



Melbourne 244 –repainted and back in town

The last of our City trams, Melbourne No. 244, has returned to the central city complete with a new colour scheme. Trucked back in on 12 October, No. 244 has been repainted from its original colour scheme of chocolate and cream (as used in Melbourne between 1919 and 1927) into dark red and cream. The signwriting is still to be done although at time of writing it was scheduled to receive these final details very soon—probably in the next week, according to Dave Hinman.

The photos taken by Dave and Alex Hunter show No. 244 in the paint booth at Ferrymead, the finished tram running as a 'Special' to be loaded in the heritage township, and finally being put back on the rails in Cathedral Square in the company of Dunedin No. 11. No. 244 has now since been refitted with indicator lights, advertising boards, and re-entered service on the extended City Tramway.

Top: No. 244 in the paint booth at Ferrymead being painted in the new maroon and cream livery. Photo: Dave Hinman

Centre: Fully painted and ready to go! Showing the destination 'Special', freshly repainted No. 244 eases past the Ferrymead tram shelter, 12 October 2015. No. 244 was on its way to the heritage township where it was loaded onto a road transporter for the trip into central Christchurch. Photo: Alex Hunter

Bottom: Back in the central city, albeit much changed from when it was last there, No. 244 is eased slowly back onto the rails of the City Tramway at Cathedral Square later that day. Dunedin 'boxcar' No. 11 waits patiently in the loop at right. Photo: Dave Hinman



President's Piece—Graeme Belsworthy



The COTMA Conference planning group is meeting regularly. Thursday night registration and Fridays sessions will be held in the Novotel Hotel. Special rates for accommodation have been arranged with the Novotel and Ibis hotels for the duration of the conference. Other arrangements are also falling into place.

The last of the quake stranded trams, No. 244, was returned to the city on Monday 12th October. It looks great and the HTT staff and the volunteers who helped should be very proud of what they have achieved.

The next four Goals/Projects reviewed by the Management Committee were:

1. Refurbishment of Dunedin 22

Convenor: Operations Committee. It is intended to program this work for winter 2016.

2. Restoration of Mornington (Dunedin) Grip Car 103

Convenor: Don McAra. Don is currently overseas but has filed the following report.

"103 has had its chassis removed and the usable timbers are in the process of refurbishment. A large collection of photos taken, currently with details of bolt holes and rebate being identified. Axle box designs have

been ascertained from old photos and full scale drawing done. Some of the inner cabin linings are being stripped and refurbished. One of the main bearers in the chassis has to be replicated as being too damaged. Other bearers are to have rotten ends removed and new timber scarfed in."

3. Investigate acquisition of the Cranmer building

Convenor: Management Committee. Radio Ferrymead is still there so at this stage little can be done.

4. Repaint Dunedin Trolleybus No. 79

Convenor: Alan Roi. This will be the next vehicle into the paint booth once the current job of the repairs and painting of the punts is completed.

We continue to have many visitors from overseas and some from other parts of New Zealand. We are always very pleased to welcome all visitors. We suggest if you coming to Christchurch and would like to visit Ferrymead please contact us, and we will be happy to show you around and advise the best time to visit to maximize your time.

One of our youngest members, Lachlan Jansen has come to the fore with another donation for the Society after a fundraising effort by him and a friend. Very well done Lachlan.

That's it for now.

Cheers, **Graeme**

Alastair's Angle—Alastair Cross



Welcome to another bumper issue of *Tracts*. It's been great to hear from so many of our volunteers and fans in support of what has been done so far—thank you guys, your feedback and support has been really helpful.

By the time you read this, Labour Weekend will have been and gone.

Apparently the whole weekend was highly successful; I'm told Sunday was incredibly busy and it was very much the same on Monday. A full report will appear in next month's *Tracts*.

Sadly, we received word not long after the event that the Sydney Tramway Museum had suffered an arson attack at their 'Old Site' in the Royal National Park on the

night of 23 October. The building had been vandalised repeatedly over the last several years and has now been destroyed, along with several trams and buses kept there. We are genuinely sorry for the STM's loss.

And on the buses, it's been noticed by several astute members that I got it wrong about Dunedin trolleybus No. 1, currently laying over at Ferrymead *en route* to Dunedin. It's in fact owned by the Otago Heritage Bus Group, and a full erratum appears in this issue. I was the one responsible for the bus blunder and I unreservedly apologise for this—it's not the first time I've 'stuffed up' by confusing my facts, but I'm confident it will not be happening again.

