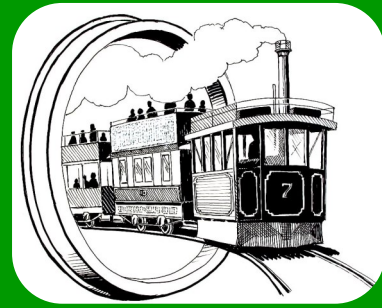


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated January/February 2023



In this Issue:
HTT Report.
Cranmer Building Progress.
Cable car progress.
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.

Welcome to 2023 everyone. As I write this – right on our Editor Alex's deadline for submissions for this issue of Tracts at the end of January, I can see that there is already a lot going on this year and 2023 looks to be another busy year for the Society. I will briefly report on some of these goings on here, and hopefully some of these will be expanded on elsewhere in Tracts.

Recent visitor's to the tram barns will have noticed a few changes – Tram 24 is currently in the spray tent getting prepared for painting, and its place on the restoration road has been briefly taken over by Graeme Richardson's house bus project which was having some rust repairs and some of the windows were temporarily removed whilst it was undercover. Some additional work tables and storage racks have also been installed, and we have recently taken delivery of a new bandsaw.

The west half of the main restoration road in Tram Barn 1 is getting some well needed TLC – re-laying the concrete between the two rails as what is there was breaking up and not really suitable for working on. It also causes clearance issues for our forklift. This is being undertaken by the HTT team with the concrete planned to be laid in early February. The HTT team are also have a plan to fix the west end door to Tram Barn 2.

And the Cranmer building is being progressed with further floor replacement work being carried out, and the electrical team is working on replacing and upgrading the electrics and associated electrical distribution board which were definitely long past their use by date. We are also – mainly thanks to Callum – getting internet into Cranmer which will mean the library, archives & cataloguing work will soon be able to relocate there.

It was also good to see that we were able to find tram crew for all but two days of the January holiday period, and with this ending on Friday 27th, we are now mostly back to weekend running of the service tram. Thanks in particular to John Harris in keeping the roster full. And it is pleasing to see that the February driving roster is already full.

And down at the Trolley Bus shed, work has continued on refitting out the bus parts storage areas. And something less visible – a number of our buses have been used on Cruise Ship shuttles in Dunedin to assist the Otago Heritage Bus Society who are running these. Special thanks to Jonathan Day to has co-ordinated most of this work and those Society members who have been driving the buses down in Dunedin – particularly Alan Roi and Phillip Murphy who have been doing the majority of these shuttles.

And lastly from me for this issue, it is good to see that our new membership secretary – Callum Brieske – is on the job and has sent out the membership renewals for the year – these are due as at 1st January for the 2023 calendar year. Most of these renewals were e-mailed out, but I am sure we will hear more from Callum on the subject of renewals. In particular, we will be following up with many of our members who we haven't heard from for a while and also those to whom we send complimentary copies of Tracts to ensure they do still want Tracts sent to them – and that we have their e-mail addresses correct.

Report on Sunset Bus Tour

A very disappointingly small number of members – just seven (including the driver) – turned out for the Society's Annual Sunset Bus tour on the evening of Wednesday 25th January. In hindsight, maybe a reminder needed to have been e-mailed out.

The Bus we used belonged to member Ken Watson's "Canterbury Bus Museum", and was originally ex CTB MAN 202 fleet number 626 – (similar to the Society's bus 612, but no longer in CTB livery). We used this bus as all the Society's operational buses are currently in Dunedin assisting with Cruise Ship Shuttle work.

We left the tram barn about 7:40pm after waiting 10 minutes on the off-chance that some members might have been running late – waiting was unnecessary as it turned out as no-one else arrived. We headed out in a generally northerly direction – eventually travelling down Marshland's Road and continuing down the old Main North Road to Kaiapoi.

