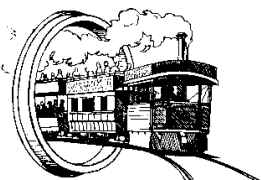


# Ferrymead Tram Tracts

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



February 2008

## Busy entertaining schedule for Society

By GRAEME BELWORTHY

THE WEEKEND of the 2 and 3 March was a busy one for the Society with visitors not only from around New Zealand but also overseas.

It started on Saturday with Richard and Kath Lomas from the UK. Richard is the editor of the Crich publication *The Tramway Journal*. They spent the day at the Park ably looked after by Dave Hinman. When told the steam tram would

operate on Sunday they delayed their trip south and returned to the Park on Sunday to ride on Kitty. With Kitty now fully operational it is intended to have it running at least one day a month. They left the Park about mid afternoon very happy with their visit.

Alex Hunter fired Kitty ready for John Shanks who arrived after he finished

>>to page 4



English visitors (Richard and Kath Lomas from Crich (Richard is editor of *The Journal*, among other things, and Kath was the first female tram driver at Crich!))

Photo: Dave Hinman

## Visit to Yaldhurst Transport Museum

Wednesday 20 February (apologies for the short notice).

7.00 pm departure from Ferrymead in Bus 290.

Please contact Alan Roi, 385 2218, email [Alroi@xtra.co.nz](mailto:Alroi@xtra.co.nz) if you are interested in coming on this trip.

Alan can also arrange to pick you up on the way if you let him know.

\$12.00 per person.

***This will be a great night out!***

## Society receives grant

STEPHEN TAYLOR reports

WE HAVE JUST BEEN advised that our application for funding to the Community Trust for materials for replacement of 12 overhead poles and associated fittings has been supported by the Community Trust with a generous grant of \$10,000. This project will be undertaken under the direction of Murray Sanders. The poles targeted for replacement are between the paddock loop and around behind Wood Hill/Tamaki Maori Village.

Most of the wooden tramway overhead poles were second hand when originally installed over 30 years ago. This has meant that the materials out of which the overhead was built were old at the time of construction. Now we need to upgrade and renew several areas of the overhead. The reasons are twofold:

- a number of the poles are rotting at the ground and some exhibit long cracks
- the height of the tramway overhead needs to be raised to allow for the operation of the ex-Christchurch double decker tramcar No 26 which is nearing completion. This increase in height cannot safely be achieved using the existing poles.

This grant will also be used to purchase materials for additional safety rails to the tower of the Society's works vehicle "The Beast" to allow it to be safely used for work on the overhead.

The Tramway Historical Society's policy of upgrading the Ferrymead Tramway was very generously supported by The Community Trust in recent years with a number of generous grants towards the provision of new materials for use in track repairs and upgrades, and other projects.

## Next work party

The next work party is scheduled for **Saturday 15 March 2008**. 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)**

# Society celebrates 40 years of tramway operation

This report from GRAEME BELWORTHY

On 6 January a celebration of 40 years of trams running at Ferrymead was held. The day kicked off with a BBQ lunch at 12 noon. This was followed at 1.30pm by very interesting speeches from John Shanks, a founding and still very active member of the Society. Next was Max Taylor who had early association with the Society through his employment with the Christchurch Transport Board, firstly as Engineer and later as the last General Manager. Max later became a member of the Society and was very active until last year. In recognition of his tremendous contribution he was presented with Life Membership.

The last speaker was Bob Todd Chair of the Hagley-Ferrymead Community Board. Bob also worked for

the Christchurch Transport Board.

Following the speeches invited guests and those who were present 40 years ago were invited to board the trailers behind the Kitson for the re-enactment of the first run.

The only piece of track at that time was horseshoe shaped and ran from tram barn 1 to just short of the gate into the reserve. After this run the Kitson and trailers followed by

22,236 & No1 made the trip to the far end of the reserve.

After the Kitson shunted around the trailers it led a cavalcade of all the trams into the village and back to the Square Shelter. This ended the official part of the day. The weather was great and most seemed to enjoy themselves and stayed for a while.