Well, that's all from me.

Cheers, **Alastair**

Latest News from the City Tramway



Dave Hinman has kindly supplied a few more photos of the latest happenings on the City Tramway. The first is of Melbourne W2-class No. 244 (*top*) at Stranges' Corner, with CTL electrician Alex Hunter as motorman. This was the first time No. 244 had been down High Street, and was taken within a day or so of its return.

The other photo show a new feature also at Stranges' Corner—a wheelchair hoist. This allows disabled passengers to board the trams without needing special ramps—instead, the hoist needs the protection of the now-familiar plastic 'sheep' markers to stop anyone from parking over the hoist, as Dave explains.

Society Meeting

The Society's next meeting will be on 17 November at 7:30pm., and will be held in the Youth Heritage Building (formerly the Lions Hall).

The keynote speaker this month will be **Alex Hunter**, who will be expanding on his experiences with rail heritage in the United Kingdom including on the Ffestiniog Railway, following on from last month's meeting. As Alex only touched on the surface of his experiences last month, he will be covering more of what he did during his time in the UK. Supper will be provided at the usual cost of \$2.00 per person.

Tram Driving Tip from David Jones:

When operating a tram with a conductor, the correct procedure as covered by the Rules Governing the Operation of the Ferrymead Tramway, is as follows:

The Motorman gives 1 ring on the foot gong to indicate to the Conductor that he is ready to proceed.

When ready the Conductor answers with 2 rings of the bell, and

If clear to proceed the Motorman answers with 2 rings on the foot gong and moves off.

In Memoriam: Roger John Stanton

Roger Stanton, one of the Society's early members, passed away at the beginning of September 2015 in Brisbane, after losing a short struggle with cancer.

Roger joined the Society about 1962, being introduced by his friend the late Ken Ness. Roger very quickly became one of our key players. He was an active participant in the famous "THS Tram Hunts" and even managed a little free lance hunting of his own, of which more will be related shortly. At the time of "Tram Week" at Papanui - late August/early September 1964 - Roger was the Society Secretary. Photos of this event show him on the front platform of the horse tram or leading Victor the horse from one end of the tram to the other at each end of the run.

Thursday of "Tram Week" turned out cold and wet. When the tram crew turned up, the usual supporting cast of hundreds of would-be riders was nowhere to be seen. Roger suggested that we "flag" tram running for the day and that we should climb into his side valve Morris Minor and he would take us to view a trolley bus that he had discovered. A short car ride took us to Kaiapoi, to the yard of Transport (North Canterbury) Ltd. At the back of the yard was 210, a little down at heel looking but largely complete and on wheels. The transport company had bought the trolley bus to salvage the chassis and back bogey to make a logging jinker, but had not quite got round to doing the job. Enthusiastic inspection and discussion followed - with the inevitable outcome that 210 was a "must have" for the THS collection. Quite unintentionally, Roger had enlarged the Society's horizons and widened our scope from a sole focus on trams into the broader field of city transport history. The discovery of 210 caused quite a sensation in museum circles. The week after the discovery of 210 Roger, as Secretary, received the following letter from Gary Riggs, the Treasurer of the Tramway Preservation Society (Wellington) Inc., as it was called then:

"Dear Roger,

TRACKLESS TRAM

This is only a short letter to suggest that you secure an option for the purchase of the trackless tram found at Kaiapoi as soon as possible. The reason being that there are other "bodies" here in the North Island who would be very interested in buying the bus. If you decide not to undertake its preservation the option would probably be taken up by ourselves. Ian (Little) will be writing to you shortly on this subject....."

About this time Roger's father accepted a business promotion to Auckland. Before very long Roger, who was the only child of older parents, had found himself a

job in Auckland and went to live with his parents, to the great regret of his friends in Christchurch. In Auckland he quickly became part of the fledgling Tramway Division of MOTAT, supporting it to the utmost, working with fervor and commitment and sowing there his own brand of enthusiastic regeneration to the tramway museum cause.

After a few years in Auckland, Roger received a job offer from the passenger division of the Queensland Railways. It was the sort of offer that had to be accepted. It offered an enthusiast the opportunity to become a transport professional - while remaining an enthusiast! Roger accepted the job, leaving Auckland to the great regret of his friends at MOTAT.

