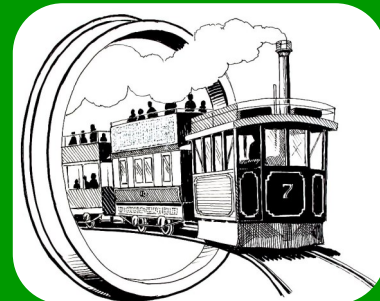


FERRYMEAD

Tram Tracks



The Journal of the Tramway Historical Society

Issue 58—July-August 2018



Christchurch 'Hills' Car 24
News from the Trolleybus Shed
Vale—Roy Sinclair and John St. Julian

President's Piece—Stephen Taylor



It feels like a while since I last wrote a "President's Piece" for *Ferrymead Tram Tracts* – and yes, it has been almost three months as I type this into my computer. So what has been happening around the Society. What follows are some highlights that I have been involved in or know about and some of what I summarize here will be expanded upon elsewhere in this edition.

So, firstly, as was discussed in the May Tracts and subsequent correspondence, it has been decided that we will move *Tracts* from being published monthly (generally excluding January) to be bimonthly. As a result (which you should now be reading) will be a bigger and better *Tracts* with more pages and hence more content. And in addition, the Society General Meetings (the "Social Functions") functions will also be moving to bi-monthly, with the annual AGM being a separate meeting. We will continue to generally have the bimonthly meetings on the 4th Wednesday of the months in which they occur – expected to be January, March, May, July, September and November with the AGM in August which should allow you to book them ahead in your calendars well in advance. We would also be interested in feedback on the revised Tracts and also ideas for our General (Social) meetings.

Which brings me to the next two such meetings. The Society's AGM is planned for Wednesday 25th August, and the Society's annual dinner is planned as the September event (not on a Wednesday however) for Sunday 19th September. You should have had a separate notice about the AGM already, and there should be more details on both these events elsewhere in Tracts.

The next thing I want to mention relates to Brisbane Tramcar 236. As most members will be aware, the Society has leased this vehicle from the Wellington Tramway Museum (WTM) since the 1980s, and we have restored it and operated it on the Ferrymead Tramway since then. Well, no more. The Society has agreed with the WTM to purchase this tram, and as of 1st July 2021, our Society is now the proud owner of this fine vehicle. And payment has been agreed that we would pay for this vehicle with further annual payments over the next five years (the first being made on 1st July 2021).

So what else has been happening around the site? Well, what follows is a few of these activities – there are many

more:

The Trolley Bus group has continued to work in and around the Trolley Bus shed and is making progress there. I expect there should be more on this elsewhere in this edition. I was even persuaded to get involved in assisting on getting Volvo Trolley Bus 258 operational by helping debug its electronic "brain" – still a work in progress and this work is being continued by others – who are more knowledgeable. Plus there is work underway in getting some of the Diesel buses back to operating condition – in particular 612 and 510 - both of which have been having some TLC lavished upon them. And I understand we have a charter or two being planned for 612 in conjunction with the Otago Heritage Bus Society (they are organizing the charters and supplying one bus, and we are providing 612 as a second bus).

Secondly, we have finally (we hope) dealt to the long standing water leak on the Square Shelter platform. We had fixed one leak there last year, but at least one new leak (or leaks) developed this year and this had proven difficult to resolve. After much discussion, we decided we needed to re-route (bypass) the water supply pipe under the square shelter platform and laid a new pipe that goes around it instead. In this we were assisted by the Canterbury Railway Society who provided and operated a digger to lay the trench to put the pipe in. As this pipe also fed their Ferrymead Station, they were keen to assist in getting the water back on. There is still some tidy up work to be done on the square shelter platform – re-sealing the asphalt and restoring the water supply to the Square Shelter itself, but at least the leak has gone.

There has been ongoing progress with the refurbishment of the Cranmer Building. We are planning on fundraising to continue these activities and more information will be reported on in *Tracts* as this proceeds.

In the tram barn workshop itself, there has been good progress on Christchurch Hills Car 24, Mornington Grip Car 103 and Kitson Steam Tram 7. I will be reporting more on 24 in a separate article in this Tracts (see p. 10). And speaking of the Tram Barns, thanks to the HTT, we were able to give our traverser a little present. We discovered that one of the cast iron gears in the gearbox was shedding some teeth and the HTT was able to fund a replacement gear and then fitted it.

And finally for this update, I would like to welcome new member Shannon Osborn to the Society. While I haven't met Shannon – he lives in the Waikato but has indicated a desire to visit our site – he has already shown a keen

First Notch

interest in our trolley bus collection and buses in general.

That's all from me this month.