Photo: Colin Loach



Photo: Graeme Belworthy



Photo: Murray Sanders



Photo: Murray Sanders



Photo: Colin Loach

Top: general view of the proceedings.

Middle photos: Kitty and trailers in the reserve

Lower left: Max Taylor addressing the gathering

Lower right: the Kitson leads the cavalcade from the township back to Ferrymead. Bringing up the rear are Dunedin No 22, Brisbane 236 and Christchurch No 1.

## Congratulations

to **Phyllis Shai** who recently passed her tram driver's test.

Happy driving Phyllis!



## Obituary

# Colin Elkins



Photo: Roy Sinclair

Members old and new will have been saddened by the recent death of Colin Elkins. Colin was one of those people often referred to as a "true gentleman". It was a comment frequently heard from those who knew him.

Colin was born in Bristol and came to New Zealand as a young man, joining the Fire Service in 1961. It was in New Zealand that he met his wife Maureen who sadly died some years ago.

Colin was a panel beater by trade and for some years was employed removing the dents from the panels of brand new cars, damaged en route from England. It seems extraordinary that the shipping arrangements for car parts were so bad that the services of a full-time panel beater were required.

Colin was interested in all forms of transport and for many years was a regular attendee at the Monday night sessions in the tram barn where he could be seen wielding a paint brush to good effect.

It was as a result of his daughter's encouragement that he decided to become a tram driver, later playing a valuable role as a tram driving instructor. For some years he drove on the City Tramway.

Colin always seemed indestructible. Although obviously devastated by his wife's death, he seemed to bounce back. Later when he had his own first bout of bad health he seemed again to regain all of his former vitality. Sadly his recovery was not permanent.

Colin will be fondly remembered by a great many people. To his family and friends we extend our warmest condolences.

## December's tram smash scene

Well we didn't have to wait long for a response to our little puzzle in our last issue. The sleuths went to work, some knowing, some speculating and reasoning, and others using the ever faithful Google facility. Almost before the ink was dry on the page the results were swarming in. Here are their responses.

### Roger Comber

*I have the answer to the "Flipping Heck!" picture puzzler in the December Tracts.*

*This was in Edinburgh, on the infamous Liberton Brae, a notorious steep hill on the 7 route, Liberton - Corstorphine via Bridges.*

*The Liberton Brae was a hill that, quote, "how a fully-loaded tramcar ever got up Liberton Brae defies belief"! Of course the coming down was the place that the accident in this picture occurred. The tram had been left unattended by the crew*

*for a few minutes and the handbrake was not correctly applied. This accident occurred on Saturday 1 June 1929. Judging by the telegraph pole embedded in the side and roof, it must have been quite a bang! No one was seriously injured.*

*(Quoted from Bryan Gourlay, Biggar, Lanarkshire.)*

### Alan Robb

Alan visited <http://www.oldleither.com/tramroutes.html> and found

*Service 1 Corstorphine to Liberton via Roseburn, Princes Street and Bridges Red/Blue.*

### Ted Harrall

*Picked up the latest Tracts while waiting for the jug to boil for arvo tea and decided to 'Google' the photo on page 4. Here's what I found.*

*Liberton and Corstorphine are both suburbs of Edinburgh which, according to the may estate agents' sites on Google are "nice" areas. Judging by the way the bystanders are dressed I would hazard a*

*guess that the accident happened in the late 1930s or even the 1940s. The car must have had quite some momentum as the pole supporting the overhead has gone halfway through the top deck.*

*As the gate on the right is uphill from the car it may have been a runaway that slewed round as it hit the pole the base of which appears to be just behind the car's platform. For what it's worth that's my thoughts. (Ted adds that the accident happened 234 days before he was born—no connection of course!)*

### John Shanks

*Re that tram smash—it is, of course Edinburgh. The destination confirms that with those Dunedun-like names. It is late 1920s or later, because before that Edinburgh used cable trams—magnificent double deckers like a Christchurch double decker trailer, but without a steam tram or towing car, because the cable under the road did it all.*

*What interests me is what happened? Surely a runaway to put a tram so*

powerfully off the road that the traction pole is firmly embedded into the bodywork. The mind boggles at the force of it—and the surprise of the people in the house and what happened to the passengers sitting in the path of the pole.

