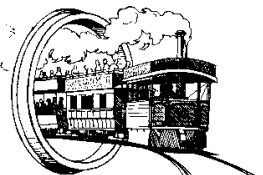


# Ferrymead Tram Tracts

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



February 2007

## THS to have key role in Tamaki Heritage Experience

This report from DAVE HINMAN

DECEMBER *TRACTS* showed some views of the transformation of Wood Hill into the Maori village being developed for the Tamaki Heritage Experience. The village continues to make good progress, but the official opening has now been put back to April, while finishing touches are made and recruitment and training of the actors and show rehearsals get under way.

For those of you not aware of what is proposed, here is a brief rundown. The Experience, which will be offered every night of the week, will involve guests first being met by Maori warriors in what used to be the main car park and then escorted across the tram line at the Paddock loop to the village entrance. This will feature a large waka (canoe) which at present is stored across the rail tracks from Moorhouse Station. They will then be shown what life was like in a pre-European Maori village and experience a 19th century Maori battle—re-enacting the raids by North Island warriors on what had been a peaceful South Island Maori community.

Next, this is where our trams come into the act. Down to the newly completed tram platform (see photo) and then like a *Tardis* on rails the trams will transport the guests through time and place to the Ferrymead township and early colonial New Zealand. It's a short ride initially—just through the township to the



*Top: Tram No 22 approaches the platform by the Maori village.*

*Above: Tamakis' new shop soon to be opened right opposite the Tram Station in Cathedral Junction.*

Photos: ColinLoach

Moorhouse Station where they alight and walk across to what used to be the Cooperage—in fine weather, the guests

walk from the Church with several cameo scenes being presented along the way—and at the Cooperage they will be fed traditional Maori fare and entertained some more. Later their experience concludes with a tram ride back to the car park.

To enable this to happen Tamakis now have an agreement with the Tramway Historical Society for the provision of trams every evening and our Safety Case has been amended to allow them to provide their own drivers and operate the tramway themselves. However for the first few weeks they have requested the use of Society drivers who they will employ on a casual basis and a number of appropriately qualified members have agreed to let their names go forward for selection.

This will be a good additional source of income for the Society. It does mean

that we need to have the operating fleet constantly in good running condition—

**to page 2»**

### Notice of meeting

A meeting of the Society will be held in the  
**Moorhouse Railway Station, Ferrymead**  
on **Wednesday 21 February at 7.30 pm.**

*Come and hear a report on the recent COTMA conference.*

### Next work party

The next work party is scheduled for **Saturday 17 March 2007**. 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 8255. Phone 03 312 2578. Email [jpickering@clear.net.nz](mailto:jpickering@clear.net.nz)

# Trolleybus trails

BRADLEY KNEWSTUBB reports



ON SATURDAY December 13, 2006 the last of the running wire was erected at "Gate A". This will enable the trolleybuses to run from the front door to the rear door without having to go via Wood Hill terminus. The work was carried out with the help of Dave Hinman, Alan Roi and Rebekkah Knewstubb.

On Saturday January 6, 2007 four new poles were erected. Three were for the trolleybus system and one for the tramway system. Two poles were erected behind the bus barn, one at Wood Hill terminus, and one near the Tamaki platform on the tramway system.

The four poles were donated to the Tramways Society by Connectics. They were erected by two of their employees who gave up the last day of their holidays to do this work. For this we are very grateful. Also involved in this work was Dave Hinman, Dave Carr (who dug the holes), Murray Sanders and myself. A special thanks to Cameron Lill who made available a digger through Porter Hire.

The following two days were spent cleaning up the area and laying another water pipe to bring water to the rear of the bus barn.

To everyone involved I offer my grateful thanks.

*The photos show Dave Hinman and Bradley Knewstubb working on the overhead.*

**Photos: Alan Roi**



## Tamakia from page 1

some nights all may be needed! The current repaint of Brisbane 236 will bring that tram back up to the standard required for this prestige service that will be offered Tamaki's paying guests, and as the patronage builds we are going to need more cars. With this in mind, Hills Car 24 and Dreadnought trailer 118 have been earmarked as our next restoration projects!

—more about that in future editions of *Tracts*.

As I write this there has just been a feature item on the Tamaki experience on TV1 news, following up on newspaper publicity earlier in the week. As noted earlier rehearsals are now under way, at this stage on Wednesday and Thursday evenings from 6.30pm. "Guests" are

needed to add to the reality of the rehearsal and THS members are invited to join in. If you would like to participate, ring the tram barn, 384 1708, to confirm that it's happening.

After what has been a long wait, Ferrymead and the THS are about to enter a significant new area in our development—more on this next month!



## More memories of the Brighton line

Ted Harrall's notes on the Brighton line have prompted LES DEW to add some reminiscences of his own.

I read Ted Harrall's notes on the Brighton line with great interest and a tinge of nostalgia. In my early days I lived in Carnarvon Street, just off Buckleys Road so I travelled along this line for many years. Ted's notes answered one puzzling question: why were the tracks laid so close to the north side of Seaview Road? I now realise that these were the remains of the earlier double track.

### Some of my memories of the line

The long length of double track in Buckleys Road was about the halfway point and, when there was a half hour service to the seaside, the incoming and Brighton bound trams could pass without a hold-up if one was running late. Some time in the late 1940s the service was increased to twenty minutes and the trams usually passed at Stanmore Road and Breezes Road. There were short loops and there was often a hold-up if one tram was running late.

