

FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 10—Nov-Dec. 2016



Bruce Maffei presents... The Standard Trailers (Part Three)

Christchurch's 'Standard' trailers retire and find new homes

The THS Membership Drive

Photos and a report from our latest major event

Vale — Allen Harbrow 1944-2016

Dave Hinman remembers the life of one of our most passionate members

President's Piece—Graeme Belworthy



Hi All

Over the weekend of 19 & 20 November the Society held two open days. I would like to thank all the members who came and helped out. We had quite a few visitors and all seemed interested in what we were doing. Several indicated that they may be interested in joining us and in fact we have had some have

already joined. I would like to welcome those visitors who indicated they would like to receive further information about the Society. This is our monthly newsletter but is unfortunately the last for this year, but will recommence in early February.

Now that the Open Day is over we will hold the COTMA Conference debrief meeting in the next week or so. Over all the conference seem to go very well with no problems.

Problems with the grass cutting contract around the site have now been sorted out and it will be cut on a regular bases and is already looking much better. Work on improving the site is continuing

Alastair's Angle—Alastair Cross



Welcome to your latest issue of *Tracts*. This month, the big news is our Membership Drive earlier in November, and although we didn't quite get the turnout we were hoping for, nonetheless we are pleased to welcome any new members who may have joined as a result of our event.

Thanks to the kind efforts of Dave Hinman, we have an obituary this month for the late Allen Harbrow, who passed away unexpectedly earlier this year. As it turns out, Allen was an incredibly well-rounded fellow with a multitude of interests, including buses which we at the THS are only too familiar with. I'm sure none of us will be likely to forget his shocking pink 'Shaguar' ex-party bus in the Ferrymead car-park! There were croaks of distaste at its colour scheme, but Allen had brought it for another reason — it was an ex-Midland Motorways bus, and he was planning to restore it as part of the Bus Museum he was trying to set up.

This month also sees the end of Bruce Maffei's series on

with a new fence along our boundary with the car park. There is still plenty of work to do but we are slowly getting through it.

The normal work to ensure the trams and buses continue to operate which is the public face of the Society still goes on behind the scenes. John Harris has just resumed doing the roster, offering sincere thanks to Phyllis for keeping it going during his recent illness. With the upcoming school holidays please support John by letting him know when you can help, to ensure we can fulfill our obligation to provide a tram service.

It is with sadness we record the passing of a Society member with the recent death of Kirk Hayes. Our thoughts go out to his family and friends in their time of grief.

Another year is all but over, and they seem to be getting shorter and shorter. Phyllis and I would like to wish everyone a Merry Christmas and Happy New Year. The 17 December will be the last work day of the year and probably about mid-January before we return. Please enjoy the break and we will see you in the New Year.

Cheers,

Graeme

the 'Standard' trailers of Christchurch, with a look at their withdrawal and disposal. Just two are known to survive in the THS collection now, with a third potentially still residing at Lake Ohau — the famous 'Last Tram' trailer No. 201 — and a fourth recently resurfaced thanks to the sleuthing of Graeme Richardson. But which trailer is it? You'll have to wait until February 2017 to find out!

This is the last *Tracts* for 2016, and it's been a little more than a year since I took over the reins from Joe Pickering who I'm sure is enjoying his well-earned retirement from his second stint in the role of Editor-in-Chief. Thus far, the feedback that I've received has been mostly good, though of course if anyone would like to make any suggestions on how to improve *Tracts* (!), please do so. After all, this is your magazine, and I welcome feedback.

That's it for 2016, and I wish you all a Merry Christmas and happy New Year.

Cheers,

Alastair

Notices

LAST WORKDAY FOR 2016

The last THS Work Day for 2016 will be held on Saturday, 17th December 2016. Alan Roi will once again provide a full cooked lunch, this time with a festive flavour. All members are welcome to attend and are encouraged to do so if they can.

HELP NEEDED FOR 'STANDARD' TRAILER 126 DISPLAY

Dave Hinman advises that help is needed to complete part of the bach display set up in 'Standard' trailer 126. As part of our Membership Drive, Dave and his team set up the interior of the trailer to show its post-retirement use as a holiday bach, including recreating the former kitchenette in an end platform. As the Society didn't have a suitable small cooker at the time, Dave borrowed one for the weekend from the Hall of Wheels at Ferrymead Heritage Park, as shown below. As we have so far been unable to find a suitable old cooker to fit the space through any second-hand retailer, Trade Me etc, we are now asking our members to assist us in helping to find such a cooker which might be available for display, preferably by donation or at a reasonable/affordable price.

