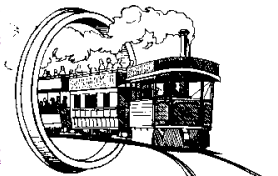


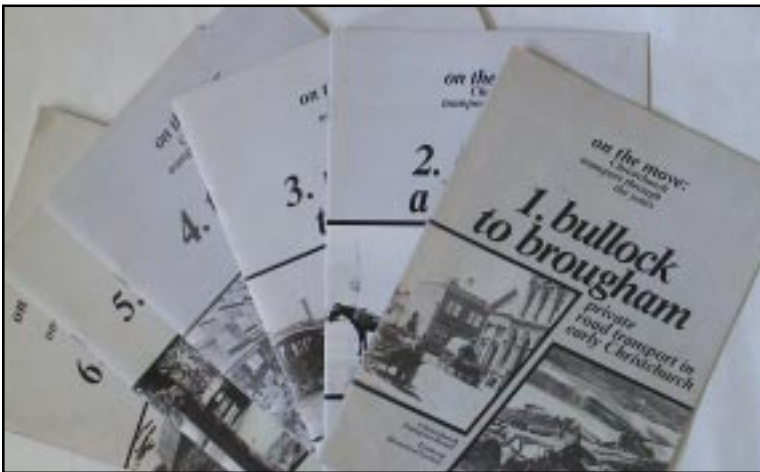
# Ferrymead Tram Tracts

Newsletter of the  
Tramway Historical Society Inc  
P. O. Box 1126  
Christchurch.  
Website  
[www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)



March 2009

## Copies of "On the Move" series available again



STEPHEN TAYLOR advises that the Society has been able to secure a number of copies of the "On the Move" series of books again.

This series of eight books were originally published between the late 1980s and mid 1990s by the Society. The early books were published in conjunction with the Christchurch Transport Board.

They document the history of the transport scene in Christchurch and the Canterbury Region and are an excellent read, well illustrated with photographs.

The eight volumes are:

1. "Bullock to Brougham" – private road transport in early Christchurch
2. "Hailing a Hansom" – public transport and transport in trade and industry in Christchurch's horse-drawn days.
3. "Rails in the Roads" – the

steam and horse tram era in Christchurch

4. "The Wire Web" – The Christchurch Tramway Board and its early electric tramways 1903 - 1920

5. "The Country Commuter" – the regional railway network of Christchurch

6. "The Tidal Travellers" – the small shops of Canterbury

7. "Tram to the Terminus" – the Christchurch Tramway Board and its electric tramways, 1921 - 1954

- 8 "Buses - Beetle to Bristols" – the buses of Canterbury, 1904 - 1989.

The complete set of these books can be obtained for the most reasonable sum of \$56.25 (shipping additional if needed). To reserve your set, contact the society's treasurer, either at Box 1126, Christchurch 8140, or email [treasurer@ferrymeadtramway.org.nz](mailto:treasurer@ferrymeadtramway.org.nz).

## Thanks...

AT THE END of each year I always offer thanks to those who help with this newsletter. My greatest fear is that I will omit somebody and last year I did.

The circulation team includes not only Barry and Colin but also Colin's wonderful wife, Win, who didn't get a mention in the list of people thanked.

Please accept my apologies, Win, and also my thanks for a tedious but essential job so willingly done.

## ...and Congratulations

A LITTLE BIRD told me that the Craibs, Trevor and Pauline, have become great-grandparents. Congratulations and best wishes to the new arrival and parents!

## Grant approved

STEPHEN TAYLOR has received a nice letter stating, "We are pleased to advise that the Trustees (of the Canterbury Community Trust) have approved a donation of \$10,000 towards the construction of two replica Peckham 14D5 Maximum Traction Trucks." This is for the trucks than will go under 24. Additional fund raising towards this part of the project will be required, but it's a start.