Stephen

Notices

UPCOMING WORK DAYS

The next Society Work Days will be held on 21 August and 18 September 2021. We warmly encourage all members who are able to do so to come and lend a helping hand, even if only for part of the day. There will be plenty to do in and around the Tram Barn area, and also on the Cranmer Building conversion as noted elsewhere in this issue of *Tracts*.

Separately, the Bus Team meet every Saturday at the Trolleybus Shed, and also warmly welcome assistance from members and fellow bus enthusiasts to help out. There is also plenty to do here, from clearing up the surrounding area to working on our fleet of motor and trolley buses.

POSITION VACANT—EDITOR

After six years in the role, Society Editor Alastair has announced he wishes to resign from his role in October and so we are looking for a new Editor to join our newly-formed Editorial Committee. No previous experience is needed, just a willingness to give it a go, and both Alastair and the Editorial Committee will be more than happy to help where needed to smooth over the transition period. Interested applicants are more than welcome to contact either the Management Committee, or Alastair directly at: tracts@ferrymeadtramway.org.nz.

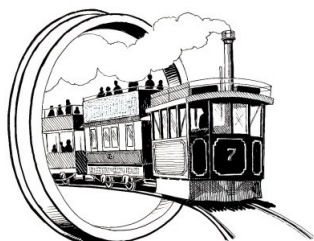
SOCIETY FUNCTION—ANNUAL DINNER

The Society's Annual Dinner will be held this year on Sunday 19 September at the Papanui Club, 310 Sawyers Arms Road, starting with drinks at 6:00PM followed by dinner at 6:30. The cost of attending this function will be \$28.50 per person; those wishing to attend are asked to RSVP with names and number by no later than Saturday 11 (the Saturday before) to Phyllis Belworthy at home on (03) 352 4872, by cellphone at 027 227 0343 or via email at: phylbelworthy@gmail.com. We look forward to a good turnout on the evening.

AGM—2021

ANNUAL GENERAL MEETING 2020

The 2020 Annual General Meeting of the Tramway Historical Society will be held on Wednesday 25 August 2021 at 7:45pm in the Lions Building at Ferrymead Heritage Park. The purpose is to review the activities of the Society since the last AGM, to approve the annual accounts for the year ended 31 March 2020, to elect the Management Committee, to consider and deal with any notices of motion (these must have been submitted to the Secretary no later than 21 days before the meeting) and any general business. Supper will be provided. We look forward to your attendance.



Dave Hinman
Secretary

A Visit to...The Post and Telegraph Society

As previously reported in Tracts, the last Society Social Function was a visit to the Ferrymead Post and Telegraph Society. With thanks to **Evan Batchelor** for the following text and photos, assisted by **Rata Ingram**.

In the best traditions of memorable home and away fixtures over the years, the invitation to visit the Post and Telegraph Society for our May meeting turned out to be a fascinating affair. The tour through their displays within the Post Office building really was a surprise at every turn. Ably guided by our knowledgeable hosts I was honestly stunned at the size and the breadth of their collection and by how much of it is in operating condition. Moving from the manual telephone exchange that was last used in Kaikoura in 1986 through the main exchange room and onto the telegraph display, it was a stunning showcase of the work and dedication of the P&T society. We forget that the current generation (raised with touchscreen cellphones and internet everywhere) have never seen or used a rotary dial phone, and to see not just one but a variety of working automatic and step-by-step exchanges from as early as 1912 (The 'Strowger') through to the X-bar exchanges used by Telecom in the 1980's was a glimpse into a not too distant past. The fascinating Telegraph display reminded us that Ferrymead is a relatively significant place for the Post and Telegraph Society as New Zealand's first telegraph line (set up in 1862) was established between Lyttelton and Christchurch. There was a telegraph repeater station in Ferrymead to stop the messages getting too garbled between the respective post offices. The tour continued out to the archives and workshops giving a few of our members a chance to commune with the lovingly restored vehicles and glimpse the working Ferrymead phone exchange. After a full evening, a quick tram ride home for tea and cake with our P&T hosts was a fitting way to end what was a thoroughly enjoyable evening.



LEFT: The wall of memories. Many of the telephones mounted on the walls came from Telecom 'display boards' for showcasing phone designs to customers. As a teenager in the 1980s, I can remember all these phones when they were new.

