

FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 4—April 2016



What future for 'Standard' 126?

Invercargill 16—saved for posterity

New Regent Street reopens to trams



Due to the urgent need to consider the future of 'Standard' trailer No. 126 at French Farm as stated in this issue, consideration has also been given to the future of our current 'Standard', No. 202.

Above, No. 202 and sister 139 trail 'Brill' No. 182 into the balloon loop at the Sumner terminus with the depot access track in the foreground, 8 January 1950. At this stage, the Sumner line had less than two years remaining before its closure on 6 December 1952. Photograph courtesy Graham Stewart.

Below, No. 202 as it was in October 2012, stored in Tram Barn 1. This trailer is awaiting restoration to working order, either as a 'Standard' trailer or the basis for a new 'St. Martins Car'. Photograph courtesy Alastair Cross.



President's Piece—Graeme Belworthy



The COTMA Conference committee has just had another meeting and plans are falling into place. The Pre-Conference Tour is taking shape, the Conference Registration forms should almost be out by the time this goes to print, the Partners program and the Post-Conference Tour are all but complete.

The normal work to keep the Society functioning as it should continues, and any help that can be offered is always very much appreciated. If any member is interested or knows someone interested in helping please come along and find out what happens. Most of us have started not knowing a lot about what goes on but have learned new skills while helping the Society to operate.

It's great to see we are still getting a lot of visitors from both around New Zealand and overseas; it gives us a chance to show off what we are doing and the feedback we get is very pleasing.

The April General Meeting was a "Goal/Projects meeting and unfortunately very poorly attended with only 8 members present. Several Goals/Projects had to be made Low Priority as no one came forward to lead them. All Goals/Projects must have someone to take ownership of it to make it happen.

I mentioned in last month's *Tracts* that if anyone borrowed anything from the Society to please record that. Unfortunately, the big socket set appears to have gone missing from the Engineers Workshop. If anyone knows anything about it, please tell someone.

Cheers,

Graeme

Alastair's Angle—Alastair Cross



Is it *Tramway Topics*? Is it the *New Zealand Railway Observer*? No, it's *Tracts*! Puns aside, welcome to another issue of *Tracts*.

No doubt as some of you may have noticed, this month's *Tracts* has a very different look to what it has previously, hence my comments above. At this stage, it's a trial only but it could be more permanent if members are happy with it. And yes, it does blend features of the

much-mourned *Tramway Topics* with a few hints of the *Observer*. I won't spoil the fun by saying what and where those features are!

As some of you may already know, the THS Acquisitions Committee is looking at whether 'Standard' trailer No. 126 will be joining our collection shortly. I say 'shortly' because the new owners don't want it, and if the THS doesn't purchase this historic trailer, the owners will have it demolished. Dave Hinman has been in charge of this project since it was mooted and reports on p. 4.

Also in the news recently, and briefly noted in March's *Tracts*, is the preservation of Invercargill 'Birney Safety Car' No. 16. It was always the intention of the late Dave Carr to write a piece for *Tracts* on its preservation, but his untimely death last year frustrated that intention.

Thankfully, enough has come forward to allow a full report on No. 16's recent acquisition by the recently-opened Bill Richardson Transport World museum to appear in *Tracts*—this issue in fact—just as Dave had intended. It's nearly a year late as Dave had intended to give Joe a report on this tram last June! As the old adage goes, better late than never...

Thankfully, as this went to press, Dave Hinman sent a 'stop press' email to say that New Regent Street was once again open to trams again as of 3pm on May 2. We don't have any restoration news though, only a photo from Stephen Taylor with the promise of a more detailed update on 'Hills' car 24 next issue.

On a more personal front, it seems that trolleybuses as a Masters theses subject just won't work, at least so far as my academic supervisor believes. So I've had to choose a new topic, and the trolleybuses are now a spare-time project. At the moment, I'm just waiting for confirmation that my topic has been approved and that the University will have me back. (For the record, my new topic is the Canterbury Provincial Railways—again!)

