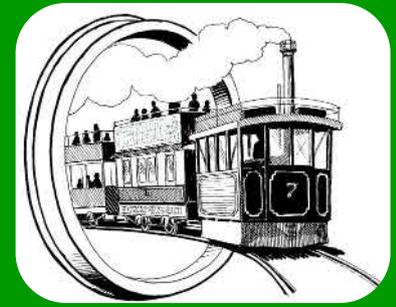


FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 24 — May 2018



Ferrymead Night Markets

Calling all tram crew: can YOU help?

Where Now for Yank 11?

Christchurch's longest-serving tram needs a new home

British Trolleybuses in Preservation

Four sites of interest for trolleybus buffs in Britain

President's Piece—Graeme Belworthy



Hi All,

The Night Markets are going very well and now seem a part of Park life. Over the winter months it will operate from 4.00pm until about 8.00pm on the first Saturday of each month. We are committed to operating, preferably using Double Decker 26, which is very popular with the visitors. Drivers please keep this in mind and help provide this service, as it provides us with much needed extra income.

The April General Meeting was held on 18th and started with an interesting presentation by Ken Henderson on the trip he and Cynthia had on the *Queen Mary II*. They boarded in Sydney and then visited various points around New Zealand before leaving the ship in Tauranga. This was then followed by a discussion about the Goals & Projects for the Society. Only about dozen members seem interested in discussing these, without input from members a lot of these projects will not progress. Next month's meeting will be an evening of slides from the John Shanks collection which is always very interesting. We have paid the required fee to the Council for the Resource Consent for the Bus Shed and it is now a

Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. We're nearly halfway through 2018—what, already? Well, as they say, time flies...

As you'll note from Graeme's spiel and from elsewhere in this issue, we are looking for more crews to step up and help run trams including the monthly Night Markets. The Society has been providing Double Decker 26 thus far, but there is room

for a single-deck car and a double-deck trailer to be used instead if volunteers aren't rated to work 26.

Off-site, a visit to our Yank 11 near Mayfield has found it is in deteriorating condition and really should be removed from its present site. There are two options being considered, one that it goes to another rural site under the care and control of a sympathetic landowner, or we bring it to Ferrymead and provide some form of covered storage, with the latter finding most favour at this stage.

matter of just waiting for bureaucracy to do its part.

Alex Hunter and Mike Lawson are working on repairing the second Kitson boiler to allow it to replace the current one which failed a ten-year survey. Alex and Mike are doing a great job and the boiler could be close to being finished by the end of the year. The restoration of Hills Car 24 and Grip Car 103 is progressing, as are the normal repair and maintenance programmes on all our vehicles to allow the Society to continue its operations. After many years of dedicated work, Frank Doherty has decided to stand down as Maintenance Officer, and I would like to take this opportunity to thank Frank for all his work of the past years. This is now another position we need to fill; if you would be interested please let a committee member know.

A call to all drivers, John Harris is having trouble filling the roster, each day the tram is not operated the Society loses income it needs to survive, so please do what you can to help. On the matter of driving it is noticed that not many drivers are greasing the track. This in turn causes wear on both the wheels and the rails so it is very important that this is done.

That's all I have at this point.

Cheers,

Graeme

While there are no new reports from Don and Stephen on their restoration projects (Morningside grip car 103 and Hills car 24 respectively), we do have an update from our fellow organisation, the Dunedin Light Rail Trust. Their depot building is now well and truly on its way and this means that soon two grip cars and one trailer will be heading south to take up residence.

While our trolleybus rehabilitation plans have been the biggest infrastructure news lately—even featuring in Alan Wicken's *Under the Wires* e-zine—there is another proposed project underway to restore the Reserve Line to running order by 2020 to mark 50 years since electric trams started running at Ferrymead. Dave Hinman is leading this project, and is looking for expressions of interest in getting this track back up and running in time for that all-important anniversary in May 2020.

Well, that's it from me this month. 'Till next time!