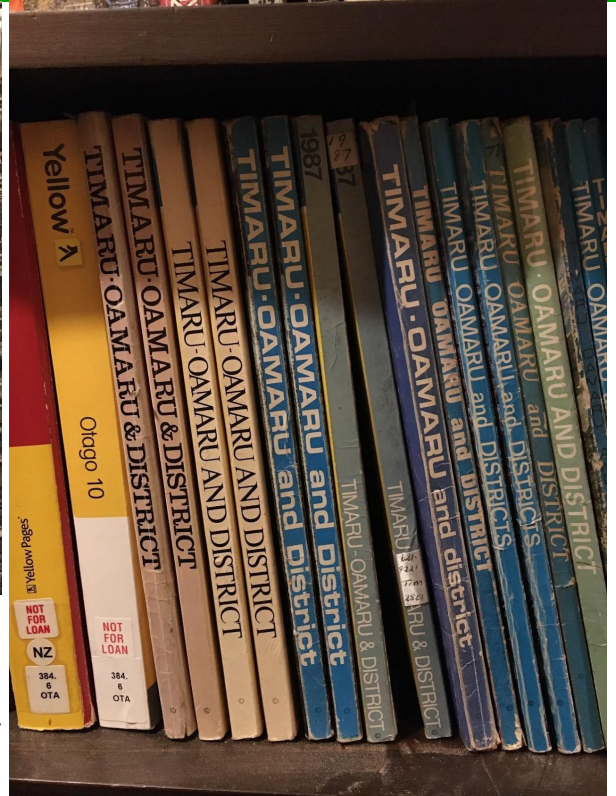
BELOW: Casting an envious eye over the Ferrymead exchange....



A Visit to...The Post and Telegraph Society

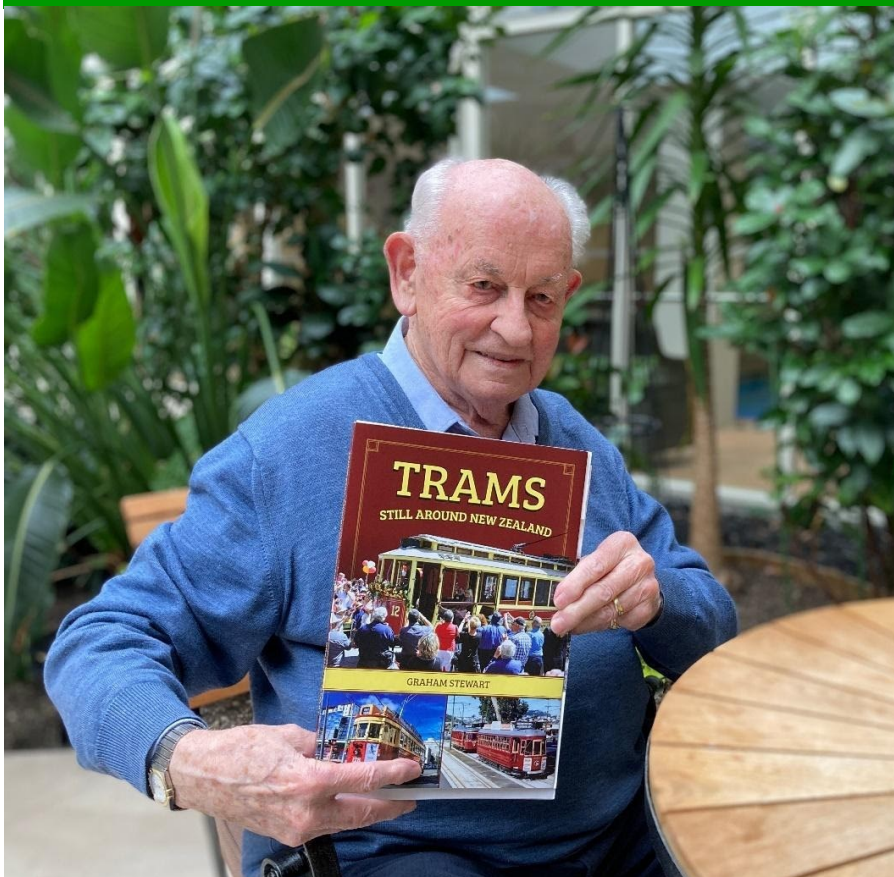


ABOVE LEFT: The 7A Rotary automatic telephone exchange. It was one of eight such exchanges ordered for cities around NZ in 1913 from the Western Electric Company, but WWI prevented construction in their Antwerp factory. Instead, the equipment was built in Chicago, USA, and progressively installed (cutover) in NZ between the years 1919 - 1922. This example from Masterton is alive with sound and motion.



ABOVE RIGHT: Yes, I did look up my old phone number! A small glimpse into the rather sprawling library in the Burwood building, which includes technical documentation, thousands of photos, and many telephone books from NZ history.