The cooker dimensions are 450mm high by 450mm wide by 450 deep. If you have or know of a surplus cooker with these or similar dimensions, we would love to hear from you. The unit does not need to be in working order.

Editor's note: Dave states — and I concur — that the cooker as used, an Atlas "Lodge", was an excellent fit for 126. It clearly shows that the fire damage at the northern end of the trailer was caused by a stovetop fire.



Advance Notice — February 2017 Function

FUNCTION

WHEN: Wednesday, February 15TH 2017

7.00 PM sharp

WHERE: Tram Barn

COST: \$5.00

WHAT: One of John Shanks' wonderful mystery sunset tours, starting and ending at the Tram Barn. Only John knows where the middle is going, but it is sure to be very interesting and exciting.

Please wear shoes suitable for walking

Vale—Allen Harbrow 1944-2016

*We were shocked and saddened to hear of the sudden and untimely passing of Allen Harbrow in September. It soon became apparent that the THS only knew one side of Allen, and **Dave Hinman** kindly penned this tribute to an outstanding individual with a few notes from our editor, **Alastair Cross**.*

It was with surprise and sadness that we learned of Allen's unexpected passing on September 4th. He had lived a very full life, and many of those who attended his service discovered we only knew some of his story. Here are just some glimpses.

Much of Allen's career was with the Public Service. He spent many years with the Statistics Department, and is recorded as being the "Project Manager Processing" for the 2001 NZ census. After his retirement, he continued voluntary work in this sector serving firstly in 2004 as a volunteer organising and running the first census of the newly independent East Timor. Allen was with the United Nations Fund for Population Activities (UNPFA) and was the Chief Technical adviser for the census. Then in 2009, again through the UNPFA, he was the Technical Adviser for the Solomon Islands census and this time his wife Maureen also helped with the running of the census.

He enjoyed travel and using motor homes both in New Zealand and Australia, would often vanish with Maureen over the winter months to explore warmer climes.

Allen was a closet train enthusiast with his own model railway and then in 2005 he became involved with the "12 inch to the foot" scale by joining the Tramway Historical Society. As with many of his endeavours, he was soon enthusiastically involved in Society affairs, firstly with the trams and then with the buses which became his main passion and interest in later years. He joined the Society's Operations committee in 2010, the Bus Committee in 2011 and was elected to the Management Committee in 2012. He had by then also developed an interest in the Society's library and scanned many of our photos and other records, taking over from the late Trevor Craib as the "go to" person for researchers, including enquiries from relatives of ex-CTB staff tracing their family histories. In the THS Goals and Projects document he was identified as the project leader for this area of the Society's endeavours.

Alan's artistic and literary skills were shown in his production of line drawings of some of our trams for children to colour in, a DVD for conductor training "Bells and Whistles DVD for Conductors" and a children's booklet featuring Dunedin tram No. 22, "The Tram that carried the King". This story focused around the famous visit by the Governor-General, Lord Plunket, to Dunedin in 1904 and his trip aboard No. 22, the only 'Vice-Regal' tram in New Zealand and now preserved in the THS collection at Ferrymead.

More recently as a heritage bus enthusiast, Allen recognised the gap in the Ferrymead Collection because of the Society's policy in limiting its interest to former Christchurch urban buses, and consequently decided to set up a separate bus museum. The Ferrymead Busmenz Shed was set up as charitable trust with the objective of advancing education in restoring and maintaining heritage road passenger transport. The group's aim was to establish a small bus museum in the Ferrymead/Heathcote Valley area to display bus material relating mainly to the old Canterbury rural bus services such as that operated by Midland Motorways, Days Motors, Newman Bros., Mt Cook, NZ Railways Road Services and others, including the Education Dept. School Bus services. His attempt to have his group join the Ferrymead Trust and be allocated a site at Ferrymead Heritage Park had met some resistance and other options were being pursued at the time of his death. He nevertheless had remained a member of the THS Management Committee and continued his library work.