Once in Kaiapoi, we stopped briefly outside the old Kaiapoi Woollen Mills building in Ranfurly Street. This was the location was where many of the old CTB driver's uniforms components – in particular the woollen great coats – were manufactured. We then continued on another few hundred metres and parked up outside the gates to the Kaiapoi Domain which was to be our mystery destination for the evening.

This domain was established in 1873 actually also runs past the old woollen mills buildings and it appears the domain was regularly used by the woollen mill workers as a venue for their lunches. The domains had a large number of trees planted in it, many funded and planted by George Wearing. Most of these trees remain today – and quite a few were oak trees. It was also interesting to see that many of the oak trees had little "doorways" at the base suggesting that they may have been inhabited by tiny people (we did have a walk through the domain but didn't see any).

There were a number of information boards giving the history of the domain and its association with Kaiapoi and also the wider North Canterbury Region, including the fact that the Domain was also the site of a Queen Victoria Jubilee celebration and commemoration.

On our return journey, we stopped in at the bus storage yard in Marshland's road where the bus we travelled on normally lives and Ken briefly showed us around some of the other Canterbury Bus Museum buses that are being worked on there. This yard is also used by Bentley Coachline's and many of their buses were also present.

We arrived back at the Tram Barn shortly after 9am, and the small group present had a cup of tea and supper provided by Michaela (Jonathan Day's partner) – as our regular supper provider Phyllis Belworthy was on holiday - and some members also caught up on the recent progress occurring inside the Cranmer building.

(Photos on Page 8)

Cover Photo:

Tram Crew: Georgia Manglesdorf and Andrew Lyttle and Matt White (Obscured) stand proud beside Chch 26 on the Night Market in December 2022.

A Note from the Editor.

Thank you to all that have sent me contributions for this issue of the Tram Tracts, your input is really appreciated by me as you have taken photos of the activity going on and written some text about the occasion.

However This year is going to see me quite busy with work commitments and family activities in general.

This means that I have less time to commit to put together the tracts magazine, and there may be some months that will see only a small issue, in saying that, if there is something that you would like to publish in the magazine, please do send it in. I've opened the net a bit wider this month to get some more interest in content.

I'm happy to continue with doing it, I'm saying that I

need some assistance with getting content, as there is quite a number of activities going on at present and I'm sure some of it goes on unrecorded or no fuss being made.

Last edition I put an ad in for an Assistant Editor, George Wealleans has come forward to assist, and thanks for that, I think what I should have said was a 'content gatherer', of which im grateful George has done an article on the Cranmer building repairs, Many thanks

Get in touch and let me know if youd like something put in the next tracts magazine.

Many Thanks

Alex Hunter.

Newport Truck Acquisition.

Steve Lea Reports.

4 of the Melbourne number 15 type trucks have been donated to the THS through 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 4 trucks in the photo have been collected in the last 2 weeks by L. Arthur and son for cleaning, then

loading into a container for shipping to Christchurch.

Hopefully these land on our doorstep in the next month or so, one of these trucks is destined to replace the Number 9 truck that is presently fitted under The Beast 5W, works tram. With the release of that truck, 2 more 14D5 trucks could be built for a future restoration.

More next time.

The Photo below supplied by Mal Rowe of the 4 trucks in the Newport workshops ready for pickup.



HTT Workshop goings on.

Dave Sanders Reports

Kia ora koutou

Happy New Year to you all and I trust you all came through the festive season largely unscathed.

There has not been a huge amount of action over the past few weeks with the HTT team enjoying some well earned leave. After our closedown BBQ on the 22nd December, the workshop should return to normal over the week commencing 23rd January with the last person on leave returning to work this coming week.

While limited work has been going on in the Tram Barn's, there has been continued activity on the city trucks and placing 24 in the paint tent in TB3. There has also been considerable work by the Board and Graeme Richardson in preparation for what should be a full calendar year.

This year, with considerable valued assistance from Christchurch Tramway Limited, we will be completing 24 before the agreed October delivery date and overhauling 178 from the city.

