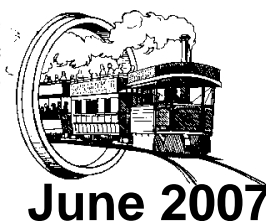


Ferrymead Tram Tracts

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



FRONZ conference very successful

Dunedin Conference Queen's Birthday 2007

MURRAY SANDERS (THS) and DAVE CARR (HTT) report



Alexander Hunter receiving the award on behalf of the Tramway Historical Society, for the restoration of Brisbane Drop-Centre 236, from Reid McNaught, at the FRONZ Awards Dinner on Sunday evening 3 June 2007.

Friday Evening

Registration and informal get together at Leviathan house bar. We met MOTAT delegates. There was no one representing WTM.

Saturday

Conference opened at Dunedin railway station.

Announced that at Labour Weekend 2008 the Centennial of the North Island main trunk will be held, events to be based around Fielding.

A presentation by Hillside Workshops gave us an

encouraging picture of the business, with rebuilt carriages and ballast wagons now providing a solid business picture, thanks to government funding of rail. The staff has increased from a low of 110 to over 200.

Reports on Boiler Codes, new Traction Engine Codes and boiler inspector issues were highlighted.

A FRONZ representative has been attending discussions on railway fire minimisation with national fire authorities.

Delegates then divided into sections and we attended a slide show featuring mainly

Photo: David Turner

Dunedin cable cars.

There were three LTNZ personnel at the Conference, who led a presentation and discussion. Comments made to the Conference included the pitfalls involved in groups incorporating inherited codes and regulations in the Safety Systems. More uniform standards of safety assessments were desirable, some assessors are reluctant to highlight areas of non compliance. The THS Safety Case is at present at the Department of Labour awaiting their clearance.

LTNZ will be restructured

again. Glen Summers has retired.

A mystery train trip followed with dinner at the Mosgiel.

Sunday

The Federation AGM and section conveners' reports.

Graeme Anderson of MoTaT railway was added to the executive.

Future Conferences:

Hamilton (Bush Tramway Club) 2008

Christchurch (Ferrymead Groups) 2009?

A presentation was made by Comptenz an industry training organisation, to explore ways our industry can, through an ITO, make use of government funding to employ trainees. A pilot scheme to be set up at Glenbrook.

An interesting visit to Tairei Gorge Railway Depot and workshop followed.

At the awards dinner held at the railway station the THS submission on the renovation of 236 won the tram award.

Monday

Transport Accident Investigation Commission made a presentation.

Investigate marine, rail and aviation accidents.

The emphasis is on learning the facts around an accident and future prevention, rather than apportioning blame.

Ontrack made a presentation on the double tracking of the Auckland western line between New

Next work party

The next work party is scheduled for **Saturday 14 July 2007**. Formal work parties are held every **third Saturday of the month** but there are also activities **every Saturday** and on **Monday evenings**.

Lynn and Henderson.

The Department of Conservation made a presentation on reconstruction work being carried out at Denniston.

Finally the conference was hosted by the Ocean Beach Railway and rides over their approx 500 metre track were available.

—Murray Sanders, T.H.S. delegate

* * * *
We had John Honeybone, Alex Hunter and Murray Sanders attend from the THS and Graeme Richardson and I attend from the HTT. Tramways were poorly represented with no one from WTM and MoTaT sending Bruce Pullar and James Duncan down.

We had the usual addresses from LTNZ and MOT on policy

and regulation. These were pretty tame this year with no real issues regarding their portfolios. LTNZ have had some changes in staff this year with the most recent being the retirement of Glen Summers who has led the Rail Section since its inception. Currently Merv Harvey is acting head of that section and he brought a breath of fresh air to the approach they have toward our sector.

We had break-out sessions with two for tramway people. Due to illness Bill Campbell one of our members was unable to make his presentation on Dunedin cable cars, but it was presented by Cecil Bachop a long time Dunedin rail enthusiast. From all accounts it was an interesting presentation. I attended a session on the Rail Heritage Trust, which was an informal discussion with their

representative Mike Mellor, and I was able to gain some useful information that will help me with my Ferrymead Trust Property portfolio.

The second tramway session was one to discuss the possibility of more formal and national qualifications for tram drivers. As we were not presented with the proposal but just a concept, nothing really developed from that session. We did come to a consensus that we did not think the current system of local training and licensing was causing issues, so why even consider a change. Watch this space for more on the subject.

The AGM was uneventful with the executive being re-elected with an additional member, Graham Anderson of MoTaT Tramway being added, so the trammies again have a voice on the Fronz

executive.

We had two social occasions the first being a trip on the Otago Excursion Train Trust train north to Waitati on a cold wet afternoon, then returning to Dunedin and on to Mosgiel where we dined at the Mosgiel Station Restaurant. A fabulous feed was had and a lot of discussion was had on all sorts of topics. The second event was the Awards Dinner. The THS won the Tramcar Restoration Award and it was heartening to see the CRS win the prestige award, the Ontrack award for Infrastructure for the electric railway extension project.

