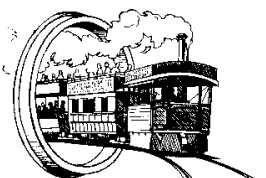


Ferrymead

# Tram Tracts

Newsletter of the  
Tramway Historical Society Inc  
P. O. Box 1126  
Christchurch



August 2006

## Progress on 26

### BARRY MARCHANT reports

WORK IS NOW under way assembling the Peckham trucks for No 26. The photo shows Larry taking the main beam apart for modifications found necessary from experience with the last truck



to be assembled.

The two trucks currently being worked on are Nos 1 and 2 — the ones built 25 years ago as part of Boon 152's rebuilding. Despite our lack of knowledge, skill and machinery these trucks ran for 15 years at Ferrymead. This is surely a credit to the team who organised their fabrication. To my knowledge THS is still the only tramway museum in the world to undertake such a task basically 'in house'.

Work on the bridge has now ceased for a period due to the grant money having been exhausted. Hopefully some more financial support will be received shortly. Work has now reached the stage of fitting timber footings to the concrete base provided by the Council.

### RESUMPTION OF ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Society, which was adjourned on 27 June last, will be resumed at 7.45pm on Tuesday 12 September 2006 in the Moorhouse Railway Station, Ferrymead Heritage Park.

Items of business will include:

- a. Consideration of the following notice of motion: -  
"That the Society's current constitution be rescinded and replaced by a new constitution, being generally the same as the draft discussed and amended at the 27 June meeting, and as now enclosed with the notice of resumed meeting."
- b. Consideration of the Treasurer's report
- c. Election of Officers and members of the Management Committee
- d. Other business not concluded at the June 27 meeting.
- e. General Business.

*Have you marked the calendar?*

The Hills are Alive with the  
Sound of Trams.....!

John Shanks will tell us about three little tram lines in Europe which tackle ferocious hills — mountaineering by tram! — and have survived threats of closure to delight not only the locals, but many visitors.

**Put the date in your diary now:**

**Wednesday 16 August 2006 at 7.30 pm.**

Venue: Moorhouse Railway Station

Admission: \$2.00

### Next work party

The next work party is scheduled for **Saturday 19 August**. Formal work parties are held every **third Saturday of the month** but there are also activities **every Saturday** and on **Monday evenings**.

## Out and about

**It must be the season for going abroad (not a bad idea in a Christchurch winter). MURRAY SANDERS and COLIN and WIN LOACH have all been out of the country and have come back with some stories and photos.**

**We have Murray's story this month and we'll have Colin's story next month.**

### Tale of two Cities

During May and June 2006 I had the opportunity to spend six weeks in England based at Sutton Coldfield, Birmingham. I visited two modern tramway systems both of a similar age

parallel one way streets and then a junction with a return to off road running towards two other destinations.

Casual ticketing was by a machine mounted at each stop, with no validation system on the tram.

shopping mall, park and ride and bus interchange. The trip took about 30 minutes and seated behind the driver, as you do, I observed the speedo nudging 50 mph.

The next day I took the tram to Halfway. We crossed the same bridge out of town, but veered right, around the hillside and partly on the roadway and with some short section or reservation, climbed onto a ridge and passed a fairly new housing estate before traversing along a main street for several kilometres. Here a short branch line served a local suburb. The main line continued out into the country still on the low ridge and suddenly we were travelling across some farmer's paddocks before crossing the now country road and skirting beside it, then on it, then leaving the road for tram stops with low platform in sort of lay-by areas. We passed another large shopping mall before arriving at a park and ride facility near a main highway. This ride took about 45 minutes.

The third line heads off from



*Sheffield Supertram at Hillsborough.*

**Photo: Murray Sanders**

and route layout. They were the well known Croydon cross city lines, South London and the rarely mentioned Sheffield Supertram. Both have a similar route layout, roughly in the shape of the letter Y on its side with the main retail area at the hub, and both employ three-section articulated vehicles.