Society members will most likely remember the Ferrymead Bus Museum for one of the two buses that Allen and his colleagues acquired—the 'Shaguar', a one-time Midland Motorways bus that was later used as a party bus before it was acquired for the museum. While Allen pursued storage for it, the 'Shaguar' spent some time in the Council car park at Ferrymead by the tram barns, where it became an object of distaste among THS members! The pink paint,



Vale—Allen Harbrow 1944-2016

remains of the former flower motifs on the side of the bus, and the name itself, were not considered good taste around the tram barns — and of course, it was a bus! The other FBM vehicle was a more restrained 1979 Mercedes-Benz, which at the time of Allen's passing was offered as being available for charter.

During his time as a member of the THS Bus Committee, Allen was instrumental in attempting to restore one of the Society's most unique vehicles, former CTB Leyland 'half-cab' bus No. 284, which was stored in the Linwood Shed where it was deteriorating and gathering dust. He even went as far as to write a Restoration Plan but alas, the planned restoration of No. 284 did not get off the ground and the Restoration Plan, like the bus itself, was laid aside for the future.

Alan was also a member of the Wellington-based Omnibus Society and a tribute on their Facebook page noted that on a recent visit to Wellington he had got to see their new space at Gracefield, and spent some time helping sort and store their spare parts collection.

—*Dave Hinman & Alastair Cross*



ABOVE: Although Allen was predominantly interested in the buses, he was also a certified tram driver. On 8 October 2012, he was driving the 'Vice-Regal' tram, Dunedin 22, with a full load of children. A month later, on 25 November, he was at the controls of Christchurch 1 (page 4) for a Ministry of Social Development picnic. The conductor on both occasions was now-Editor, Alastair Cross, whom Allen met while crewing on the double-decker bus during a school fair at Woodend earlier in 2012.

Both photos: Alastair Cross.

Vale—Kirk Hayes

It is with sadness as this issue of *Tracts* was in preparation that we learned from Don McAra of the untimely passing of THS volunteer Kirk Hayes following a battle with Motor Neurone Disease. He was only 64.

Before his passing, Kirk (right, in orange) spent time helping around the tram barns with some of the 'heavier' work, as well as aiding Don and his fellow cable car fellows with the award-winning restoration of Mornington (High Street) trailer No. 111. Regrettably, Kirk was forced to give up his volunteer involvement due to worsening MND, which ultimately claimed his life.

The Society has since sent a letter of condolence to Kirk's family and a donation was also made by the Society to the motor neurone clinic in grateful recognition of the care that Kirk received from them during his final days.

Notes and photograph: Don McAra



THS Membership Drive and Open Weekend

On the 19TH and 20TH November, 2016, two special Open Days were held by the Tramway Historical Society to raise public awareness of the Society, what it does, and to raise membership levels which have been in decline since the September 2010 earthquake.

The event centred around our site at Ferrymead Heritage Park with all three tram barns open, and guided tours courtesy of some of our members who were armed with 'Ask Me' lollipop signs made by Don McAra. Both the Society's double-decker bus, London Transport RT 3132, and Christchurch Transport Board single-decker No. 612 *Canterbury*, were running between the tram barns and the Trolleybus Shed where Alan Roi was running regular trolleybus shuttles, while Christchurch electric tram No. 1 and the Kitson steam tram entertained by offering driver experience trips and cab rides.

As part of the event, the THS offered a reduction in its Membership Rates, as well as a competition for guests to win prizes which included earthquake and tram related books and passes for the Christchurch Tramway. Unfortunately, the public turnout was not quite as great as had been hoped, particularly after recent events in the Kaikoura area with the magnitude 7.8 earthquake only a week before.

The event also saw the debut of 'Standard' trailer 126 as an interpretative display of the uses that old tram bodies were put to post-retirement around New Zealand. This effort was coordinated through the agency of Dave Hinman and included a number of photos showing both 'Standard' trailers, a copy of the final disposal list for all Christchurch trams, and other photos showing the bodies of a number of ex-Christchurch and Dunedin trams at their final rest pre-demolition or preservation. This display will be open for special occasions while No. 126 waits patiently to be restored.

TOP RIGHT: Colin Loach and Barry Marchant are keen tramway modellers, and provided a selection of their works to run on Barry's layout in Tram Barn 1.

MIDDLE AND BOTTOM RIGHT: The interior of trailer 126, showing the recreated living room (middle) and master bedroom (bottom), complete with sleeping occupant! She is clearly a tramway enthusiast if the pictures of 'Brill' 178 above the bed are anything to go by... Behind can be seen part of the living-room display and its photos showing old tram bodies at their final rest.