You may have noticed the extra shelving and additional steel table amongst other things entering the THS workshop. There has also finally been work on our container timber storage area and excavation of the old concrete in the restoration line (thanks Alan) in preparation for relaying in the very near future, all in preparation for our busy year ahead.

With this increased workload and the resignation of Bob, we have been advertising for both another Cabinet Maker / Joiner and an additional Fitter Turner / Engineer. So far the response to both has been pleasing with interviews to commence 24th January.

Your HTT Board - this month I am happy to introduce Nick Alien who joined the Board at the last AGM. Nick is no stranger to the THS as you will see from his comments:

"Trams have been a part of my life I guess for over 50 years off and on. Some holidays were spent when I was a young boy visiting a great aunt in Blackpool. This, of course, meant trips to the beach where I was constantly distracted by the sight and sound of passing trams. I remember finding the sound of trolley wheel on wire fascinating, not being of an age to work out how the sound was being made. Watching the Blackpool Illuminations was made especially interesting by the presence of illuminated trams. A ride on the top deck of a Balloon Car was a special treat. The single-deckers and modern-looking rebuilds were, I remember, not favourites of mine.

A couple of early visits were made to Crich, maybe 45 minutes from where I lived near Sheffield. Impressive trams, but the museum and line were basic and relatively undeveloped then. An interest in trains was fostered by my dad and eventually led to an in-

volvement in preservation with the local South Yorkshire Railway, which had (and has) an enviable collection of diesel shunting locomotives. My dad had taught me how to paint – he painted houses – and I used these skills to paint diesel shunters, helped and taught by another member who formerly painted buses for a living. I ended up graduating to marking out and hand-painting wasp stripes.

Emigration to New Zealand was in 1997 and I soon bumped into Stuart Hobbs, who was greasing parts of the rails in Cathedral Square and noticed my interest in the trams there. He suggested I might like to go down to Ferrymead to help on Monday nights. Thus started about 10 years volunteering working on No 1, the London double-decker bus, bits of Nos 111 and 26, and little jobs on other trams, mostly with Don McAra, Basil, Colin, Barry Marchant and Mike Hammersley. Many pieces of wood were repeatedly varnished and sanded, other pieces cut and machined, and metal wire-brushed and painted or buffed.

A 14-year hiatus followed the birth of my daughter. With her requiring less of my time I have returned to volunteer on Monday nights, and I was persuaded to join the HTT board at this year's AGM. I hope I can be of some assistance to the board and can use the organisational skills utilised during my day job and my genetic predisposition for monetary canniness due to being born a Yorkshireman.

Nick Allen"

What has the HTT team been involved with over the past few weeks?

- After our last meeting in December and that work / planning discussed above, we have been focused on preparing for this coming year.
- We have also been gathering some equipment from the Canterbury Museum as they prepare for their extensive rebuild.

The above does not include the marvelous, continued volunteer work, both on TBI projects and wider. Following the work planning by the electrical team led by Murray Sanders for Cranmer, the electrical work on Cranmer has commenced and the Monday evening maintenance work in TB2 continues.

If you have been to TBI recently you will have noticed (hard to miss) that Graeme Richardson's Volvo bus is in the barn. This was agreed to so that over his break, Graeme could open the sides of the bus to install windows and other fittings without the need to cover it up at the end of each days work. The bus will be out of the workshop before the CTL tram 178 comes in.

As always, contact me directly as you like on 021 423 763.

I am generally down there on Wednesdays and Saturdays.

Ngā mihi nui

HTT Activities continued.



Top Left : the completed truck for CTL Tram 244 on the traverser ready for pickup.

Top Right : Crane Contractor and THS Member Cam Lill lifts the truck ready for moving to the City.

Mid Left : The Newly overhauled truck fitted under 244.

Mid Right : The old truck has been removed and components stripped, seen here ready for delivery to the HTT Workshops for rebuilding.