A great time was had by all and many old acquaintances were renewed and new friendships forged. There is a lot going on around the country in rail preservation.

—Dave Carr, HTT delegate

Loops and things

STUART HOBBS has responded to last month's challenge with customary thoroughness and zeal.

This notice was given at the commencement of the one man tram services.

41 #192, 30/3/33
ALTERATION OF
TERMINAL STARTING
PLACES.

Will be as follows,
Cranford Street cars will run over the points in Cranford Street then shunt back in to Westminster Street and then leave from the new stop sign in Westminster Street. St. Albans Park. Cars will drop passengers near the footpath in Warrington Street and will then shunt round the 'Y' loop and leave from the new Stop sign in Warrington Street. Lincoln Road. Cars will drop passengers if required at Hoon Hay Road then circle the balloon loop with the terminus passengers. Then leave at the end of the straight track as at present.

Spreydon. Cars will circle the balloon loop and leave from opposite the new stop sign in Barrington Street.

Continual notices about derailments on the Papanui loop "again reminded motormen that they must negotiate the balloon loop with

the utmost care. The balloon is only to be used when necessary". Within a week of that notice appearing the direction of trams using it was changed.

626# 1940. 21/12/44.
ALTERED ROUTE of
TRAMS ROUND PAPANUI
BALLOON LOOP.

Commencing Thursday, 21/12/44, Papanui Trams with trailers will enter the balloon via North Road and leave Papanui via Harewood Road. OUT and IN stops will be opposite pole 138. Single cars with four minutes or less will not traverse loop.

Here is a little gem:-
687 #2412, 15/3/46,
LINCOLN ROAD BREAK.

Commencing Monday 18th, March 1946, the west track of Wrights Road loop, Lincoln Road, will be closed to traffic. Cars to and from Lincoln Road will use the east track only. When cars are shown to cross at Wrights Road, every second car will run only to end of double track, transfer passengers to bus, circle the Trotting Ground Loop, wait bus connection then continue to run.

In one weekly notice single cars were forbidden to use the Sumner loop, while another advised Riccarton cars to turn around the Godley Statue at least twice daily. I wonder what superstition that invoked.

13 # 69. 9/9/32.
SUMNER BALLOON
LOOP.

Single cars must not use the Sumner Balloon Loop. Inspectors must check this instruction by taking note of which is the leading end of the car on the 'out' journey.

115 # 599. 21/9/34.
TURNING CARS END FOR
END ON RICcarton
LINE.

When old types of cars are on Riccarton they must be turned twice daily in the Square. This should be done on slack trips.

Riccarton, of course had the Clyde Road loop as well as the outer one which ran 'Church Corner' to 'Church Corner'. Fitted with passing loops, it was operated in both directions except on race days when all trams ran towards the racecourse sidings in the morning and away from them in the afternoons; reducing the need to carry passengers

across the also busy railway line. Riccarton trams ran around a big 'loop' in the city; Oxford Terrace, Lichfield Sreet, Colombo Sreet, the Square and back to Oxford Terrace. On Addington race days trams turned on the double loops off Lincoln Road, as well as the one at the Terminus. Moorhouse Avenue, Colombo Street. Worcester Sreet Oxford Terrace, and Hagley Avenue, formed the 'town loop' of the Addington race day service.

Off Ferry Road, Stevens, Lancaster and Falsgrave Streets formed another loop. In earlier times Sumner trams made a short cut around the loop of Nayland and Wakefield Streets. Also in earlier times the Brighton & North Beach lines were connected along The Esplanade. Several photographs show this working.

Route 15 down Manchester Street and return up Colombo Street. constituted another loop. Ferry Road. Fitzgerald Avenue, Moorhouse Aveneue, Colombo Street formed a loop; if only used for depot runs. If the proposed (and surveyed) line between Flockton Street. and Marshland Road. had been

built along Warrington Street then we may have seen something like 'Orbiter' trams on that loop! Plans also exist which show proposed loops at Opawa and near Princess Margaret Hospital. In Cathedral Square the tracks formed several loops. Modelling that area would be a good project for somebody like Colin and Barry.

...and BRIAN HARRIS adds his recollections to the mix

TRAM BALLOON LOOPS

| | | |
|--------------------------|----------------|---------------|
| SUMNER | RIGHT OF TRACK | ANTICLOCKWISE |
| PAPANUI | RIGHT OF TRACK | ANTICLOCKWISE |
| LINCOLN ROAD | RIGHT OF TRACK | CLOCKWISE |
| RACEWAY/SHOWGROUNDS | RIGHT OF TRACK | CLOCKWISE |
| NEW BRIGHTON | RIGHT OF TRACK | ANTICLOCKWISE |
| RICCARTON VIA RACECOURSE | RIGHT OF TRACK | ANTICLOCKWISE |
| CLYDE ROAD | RIGHT OF TRACK | CLOCKWISE |
| SOCKBURN | RIGHT OF TRACK | CLOCKWISE |
| SPREYDON | LEFT OF TRACK | CLOCKWISE |
| LANCASTER PARK | RIGHT OF TRACK | ANTICLOCKWISE |