All photos: Alastair Cross



THS Membership Drive and Open Weekend

A few photos from the Membership Drive, 19 November 2016...

RIGHT: *Mr. Hinman's Holiday!* Dave Hinman looks a little annoyed at being 'snapped' in front of the tram-bach, 'Standard' trailer 126. Dave and his band of helpers were responsible for re-creating a typical holiday-home environment inside the well-preserved body of 126 for Park visitors to inspect on special occasions. The bed in the main 'bedroom' was made by Dave's wife Dot, on the insistence that she was the only one who could do so! The seat outside, of course, is an ex-tramway one.



RIGHT: *With Christchurch 1 offering driver trips along the Reserve Line to the Cranmer Building platform, it proved possible to obtain a number of new and different photos of 'before and after' as restored by the THS at Ferrymead. In the meanwhile, 'Standard' 126 will remain as is in holiday-home mode and will be open for special occasions while it waits to be restored to running order. If only that blessed overhead pole wasn't in the way though...!*

Both photos: Alastair Cross.



Stop Press—What's This? Where's This?



Just when we thought we knew where all of them were and what had happened to them...surprise, surprise its another Standard trailer! Graeme Richardson found this one on his travels - but where is it and what is its fleet number? Hint: there may a clue elsewhere in this Tracts. All will be revealed in the Feb 2017 issue. Photo Graeme Richardson.

Bruce Maffei Presents—The Standard Trailers (Part Three)

In Part Three of Bruce's history of the 'Standard' trailers, we look at the last years and demise of the trailer fleet, and their sale to various owners. The THS tracked down most of the 'Standards' in the 1960s and their final locations from that time are noted here.

1952 was to see the first tram lines closed as part of the bus replacement modernisation programme, so in May 1952, tenders were called for the sale of obsolete trailer bodies. During 1952, six 'Standard' trailers were scrapped and sold these being numbers 127, 129, 135, 136, 149 and 205. During 1953 a further seven trailers were sold off, being numbers 128, 132, 133, 137, 141, 146 and 148. Trailer 141 had been involved in the tram accident in Colombo Street on 24 July 1953 when trams 164 and 17 met head-on. 141 was damaged at No.1 end, but was never repaired and instead sold for only £17. Trailers 135 and 128 must have been in poor condition as they realised only £20 each. The average price being obtained at auction for a trailer was £35. By May 1954 only ten trailers were still in service on the Papanui-Cashmere line. The last trailer to have any repairs done was 139 in March 1954, repairing damaged handrails. At a sale auction held 31 May 1954, the CTB sold four trailers, three double-deckers 53, 94, 100 and 'Standard' trailer No. 130.

During June four one-man trams were sold for £40 each to the Tramway Social Club for their new site being set up at Waikuku. These trams were converted into baches while still on their trucks. Trailer 126 was converted at the same time in a similar style but was not destined for Waikuku probably being purchased by a 'trammie'.

The remaining ten trailers numbers 131, 134, 138, 139, 140, 142, 147, 201, 202 and 206 were all sold after the closure of the tramway during September and October 1954. Trailer 201 had the honour of being chosen for the farewell closing ceremony on closing day 11 September 1954.

The trailers all found homes as baches, sheds and sleep-outs in Canterbury. Their resting places as found by members of the Tramway Historical Society were as follows:

- | | |
|-----|---|
| 126 | Found as a bach at Duvauchelles owned by the Harper family complete with a well built pitched iron roof. Later sold and moved to French Farm and acquired by Ferrymead in 2016. |
| 127 | Sold to T. Cassidy at Amberley. It was found by THS in 1967 complete with |



ABOVE: 'Grog shop' trailer 127 at Amberley, 15.01.67.

Photo: Dave Hinman.



ABOVE: The mystery! What is believed to be 'Standard' 148 at Duvauchelle, 12.02.67.

Photo: Dave Hinman.



ABOVE: The wreck. The remains of 'Standard' 141 at Tancred Street, Ashburton, showing the accident-damaged No. 1 end.

Photo: Dave Hinman.