Cheers,

Alastair

Notices

MONTHLY MEETING

The Society's next meeting will be held on Wednesday 16 May at 7:30PM in the Lions Building at Ferrymead Heritage Park. The guest speaker will be John Shanks, who will be providing a slideshow and a few stories to accompany. Supper will be provided afterwards at \$2.00 per head. All Society members are encouraged to come along if they can make it.

WORK DAY

The Society's next Work Day will be on Saturday 19 May. All Society members are encouraged to come along even if for only part of the day.

UPCOMING CONFERENCES—COTMA 2018

Updating from last month, details of the conference programme, the partners' programme and the post-conference tour, together with a booking form, including discounted accommodation at the conference hotel (Seasons, in Pier Street) are now available from the COTMA web site - go to <https://www.cotma.org.au/>

[conference.html](#)

Note: For the post conference tour, with a couple of exceptions, the price covers accommodation, transport and all attractions and tramway and railway travel. A discounted price will apply for those leaving the tour at Pinjarra on the Saturday afternoon to travel on the *Australind* to Perth so they can catch the east bound *Indian Pacific* the next day.

"We have tried to fit in as many interesting destinations as possible as well as including as much rail travel through the bush and wild flower country as we can, and we think we have arranged an interesting blend of all of those things."

WHOOOPS!

Dave Hinman has noticed that this year's Feb. and March *Tracts* newsletters have been erroneously printed as having been published in 2017! Amended copies with the correct year of publication are now available from the THS website for all those who wish to have them.



LEFT: *Dun Rumblin', Auckland style. On a recent trip to Dargaville, Nick Allen found this former Auckland tram in use as part of someone's home in Baylys Beach. It looks to be in excellent condition and well looked after!*

Although the tram does not carry its original number any more, it is either a member of the N, 1926, 1929 or 1930-classes. While not particularly visible at this size, the tram retains the original elliptical arches over the windshield and bodyside moulding; whether it still has arches above the saloon windows is not clear.

Photo: Nick Allen.

Tram Driving Tips with David Jones

It is important that the following items of equipment are kept on the trams at all times: motorman's seat, point bar, disability steps and torch for night time operations. Running Sheets have been suitably amended. Point bars are colour coded for the tram they are used on and Peanut has very cleverly devised a carrier for the point bar incorporated into the disability steps on No. 22. Torches are required during daytime in the event of an emergency under the tram.

4TH NIGHT MARKET BEST SO FAR

It looks like the Ferrymead Heritage Park Night Market is here to stay. It runs on the first Saturday of the month and numbers continue to grow. It's a gold coin entry for all (including Society members not directly involved in running a stall, etc.) and both the tramway and railway are giving rides - now charging \$2 for adults and \$1 for children.

For the first three events (Feb, March and April) THS used Double Decker 26, and for May we trialled No. 1 and DD Cage trailer 74. Each ride is two circuits around the "Birthday loop" in the township, the main street (Bowman Street) not being available as it is full of stalls (and people!) We have been carrying full loads, particularly on the top deck, and with about 1,800 passengers now carried over the four events so far, our takings have totalled more than \$3,000 - so well worth doing! The May event was our best ever - a remarkable \$999.50! We have been very lucky with the weather, with fine nights every time so far.

While the first 3 events ran from 5pm to 9pm, the May market was retimed 4pm- 8pm and this is likely to continue over coming months. Some further changes in format can be expected over winter – the food trucks will need to move off the grass, and we will keep reviewing our preferred choice of tram(s). There is no doubt however that if the weather is fine, open top double deckers are crowd favourites. On the day the tram needs to be in the township by lunch time (because of stalls being set up) and that is done by the Saturday work party team.

We do need some more volunteers to make themselves available for this once monthly event. So far it's been limited to Graeme Belworthy, Dave Hinman and John Harris (twice each), Clarrie Pearce and Dave Turner, with Beverley Obst also coming in as relief each time. With the next Market (June 2) being during Queens Birthday Weekend some people will no doubt be out of town (including a number of us going to Wellington for the FRONZ conference) so it is important that we find some people who will be around and available. If you are able to help please let Graeme Belworthy, John Harris or Dave Hinman know as soon as possible.