Graham Stewart's Last Book

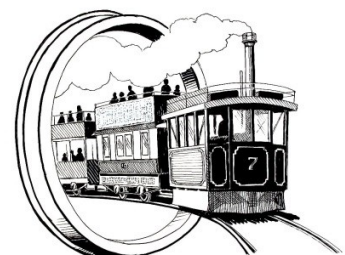


Graham's latest and last book, *Trams Still Around New Zealand* is now at the publisher, and is expected to be made available for purchase by October.

The book has an extent of 160 pages and features ninety-nine trams – eighty-five New Zealanders and fourteen Australians – all of which by now are naturalized New Zealanders!

The book also contains the stories of each museum from their early years, as well as over 600 illustrations.

Copies will be available through the Tramway Historical Society as soon as published.



English Electric Badges

A few months ago, Mick Braithwaite of the Ferrymead Photographic Society had an enquiry from a friend about the possibility of obtaining an English Electric badge as originally attached to the front of the Christchurch English Electric trolleybuses. When introduced in 1931 the buses were painted white with a dark green stripe, similar to the new livery adopted for the trams from the late 1920s. This photo of 208 at North Beach in those early days clearly shows the badge on the front of the bus.



These were removed when the buses were painted in the red and cream livery in the 1940s, but the THS had managed to locate one, and, although it was not included on 210 when first restored, it was then reattached in a later repaint. The badge had a silver colored base, with bright red around the EE and royal blue wings. We would now like to put it back on the bus once more to identify that it is powered by English Electric.

However when we relocated the badge we discovered that the paint had been removed and we were left with a silver covered badge.



While we knew it should include red and blue, nobody could remember the configuration of the colors. So, we decided to go to some of our contacts in the UK starting with members Brian Edwards and Ian Manning. They didn't know either but they got to work contacting their trolley and motor bus friends all over the UK. These included

English Electric Badges

Dave Chick (British Trolleybus Association), Graham Bilby (Reading Museum), Dennis Talbot (Museum of Transport, Manchester), and Mike Russell (Light Rail Transit Association). Finally, just a few days ago we heard back from Mike Russell. Both plain and colored badges had been found and here are the pictures. But note the difference – these have an AEC logo also incorporated in the badge!



A great deal of information about the badges was obtained.

The badges in the photos have an interesting history. One was purchased from someone in Connecticut, and the group concerned has purchased many railway/subway/trolley items from him - all from the early 1800s and 1900's. His father had worked for the Bradford Electric Railway and had collected many items from all over the US, England and some from Germany.

The Transport Auctions of London website includes a catalogue which includes a photo on Page 7, as Lot 367, showing an AEC logo below the EE badge.

There also appear to be variations in the places where the red and blue colors were applied. Some examples include London Transport who had the EE colored; Portsmouth, Nottingham, and Edmonton in Alberta, Canada, have the circle colored; while Derby and some Nottingham buses had the wings colored and Bradford had a plain badge.

Our thanks to our friends in the UK for obtaining all this information for us.

Dave Hinman

From the Christchurch Tramway



LEFT: While our readers may already be aware that the new tramway extension is now underway, Christchurch Tramway Limited is also working on overhauling several of its Tram Stops on the original tramway loop. Both the Victoria Square and Cathedral Square tram stops were both noted in mid-July as being fenced off and having had their roofs removed, ready for further work. Further along at the Arts Centre, a set of benches rebuilt by the Heritage Tramways Trust have been reinstalled in front of the Clock Tower building.

Photo: Dave Hinman

From the Christchurch Tramway

We are delighted to report that the long awaited extension of the tramway from its present Manchester/High Street terminus is finally going to get under way. Following the hearing of submissions to the Long Term Plan on May 12 at which both Christchurch Tramway Ltd. (Sue Sullivan, Chief Executive) and the Tramway Historical Society (Dave Hinman, Secretary) appeared and presented, the Council announced that the extension would be going ahead and later in May there were two public sessions at the nearby BreakFree Hotel where staff and the successful contractor Fulton Hogan met with stakeholders. These included local businesses (in Lichfield Street, and High Street from Cashel to St. Asaph Street) as the works will include new services, kerbs and channels and high quality paving as well as the completion of the very short uncompleted section of the tram tracks. Tram interests including CTL and Dave Hinman representing THS were also there and took part in the presentation and discussion. An updated simulated flythrough was presented and the following image is extracted from it.