Well, that's all from me this time.

Cheers,

Alastair

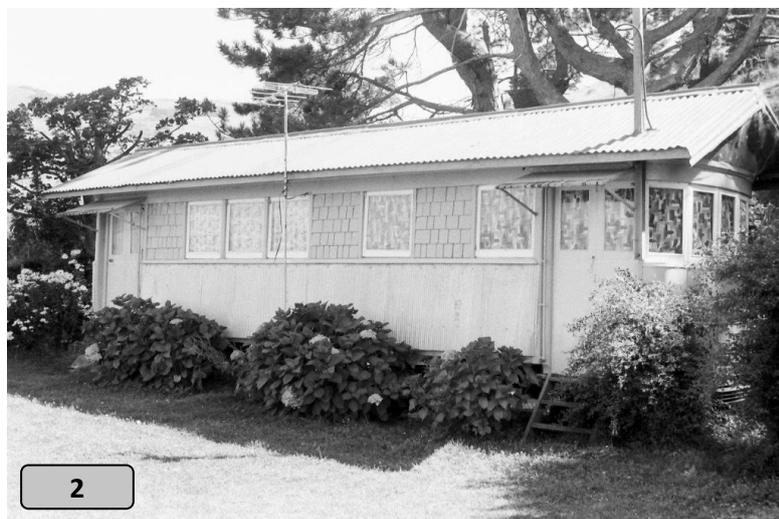
A Second 'Standard' for Ferrymead?

Last referred to in the November 2015 *Tracts*, 'Standard' trailer 126 now needs a new home. **Dave Hinman** reports on the story of this historic tram trailer.

Former CTB tram trailer no. 126 was last mentioned in the November 2015 issue of *Tracts* when "*Investigate the acquisition of 'Standard' Trailer 126*" was listed in the President's Piece as one of the goals and projects reviewed by the Management Committee. It was noted that "*another trip to scope the move is required.*" This has proven to be quite timely as the need to determine its future has now become a matter of urgency. The property on which it is located has recently been sold and the new owners who took possession on 31 March have confirmed that they wish to get rid of the tram as soon as possible, otherwise it will be destroyed. Given the resolution passed at the 2014 Society AGM that "*due to the high cost of providing covered storage, any acquired tram/bus vehicle or body proposed to be brought on to the Ferrymead site, must require prior approval from a General Meeting of the Members*", the need for urgent action on 126 was raised at the April (Goals) meeting, and invoked a lively discussion. Because of the very small attendance at that meeting it was agreed to refer the matter to the next meeting (Ken Henderson's Queen Mary Adventures on May 18) so that authorisation for the move can be confirmed. It was also agreed that this should be notified in the next edition of *Tracts*, together with background information about 126 and why we are proposing that it come to Ferrymead.

So what is the story of No. 126?

It all started 100 years ago when the CTB decided to build a new fleet of 4 wheel saloon trailers to replace the aging double deckers it had inherited from the private companies in 1905-6. Sixteen trailers had already been built for the Board by Boon and Co., the six 'Duckhouse' trailers (110-115) in 1908, the eight 'Dreadnaught' bogie trailers (116-122) in 1911-12 and the two 4 wheel convertible 'Big Bertha' trailers (124-125) in 1915. But this time there were to be more, ultimately 27 in total and officially known as New' or 'Standard' or trailers, but to some simply as 'Boon' trailers, as they were also built by Boon & Co. There were more of this class (just) than any trams or trailers built for the CTB fleet. The prototype was 126, which entered service in 1917. The remainder followed, from 1918-1923. Numbers 126-142 had Peckham P21 radial trucks, and 147-9 and 201-206 had Brill Radiax E1 trucks. These trailers became the mainstay of the trailer fleet and were often seen being towed in pairs, particularly on the Sumner line behind one of the modern 'Brills'. Three of them (203-205) were converted into 'St Martins Cars' in 1927, Christchurch's homemade version of the 'Birney Safety Tram'. Many of the 'Standards' lasted till the end of tram operation in



Christchurch, with trailer service between Papanui and Barrington St. (Cashmere) a feature until the last day, and with trailer 201 used in the last tram ceremony (Barrington St. to the Square) on 11 September 1954. After being written off, the bodies were then sold and found new homes all over Canterbury.