Lower Left : Craftsman Brian Fairbrass with a paint spray gun putting a coat of black on the truck frame.

Lower Right : The truck frame receiving some attention, seen here with the new axle box Hornway guides being fitted. This will be the 4th of this model truck that the HTT has overhauled for CTL in recent times.

Photos by the Editor.

Cramner Display Building Update.

Jawj Wealleans reports :

It has been a busy month in Cranmer. Stephen has been hard at it, screwing down the new floor covering. To some degree, he has been his own enemy, as he took in a large batch of 50 chairs, then had to move them all again. To cap that off, the society scored a heap of shelving and light fittings from the Canterbury Museum. Not happy with filling the new room up with that lot, he had to move it all again to make way for more screws.

Speaking of moving stuff onto new flooring, we managed to do it all again in the reception area. New floor down, with only the minimum of screws, and guess what is now filled up with furniture and stuff. Yours truly was just as bad, as it came to the turn of the new library to get the big clear out. A bit more stuff for reception, but the main items ended up along the north wall of the display area. Fortunately, for Stephen, he has already screwed that lot down. That's good because you can't find the floor anymore.

The library area had carpet over most of it, albeit rather ragged in places. There also seemed to be some different colours showing through the dirt. It turned out that there were two layers of carpet in some areas. Simply tacked over the top of the first layer. With the underlay, it made for some lovely soft walking, but only in places under all that were linoleum tiles. These had been glued to the bare floorboards either by design or accident, but the glue had never set. That made walking about a rather sticky experience. This is slowly settling down as successive attempts at sweeping the floor have deposited dust and grit onto the glue. It is slowly becoming tolerable.

So what's next? Well, there's plenty of that. Cladding in reception has begun and there is ongoing electrical work. The electricians have been busy replacing the old switchboard with a flash new modern one. As Stephen and I have been working our way around the place, we are finding circuits that need attention or will be needed. Plenty to do at Cranmer.

Help us if you can. Saturday afternoons and Monday Evenings from 7pm are best.

Jawj



Top: The 50 chairs ready for action, and the donated light fittings from Canterbury museum.

Mid Top : Stephen screwing down the flooring.

Middle : The main display area taking shape.

Mid Lower : The room all stripped, ready for new flooring.

Bottom : some of the archives temporarily stored in the old reception area. Photos by Jawj and the Editor.

Cable Car 103 News

Don McAra Reports.

Today, 28th January 2023, Grip Car 103 has taken its first steps towards Dunedin. Sitting for the first time on its own wheels it travelled all of 3 metres towards the exit door through which it will one day pass when complete. This move was necessary to provide more working space for some new paid staff who are being hired to finish off the rebuild of electric Hills Car No 24, and to recondition Brill electric car No 178. This will arrive in the workshop in March.

By moving 103, space has been provided for new work bench facilities and for the sides of 178 to be removed and laid out. Having to get 103 on its wheel meant Lawrie Cooper and Don McAra had to grease the axle journals, fit the axlebox castings and rubber cushioning, and install the U shaped strap bolts from under the main chassis timbers up through the axle box castings where washers and nuts affix the axle box structures to the top side of the chassis.

In most rail vehicles the axle boxes are below the chassis, not above. The Mornington cable cars were designed to be very low running. We suspect that this was so to enable early 20th Century ladies, wearing hobble skirts, to enter the cabins with an absolute minimum display of even their ankles, Remember that this was the period when even dining table legs in wealthy homes were decorously covered so as to save the blushes of the prim and proper!

At any rate, today was a big step forward for our little cable car 103!

Top Photo: Grip car 103 has just rounded the pull curve just above Queen's Drive at the top of High St and is headed towards the Mornington terminus up a reserved track beside Eglinton Road. Most likely in 1957, the last year 103 ran in Dunedin.