THE ROCK PILE NEXT DOOR HAS GONE!

In November last year, Ferrymead Park and THS were asked by the CCC for agreement to store a large quantity of rock on the Bridle Path Road car park, adjacent to the Tram barns, this being removed to prevent future rockslides as part of the current Evans Pass (Summit Rd to Lyttelton) road repair works and to be used for parts of the new coastal pathway being constructed from Scar borough to Ferrymead. The original storage proposal would have taken most of the car park, which wouldn't have worked for either the Park or us, particularly with

our 50th anniversary celebration weekend due a few weeks later, and so a smaller space was negotiated. This was to be for a period of a few months, ending by April with the work due to start by then. We also discussed with the Council the possibility of us obtaining some rock to complete the works around "our" Ferrymead bridge, the first part of which had been done as long ago as 2005.

The fencing location was finalised, rocks came in and security cameras were in place to protect the Council project. We had thought it might help our security as well, but this was not to be - we had some vandalism and break-ins near our boundary but the cameras were focused on the rock fencing and didn't cover our area!

A couple of weeks ago, the rocks suddenly started to disappear and on enquiry we found that they were on the move to a much larger site at Bridge Street, South Brighton, as more rock than initially anticipated has had to be removed from Evans Pass and there have been delays in commencing the next stages of the coastal pathway project. The site is now clear and there will be some levelling and top dressing with roading material to put the car back into a better state than when the storage began. This will be done in time for Queens Birthday weekend when the Park is expecting to need to use (and fill!) all of this car park. And, we are due to meet CCC staff later this week to look at future rock supplies for around the Ferrymead Bridge. So a good result all round.

KITSON BOILER REPAIRS PROGRESSING

The Kitson's replacement boiler is making good progress and has been showing visible signs of this in recent weeks. Mike Lawson and Alex Hunter have been working away on this on Monday nights doing various tasks on it. At the same time, Mike has also been putting in several hours during the week. Recent work has included:

- Removal of the remaining stay tube ends,
- Replacement of the studs for the Regulator,
- Cutting out the holes for the washout plug bosses,
- Carl Pumpa has helped us out recently and has made a pattern for the plate to be cut for the patch in the back head of the boiler,
- Cutting out the hole for the safety valve base to be repaired.

We have been fortunate to have a very generous donation from Lyttelton Engineering, who have supplied at their own cost the replacement boiler plate and welding services. Huge thanks go to Graeme Richardson for negotiating this with the Lyttelton Engineering staff.

We have also been fortunate to have use of a plasma cutter to cut out the various holes in the boiler and to cut out the new boiler plate. Many thanks to Murray Hobbs for the use of this.

More next month! - Alex Hunter

178 ROOF RECANVASSING

As reported last month, 'Brill' 178 has been returned to Ferrymead to have its roof recanvassed. The existing canvas, some of which may never have been renewed, had well and truly reached the end of its life and with winter approaching, the decision was taken to have 178 taken out of traffic and its roof recanvassed to prevent the possibility of leaks and deterioration.

This task is currently being carried out at Ferrymead and has involved the complete removal of the tram's raised monitor roof. The complicated nature of this task was one of the major reasons for not recanvassing the tram's roof previously, and instead resulted in numerous patch jobs to the old canvas. Some rotten or damaged timber has been found and this is being repaired or replaced.

2018 GOALS AND PROJECTS MEETING

This meeting was part of the April 2018 General Meeting of the Society, and held in the Lions Club building at Ferrymead Heritage Park. We had almost twenty members in attendance.

The first part of the meeting – the “lure” to try and get people there – was a most interesting talk and slide show by Ken Henderson on a recent trip he and his wife did on the *Queen Mary II* from Sydney across to Fiordland and then up the east coast of New Zealand to Tauranga.