Moving on to the late 1960s and the era of 'tram hunting' when most of the Society's tram fleet was obtained, we found a good number of the 'Standard' trailers still extant, being used as garden sheds, sleep outs, holiday homes and so on. Some were already badly deteriorating, but others, particularly if they had been roofed over, remained in good condition. We found No. 126, at that stage a well looked after holiday home at Duvauchelle on Banks Peninsula, and still very much in use by its then owners. Much closer to home (in Pages Rd) was trailer No. 202, in quite original form though a little weather beaten. We were able to obtain it, and brought it to Ferrymead where it still patiently awaits restoration. Interestingly one of the attractions of 202 at the time was our mistaken belief that it was the 'last' trailer, and only later was it realised that 201 had had



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that honour! 201 incidentally may still exist - it ventured further than most of the rest of the fleet to Lake Ohau, again to become a holiday cottage. Has anyone seen it recently?

Also collected in the 1960s by the THS, from a shingle pit in Kaiapoi were two other relics pertinent to this story, an almost complete Brill Radiax trailer truck, and the frame only of a Peckham P21 radial axle trailer truck. The Brill truck is currently being used under our ballast wagon and is destined for 202 in due course while the Peckham frame has been quietly sitting 'in waiting.'

On to 2010 and near the end of the 'last great tram round up', checking out the (now few) tram bodies still in existence, we rediscovered trailer 126. By this time it had been moved a few kilometres from Duvauchelle to French Farm. It was still in surprisingly good condition more than 40 years after last seen by Society members (what a difference a roof makes!) but was now out of use, having suffered a small fire in the kitchen at one end (some scorching but not serious damage). (photos) The then owners indicated they had no real further use for it and would be open to a request for it to go to a good home. The Acquisitions subcommittee after viewing the

1. Brand new prototype 'Standard' trailer No. 126 was parked outside the Moorhouse Ave. tram barn for this well-known shot c. 1917, shortly before it was put into service. Photo: Graham Stewart collection.

2. Following its retirement, the body of No. 126 was sold to the Harper family, who turned it into a neat holiday home at Duvauchelle. The well-looked after body of No. 126 was duly recorded on 12 February 1967. Photo: Dave Hinman.

3. Fast forward 49 years, and Dave Hinman returned to photograph the body of No. 126, 28 March 2016. As can be seen, No. 126 is still in reasonable condition and even carries a fair representation of the old CTB green and cream livery. Photo: Dave Hinman.

tram recommended that we obtain it, in addition to some already approved from mid Canterbury (Brill 185, Yank 11 and Hills 163). We then began to consider the logistics of getting it back over the hill to Christchurch. An issue for consideration was the width of the overhanging roof and whether this would require over

(Continued on page 6)

A Second 'Standard' for Ferrymead?

(Continued from page 5)

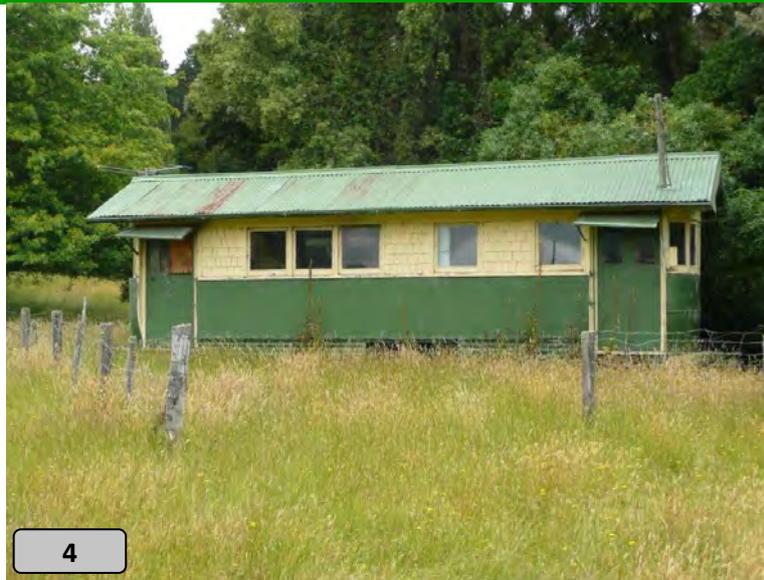
dimension permits, escorts etc.