Two Brills were sufficient to maintain the half-hour service but when a third tram was needed for the twenty-minute service it was invariably a Boon.

I remember when the long section of double track began in Linwood Avenue.

Brighton bound trams would turn right out of Cashel Street before entering the double track section and connecting with the Worcester Street tram line. After the Worcester Street tramway was lifted, the double track was extended around into

Cashel Street (first used on 19 June 1937). This was then in sight of a new loop at Tancred Street which came into use on 26 December 1936. The crossover in Linwood Avenue remained and was used by assisting peak hour trams running to Aldwins Road (5c—Cashel Street; 5c was also used for trams to Breezes Road).

The long double track in Buckleys Road did have one drawback, however. I was a pupil at Linwood North School and on the occasions of a school outing we were marched along Carnarvon Street to Buckleys Road. Numbers were so great that a tram and two trailers were necessary to carry us all. The trouble was that these special trams had to travel out to the Sandilands loop in order to run round the trailers.

### Two other memories of the Brighton line:

- The ballast dump and siding in Pages Road near Bexley Road.
- The rear platform of a mid-afternoon service being stacked high with bundles of the *Star-Sun*. The conductor would break off collecting fares and make a dash for the rear platform to throw a bundle off as the tram passed shops that sold the evening newspaper.

My memories of the Brighton line would fill a book. Maybe I will share some more with you at a later date.

*Yes please, Les, as many as you like—or perhaps you could write that book!* - Editor.

## More electric traction for Ferryhead

PLEASE ALLOW the editor some licence to exercise a bias towards a particular non-tramway interest of his. After all it is part of electric suburban transport history here in Christchurch. We're talking about the trial on 18 January of the new overhead on the Ferryhead Railway in which Eo 3 and Ec 7 travelled to the end of the line for the very first time under their own power.

The photo on the next page shows the locomotives right up at the terminal gantry. The multiple unit had earlier been towed down to check that the overhead would not run outside the limits of the pantograph and after a minor adjustment and a repair to part of the overhead which had fallen prey to a locomotive driver who had forgotten a few basic rules about moving a crane in electrified areas, the power was switched on and Eo 3, crammed with enthusiasts, set off to the end of the line.

The only hitch occurred at the road crossing where the overhead was higher to allow clearance for trucks, and proved beyond the reach of Eo 3's arthritic pantograph. However, Bert Coombes gave the pantograph a bit of a shove with a small wooden ladder and we completed the journey without further incident. She then returned to the depot, grabbed Ec 7 by the hand and dragged her down for a look. The purpose of towing the other locomotive was to allow Bert to measure the track voltage rise with a locomotive under load.

On arrival the Ec was fired up and made its first run back to Moorhouse, this time dragging the Eo. It then made a trip or two on its own. It was a great day but don't expect to see electric locomotives in traffic for a while as the loops are not yet wired, and formal driver and locomotive certification have yet to take place.

But watch this space!

## Wrong way up



WE GOT this photograph downside up in our last issue (Hope we've got it right this time). One of our readers, T R Amnu (TT) notes that "over the last year or so happenings at Ferryhead have seen new buildings appear, old buildings get renovated, or

conversely decay further, tenants come, tenants go, and the views form the tram change from that symbol of twentieth century indulgence, namely a rubbish dump, to a view which may have greeted Captain Cook upon his arrival in this fair land—a native village complete with fortifications and lookout, and living accommodation constructed of the best building materials of this day—plywood—also with built-in cooking facilities consisting of concrete hangi pits.

"As a result of all these changes, many Ferryheadians have become very confused. But Mr Loach's photo on page 4 of the December issue has solved the mystery one and for all—namely that Ferryhead has now turned completely upside down."

However, according to Colin Loach

who took it—from the back seat—the plane was being piloted by his wife, Win, as a 70th birthday present from her husband who was put in the back seat and told to shut up!! Colin says she did "bloody well", landing back on the main track (runway) at Harewood with no damage to plane or crew.

Colin adds as a footnote: "Re the 'inverted' photo, as my wife was at the controls of the aircraft on her first attempt at flying, I was a little nervous and it appears I may have had the camera upside down. Please accept my apology for this error."

*I should jolly well think so, Colin! Everybody else was blaming me of all people! Are you sure Win wasn't flying the plane upside down?* - Editor.

## *A Dunedin postcard scene...*

plus some questions and possible answers from RUSSELL GRIGG



THE STOCK EXCHANGE clock shows a minute past noon on a sunny Dunedin day. The Exchange area is very busy and if you look carefully, nine trams are in sight. Here are the questions:

1. What year was the photo taken?
2. Where was the photo taken from?
3. What were the probable destinations of the trams shown in the photograph?

My guesses are...

The photo was taken between 1939 and 1943.

The tram destinations, my best guess, are (left to right)

Cavvy tram at stop heading to Caversham.

Combo tram at stop waiting to leave for St Kilda. Combo tram (mostly obscured) heading to balloon lop or Castle Street.

Cavvy tram heading to Forbury Park  
Combo tram heading to Logan Park  
Sydney Bogie tram at loading zone heading to St Clair.

Combo tram heading to depot  
Takapuna tram heading for Gardens.  
And the photo shot from outside the Govt. Tourist Office on the corner of Rattray Street and Princes Street.

Anybody else got any ideas?



*Very first run. Eo 3 and Ec 7 about as far as they can go at the end of the Ferrymead Railway. See story on previous page.*

**Photo: Kerry Young**