The “Goals and Projects” meeting was the second part of the meeting, and was the annual discussion focused on where the Society was going – focused on the next 12 months, and including an update on recent progress to date on the many Society Projects and Goals.

It was also pleasing to note that a small number of projects had been completed over the last 12 months and were able to be removed from the list, and some others had been progressing.

Unfortunately, it was also noted that some of the goals and projects – even the “highest priority ones” had not progressed much in the last 12 months – or had stalled – due to lack of “feet on the ground” to help work and run them. This is a common theme over the last few years. So, for those of you unable to attend, it would be good to review the list of goals and projects and think about where you may be able to help out.

The highest priority Society Goal relates to the long term sustainability of the Society. The Society needs more people to fill roles, plus we have a number of current vacancies on the Society's various committees – including the Management Committee, Tramway Operations, Bus Operations and other committees. Without people to work on these committees and undertake the various roles required, the Society will

cease to function. If you feel you can help out in these areas, please make your interest known to the Society. (If you are not sure who to talk to, I suggest you contact the President or Secretary in the first instance).

A very abbreviated list of other major current Society projects includes:

- Addressing how the Society performs its museum functions
- Diesel Bus Barn
- Trolleybus Overhead (including Pole Replacement)
- Restoration of Christchurch Hills Car #24 and Dunedin Grip Car #103
- Replacement boiler for Kitson Steam Tram
- Repaint of Dunedin Trolley Bus #79
- Repairs to tramway point outside Livery Stable
- Making the track into and through the Ferrymead Reserve functional again*
- Retrieval of tram Yank 11*

In particular, the two projects marked with * above have had their priority/focus increased at the meeting as needing to be progressed in the next year. Details of both are featured in this month's *Tracts*.

The meeting was followed by an informal chat over supper. As usual, it was a pity that more members did not attend.

By the time you read this, the updated Goals and Projects document should be on the web site – and copies can be obtained from me – send an e-mail to treasurer@ferrymeadtramway.org.nz or write to me care of at the Society's postal address - Box 1126, Christchurch 8140.—*Stephen Taylor*

ROSLYN No. 3 A RESTORATION CANDIDATE?

The possibility of Roslyn Electric Tram No. 3 being considered as our next tram restoration project has been added by Stephen to the Goals and Projects document, at this stage in a low priority category. Alastair Cross was not able to attend the Goals Meeting, but had forwarded a draft proposal setting out why this tram should be next. Although not discussed during the formal part of the meeting, Alastair's paper was circulated and the matter was talked about by some members over supper. Since then further information has been found, including a very relevant restoration report and survey done on Roslyn No. 1 by Graeme Richardson at the time No. 1 was being restored by the HTT for the Otago Settlers Museum. Alastair will revise and expand on his proposal and report this in a future issue of *Tracts*, with the intention of having the matter discussed at the Society's AGM in August. - Dave Hinman

FERRYMEAD RESERVE LINE - CAN IT BE REOPENED IN TIME FOR OUR 50TH ANNIVERSARY OF FERRYMEAD ELECTRIC TRAM OPERATION?

Our first electric tram ('Brill' 178) commenced operation on 9 May 1970, with the opening ceremony taking place at the almost completed terminus in the Ferrymead Reserve. On 9 May 2020 it will be another THS 50th milestone, and suggestions were made during our recent (Steam tram operation) 50th, that we should aim to have the earthquake-damaged reserve line repaired and reopened in time for our electric tram 50th. Is it achievable? The matter was raised at the recent Goals & Projects meeting, resulting in "Reserve Track Curve repairs following EQ damage" being upgraded from Medium to High priority and retitled "Make Reserve Track functional again in time for 2020 opening of electric tramway 50th Anniversary." It was noted that sleeper renewal between the Gisborne Point & Cranmer and replacement of sleepers from Cranmer to the reserve track curve, also need to be done as well as fixing the earthquake damage to the reserve track curve and making the remainder of reserve track usable again including work on the passing loop point work. Our present volunteer resources for track work are currently stretched thin and we will need to look at other options, and probably fundraising, if this goal is to be achieved. This project is being led by Dave Hinman, and he would be keen to hear from members

and supporters interested in helping to make this happen. The photo attached is of the reserve track curve, taken in 2016. Note: the tram line in the reserve line has an interesting history which some newer members may not be aware of. We will have a look at this in a future issue of *Tracts*.