(Photographer unknown sorry)

Bottom Photo: Shows Graeme Richardson and Alan Hinman moving 103 towards it new home beside the door.

(Photo by Don McAra.)



Sunset Bus Tour Photos.



Top Photo: Ken Watson's ExCTB Bus 626, parked outside the memorial gates at Kaiapoi Domain with old Woollen Mill buildings behind the bus

Mid Upper: information board just inside the memorial gates. The support for this sign – and a number of the other in the same style – appear to be made of replica? fibreglass? whale-bone jaws/ribs

Mid Lower: Four of the Canterbury Bus Museum's buses at their site in Marshlands Road including the bus we travelled on.

Bottom: This is one of the doorways at the base of one of the many oak trees that had these. No photos of any inhabitants as none of them (if any) were seen...

All Photos Stephen Taylor.



Bus Department Activities

Jonathan Day reports.

Dunedin Operations.

Most of the focus of the bus team has been on the cruise ship operations in Dunedin. This is being held together by Alan and Philip, with Graeme B coming onboard in the new year.

All the buses are performing well with only a few routine maintenance items coming up.

We were also invited to take part in the Suburban Rumbler service our Friends at the Otago Heritage Bus Society operated on Christmas day. This service was operated by 620 with both THS and OHBS crew. Everyone had a great time and reports are that the public loved riding on the heritage buses.

While our drivers have been in Dunedin they have also carried out a number of other charters in support of OHBS

Parts Room:

Philip and Ange have continued work on the new parts room with one side of the shelving now complete and stocked and the other side being very close to completed.

Dirt Pile:

Work has temporarily been put on hold on the dirt due to other projects taking priority. This doesn't mean work has stopped as weed control has still been a constant battle. Again thanks to Phil and Ange for keeping on top of the weeds.

We are planning on resuming work on the leveling work in the coming weeks as people are available.

CTB Bristol Bus RELL 538:

Ken Watson has continued working through the repairs and maintenance on 538, this is now awaiting a seal replacement in the flywheel and then should be ready for a visit to the COF inspectors.

A huge thank you goes to Ken for all his amazing work and patience chasing faults and leaks.

Two Trucks Donated to the THS:

Just prior to Christmas the Society was lucky enough to receive a donation of two trucks from Independent Lines Services.

The first one of these trucks is a Hiab truck, we understand this truck was part of the initial fleet purchased to start Independent Lines Services.

The Second is a cherry picker bucket truck. This is an absolutely huge donation as it will allow much easier access for maintenance on the tram and trolleybus overhead.

These trucks, once ready, will be a huge asset for not only both Tramway and Trolleybus Infrastructure but the rest of the Park Societies and Groups.

A massive thank you needs to go to the team at Independent Lines Services for their massive support.

Bunnings Christmas Market:

Just prior to Christmas we were invited to take part in a Christmas event at Bunnings Shirley.

We took 614 along to the event and it ended up being a highlight of most people's night with many stories shared about riding these buses in the streets. We even had a visit from Father Christmas!



Photos : show the new Bucket truck and the Hiab truck the THS has been generously donated by Independent Line Services.

Photos Jono Day.

Bus Department Activities



*Top Left and Top Right: Buses during the Xmas Day service being operated by the OHBS.
Middle: CTB 614 at Bunnings Shirley with ol mate Santa in the drivers seat - Give me hot chips!
Bottom Left : A bus tour at Lanarch Castle in Dunedin.
Bottom Right : The dirt pile looking more flat.. (Photos by Jono Day)*

Drivers Tip

Dave Jones Reports (Tips?)

As has been previously pointed out there are good reasons for taking a lunch break. The timetable is designed to provide a lunch break however when taking a break you need to remove yourself and/or your tram from public view. Taking your break on the tram parked at the church places you in a vulnerable position where the public can intrude on your break and/or put pressure on you to return to service prematurely before your break has ended. Your break might involve eating lunch, attending to calls of nature etc.