On 21 June the Council formally approved the 2021-2031 Long Term Plan, including the tram extension and thus removing the last obstacle to work getting under way. \$3.6m has been allowed for the tram, and \$5.7m for the High St upgrade. In addition to the High St work the budget allows for the installation of anti-terrorism bollards at the intersection of Oxford Terrace and Hereford Street, and this includes three retractable bollards across the tram corridor. The original budget for this was \$769,000 but last week an increase to \$1.1m was announced after further issues were identified during a more detailed design process. The increase was due to the cost of moving underground services, installing large foundations, putting in telecommunications equipment to allow the tram and emergency services to lower three retractable bollards and installing a back-up power source so the bollards could operate if there was a power cut. Although the approval to have bollards had been made back in 2019 and there had been further reports and seminars to councilors, some claimed that they knew nothing about the detail. There were ructions around the Council table concerning lack of transparency as well as the cost increase and there was an unsuccessful attempt at court action. This made headlines in the local media and perhaps not surprisingly there have been numerous letters to the editor of the Press and many online comments expressing shock, horror and surprise! Here's one of the milder online comments: *Of course it's more expensive, ANYTHING the council does is more expensive. If they were spending their own money then I am sure we could go find a cheaper way. This lot is out of control... How do we install bollards to stop them spending so much?*

Work started on the tram works in July, with the removal of remaining old rail in the way of the extension. This did not prevent the tramway continuing to operate both loops, but from 23 July operations have been suspended for approximately three weeks on the High-Cashel Loop to allow sewer works to be completed along the existing tracks. At the same time a start will be made on the bollards project, which is expected to take seven weeks to complete. Here are some photos of the work undertaken so far.

From the Christchurch Tramway



ABOVE: Fulton Hogan work crews expose and remove some of the last remaining sections of ex-CTB tramway rail in High Street along the route of the tramway extension, 15/07/21. Two photos: Dave Hinman.



LEFT: At the end of Poplar Lane, a short length of tram line has been removed in preparation for construction of the new 'missing link' curve into High Street. Previously the line went straight ahead, ready to cross Manchester Street as part of the originally-planned, longer extension. Photo: Dave Hinman, 15/07/21.

BELOW: Being done at the same time as the extension works and the anti-terror bollards in Oxford Terrace, CTL have installed two new traction poles at the High Street-Cashel Street intersection. This was the scene on July 28 as contractors removed the existing paving to make way for the poles. Photo: Stephen Taylor.



Christchurch 'Hills' Car 24

There haven't been any detailed recent progress reports on restoring Christchurch Hills Car #24 published in Tracts, but that is not to say progress hasn't been occurring. This progress update will not necessarily do justice to all the work that is occurring, so if possible, I would suggest that if you are able you visit the Tram Barn workshop to observe the progress yourselves. Most of the progress reported on below is getting parts fitted. Once they are all fitted in the right places in conjunction with surrounding components, they will then be removed, fully painted, and permanently fitted. Recent progress over the last few months includes:



ABOVE LEFT: The seat bases at the bottom of the open section pillars have been refitted again after painting Photo: Stephen Taylor

ABOVE RIGHT: Rocker panel covers have been vacuum molded to shape and fitted to the enclosed saloon. Photo: Dave Hinman

LEFT: On the motorman's platforms, the steel aprons have been fitted (complete with cut-outs for the headlights). The motorman's door frames have been fitted, along with the original doors to make sure everything fits. The doors themselves will require further restoration work (including removal of borer where this is present). Photo: Stephen Taylor.



BOTTOM LEFT: Further work is occurring on assembly of the two replica Peckham 14D5 trucks. The pony wheels have been fitted along with their new axle boxes. The driving wheels have also been fitted but using temporary axle boxes to allow brake rigging geometry to be setup and checked. In addition, replica Peckham driving wheel axle boxes are being cast following modifications to the patterns made for these. The traction motors have also been overhauled and given a repaint. Photo: Dave Hinman

BOTTOM RIGHT: Both a compressor and a compressor governor (not shown) have been overhauled ready for fitting. Photo: Dave Hinman.



Christchurch 'Hills' Car 24



ABOVE: While not visible in these interior images, open section guide rails for the aluminum panels are being fitted – these are a mixture of the original steel (having been sandblasted and then zinc dipped) sandwiched between new galvanized sheet steel. This work is likely to be ongoing for a while as this particular task is expected to be quite time consuming to get “right”. Also on the outside, previously fitted guttering has been removed to allow the downpipe outlets to be repositioned to match the earlier era appearance. Photos: Dave Hinman



ABOVE LEFT: Mark 1 Hills Car with open saloon c. 1912, showing unpainted aluminum sides and full length step. New open section step brackets are being cast as we did not have enough of the original ones. Photo: Stephano Webb, THS Collection. **ABOVE RIGHT:** side of 24 where the step brackets will be fitted. Photo: Stephen Taylor.