DUNEDIN LIGHT RAIL TRUST PROGRESS

Further to our last report on this project, construction of the Dunedin Light Rail Trust's Stage One building has begun under the management of Naylor Love. The Trust has also made a submission to the Dunedin City Council requesting their support to make the planned recreation of the Mornington cable car line a success. We will print the full submission next month in *Tracts* along with more photos of the Stage One building as those sent weren't suitable for publication.

BELOW: *The Reserve Line curve just beyond the Society's boundary, as it was in 2016. This track has been out of service for more than a decade, having missed two major Society anniversaries in 2011 and 2018 (50TH Anniversary of the Society and 50TH Anniversary of the Ferrymead Steam Tramway respectively), largely due to a lack of volunteer resources, the earthquake damage that Dave notes and the opposition of the late Philip Wright whose (earthquake-damaged) home was next door to the Reserve Terminus.*

Photo: Dave Hinman.



British Trolleybuses in Preservation

Earlier this year, British trolleybus enthusiast David Hanchett paid a visit to Ferrymead with his wife. Suitably impressed with what he saw during his visit, David has kindly provided the following about the museums 'back home' that cater to trolleybus enthusiasts:

Recently my wife and I had the considerable privilege to receive an invitation to visit Ferrymead, and to join the motor-bus tour of the former Christchurch trolleybus system on Dunedin 180.

As one who is passionate about electric transportation, and particularly about historic trolleybuses the visit was a real joy. Every member we met made us feel very welcome indeed, and I cannot think of a better way of seeing the City than by way of its long-gone trolleybus routes. In addition I have to thank Alan Roi in particular for his tour of the trolleybus collection, and the large number of people, too many to mention, that gave us private tours of the tram facilities, and the open air museum. Beyond the call of duty every time.

Here in England we have three museums that run trolleybuses in public service, albeit on private land, and I am proud to say that I am able to help at all three on a regular basis.

The first of these is the **East Anglian Transport Museum**, which is on the edge of a village called Carlton Colville near the sea side tourist town of Lowestoft. This is a very flat part of the country without a single hill! They are open most days of the week during our summer, and less frequently during winter. They have trams, from different operators around the Country and one from Amsterdam (The Netherlands). Their trolleybuses are from around the U.K. with one from Solingen (Germany) and there is one vehicle which was Russian built that spent its working life in Athens (Greece). Their motor-bus collection is extensive, with vehicles dating from 1947. There are three steam road rollers, one of which is steamed regularly, several operating London taxis of various kinds, electric milk floats and a host of historic cars and other vehicles. The size of their site is just over two acres, so some ingenious planning has been needed, to house the street scenes and depots that have been added over the years. Last year they announced that they have purchased the farm field adjoining, doubling the size of the museum. The process of planning permission submissions is now under way.

Facebook: East Anglia Transport Museum

Web site: www.eatransportmuseum.co.uk

The second is the **Black Country Living Museum** near the City of Birmingham. This is a large site that used to be an iron ore and limestone mine, where iron was produced. Now, the sloping site is home to historic buildings from all around the Black Country, so named because of the amount of coal to be found in the area, and the fact that everything became covered in soot in that part of the

world because of the amount of industrial activity. The town is sited next to the canal basin, with many narrow boats, and a chain making foundry. Most of the town's re-sited buildings are of brick, which gives the impression of an authentic Midlands town, which I suppose it is! They have a pub, a bakers, a butcher, a grocers, a haberdashers and many other shops. Oh, and a famous fish and chip shop. All of these doing things in the Victorian way! Visitors are taken from the admission building, an old bath-house, to the town by public transport. To this end they have a tramway of about a kilometre in length with three trams. They have three trolleybuses and four motor-buses also used for this purpose, providing a vehicle every five to twenty minutes. All the vehicles have to have been operated in the Black Country area in order to be employed at the Museum. They have a small number of paid staff, and an army of volunteers, although the transport group are getting a bit thin on the ground these days. A new street is about to be added by re-siting structures from the 1960s. This will feature trolleybus operation up and down the thoroughfare. The museum is open eleven months of the year, six or seven days a week, depending on season.