Then came the 2011 earthquakes and other priorities took precedence. The owner kept in touch and let us know the property was on the market. Then in February this year we heard that the property had been sold. On making contact with the new owners-to- be it soon became apparent that they did not want the tram and we would need to move quite quickly if it was to survive. We needed to check its current condition and also check out its dimensions for transporting. So a family visit to Akaroa on Easter Monday saw a deviation via French Farm and a further examination. Five years on and while some nearby vegetation was a little more overgrown, the tram itself showed few signs of further deterioration and it remains very accessible, well clear of the ground and easily removable. The necessary measurements were taken and given the need for urgency, transport options and costs are currently being sought. We already have one (anonymous) donation on offer to assist in the move and would appreciate further offers of assistance.

Finally - why a second standard trailer when we already have 202? Not in any priority order, these were the reasons identified by the Acquisitions subcommittee and which persuaded the Committee in 2010 that we should pursue obtaining 126:

- Thinking of the long term future - this is the last chance to obtain a tram body of this class.
- 126 is the prototype/class leader of the first series 'Standard' trailers which were fitted with Peckham P21 radial trucks. We have a P21 truck frame as a basis for its future running gear.
- Its acquisition would give future flexibility if the Society wanted to replicate a 'St Martin's Car' using No. 202 as its basis.
- No. 126's body is in good condition - possibly slightly better than 202 and each could be restored to represent different periods.
- The ultimate opportunity to demonstrate a typical Christchurch tram consist of a 'Brill' tram and two 'Standard' trailers.
- Possible (long term) use in the city.
- Possible interim use - set up as a bach - diorama to show what old trams were turned into following their withdrawal.
- It's not essential that No. 126 be put under cover immediately - it has a good roof and further weather proofing of the body is possible.

A photo display and an update regarding transport will



4. The body of No. 126 as seen from the same position, six years earlier in 2010. This side of the body had been little altered from its CTB guise other than the overall roof, porch rooves over the doors and wooden shingles over some of the windows. Photo: Dave Hinman

5. No. 126 from a different angle, showing some deterioration of one of the ends. The other side of the car had been modified to include a small extension, no doubt housing the washing-up facilities.

Note the corrugated iron panel on the front apron—while the apron corners retain the original profiled sheet metal and decorative mouldings, the central sheet metal panel had no doubt rusted out many years before, leading the owners to substitute with corrugated iron. Photo: Dave Hinman

be presented at the meeting.

Dave Hinman

The Saga of Invercargill 16

It was thought until recently that only one Invercargill 'Birney' tram had survived, our very own No. 15. However, as the late Dave Carr found out, so had the body of No. 16. **Alastair Cross** reports on this tram's preservation.

As stated in our last issue, Invercargill No. 16's continued existence was passed on to us by Michael McIlrath, who had found a photo of the tram's body in Invercargill on Facebook. Initially, we thought it was our 'Birney', No. 15, until David Maciulaitis revealed it wasn't. So what was our mystery tram? Thanks to No. 16's new owners, the Bill Richardson Transport World museum in Invercargill, it was confirmed the body was that of No. 16.