ABOVE LEFT AND CENTRE: two of the 1950s aluminum panels wearing the later-day colors of green (exterior) and brown (interior). Under the original color scheme in 1920 these panels were left unpainted.

ABOVE RIGHT: Two additional aluminum panels that were fabricated to go where the later era exterior sliding doors were fitted. A comparison of one of these – recently fabricated - wider panel on the left with one of the narrower replacement panels fabricated some years ago. Three photos: Stephen Taylor

I understand that a lot of the work occurring – much of which is not obvious – is determining where various components need to be fitted and their relationship to other fittings – along with wiring and air pipes, and determining how the original era tram looked (and where fittings went) before they were altered or moved in the later era for which we have somewhat better records and evidence. A good example of this is how the open section steps are fitted to taken into account the “swing” of the “B” end trucks.

Two of the photos I have provided on page 10 show the “A” end of the tram with end apron, the motorman's

Christchurch 'Hills' Car 24

compartment doors and closed saloon rocker panel covers and rub rails fitted, and progress on fitting open section components including the outer seat brackets and guides for the aluminum panels. Both of these photos were taken in early July, and further progress has occurred since. There are also further progress photos on the Society's Facebook page.

And finally, for those who want more regular updates on progress, can I again suggest you visit the Tram Barn workshop to observe recent progress for yourselves if you can, and/or there are regular reports and photos of progress on the Society's Facebook Page – just search "Tramway Historical Society" in Facebook, or click on the Facebook

link on the Society's web page
www.ferrymeadtramway.org.nz
Stephen



LEFT: Press used to put the pattern "corrugations" in the sides of the panels showing the "stamp/pattern" used. Big as the pattern is, it doesn't do all the corrugations on a whole panel in a single press.
Photo: Stephen Taylor.

Bus News

Trolley Bus Site Cleanup

Led by Philip Murphy and Mark Hibbs, work continues on the exterior cleanup around the site.

East side of Shed/New Storage Area

The overgrown area to the east of the shed is being repurposed into a storage area for excess equipment and bricks. This has required years' worth of overgrown weeds to be removed. Following this, and with the help of the Canterbury Railway Society's loader the area has been flattened and some of the excess pit run spread and compacted to create a hard area to enable a forklift to be driven over the area.

Unfortunately, a water leak was discovered in the path leading into the area, so no equipment has been able to be moved into the new area yet.

West Side of Shed

Work has also been continuing on the west side of the shed. This has included sorting the stack of secondhand poles we received when the high voltage line was removed from Ferrymead Park Drive and Truscotts Road. This sorting work is in preparation for Independent Lines Services to install the good poles, which we hope should be within the next four to six weeks.

We have also received permission from the Ferrymead Trust to remove the debris and flatten the large dirt pile to the far west side of the shed, between the railway line and the Aviation hangar. We plan to carry out this work during the summer months when the weather is more predictable, and the THS loader is back in operation.

Tower Wagon Motor Replacement

A group of keen bus members went to Tinwald on Sunday 1 August to retrieve former Ashburton Bus and Coach Services No.38, which is an Isuzu. It had been retired from service and was sitting on a Tinwald property owned by ABCS' parent company, Hanham Enterprises. We have various motor issues with the Bedford Tower Wagon and we intend to use the motor out of the bus to repower the Bedford. It is hoped that we can recoup a lot of our costs by selling the Isuzu gearbox. The body has too much rust in it and is not a potential restoration candidate.

We need to thank Anthony Holliday for finding this for us and providing his bus as transport for the rescue crew. For those who are unaware Anthony is the owner of ex-Dunedin 306, the blue and yellow bus currently parked at the Tram Barns.

Bus Charters Restart

On Thursday August the 5th, we undertook our first bus charter in a while. We were asked by a conference group, "Stand Up" who are affiliated to the Council of Trade Unions and advocate for under 35 year olds to take them to a meal in Lyttelton. The buses used were Anthony Holliday's Dunedin 306 and our Christchurch 612. The buses were crewed by Anthony and Alan Roi and performed faultlessly. It needs to go on record that our passengers were a delightful group, and we thoroughly enjoyed assisting with this charter, which was run in conjunction with our friends from the Otago Heritage Bus Society. The meal was at the "Loons Club" and this is a building with real character. After the

Bus News

function we returned our passengers to the central city.

Alan Roi

Editor's note: Since Alan wrote his piece, Bristol 510 has been moved to the Trolleybus Shed for a much-needed 'cut and polish', courtesy Mark Hibbs and the Bus Team. We look forward to seeing the end results of the team's labor.



ABOVE: Philip and Mark spreading more pit run along the east side of the Trolleybus Shed with the CRS loader.