TROLLEYBUSES

| | |
|--------------|-----------|
| NORTH BEACH | CLOCKWISE |
| RICHMOND | CLOCKWISE |
| TWEED STREET | CLOCKWISE |
| BURWOOD | CLOCKWISE |
| SHIRLEY | CLOCKWISE |

TRAM TURNING WYES

| | |
|------------------------------------|---------------|
| ST ALBANS PARK - WARRINGTON STREET | NORTH TO EAST |
| CRANFORD STREET | NORTH TO EAST |
| CASHMERE - BARRINGTON STREET | SOUTH TO WEST |

Editor's note: My recollections differ slightly from Brian's. The Papanui loop was not really either right or left of the track, as the track divided and went half left into Harewood Road and half right into the Main North Road. In later years the trams went round this loop clockwise although Stuart's quotes would seem to negate this.

I recall the Spreydon loop as being on the right hand side of the track and negotiated anticlockwise. I also seem to remember that,

in normal service, trams negotiated the Sockburn loop in alternate directions but am open to correction on this.

Re turning wyes, Cranford Street trams stopped north of Westminster Street, reversed east into Westminster Street and proceeded south out of Westminster back into Cranford Street. At St Albans Park, trams ran east along Warrington Street, then reversed north into Flockton Street.

There was no turning wye at Barrington Street.

REPORT TO MANAGEMENT COMMITTEE OF THE TRAMWAY HISTORICAL SOCIETY ON IMPACT OF THE CHARITIES ACT

STEPHEN TAYLOR reports

1. Background

- Act passed in April 2005
- Purpose:
 - Established the Charities Commission
 - Provide a registration and monitoring system for charities
 - To provide support and education on good governance and management
- Charities Register is a publicly searchable register

2. What qualifies as a Charitable Organisation?

- Must have a charitable purpose. One or more of
 - Advance education
 - Advance religion
 - Relieve poverty
 - Otherwise benefit the community
- Must meet the public benefit test
 - It must benefit the public
 - It must not be for private benefit
- Most Incorporated Societies with current Tax Exempt status should easily

qualify with minimal changes to the Organisation's rules

3. Why the Tramway Historical Society should register

- To retain (current) tax exempt status – replaces IRD tax exempt status
 - Charities generally exempt from Income Tax and Gift Duties
 - Donations
- Let potential supporters & funding agencies see information about your organisation on the Charities Register and know it meets a certain level of criteria

4. When should the Tramway Historical Society register

- Tax laws change 1st July 2008
 - Tramway Historical Society needs to be registered under the act by 1st July 2008 to retain tax exempt status
- Recommended time is after the AGM
 - Allow for rule changes
 - Ensure officers are qualified

5. Costs

- Registration is free
- Annual return costs \$75 (manual) or \$50 (online)

6. What does it take to register?

- Fill out application for registration form
- Complete officer certification form – one for each officer – i.e. Management Committee Member
- Supply a copy of the rules/constitution
- Can be done online.

7. Suggested changes to Tramway Historical Society Constitution Rules

- Suggest we explicitly state compliance with Public Benefit test (see 2. above) in Constitution – probably in/around clause 2 "Objects".
- Append to Clause 6.1.3 something like "...may fill those positions by

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CRS officially inaugurates electric traction on the Ferrymead Railway



Top left: Ec 7 about to leave Moorhouse on its second run to Ferrymead. Eo 3 has returned the train and is visible on the other end.

Photo: Helen Pickering

Top right: earlier in the week the multiple unit had been given a trial run before its possible return to Wellington.

Photo: Alan Roi

Above: Eo 3 with the inaugural electric train returning from Ferrymead to Moorhouse.

Photo: Helen Pickering



Owen Clough, one of the City Tramway's original and very popular drivers has left the company and headed for the West Coast, taking up a new lifestyle in a mobile home. He is seen here with fellow original Pete Michie at his farewell ceremony. We wish Owen and Kay all the best in their new venture. (There is atlk that he might be back for the summer.)

Photo: Roy Sinclair

Charities act report from page 3

appointment or allow those positions to remain vacant until the next AGM; and up to 4 additional members..."

- Replace Clause 6.1.7 with something like "No member who is disqualified as being an officer of a charitable organisation under the Charities Act 2005 shall be eligible to be a member of the Management Committee".

NOTE: The above are Stephen's observations – more changes to the constitution may be required.

Where to next?

- Management Committee agree that

charitable status is desirable – subject to ratification at next AGM **Done & Agreed**

- Publicity in *Tracts* – this document.
- Circulate proposed constitution changes prior to AGM in time for circulation to members.

Cloth monograms available

Available are some navy cloth monograms of the Society's logo, suitable for sewing to a jersey or jacket. Cost \$6.00 each, contact Murray Ph 3320734