Bruce Maffei Presents—The Standard Trailers (Part Three)

- tram seats, tables and a 4½ gallon keg, being used as a club house for after hours drinking by the locals near the beach. Owned by Mr. Powers at Amberley in 1967.
- 128 Purchased by Mr. Jessep, a contractor at Winchmore, but destroyed prior to being seen by the THS in 1967.
- 129 Sold to Coulbeck, Amberley. Found at Leithfield owned by E.A.H. Penfold being used as a shed.
- 130 Sold to P.L. Hammond at Birdlings Flat being used on his farm as a shed. A hand brake wheel, the only one we have found, was obtained from one end of this trailer, along with a roof advertising board. The same owner owned 'Yank' No. 12, and used it as a bach at Takamatua.
- 131 Sold to A. Walker and located beside the Main Road at Rolleston. It had been a bach with a door fitted on the side but by 1967 was vandalised.
- 132 Sold to C.F. Bennett, Rangiora. Found in Coldstream Road, Rangiora, owned by E. Manning who was using it as a farm shed.
- 133 Sold to E. Clark and used as an outside room at 6 Nuffield Lane, Somerfield.
- 134 Sold to J.F. Barton at Doyleston. Later owned by C.B. Gamble, Doyleston, fitted with an iron roof and was being converted into a workshop when seen by THS.
- 135 Sold to Sherlock, Geraldine; later owned by Brookfield, Geraldine, but never found by THS. A Mr. William Brookfield was a doctor residing in Timaru and may have been the owner.
- 136 Sold to G. Bowker at Amberley. Later owned by W.H. McCoy, Laidmore, Amberley. It had been moved more than once, converted into two bedrooms with a chimney out a window and at the time it was seen by THS, had recently been moved again in 1967 across a creek.
- 137 Purchased by Henry Lorimer, a Christchurch 'trammie' of 16 Tilford Street. Later sold and moved to Weedons, where the THS found it being used as a shed.
- 138 Sold to J.F. Barton at Doyleston. Later owned by M.N. Watson, Doyleston, it had wire netting over the windows and was being used as a stock pen. Later found by THS with a broken back.
- 139 & 140 Both purchased by Mrs Elizabeth Willey, Doyleston. Both burnt in 1966 by the owner J.F. Barton at Birdlings Flat Spit. Both burnt-out frames were seen by the THS during their 'Tram Hunts' in 1967.
- 141 Sold to K. Moore, Ashburton. Found at 179 Tancred Street, Ashburton owned by M.J. Edmonds being used as a shed. One end damaged in the July 1953 Colombo Street collision.
- 142 Sold to E.S. Bunn. Found as a shed at Irwell.
- 146 Sold to R. Berry at 170 McGregors Road, Linwood, and found by THS being used as a shed.
- 147 Sold to C.C. Otley at Redcliffs but later moved to Port Hills Road where it was derelict before being burnt.
- 148 Brought by a Mrs. Dodson?
- 149 Sold to K. Moore, Ashburton. Found at Hinds used as a shed. It was derelict and rotten, and was demolished by the THS in January 1999.
- 201 Sold to A. Wagner, Riccarton. This 'Last Tram' trailer was taken to Lake Ohau, and was fitted out as a crib with iron pitched roof. Noted to be in excellent order, and is believed to still exist.
- 202 Sold to A. Bunteny; later owned by A.T. Lobbin being an outside shed at 68 Pages Road, Sandilands. Donated to the THS, now at Ferrymead and stored in Tram Barn 1.
- 205 Sold to J. Palmer at 30 Burwood Road being used as a shed, later broken up.
- 206 Sold to R.L. Nunnick at 122 Beachville Road, Redcliffs, later broken up.

One Standard trailer remains a mystery. It was found by the THS in 1967 at Duvauchelles beautifully converted into a lovely bach complete with iron pitched roof and owned by G. Payne. It was thought at the time to be No. 139 but has now disappeared - probably demolished. However, Nos. 139 and 140 were both sold on the same day to Mrs.

Bruce Maffei Presents—The Standard Trailers (Part Three)

Elizabeth Willey, a widow. She farmed at Lakeside having a large area of grazing land adjacent to Lake Ellesmere including many acres of native commonage. She was formerly Elizabeth Barton. Later in 1954 she moved to Leeston and her land was taken over by Joseph Frederick Barton, a kinsman farming at Irwell. In 1967 when we were searching for her trams, we were directed to Raymond Barton, son of the above who was farming at Lakeside. He confirmed that his father had burnt both these trams and directed us to the site which involved a long drive over shingle along the spit from Birdlings Flat where we found the chassis of the two trailers by Lake Ellesmere. The only 'Standard' trailer we have never been able to account for was trailer No. 148, sold to a Mrs Dodson. In 1954 there were two Mrs. Dodsons residing in Riccarton, so it's possible that one of them bought the trailer and moved it to Duvauchelles as a bach and our mystery trailer is in fact No. 148?