Facebook: The Black Country Living Museum

Web site: www.bclm.co.uk

The third is **The Trolleybus Museum** at Sandtoft which is to be found in the wilds of Lincolnshire. It is quite a long way from any sizeable town, although the former coal mining town of Doncaster is just nineteen kilometres away. This is another very flat part of the country. I spend a lot of my time there, as the Museum is dedicated to the trolleybus. My passion! The site is an old R.A.F. bomber command aerodrome, although it has changed out of all recognition since its airfield days. The collection is of about fifty trolleybuses, just over half of which are stored on site, the rest are located in two main out-stations not open to the public, plus a small number of workshops elsewhere. Many of the vehicles are owned by contributing societies, individuals or small groups of people. There are about a dozen trolleybuses in operating condition, or close to it, at any one time. The Museum is open to the public roughly every alternate weekend between Easter and the beginning of November each year. Quite a lot of private groups have their own special operating day at the site without public presence. The wiring circuit is essentially an oval shape, with clockwise and anti-clockwise wiring, with a highly complicated system for loading bays and turning between circuits in '*Sandtoft Square*'. Although there are a small number of historic buildings and period re-creations, which are great for photographs, the Museum concentrates on the Trolleybus! The neighbouring house including its substantial garden was purchased last year, and development of that side of the

British Trolleybuses in Preservation

property is expected to start soon.

Facebook: The Trolleybus Museum at Sandtoft

Web site: <http://www.sandtoft.org>

There is another museum which plans to run trolleybuses. This is the **Beamish Outdoor Museum**, to be found in the gently hilly countryside near Durham in the north east corner of England. They already have a three kilometre tram loop, taking visitors from the entrance building to the town. They have started to build a 1960s village as they too specialise in re-siting period local buildings and are looking to interest the next generation. This will include a small trolleybus station, and a wiring circuit to the admissions building. Unfortunately work is being held up I understand by the collapse of the building developer that was spearheading the project. We are therefore uncertain as to when trolleybuses will run in service there.

Facebook: Beamish Museum

Web site: www.beamish.org.uk

If you are ever in England and can visit one or more of these museums, feel free to contact me for details. You never know, we may be able to meet.

Kindest regards to all at Ferrymead.

With considerable thanks, **David Hanchett**

BELOW: *Somewhere in London in the 1950s? No, it's the East Anglian Transport Museum at Carlton Colville, and the date is somewhat more recent. Former London Transport trolleybus 1521 (registration FXH 521) turns into Tramway Avenue during a museum running day.*

For those interested, London had trolleybuses between 1931 and 1962, comprising 68 routes and 1,811 buses over its 31-year working life. These buses replaced nearly all trams north of the River Thames between 1935 and 1940, before being progressively replaced themselves from 1954 onwards—along with the remaining trams—by AEC Regent Mk III and Routemaster buses.

LT 1521 is a chassis-less Metro-Cammell trolleybus built in 1940, and is a largely typical example of the majority of London trolleybuses over their working lives. On 10 January 1971, it became the first trolleybus to run under trolleybus overhead in any museum in Britain.

Photo: David Hanchett.



Where Now for Yank 11?



ABOVE: The 'north' end of 'Yank' 11 in its present state at Mayfield. The missing pane of glass in the windshield is clearly visible, as is the missing corrugated iron from the protective over-roof. Photo: Bruce Maffei.