Upon its retirement from service in 1951, No. 16 was sold to Mr. Ward Beer of the Southland Acclimatisation Society and moved to Te Anau in July of that year. Here, the body was set up with a new protective roof and used as an sleepout. Thanks to Ward, the body of No. 16 remained in relatively good condition complete with a number of features such as the signal light lenses, original roof canvas and internal tongue-and-groove ceiling preserved as well.

Unfortunately, by the time the THS began 'Tram Hunting' in the late '60s-early '70s, No. 16 was no longer at Te Anau. It had been sold for £150 to the MacDonald family, who moved it to their Davaar sheep station near The Keys in 1965. Here No. 16 remained until 2015, when its body was 'found' by the THS once more, still in reasonably good condition.

The preservation of No. 16 came about as a result of a conversation between Fiona MacDonald, wife of current station owner James (and son of the original owners who brought No. 16 from Ward), and Duncan McGregor of the Fiordland Military Museum. Apparently Fiona didn't like the tram, and thanks to Duncan's efforts to place them in contact with the Richardson Group (who own the BRTW museum), No. 16 was guaranteed a new home.

The body of No. 16 was visited in June 2015 by Heritage Tramways Trust chairman Dave Carr, who was both instrumental in getting the BRTW to accept the body of No. 16, and who also passed on a copy of the restoration plan for No. 15 to BRTW. Unfortunately, Dave passed away before seeing No. 16 return to Invercargill, which finally occurred on 3 April 2016.

At the time of writing, BRTW officials had confirmed that No. 16 will be restored as part of their predominantly truck-focussed collection. To what extent the tram will be restored—whether as a fully functional rail vehicle or as a static exhibit—has not yet been stated. The BRTW management have, however, stated that restoration updates will be posted to their Facebook page.

Alastair Cross



1. Invercargill No. 16 at Te Anau, 1960. This photo predates the protective roof later applied by then owner, Ward Beer. Photo: John Radcliffe

2. Fifty-four years later on 4 June 2015, the late Dave Carr found No. 16 at Davaar sheep station, still in good order and with its protective roof. Photo: The late Dave Carr, courtesy Dave Hinman.

3. Home again! Back in the city it once served after sixty-five years, Invercargill No. 16 on its road trailer awaiting final delivery to its new home. Photo: Courtesy Michael McIlrath, via Facebook.

From the Christchurch Tramway

The closure of New Regent Street to repair several ‘earthquake-prone’ buildings continues to drag on. Dave Hinman reports on the latest developments—and a Stop Press report as this issue went to press.

New Regent Street continues to be in the news with the repairs to the Thacker buildings taking longer than expected and then more damage found to another (previously repaired) building on the Gloucester New Regent Street corner. As at 30 April, fencing affecting the tram tracks had been removed from the Thacker properties but the corner site was expected to be clear from Tuesday 3 May. Other properties in the street were still to be inspected but it was hoped that the tram would be back in operation from 3 May.

The New Regent St closure has required some innovative tram operating procedures to be introduced to allow a reasonable service to continue, including the re-introduction of two way running in Worcester Boulevard and Cathedral Square, between New Regent St and Rolleston Avenue, as per the initial re-start in 2013. A further Temporary Traffic Management Plan (TMP) was granted in very quick time by the Council, which again provided for one way only motor vehicle traffic in parts of the Square and Worcester St to allow the trams to go both ways. A complicating factor this time was with the extended line to Cashel and High Streets now open, it was necessary to ensure that trams travelling east to Cathedral Junction and New Regent St and those returning to the Square from High St did not meet on the shared track on the north side of the Cathedral between the passing loop at the Square tram stop (Stop 2) and the points behind the Cathedral. To assist this and to ensure errant motorists did not enter this (well signposted) one way (east) section of road, Christchurch Tramway contracted “Day Independent Services” (a.k.a Larry’s family - Jonathan, Michaela and Dan) during tram hours to monitor this area and control tram movements. The same team also took on after hours gate-keeping duties for the tram only access along Oxford Terrace as described further below.