Roger spent the rest of his life in Brisbane, latterly living in the suburb of Ormiston, near Cleveland, in a house overlooking a bushy reserve - and a railway line! One of his retirement pleasures was a morning walk under the trees in the reserve to feed the birds. After his father's retirement, his parents also came to Brisbane to live near him.

Roger's enthusiasm continued in his own retirement with a commitment to organising excursion trains in Queensland. His particular area was in catering - Queensland excursion trains carried a buffet car, expertly organised and supervised by Roger!

Society members will remember Roger for his enthusiasm and commitment to whatever project he was supporting. as well as for his sense of humour and warm and outgoing personality. To those who knew him well, he was a delightful character and a warmly valued friend. He will be sadly missed.

Roger was not married but is survived by an adopted son, grandchildren and great grandchildren.

- John Shanks



Congratulations, Joe!



Former *Tracts* Editor Joe Pickering was last month awarded Life Membership of the Tramway Historical Society during the Society AGM last month in recognition of his efforts as Editor of *Tracts* on two separate occasions, firstly in the 1970s and more recently from 2000 to August 2015. Society President, Graeme Belsworthy duly conferred the honour on Joe, shown here with the official Life Membership notice.

This photo was supposed to have been printed in last month's issue but did not make it in as the new Editor scrambled to get his first issue out in a reasonable timeframe and helped by a 'hurry up' from the Ferrymead Heritage Park team! Our apologies for missing you out last month Joe, and congratulations on being awarded Life Membership. Thanks to Ken Henderson for providing the photo of Graeme and Joe.

An Invitation from the Wellington Tramway Museum

**WELLINGTON TRAMWAY MUSEUM INCORPORATED
KAPITI COAST ELECTRIC TRAMWAYS**

Takes pleasure in inviting you

To our 50th Anniversary Since Opening

At The Tramway Queen Elizabeth Park

MacKays Crossing - Paekakariki

Saturday, December 19th from 10:00am at the Museum Site

A Light Luncheon Will be provided at 12:30 PM

and

Sunday, December 20th from 10:00AM at the Museum Site

A Welcome Will take Place at 1:30 PM

Image of 235 arriving at QEP February 1965

Photo Supplied by Alan Smith

RSVP By: 1 December 2015 TO: Henry Brittain 04 476-4155 or henry.brittain@outlook.co.nz

On the Buses

Following on from our photograph and story last month, **Dave Hinman** and **Alan Roi** have clarified the story of Dunedin trolleybus No. 1 and the reason for its arrival at Ferrymead.

"Last month we published a picture of Dunedin's first trolley bus No. 1, currently at Ferrymead but we got the story wrong about its history, ownership and why it is at Ferrymead. With some help from Henry Brittain (Wellington) and the THS bus team, here's the real story:

The Wellington Tramway Museum (WTM) acquired the bus from Dunedin in July 1966 and brought it up to Wellington. After some nostalgic runs under the wires on Wellington streets it was transferred to Queen Elizabeth Park where it stayed for the next 48 years apart from a period of secondment to the Foxton Trolley Bus Museum from the 1990s. The bus has not operated under power since about the year 2000 and following its return from Foxton in 2008 the decision was made to dispose of it. With no serious interest from other groups at that time and the likelihood of it being broken up, the THS, which already owned two former Dunedin trolley buses, recognized the historical significance of this vehicle and with some reluctance agreed in 2009 to accept No.1 on permanent loan from the WTM. In the aftermath of the

earthquakes, transport to Christchurch did not happen and when some time later the Otago Heritage Bus Society expressed interest in the bus going "home" to Dunedin the THS were more than happy that WTM agreed to donate No. 1 to that group. It took a while for them to raise the money to transport it back to the South Island and when a back load was offered to Christchurch this was accepted and the bus was delivered to Ferrymead in late June this year pending final removal to Dunedin. Prior to leaving Queen Elizabeth Park both trolley poles were removed and considerable work is required on the vehicle before it is safe to operate under its own power. It was never intended that it be operated on the Ferrymead system on its journey to Dunedin but inside the bus for delivery to Ferrymead were a number of spare (mainly diesel bus) parts which had been obtained from the North Island. At this stage the bus is still at Ferrymead awaiting a further back load opportunity from a friendly transport operator."



A bus charter with a difference...