I was pleasantly surprised at the size of the Croydon system as we glided further away from Wimbeldon tube station towards Croydon along a former rail reservation with a lot of grade separation, with bridges for the local roads and at one place the tram climbs up an overbridge to cross British Rail tracks. Every kilometre or so there is a tram stop with low platform and a rudimentary shelter. My visit was on a weekday afternoon; the tram was busy with shoppers and school children and was obviously fulfilling a vital transport function. At Croydon there are several kilometres of street running along two

But my favourite was the Sheffield. Every trick in the book has been employed, bar extensive underground running, to accommodate the large trams within a well established city. The three main lines are each quite different. I think in track mileage it would be bigger than the Croydon system. I first caught the tram at the cathedral bound for Meadowhall, as it travelled via Attercliffe, where my grandfather was born. We headed out of town on a trams-only bridge, across a valley and skirted around the opposite hillside to the left with several level crossings and a long concrete bridge before the main depot and workshop appeared on the left. The route then proceeded on reserved track down the Don Valley behind the old established suburbs, serving a modern athletics stadium, a multi-screen cinema complex, then running parallel to British Rail tracks and terminating at a ginormous

### Situations Vacant

The HTT is looking to appoint two additional Trustees to its ranks. We are looking for people who can bring required skills to the board in the form of Workshop and Project Management and in the field of Accounts to fill the role of Treasurer. Neither position need be seen as onerous but will require a few hours per month to be spent on the tasks and to attend a Board Meeting about every two months.

We can appoint people from outside the ranks of the THS so if you know of a suitable person who may be looking for some other activities in a voluntary capacity we would be interested.

Any one who is interested should contact: Dave Carr

Chairman

03 942 0364 (evenings)



the cathedral in the opposite direction past the University. There is a short subway under a motorway then some central median running along a highway, before the line enters the streets, travelling through old well established

suburbs. At Hillsborough the line forks with each branch travelling a couple of kilometres further through the built up areas, to park and ride facilities.

This journey was about 30 minutes.

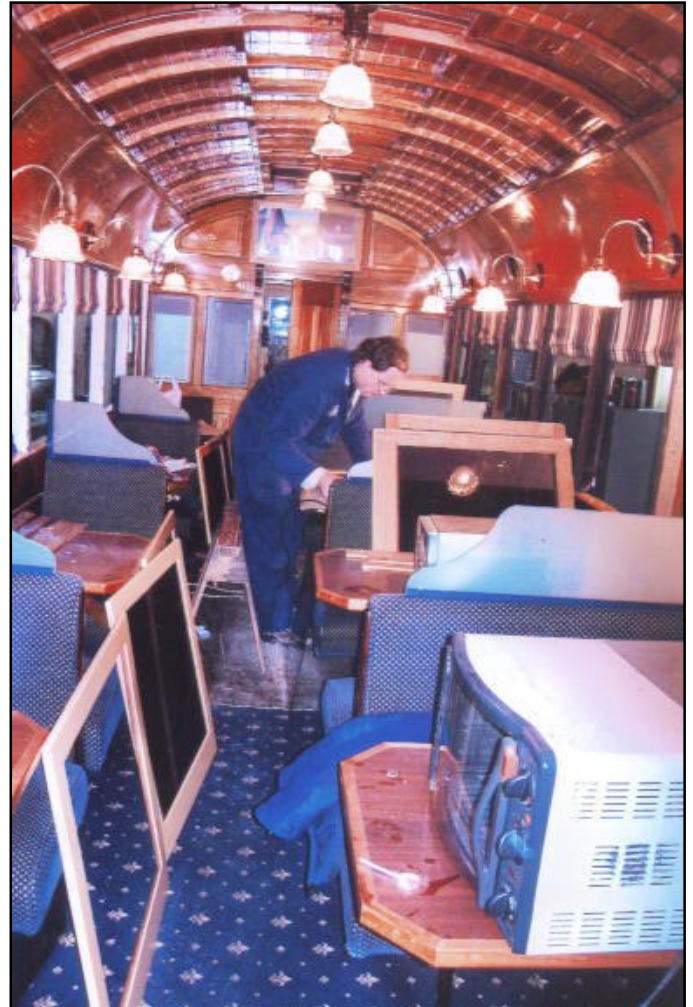
The Sheffield Supertrams carried a roving conductor. I was told the locals refused to learn to use ticket dispensers and all had to be removed. On both systems I took advantage of interoperable day tickets.

## *From Colin Loach's photo album*



**Above left:** Landscaping the old rubbish dump. Contractors crossing the tram line in a sea of mud. As mentioned in our last issue, one of these trucks recently brought down phone lines and part of the tramway overhead.

**Above right:** The restaurant tram, ex Melbourne No 411 in the city was recently taken out of service for renovation and to have the galley refurbished. In this photograph Graeme Richardson is seen fitting new window frames.