Today Ferrymead has a pair of these Standard trailers Nos. 126 and 202 and so can one day recreate the Sumner express featuring a Brill one-man car hauling two Standard trailers a scene well photographed by Graham Stewart.

—Bruce Maffei

This is the final part of Bruce's original article on the Christchurch Tramway Board's 'Standard' trailers. Bruce has since performed some additional research on the 'Standard' trailers and we look forward to sharing this with you early next year.

End of the road—The last of the CTB's Standard trailers

RIGHT: Derelict and awaiting the final rites. 'Standard' 149 was sold to a Mr. K. Moore of Ashburton, but wound up on a property near Hinds in the state shown here. Beyond economic restoration, the remains of 149 were demolished by the THS on 23 January 1999. A number of reusable components were recovered and are now held for the restoration of sisters 126 and 202 at Ferrymead; the rest was either rubbish or scrap metal.

Photo: The late Dave Carr, now THS Coll.



BELOW RIGHT: One of the two 'Last Trailers' in service on 11 September 1954, 'Standard' trailer 201 was sold to Mr. A. Wagner of Riccarton and was set up at Lake Ohau as a holiday bach. Fitted with a corrugated iron roof and clearly looked after, this photo shows the body of No. 201 sometime early this century. The exact date is unknown, as is the photographer.

On the ceremonial 'Last Day', No. 201 was paired with 'Hills' car 162 and ran to Barrington Street and return. It is still thought that this trailer body exists, however this has not been confirmed and Tracts welcomes any news of its continued existence or sad demise.

Photo: THS Collection



Restoration Report



RIGHT: For the last several years, the roof of ex-CTB electric tram No. 24 has been supported by a healthy amount of scaffolding while the chassis and body were restored. In early November, the scaffolding was finally taken down and the roof was lowered for restoration work to proceed on it.

The roof was first temporarily lowered onto a set of painter's trestles, before later being put on larger 'sawhorse' type trestles so that it could be worked on more easily. As the roof structure is restored it will be returned to its original place on the largely-restored body of No. 24.

As a recap of the (major) work from 2016:

- The majority of the bodywork has been reassembled and offered up to the restored chassis. Several new roof pillars have been made as well.
- The roof canopies from the two driving cabs have been restored and new top rails made to complete the lower roof sides of the tram.
- The 'A' end motorman's cab has been framed up and a restored canopy installed.

Two photos: Stephen Taylor



From the Christchurch Tramway



ABOVE: The former Tram Stop shelter from outside the Arts Centre clock tower in Worcester Boulevard has recently been the subject of attention at Ferrymead by the Heritage Tramways Trust in preparation for its pending return to the city and re-placement outside the 'Old Boy's High' building in the restored Arts Centre complex, now home to Canterbury Tourism's Information Centre. The shelter was completely dismantled and overhauled, its seat (not shown here) repainted and the steel extension legs were welded back on again after they were cut off to remove the shelter post-February 2011 earthquake.

Photo: Dave Hinman.



ABOVE: SEASON'S GREETINGS FROM TRACTS: Christmas is coming up and so is the Dunedin & Roslyn Company's cable car No. 1 (later Dunedin City Corporation Tramways No. 94), seen on the 1 in 8 gradient of Rattray Street, Dunedin, many years ago. Under duress, the winding house in the Kaikorai Valley occasionally broke down, hence Santa's urgency to successfully convey Christmas presents and some Roslyn residents safely to their hilltop homes.

(Editor's note — No reindeer were harmed in the making of this cartoon.) Original Drawing: Don McAra for Tracts.

FRONT PAGE: During the Membership Drive of 19 and 20 November, our guests were given the chance to take the control handles of Christchurch No. 1 on a short 'there and back again' trip from the Square Shelter to the platform behind the Cranmer Building. Here, No. 1 is being prepared for the return journey while 'Standard' trailer 126, a.k.a. the Hinman holiday home, slumbers in the background awaiting more visitors to its recreated holiday-home interior. Photo: Alastair Cross.

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

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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 or post to 17 Huntingdon Dr, Rangiora 7400.



The Tramway Historical Society

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