## "Quotagoisms"

NEIL HOLDER came across this in the *Otago Daily Times* on Saturday 3 January 2009 under the heading "QUOTAGOISMS" TRANSPORT. "But in Dunedin there are four cable systems. Anyone in search of adventure need go no further than Dunedin. When the cable trams are not standing on their heads they are balancing themselves on their tails. One minute you are going straight to Heaven, the next you are a dead certainty for the other place. When the city began to exist, the authorities picked out the steepest hills and put cable trams there. The result is that grades of one in less than that are frequent."

Ngauruhoe, *Melbourne Age*, quoted in *Otago Daily Times* February 6 1924.

## Next work party

The next work party is scheduled for **Saturday 21 March 2009**. Formal work parties are held every third Saturday of the month but there are also activities every Saturday and on Monday evenings.

Editorial address: Joe Pickering, P. O. Box 17, Woodend, North Canterbury 7641. Phone 03 312 2578. Email [jpickering@clear.net.nz](mailto:jpickering@clear.net.nz).

# To Richmond by trolleybus

TED HARRALL has some fond memories to share

I grew up in Tweed Street, Richmond, and one of my early memories is sitting on the seat at the tram stop with my grandfather as he chatted to the trammies during their lay over times.

In 1936 there was a lot of activity in Richmond: Stanmore Road was widened, the right angle corners at the Tweed Street tram stop were rounded and extra wires were added to the tramway overhead. Tall poles were placed on the intersection and extra street lights installed. The trolley buses were coming! On Sunday 15 December the trams ran their last trips; on Monday the white

Ransomes trolley buses had arrived and that evening my father took me to town on the bus and wonder of wonders we entered by the wide front door which was separated by a handrail like the one man trams, and left by the back one. Compare this with English Electric buses (e.g. 210) on which at that time the rear door was sealed shut and the single front one manually operated. It was usual in those days for buses to run with front doors open. A feature of those early days was the drivers often calling the stops they approached them.

The Ransomes buses were fitted with pram hooks on the front (a New Zealand first?). Earlier the English Electrics had carried prams inside on the front left hand seat which had a removable squab.

Until late 1942 I was a regular patron and can still remember the Saturday afternoon time table (movies!). There was a 12 minute service to town from Richmond with a lesser frequency from Marshland Road. The trolley buses never

displayed route numbers and I was disappointed that the 10T, Tweed Street destination had gone. Initially the only destination signs were front mounted blinds above the windscreen

drivers who would sometimes also let the bigger boys change the poles. 213 was a rare visitor which had the unique feature of a sealed rear door at the top of the steps; we looked

forward to this because we could sit on the steps without the driver seeing us as he turned the bus. We seldom saw English Electric buses. Extra street lights were fitted to the power poles at the turning circle for night use but these were independent of the street lights and were separately switched by the first driver who needed them.

Initially there were no

facing frogs on the system but at the North Parade/ New Brighton Road corner (Marshland Road terminus) the overhead on the turning circle was continuous but a pole change was necessary for the seldom used link to the North Beach route. Fitzgerald Avenue was then two parallel streets so North Beach buses travelled both ways on the western side and at the Cashel Street/Fitzgerald Avenue intersection the North Beach drivers had to change poles, helped at night by extra manually switched street lighting used also for the overhead change from Cashel Street to the depot. Initially overhead was also fitted so buses could turn east from Fitzgerald Avenue into Cashel Street and also at Stanmore Road turning west into Worcester Street. Both these involved two pole changes. All buses returning to the depot from the terminuses had to travel via the Square. At least until 1942 the interior lights on the English Electric buses were not battery operated so we



*Ransomes trolleybus en route to Richmond in the early days.*

Photo THS Archives courtesy David Jones

but it was not very long before boards painted black on yellow e.g. "RICHMOND via Stanmore Road", "NORTH BEACH via Shirley" were placed in the front left side windows. Later still white on black blinds (unlit) were fitted to one of the windows on the right hand side.