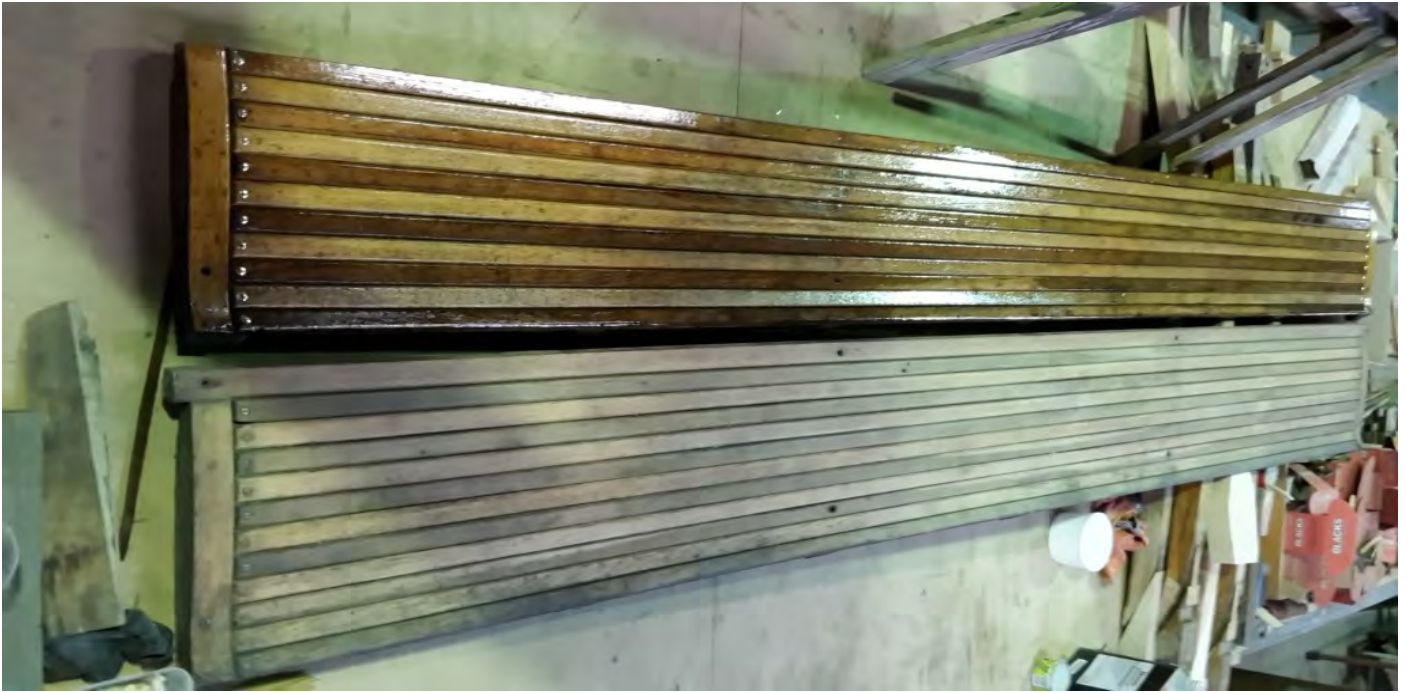
Recently the Society's ex-London Transport double-decker bus was chartered by a group of Australian railway enthusiasts who had come over to New Zealand to join Steam Incorporated's multi-day tour of the South Island behind steam locomotive A^B 608 *Passchendaele*. The bus was used to carry the enthusiasts and their luggage to Christchurch Station on the morning of Tuesday 20 October, where they caught up with the train on its way south.



The Society will also be hosting the same group of enthusiasts again on their way home as part of a special Open Day in conjunction with the Canterbury Railway Society on 3 November. It is planned that the THS will have its steam tram running along with the electric trams and trolley-buses, while the CRS will be running passenger trains hauled by steam locomotive F 13 *Peveril*.

Thanks to Dave Hinman for the above information and the two photos of the bus with passengers and the excursion train about to depart for Oamaru.

Restoration Reports



Stephen Taylor, head of the “Hills” Car 24 restoration team, reports on the latest from this project.

In the last little while, work has been focused on getting the roof pillars for the open or ‘convertible’ section tidied up. A little more borer has been found plus some more decaying wood, all of which has been cut out, and new wood spliced in as necessary. This work is quite time consuming and a little laborious, and is not particularly photogenic so not photos (yet). It is still a work in progress as I write this.

As a bit of variety, I dismantled and cleaned up one of the two saloon seat backs. (see the attached photo) Unfortunately the top “rail” has a bit of borer in it and a new piece has to be spliced in which hasn’t happened yet. The second seat back is still to be done. I have included a “before and after shot” of both seat backs beside each other. Can you work out which is which?