It is hard to resist giving in to the passive pressure of a party of people waiting - impatiently!! - at a tram stop for a timetabled service for up to an hour away while you sit in plain sight eating your lunch or reading a book.

There are alternatives - the timetable allows for you to return to the tram barn. Alternatively, if you wish to stay in the village, leave the tram at the church and take a break elsewhere in the park out of sight of the tram, returning in time for the next timetabled service. The timetable is designed to minimise uneconomic running, extend maintenance periods and a lunch break keeps the Society in line with transport regulations should we have an accident.

While this message relates to the importance of having a break in the middle of the day, it is of prime importance that during the working part of your shift you remain with your tram at all times. Medical emergencies aside, it is unacceptable during the time that the Society is contracted to provide a tram service, for a motorman to wander off and leave an unattended tram without first notifying the office. Photography is NOT a reason to go AWOL!

An interesting fact from Dave Jones's files...

And now for something a little different. But for the women tram drivers of St Petersburg, the Russian revolution of 1917 would have been nipped in the bud. When the women factory workers rose up in February 1917 they learned that the army was to open fire on their demonstration on the following day. It was the women tram drivers who went to the barracks and parleyed with the troops not to fire on the demonstrators on the following day. It worked, the Tsar abdicated and the rest as they say is history. Suddenly I have a heightened sense of respect for all the lady tram drivers I know! Amazing what you learn from the History Channel, eh?

Did You know.... By Ken Henderson.

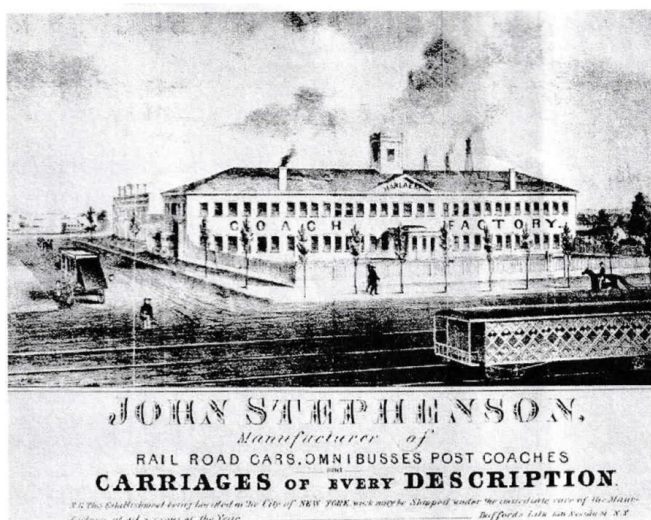
Boon and Co, Coachmakers, Christchurch

Joseph Kitson Boon (1844 –1935) was apprenticed and later worked as a coach builder in England before he and his family emigrated to Christchurch in 1873. After working for W Moor & Sons he established his own business in 1875. In 1880 the partnership of "Boon and Stevens" was formed in Lower High St. Amongst their coach building activities they built and repaired several tram cars before the partnership dissolved in 1898.

Joseph Boon went back into business on his own and was soon acknowledged as a leader in the field of tram building. Except for an initial order of electric tramcars which were supplied by John Stevenson & Co of New York and 2 Brill cars built at the Tramway workshops, all Christchurch trams and trailers were built by Boon & Co. The firm also built trams for Invercargill, Wanganui, Napier, Gisborne and New Plymouth. It is estimated that between 1905 and 1927 Boon & Co built more than 70 tramcars and numerous

trailers at the Ferry Road works

PS Interesting to note Boon's middle name is Kitson



Then and Now....

This month features one of Dunedin's 'Sydney Bogie' cars No 61.

This recently has popped up for sale on Trade Me.

The Top photo shows 61 in service in Dunedin., likely parked at one of the depots.

(Top photo from the Graham Stewart Collection.)

The Bottom pic is from the advert on Trade me of its current status converted to a house.

Located these days in the Oamaru area.