The turning circle at Tweed Street was "tight" and there were occasions when a driver had to reverse from the corner of Chrystall Street because he could not clear the lamp post and "have another go". Almost all drivers could not turn without driving on the footpath at the Tweed Street corner where there were no posts close to the road. During the war years and later diesel buses (10T!) were often used in the evening rush hours. Q buses could manage the turning circle but others had to do a three-point turn using Tweed Street.

One of the fascinations for us local boys was to ask the bus drivers for a ride round the turning circle. We soon came to know the amenable

travellers to Richmond sat in the brilliant lights of a Ransomes bus smiling at the North Beach patrons sitting in the dark—we felt somewhat superior! When a facing frog was fitted the North Beach bus stop shifted to Fitzgerald Avenue and the Richmond stop to east of Fitzgerald Avenue in Cashel Street.

The New Brighton tram line had been shifted to the centre of Cashel Street from Madras Street until about 50m east of Fitzgerald Avenue where it went back to its original alignment on the north side (left facing east) until just west of Saxon Street where it returned to the centre and entered a loop extending almost to Stanmore Road before reverting to the centre. This was often a problem at rush hour as the city bound trams had right of way. Most trolley bus drivers pressed on regardless so had to stop and park in the gutter further west to let the tram pass. The state of the side channels near Raglan Street bore witness to some close calls.

Those were the days!

## Strenuous work!



*Treasurer Stephen Taylor, hard at work and looking very pleased with the lawnmower rail crossing being prefabricated in the ring road. Ken is keeping a close watch on Stephen's exertions.*

**Photo: Murray Sanders**

## Workshop Matters

**DAVE CARR** has an important message for all our workers

OVER THE LAST few months a number of matters regarding the workshop have come to the attention of the HTT Board.

We have a situation where the HTT is carrying a number of costs and liabilities relating to the workshops at Ferrymead and we need to ensure the general membership is aware of the possible effects of their actions.

As an employer the HTT is liable under OSH regulations to have a safe work place for its paid staff and that they are trained and competent in what they do. The implications of failure to do this are possible significant fines should an accident occur.

The THS is not exempt from these laws but could suffer lesser penalties due to its volunteer staff status. However by implication the competent staff of the HTT could become liable if they don't do everything in their power to

ensure the volunteers act responsibly and safely in the workshop.

The HTT board asks that volunteers respect any safety advice and tuition offered by the HTT staff members.

We are also carrying significant costs for repairs to tools and equipment damaged in the workshop. If you damage a tool, break a drill or just find the tool isn't up to a task you should be able to complete please leave the tool on the bench with a note. This isn't for a witch hunt but to ensure that tools are repaired or replaced promptly before they are needed again.

Sometimes the tool is required by our paid staff to do a job and they cannot use it because it is missing, damaged or totally unusable. This can result in a need to change a whole day's work causing delays to completion and also extra urgent courier costs to get something like

a drill bit supplied. Don't think of it just as a drill bit and there are plenty more in the cupboard. Most of those in the cupboard are well worn and need major work to get right for some tasks.

Sometimes tools and equipment is just missing. Please ensure that if you use a piece of equipment for a job when you are on site, please put it back where you got it. If you need it for a longer period please leave a note on the white board so staff know where it is and who has used it.

We also need to improve overall tidiness of the barn. The benches in the engineering section have been cleared and John King and Brian Fairbrass normally clean their jobs off the bench when they finish for the week. Please respect this clean space and clear up your work when you have finished.

We all have an interest in being able to complete our tasks in a clean work space, with the right tools, when we want to do a job. By cooperating we will be able to achieve this.



## On the buses

WORK GOES ON with our fleet of buses. The picture below shows the engine from bus No 410. The others show Cam and Graeme putting the left hand hub together in order to have it mobile for the membership drive. They had replaced a spring bush and will do the corresponding right hand side one after the 1 March membership drive.

The picture at bottom right shows Ron White, a member from Adelaide, sitting in Dunedin 79



Photo: Alan Roi



Photo: Alan Roi



Photo: Murray Sanders



Photo: Murray Sanders



Photo: Alan Roi