Initially two tram services were operated, the first being a single tram shuttling from Rolleston Ave to New Regent Street and return, always using the northern track of the Square passing loop. Tram 11 was able to use either of its end destination boxes to good effect. The second was a continuous service on the tram extension only, with passengers changing trams at the Cathedral Square stop. It was soon found, however, that a better arrangement was for all trams to operate the whole of the available line as a single service, with trams bound for New Regent St using the north side of the loop. This allowed for a more frequent service between New Regent St and less need for passengers to change



trams. For much of the close down period it was still possible for trams to enter New Regent St and terminate, but the recent fencing off of the corner property has meant service has to be cut back further - to the Rendezvous Hotel, on the South side of Gloucester St - only a short distance from Tram Stop 1, in Cathedral Junction.

A further challenge during this time has been the ongoing Avon River Precinct development works in Oxford Terrace which as described in January’s *Tracts*, saw the Terrace closed off to all public use other than the tram between Hereford and Cashel Streets. The works have continued apace and as at 30 April were close to completion. When New Regent St was closed, it became necessary to renegotiate tram hours to allow a slightly earlier start and for the restaurant to do a couple of trips through there each evening and this worked well until the Canterbury Earthquake Recovery Authority (CERA) announced at short notice that they intended to close this section of the line for three weeks, commencing on 29 March, as the tram was delaying the

completion of the works. This news caused further public consternation as described in *The Press* on March 18: *"The street closure would be disastrous. That cannot happen. It is absolutely unacceptable for the tram loop to be closed. Once New Regent St reopens and we are away from the tourist season then they should come back and do the work. We fully support the tram operators. We can't close them down."* (Antony Gough, adjacent developer and chairman of the Central City Business Assn). In the end, common sense prevailed and a compromise agreement was reached that the line would stay open until New Regent Street reopened. It would then close briefly until the school holidays when it would reopen and close again for completion after that time. As it transpired, New Regent Street did not reopen prior to the school holidays, the line stayed open, with slightly more restricted hours and the job (including new paving between the tracks) is all but completed! Access across the Bridge of Remembrance at Cashel Street was completed in time for ANZAC day. This locality is starting to look stunning - it will be superb in a few months' time once the adjacent buildings are complete and occupied!

The importance of the tram to the business and wider community has become apparent during the New Regent St close down period, as evidenced by media reports, including two *Press* editorials.

Here are some more quotes from *The Press*:

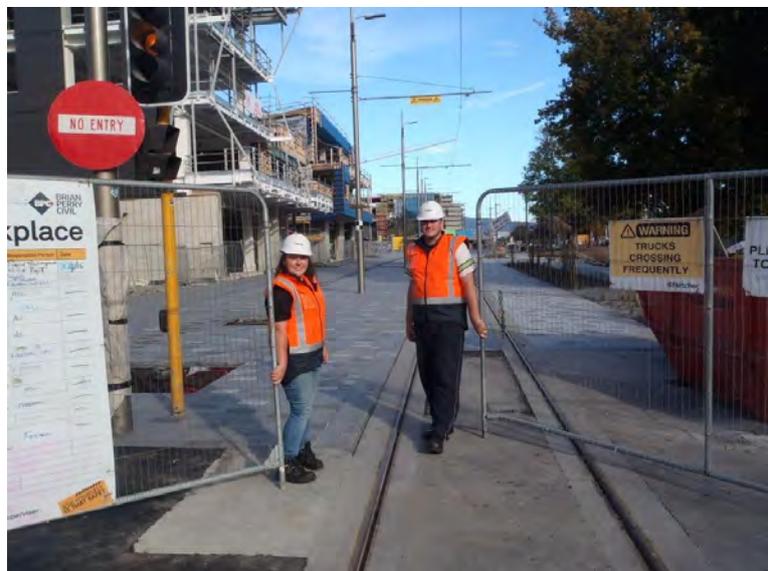
"Urgent action was needed to break the New Regent St impasse because it was damaging the city's reputation... the tram was a vital cog in the city's tourism industry.." (Tim Hunter, CEO Christchurch & Canterbury Tourism - *The Press*, Feb 27)