ABOVE: The CRS loader returns for some more work on the western side, sorting out the last of the wooden poles.



ABOVE: Dylan Roberts and Mark tidy up Christchurch 612 in preparation for further charter work (31/07/21); a few days later on August 5, it and Dunedin 306 ran a joint OBHS/THS charter to Lyttelton for the 'Stand Up' group. All photos: Alan Roi.

Vale—Roy Sinclair and John St. Julian



Roy Sinclair

It is with great sadness that the Tramway Historical Society reports the death of Roy Sinclair after a short illness. Roy, although not a member of this Society, was a great supporter and many of his excellent photographs of our trams found their way into various publications. He once was a motorman on the City Tramway until a medical event cut short that career in 2008.

Roy had many interests including a lifetime interest in railways worldwide, which, together with his

prowess in photography and skill with the pen resulted in a number of books and magazine articles. He developed a keen interest in cycling which resulted in some intrepid journeys both in New Zealand and overseas which once again were recorded in print.

Not so well known is that Roy was responsible for getting the New Zealand World Peace Bell established in the Christchurch Botanic Gardens in 2006. In recognition of his work with the World Peace Bell Association he received a civic award from the Christchurch City Council which was presented by Mayor Lianne Dalziel.

Roy's many friends and acquaintances will miss him and our Society shares with his family their loss.

Ken Henderson



John St. Julian

From Fred Gear, a regular patron at the Valley Inn, who prepared this tribute from the Canterbury Railway Society, and who on 31 July organized a Wake for him at the Valley Inn. This was well attended by CRS members and some THS members who knew John.

John, or 'Skippy' as he was often known, arrived from Australia in 1972 and made his home in Christchurch for six years until a job promotion saw him moving to Auckland. There he joined the Glenbrook Vintage Railway (GVR) where he has been an active and influential member ever since.

John was a Life Member and a major part of the history of what was then known as the Canterbury Branch of the Railway & Locomotive Society. He will best be remembered for his design and construction leader of the Moorhouse Railway Station, the Railway workshop and Locomotive Shed (a combination of materials salvaged from the Waltham Locomotive sheds and a building that had been temporarily erected at Flemings Mill following a fire) and the restoration,

with a distinctly Australian flavour, of C Class Steam Locomotive 864. Fred prepared the following tribute to him on behalf of the CRS.

"While this will be sad news for all the CRS members, and more so for those who knew John, this was really quite sad for me personally. John and I flatted together for several years. This was about the time he was instrumental in designing and building both the big railway workshop and Locomotive Shed at Ferrymead. We spent many hours down there working together, regularly travelling out and home. This was in either his home designed and made sports car (which resembled a 1950s Morgan), or a red and ugly Commer van (with an appropriate/inappropriate FB nickname) belonging to Flemings (Mill – now the site of Christchurch Girls High School) and which was his personal work transport. This was followed of course by a few beers at The

Vale—*Roy Sinclair and John St. Julian*

Valley Inn (with our own personal engraved pints).

During the five or six years John and I had spent many hours at “The Flat”, aka 4/273 Armagh St where many rail tales were told, books and magazines read, railway recordings listened to, slides watched, and on occasion moving film pictures as well. The flat was legendary amongst the Ferrymead Crew, as well as the growing number of out of town railfans that found the place. Of course there was always a ‘cold one’ in the fridge. His interest in railways world wide opened my eyes to the fascination of the hobby and widened my knowledge immeasurably. This was helped by the large number of books on the subject that he had collected.

I remember John having his drawing board set up in the lounge planning and designing various Ferrymead projects, as well designing odd changes to replacement components for his Fraser Nash Replicar (note the spelling – it wasn’t a replica!) He hand typed the second (I think) Ferrymead Railway Guide Book with wording changes made so the text would be nicely justified to full width without too many spaces. He was also the leader of several railway-oriented expeditions across the ditch. His local knowledge and contacts there made for some great trips for us. The first was in 1974, when we travelled to Sydney, Melbourne and Tasmania. This is the trip Mike Adams got the nickname “Snake” because he saw imaginary ones at every turn... For the 1976 trip (where we finally got Gordon Jory on a plane to Australia), he produced a booklet with itinerary, maps, timetables, and a plan of the Bethunga Spiral and its gradient diagram.

I am pleased that I made a trip to Auckland to see him and catch up a few years ago. John had great pleasure showing me the GVR Dining train. He was instrumental in its construction, I believe, and also quite passionate at promoting it. He showed me work in progress in the GVR workshop that he was involved with. I also talked him into going to his first Brick Show. There was a Lego display on at Waiuku. We actually went there for lunch, timed to watch the arrival and departure of GVR service. The first one I had seen operating there. He seemed quite quiet and reserved at the time I was up there, I was not to know that he was actually battling prostate cancer.