At the Society's April meeting, a number of Goals and Projects were discussed with those present. One of the Projects on the agenda was the recovery of 'Yank' 11 from Mayfield, which has now gained more urgency:

Following discussion at the recent Goals & Projects meeting, project 44B, 'The Retrieval of Yank 11' was moved from M (Medium) to H (High) priority. Here is what it all about.

Back in 2008-9, partly due to the city tramway extension getting under way and the possible future need for further local operational trams, there was renewed Society interest in having a last look at what remained of the once numerous stock of tram bodies which had originally been found some forty years earlier. In 2007 the THS Collection Policy had been prepared and it recognised a possible future need for some additional trams including a second "Brill" and also "Yank" 11, very significant historically as Christchurch's longest-serving electric tram. The only known "Brills" still extant were 194 near Oxford, still in use as a bach and not available,

and possibly 174, 185 and 191 in the Newlands/Fairton locality near Ashburton. "Yank" 11 was near Mayfield and in the same locality had been "Yank" 15 and three "Hills" cars, including the two "last trams", 162 and 165. With "Hills" 24 being mooted as the next THS tram restoration, there was also interest in seeing what was left of these other "Hills" cars. So on 21 December 2008 Dave Carr, and Graeme Richardson together with veteran tram hunters John Shanks, Russell Kent, Bruce Maffei and Dave Hinman spent a very interesting day in mid Canterbury, covering both the Ashburton and Mayfield districts.

What eventuated was reported in *Tramway Topics* (no's 238/9 and 240) and also in *Ferrymead Tram Tracts* (May, June and December 2009). This from Tracts May 2009:-

"Given the potential need for additional trams for the City tramway and that with the passing years it won't be long before they are all gone/beyond restoration, this was almost our last chance to consider adding to our tram collection. While it must be acknowledged that some of the cars in our fleet will not be restored for

Where Now for Yank 11?

many years, having them under cover and protected will mean that this can happen one day. Accordingly and after assessing the “candidates” in terms of the Society’s Collection Policy, the Management Committee at its March meeting agreed to accession the following trams: “Yank” No. 11 (1905 - John Stephenson) Combination, “Hills” No. 163 (1912 – Boon & Co.) and “Brill” 185 (1923 – Boon & Co.)” 185 was the last survivor of the three Newlands “Brill” trams, as both 174 and 191 had been destroyed a few years earlier. These three acquisitions, together with the lease of Dunedin trolleybus No. 1 (ex-Foxton) were reported to the Society’s May general meeting. Written agreements were made with the owners of each of the acquired trams.

“We do not anticipate bringing them to Ferrymead immediately, but subject to owners’ approval will retain them on their present sites and carry out some preventative maintenance and protection while we sort out transport and storage. There will be some work parties to do this and later in the year a Society visit for those members interested.”

Further visits followed, including a work party to tidy out and weather proof 163, the tram most in need of some TLC at that time, and then in November a bus trip saw 20 members visit all three trams. After this with the pressure of other matters, including in particular the 2010/11 earthquakes, and the need to look after our city trams back at Ferrymead, active work on progressing the protection and retrieval of the tram bodies came to a temporary halt. We have subsequently transferred 185 to Ferrymead, when requested by the owners, with covered storage not an issue in its case - it came complete with its corrugated iron roof and sides!

In 2014 we visited the Mayfield area and ‘raided’ “Hills” cars 162 and 165 for parts for 24, and also visited 11. At that time its condition was still reasonable and little changed from 2008-9.

However in January this year Bruce Maffei went for another trip to Mayfield to check on 11 and has reported as follows. On a subsequent trip photos were taken and some of these are included to illustrate his concerns. Bruce reports:

“The tram is still located in the farmyard. However, the tram has suffered considerable deterioration since we last viewed it. The end vertical tin roof over the canopy at the north end is partially missing letting rain now reach the motorman’s canopy. The south side of the tram which was always exposed to the elements is now devoid of any paint. Some of the rocker panel is badly split allowing water to reach the side framework. Several panes of glass on this side have been broken and now missing allowing water ingress. Noticeable wood rot is apparent above the motorman’s door and pillars. Both

motorman’s end cab windows are exposed and are deteriorating badly with one end having a missing pane of glass with water getting in through the window frames which are poorly.

