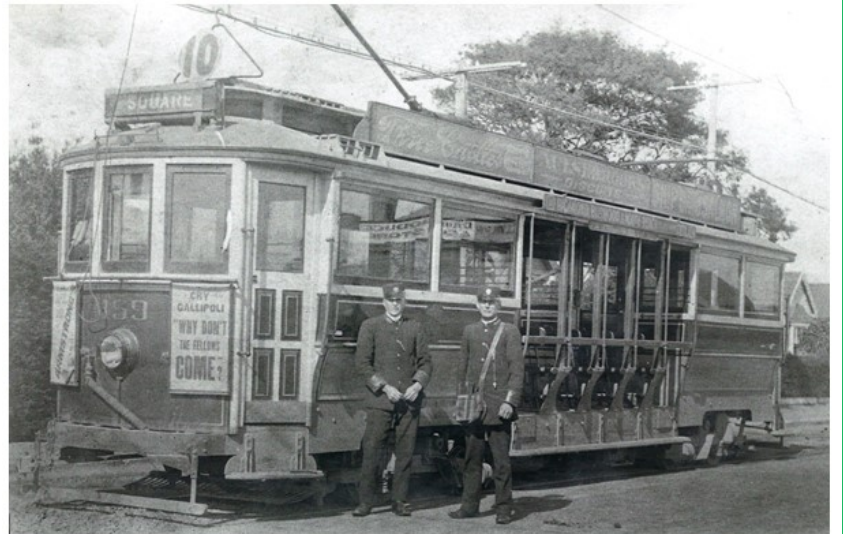
There is also a great story on file of a horse drawn tram coming through Aranui with a load of passengers heading to New Brighton beach for a picnic. Suddenly there was a loud squealing noise. With alarm, the tram stopped and the driver looked and there was a pig from an Aranui farm, trapped underneath. Well the passengers all got out and lifted the tram up enough for the pig to escape back to where it belonged.

When he was in his 80s he served in the Home-Guard during WWII, and won a cup from the East Battalion Home Guard for his shooting. Even blindness in his aiming eye did not dampen his enthusiasm, as he simply changed the gun to the other shoulder, and still managed to shatter the clay pigeons.

Mr Hayes continued as an active shooter right up until he was 100, when his failing health forced him to stop. He held an award naming him the oldest



A Kitson steam tram hauling two saloon double-deckers. Pictured on the right is James Hubert Hayes (1860-1962), conductor. Ca 1890.



The electrification of the line in North Beach was completed in October 1915. This is Boon tram number 159 (similar to THS's 152) and it is showing route number 10 – the North Beach Line. Three Castle cigarettes and Aulesbrook's biscuits are among the products advertised on the tram. A placard on the front reads "Cry Gallipoli, why don't the fellows come?" James Hubert Hayes (1860-1962) conductor is pictured on the right.

active miniature rifle shooter in the British Empire and he was probably the oldest clay-target shooter.

His son became a well known clerk in the Christchurch City council, Maurice Hayes.



1910. A "Yank" tram and two "duck house" trailers cross New Brighton Bridge with a barge moored in the Avon river. The Electric line was opened in 1906.

Recent progress on Cranmer:

Stephen Taylor

There has been some pleasing progress on the adjacent “reception” and “library/archives” area of Cranmer.

We finally have got to the stage that these areas are getting readied for use. All the walls in the library/archives room have been painted, a door has been fitted to the reception area and architraves have been fitted around the doorways. Recently a decision was made to fit carpet tiles on the floors in these two areas as this makes a massive difference and is much quieter and warmer than the original plan of just painting the floor would have been. (see the three to the right photos of the result of two rooms immediately following the fitting of the carpet tiles).

Since the photos were taken, progress has been made on re-installing the two corner desks etc in the reception room and erecting shelving and storage racks in the library/archives room. Next step for this area is to fit a heat pump into the library/archives room to keep that room at a more constant temperature and humidity before any books and archives are moved in.

And with the resulting appearance of fitting the carpet tiles in the above two rooms, we have decided to also fit them into the side meeting room /theatre-ette off the main display hall.

This meeting room has already been used for the September Society Management Committee meeting.



Mornington Cable car No.103 Update: Don McAra

Our chief helper on the woodwork side, Richard Holland, has had to spend more time for at least six months helping at home due to his wife's ill health. So we are looking for someone else to assist in that area.

On the metal work side, Don Clark also has problems at home, but continues to help install the wheel brake mechanisms when he can. Meanwhile Bill Perry and I are continuing to work on fitting the outer cabin walls under the cabin roof ribs when he can make it on Saturdays.