"...[tram] closure would hurt city centre shops. That would be a significant blow to customer numbers in the city centre and will have a significant impact on trade in New Regent St and the central city as a whole. We underestimate the impact of the tram on creating business for the city centre. Businesses in New Regent St are in full support of the tram company and its ongoing battle to keep tramlines open throughout the busy season." (Ross Oxnam, New Regent Street Business Association chairman -*The Press*, 18 March)

"...Oxnam who owns Go Kiwi souvenirs, said the biggest issue faced by retailers was the interruption to the tram service. 'The tram is one of those few things that circulate people around make sure the whole city is seen - without it, our business dropped off.' " (*The Press*, 30 March)

STOP PRESS—CHRISTCHURCH TRAMWAY REOPENS ALONG NEW REGENT STREET

Just as this issue was going to press, Dave Hinman emailed to say that the works in New Regent Street had



1. Dunedin 11 in New Regent Street showing its Arts Centre destination at one end...
2. And at the other end, New Regent Street! Normally these destination signs simply show 'City Loop'.
3. The recent work in Oxford Terrace has focused on not only finishing new buildings such as Antony Gough's *The Terrace* (corner of Oxford Terrace and Cashel Street), but also giving the tramline a new look as part of the Avon River Precinct! By 19 April, the contractors had nearly finished laying new pavers between the rails.
4. Day Independent Services in action! Waiting at the gate on Oxford Terrace, Jono and Michaela Day put their best smiles on for Dave Hinman. The third DIS team member, Dan, was over by Cathedral Square, keeping an eye on the road cones at the points behind the Cathedral.

Photos: Dave Hinman.

been concluded and as of 3.00pm on 2 May 2016, trams could once again run through New Regent Street. The first tram was Invercargill 'Birney' 15.

Christchurch Tramway—Funding for the Finish



As the Christchurch City Council prepares to draw up its Draft Long Term Plan, it's time to begin calls to finish the Christchurch Tramway extension.

In April 2015, *Tracts* reported that the Council's 10 year Draft Long Term Plan had not provided for further work on the tramway extension beyond Manchester Street, despite some of the track already being in position in Lichfield, Poplar and High Streets. Our submissions at the time were not successful in getting some \$\$\$ added into the plan. Another year has gone by and there has been some indication from the Council that the next stage of the tramway will take it along High Street as far as St. Asaph Street. But this year's draft Annual Plan, open for submissions from 6 April to 10 May still makes no further funding available for the tram. The regeneration of this part of the city (the "Innovation Precinct") is now well under way, with the major buildings in and near Poplar Street (Vodafone and Kathmandu) due for completion and opening and with good progress also with the Richard Peebles redevelopment of the McKenzie and Willis site (and façade). In another year or two this will be a great destination so it's not too soon for detailed planning and a start to be made on further extension work. The New Regent Street issue has illustrated the importance of the tram to Central City business, so it would be good to remind the Council of this by putting in an

Annual Plan submission suggesting that some funding, spread over say the next two years be set aside in the Capital Programme. The amount needed is understood to be approximately \$3M to complete the line (and overhead) to St Asaph Street.

Go to <http://ccc.govt.nz/the-council/plans-strategies-policies-and-bylaws/plans/long-term-plan-and-annual-plans/annual-plan-2016-17-amended-long-term-plan-2015-25/> Look at the questions being asked - Q7 under Capital Programme is the most relevant to this topic, and then do an on-line submission - go to <https://ccc.tfaforms.net/114> - or pick up the Consultation Document and a submission form from a Council Service Centre.

Well, I can't put it much better myself. If you want to see the tramway extension finished, get those submissions in—there's not a lot of time left before the May 10 deadline.—Ed.