The side of the tram facing the yard is in better condition but with much more paint now missing. The interior of the tram—now unused—is still in good condition and is still as last seen. Noticeable borer is apparent in some of the timberwork added to build the false iron roof but is not known whether it has got into the tram proper.”

With the above changes noticeable the car is overall in poorer condition than “Yank” 12 was, apart from No.11’s roof being in much better condition. The deterioration of the car will now accelerate considerably and it is apparent that if the tram is to survive action must be taken now to secure its future.”

Bruce also visited “Hills” 163 and there the situation is less problematic. “This car is surviving much better than No. 11, being better protected in the farmyard at Ruapuna. The tram’s condition is much the same as when we last visited it apart from another pane of glass fallen out from the motorman’s window at the east end which will let water in and rot start in the cab. Blackberry is again getting access into the tram but with no ill effects... The bodies of 162 and 165 are still in-situ as last seen by us and available if any further parts are required. I briefly spoke to Fraser Tasker who now is the owner of the farms and trams. He said that he would really like to see the tram removed but was not putting any pressure on us.”

Hence the reason for Yank 11 retrieval now being on the high priority list! The majority of those who spoke at the goals meeting are in favour of finding an early solution, preferably transferring the tram to Ferrymead as soon as we can, with some form of covered storage to be investigated. At this stage this is seen as preferable to another possible option of medium to long term storage on another rural site with the tram on loan to the site’s owner for the period of its storage. These views have been endorsed by the Management Committee.

We are also keen for a further site visit in the near future and this will include a trip to Ruapuna to view the “Hills” cars and potentially collect some more parts for 24.

Watch this space... —Dave Hinman

Editor’s Note: *The other ‘Yank’ in the Mayfield area, No. 15, was discovered in unrestorable condition on the same trip in December 2008. I believe the remains were subsequently given to the THS for parts, but I don’t have any record of when the body was demolished, if that has happened already. Perhaps another more enlightened reader can help?*

Where Now for Yank 11?



ABOVE: Farewell old friend! 'Yank' 11 prepares to leave Cathedral Square on a Barrington Street (Route 2B) trip on the final day of public tramway service in Christchurch, 11 September 1954. At left, one of the 'replacement' AEC Mk IV diesel buses waits its turn to head out. Photo: Graham Stewart.

WHAT A DIFFERENCE SIXTY-FOUR YEARS MAKES!

BELOW: Not looking very pretty now! Sixty-four years later, 'Yank' 11 looks decidedly the worse for wear. This is the other side of the tram facing into the farm yard, and thus the weather which has not been kind as can be seen from the lack of paint on the body sides. Photo: Bruce Maffei.





ABOVE: A bus that most of us could appreciate! Owned by Christchurch craft brewer Joe Shanks, this former AEC Mk I Regal has been adapted for beer promotion and sales and is seen here attending the May Ferrymead Night Market. Although this Regal spent its working life with the Wellington City Corporation Transport Department, it is very similar to those used by the Christchurch Tramway Board. The THS owns two former Christchurch Regals, one of which will be restored to working order at some point in the future. Photo: Dave Hinman.

FRONT COVER: For the May Night Market, the decision was taken to try something different and so Double-Decker 26 was swapped for Christchurch 1 and 'Cage' trailer 74. As mentioned in our report, double-deckers are a firm crowd favourite and 74 is being mobbed by punters while poor No. 1 isn't getting much of a look in. Takings that night came to a cool \$999.50—not bad for four hours' work! Photo: Dave Hinman.

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

Editor: Alastair Cross—tracts@ferrymeadtramway.org.nz

We welcome contributions of material for publication in Tram Tracts—if you have anything tram, bus or trolleybus-related you want to share with us, please email it to the Editor at tracts@ferrymeadtramway.org.nz. Slide photographs are welcome by arrangement.