(Editor’s note—this photo was rotated clockwise 90 degrees to fit better! Photos of the roof pillars are also available in the Hills Car 24 Restoration Album on the Society’s Facebook page for those who are interested.)

Missing In Action—Tram Parts



Missing: three new grab handles.
Have YOU seen these?

Murray Sanders reports that three brand-new grab handles like that shown here have gone missing. They were specifically made to replace those grab handles missing in the end saloons of Brisbane No. 236, and have the Brisbane Tramways insignia cast on them. If you know where they have gone, or can offer any information on their current whereabouts, please ring Murray on 027 549 8008.



Tramway poles on the move

Earlier in September, a number of steel tramway overhead poles were moved from storage down by the Trolleybus Shed to the Post & Telegraph Society's yard near the 'Linwood Shed' for storage. The P&T Society kindly provided their 1951 Bedford OLB truck and matching pole trailer to carry the move out, and Dave Hansen took a few photos. The photos were sent by — to *Tracts* for inclusion in late September, only to arrive too late to be included in that month's issue which was already running late. Instead they were held over to appear in this month's issue.

Society Facebook Page—Contributions Wanted

Since about 2011-12, the Tramway Historical Society has had its own Facebook page, Friends of Ferrymead Tramway. This page was set up by Alan Harbrow on the Society's behalf, and has since proven invaluable at sharing with other tramway enthusiasts and other interested folk what we are doing, and also news from other related museums and organisations both here in New Zealand and slightly further afield.

Since 2012, I have helped Alan to run the page as an 'editor', relying most of the time on either my own photos, information I have been sent by other members, or things that have been 'shared' with us by other Facebook users. Unfortunately this doesn't always work so well as it depends on me being regularly at Ferrymead or having contributors to send information to me.

In order to keep up interest in what the Society does in the current 'day and age', we need to keep the Facebook page constantly updated, which means we need photos and information of what the Society is up to at occasional intervals. So we are on the lookout for contributions of photos and information, in the same way *Tracts* does every month.

Do you have anything you'd like to share with us for use on Facebook? We're happy to accept any photos or information on projects you might have, and we'll make sure that you're credited for it where necessary (mostly

for photos). Just send it on to the *Tracts* email address as shown on Page 1. Thank you!

Breaking News on Facebook—Sydney Tramway Museum suffers arson attack

Sadly, we received news recently from one of our Facebook followers, Bryce Pender that the Sydney Tramway Museum had suffered an arson attack on their 'Old Site' building in the Royal National Park near Loftus, NSW. The building had been set alight on the night of 23 October, and was noticed by Police just after 11pm.

Apart from the original 1956 museum shed, otherwise known as the 'Old Site', the fire consumed seven tram bodies including a pair rescued by New South Wales tramway enthusiast Norm Boxall, and four buses which had been stored inside the 'Old Site'. All eleven vehicles are said by the STM (and subsequent media reports) to have been destroyed, although it is possible some parts may be recoverable for use in restoring other vehicles. We at the Tramway Historical Society are saddened to hear this news, and our condolences go out to the STM as they come to terms with what has been a devastating, though not permanent, setback.

- Alastair

Remember when...



The subject of our current tramway restoration project, "Hills" car No. 24 stands at the Barrington Street terminus on the last day of scheduled tram services, 10 September 1954. It's unknown where the dog had come from; one suggestion by the late Les Dew suggested it was planning to catch No. 24 back to Papanui! Photo: Tramway Historical Society collection.

Special Guest—Wing Wenchao Song



Earlier this month, the Tramway Historical Society's trolleybus shed was visited by Chinese trolleybus enthusiast Wing Wenchao Song (*centre*), who was shown around the Society's collection by Dave Hinman and Alan Roi.

During the course of Wing's visit, Alan got both Wellington 103 and Christchurch 210 out for Wing to enjoy and photograph. Although the weather appears to have been a little less than helpful and in fact overcast at times, Wing managed to get several very nice shots of the two buses in service and sent a few back to Dave who passed them on to *Tracts*. Thanks Wing, and we hoped you enjoyed your visit to Ferrymead.

Endpiece—From the Camera of Wing Wenchao Song



Wing kindly sent these two photos of Christchurch 210 and Wellington 103 running along the top end of the Society's trolleybus circuit on Ferrymead Park Drive. Photos: Wing Wenchao Song, courtesy Dave Hinman.