## **Wanganui tramways book available through Society**

HENRY DEER advises that he has procured copies of Ron Alexander's book on the Wanganui Tramways. Profits from the sale of this popular document will be donated to the Tramway Historical Society. Order your \$25 copy by calling Henry on 3791-121 or leave a message on the tram barn noticeboard.



*Did she fall or was she pushed? Is Colin performing a gallant rescue or trying to dispose of his wife from the 78th floor of Australia's tallest building?*



## Letter to the editor

OUR EDITOR missed the AGM by mistaking his dates. I can sympathise with this because I, also, had been anticipating an evening out on Wednesday until Henry kindly arrived on Tuesday evening proffering a lift. I noted with interest in the July newsletter that the next workday is scheduled for 17 June. I doubt that any present Society member reading the notice will be there, because the next time Saturday falls on that date is in 11 years time, 2017. If you miss that particular workparty, the same date falls on a Saturday in 2023, and 2034. Don't say that you have not been told.

Compare the 'puzzle' picture of the Invercargill 'Birnie' being driven along Bridle Path Road with the lower one in which some of us are laying track in the Reserve. Murray Sanders' blue van is parked in the distance with no trees or bushes to be seen. There were times when parking vehicles next to the barn was the ultimate in madness. Even sillier than freezing out in the easterly whilst laying rails. Neither should we forget attempting to entice visitors to ride past the later and stinky underground dump fire which smouldered on for over a year while Heathcote County Councillors pondered over the cost of extinguishing it properly.

Recently, contractors have been reshaping that dump site, resulting in considerable amounts of 'slurry' accumulating over the tramlines. The old nickname 'Ferrydud' comes to mind, but I hope that if MAORI HILL is displayed frequently enough on 22's screen the odd mind might be swayed!

In case anybody is organising something to observe September 11, 2054, it will be a Friday. There is plenty of time!

**Editor's note:** *Thank you Stuart for gently pointing out my error with the work party date. I think we've got it right this time!*

*Incidentally Stuart wins the prize for last month's "guess-where-this-photo-was-taken" competition. Stuart was the only one to recognise that the photo was of the Invercargill Birney, taken in Bridle Path Road on her delivery trip to Ferrymead.*



## The City That Shone - 2

Stuart Hobbs follows up on his earlier article on this subject

**T**he coat of arms painted by Don McAra on No 1 at Ferrymead reproduces the original John Stephenson 'factory signwriting' version. Despite major alterations and however many paint touch-ups by the C.T.B, the original remained long after the tram had been retired from service. It was uncovered by a 'paint stripper' many years before the car's restoration took place. The drawing included with the contract specifications shows yet another version of the Arms. Stephenson's shield had a rounded top, but the contract specifications do not seem to have given a list of which colours to use. British artists would have been obliged to follow English Heraldic protocols for the correct colours; maybe the American artists were just lucky. Graham Stewart's book *Always a Tram in Sight*, pages 114 and 123 has pictures which display the 'American' crest.

The remains of the crest found on No.91 during restoration show that apart from the 'details' within the shield, it was almost identical to the one which we use today. A colour slide and a tracing were made at the time and comparisons with the current transfer help us determine that

a signwriter has filled in the locomotive, sheep, cow, and plough. Maybe it was our good fortune to find the Stephenson version on No 1, because any other American built cars have long disappeared. (Perhaps there is still one hiding under layers of paint on No 12 out in the yard.)

An early Tramway Board notebook gives dates and particulars of various early repaints. Between 1906 and 1908 there was a lot of experimentation to find the best paints to use. Some of the new 'Boon' cars were given different brands and qualities of paint in order to compare results. At least one tram had each saloon painted with a different product, making the 'wear and tear' easier to see. There is no doubt that with all of this repainting going on it was not long before it became necessary to provide a stock of transfers.

While on the subject of liveries, has anybody looked closely at 115 lately? After 10 years the lining on the side panels has started to 'migrate'. The formerly straight adhesive plastic strips now have a 'barrelled' look to them. We cannot complain too much. They have lasted more than a quarter of the life of the original tramway!

## The Clock Tower again



Stuart sent us this postcard showing the Clock Tower and three double deck trailers. Note that the caption says "Colombo Street". Was the clock tower moved *twice*?

Photo: John M. Bettle collection