R.I.P. Skippy."

Fred Gear (*abridged and with some additions by Dave Hinman*)

Footnote: I was one of a number of THS members who got to know John at Ferrymead and over a few beers at the Valley Inn. We also had our own engraved pint handles, until we lost them in the September 2010 earthquake which destroyed the ‘old’ Valley. Others at the time included Dave Hansen, Bruce Fleming, Ray Silcock, Graham Taylor and Malcolm Giles. Together with Fred, Dot and I, with son Alan as a babe in arms, we socialized at Bruce Fleming’s House, then in Kilburn Street, Bishopdale and on several occasions celebrated New Year at Graham’s father’s bach at Amberley Beach. We have photos of various of us dressed up in a priest’s cassock, but so far I have not located one of Skippy in this attire. Ray incidentally did initially lead the restoration of Dunedin Combo 22, later taken over by John Moore and started an overhaul of Steam Tram 7. Graham and Malcolm did the first bodywork restoration of our Ford V8 Tower Wagon, and Ray, Graham and Malcolm commenced but unfortunately did not complete the restoration our Leyland Lynx three-way tip truck. Today the Lynx is in the Trolley Bus Shed, still patiently waiting its turn for the task to be completed.

It was a privilege to be in attendance at John’s wake to catch up and reminisce with old CRS friends, some of whom had travelled long distances to be at the gathering.

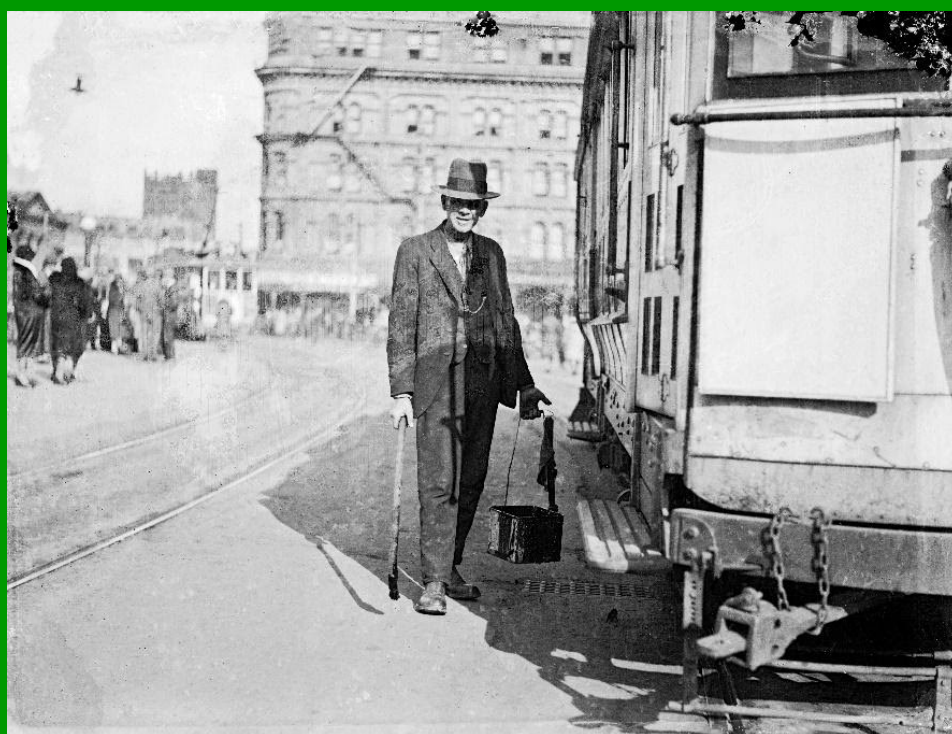
Dave Hinman

COVER PHOTO: *Another view of the current state of progress on Christchurch ‘Hills’ car 24, as seen on 31 July.*

Photo: Dave Hinman.



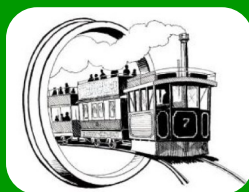
THE CHRISTCHURCH TRAMWAY STRIKE OF 1932 - CONTINUED



TOP: Boon 171 at Barrington St with what appears to be a private bus running a relief service.

BOTTOM: A 'scab' conductor preparing to board a Boon in Cathedral Square.

Both photos: Ferrymead Photographic Society, courtesy Mick Braithwaite



*Ferrymead Tram Tracts is the newsletter of the Tramway Historical Society
The Tramway Historical Society*

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