Ken Henderson has Edinburgh connections and spent his school holidays there as a boy with his uncle. He may know. The smash looks good enough to have entered local folk lore.

### Ken Henderson

John was right. Ken came up with this.

*Just supping tea on a wet Boxing Day and rereading Tracts. The crashed tram is in Edinburgh but can't tell whether it is at the Corstorphine end in the west or Liberton in the south east side of the city of which I am more familiar having attended the university nearby. Judging by the dress of the bystanders the photo was probably taken early thirties?*

### Winstan Bond

*The accident took place on 1 June 1929. Car 349 was at Liberton terminus parked only on the air brake and without its crew. The air leaked off and the car drifted away, gained speed, crashing at the first curve. There were several elderly passengers, all unhurt!*

*Information from Edinburgh's Transport - The Corporation Years by DLG Hunter.*

### Stuart Taylor

*Re page 4. My wife found out quite a bit about this one from the internet. Liberton and Corstorphine are areas of Edinburgh. The tram runs a route from Leith to Liberton and then to Corstorphine.*

*The type of building is a clue. The area is quite hilly but I cannot help much with the cause. Check this web site. <http://www.oldleith.com/tramroutes.html>*

### Vern Campbell

Vern phoned in pointing out that it was a fair bet that the scene was Edinburgh since Libertine and Corstorphine were suburbs of Dunedin, which named several of its suburbs after places in Edinburgh.

Thanks to all of you. Among you you have answered the question beyond all shadow of doubt.

### Busy entertaining schedule for Society from Page 1

work to drive for us until tea time.

The FRONZ executive held a meeting in Christchurch and visited the Park on Sunday calling on all the affiliated groups.

## The Small Tram Crew

PHYLLIS SHAI reports on an important new initiative

Well here we are the first instalment of the section for the junior members of The Tramway Historical Society. As our name suggests we are just a small crew of seven members: Daniel Fox, Jonathon Day, Sam Carr, Darryl Healy, Jordan Betts, Samuel Zelter and Jesse Tomlinson with our leader Phyllis Shai.

First up we have two birthdays to celebrate Daniel Fox on the 8<sup>th</sup> of February and Samuel Zelter on the 16<sup>th</sup> of March. So we hope you both have a wonderful day.

We had our first meeting/function on the Sunday 27 January when we had a barbecue tea and the juniors had a chance to learn a little bit about the trams, and also have a drive of Tram no 236 supervised by Graeme Belworthy. A good time was had by all.

Our next function is a fund raising exercise on Sunday the 23 March (Easter Sunday). A sausage sizzle at the tram barn end of Ferrymead Park. So please all of you adult members come down and support our juniors by buying a sausage from them.



*From left Daniel Fox, Jonathon Day, Samuel Zelter, Phyllis Shai, Jordan Betts, Darryl Healy and Sam Carr, (missing Jesse Tomlinson).*

**Photo: Gaeme Belworthy**



## Scottish visitors

*On January 3, Alan Roi hosted a party of Scottish visitors to Ferrymead with a barbecue. The photo to the left shows the party gathered in front of tram barn No 2 with the Kitson and trailers.*

**Photo: Alan Roi**

The Society played host to a group from The Biggar Albion Foundation of Biggar Lanarkshire Scotland. They were picked up from their hotel in bus 290 driven by Alan Roi and arrived at the Park just after 10.00am. They spent the day looking around the park and riding on the

trains and trams before returning to the tram barn for a BBQ tea. With no Tamaki show and Carl Pumpa as driver we were able to keep running after tea. Dave Carr escorted those interested on a tour of the trolley bus barn. They left the Park about 8.00pm very happy with their day.