Above: New Regent Street shortly after the 'protective' fences went up. At the time, trams could still run a short way down the street until another property at the far end—near Cathedral Junction—was fenced off for repairs too. During the time New Regent Street was closed, sections of the overhead close to the affected buildings were specially insulated as a safety measure.

Photo: Dave Hinman.

Restoration Report—In Brief



The Restoration of 'Hills' Car 24: It was originally planned to have a double feature in this issue of *Tracts* on the restoration of No. 24; due to other commitments, however, team leader *Stephen Taylor* wasn't able to provide much more than this photograph this time around.

So far work has focussed on the 'B'-end bulkhead, which has now been partially reassembled and reattached to the chassis. Readers may recall that this was the end which had been previously repaired with an advertising hoarding following some misadventure during its working life.

This photograph was provided originally for the March issue but did not make publication at the time. I apologise that it has taken so long to print this photo! As stated above, Stephen intends to give a double feature on the work reported since the last restoration update of several months ago and I hope to be able to share this with you next month.

Alastair

Right: 'Hills' car 24 with the 'B'-end bulkhead reattached. Note the lengths of timber and G-clamps providing temporary support in lieu of the tram's roof structure. Photo: Stephen Taylor.

Meetings and Miscellany

May Meeting

This month's meeting will take place in the Lions Building at Ferrymead at 7.00pm on May 18. Ken Henderson will give an illustrated talk on his recent voyage on *Queen Mary II* from New York to Auckland calling at ports in South America, sailing round Cape Horn and visiting two huge glaciers in Chile. The talk will include the journey from San Francisco to New York via Chicago by Amtrak. The *QM2* is the only true ocean liner afloat and Ken hopes his talk will appeal to all interests. There will be the usual \$2 charge for supper.

The meeting will be preceded by a Special General Meeting to discuss the possible acquisition of 'Standard' trailer No. 126 as noted in this issue.

One from the 'Wot'Th? Files...

Did you know trams were running in Christchurch in 1963? Nor did I until recently, when I had a look through Carol Dawber's book *Ambitious Fun*, the history of the Girl Guide Association of New Zealand between 1908 and 2008. According to this otherwise well-written historical account, during the organisation's ruby year celebrations in 1963, the guides who attended a special Christchurch camp went for 'tram rides' as part of the festivities. In Carol's words:

"Factory and sightseeing tours, film evenings and campfire singing were also organised and the girls

*made their way around the central city **by tram** and on foot, capturing considerable media attention."*

(Dawber, Carol. *Ambitious Fun: The Journey of Girl Guiding in New Zealand*. (Christchurch: Wyatt & Wilson Print Ltd, 2008.) Pages 108-09; emphasis added.)

Now, if only that were true... Sadly, however, it's more likely that Carol got her wires crossed and the girls either travelled by train or bus to get around during this event. By that time it had been nine years since the last trams departed from Cathedral Square, and seven since the last trolleybuses shuffled off to their retirement too. It wouldn't be until 1964 that a tramway revival would begin along that short stretch of track at Papanui—the rest, as we all know, is history.

Slightly further along, while referring to later events in the 1970s, Carol writes of how tram services, along with their bus and rail equivalents, were *cut back*. Rail and bus services, yes—but what trams? By the 1970s, the urban tramway was history, and any surviving trams were either in museums, or being used as outbuildings and holiday homes.

Well, that really does take the (Guide) biscuit, doesn't it?

Alastair



Above: End of the line? Well, not quite. The date is 11 July 1951, and Pukemaori-based D. T. King & Co. have been contracted to haul the body of an ex-Invercargill Corporation Tramways 'Birney' tram to Te Anau. The tram in question is Invercargill No. 16, now owned by the Bill Richardson Transport World museum in Invercargill. No. 16 appears to have had a rough time in its last few days in service, as parts of the windshield are either broken or missing. Sixty-five years later and sporting an additional roof on top of its body, No. 16 has returned home to Invercargill where it will be restored. Photo: Graham Stewart.

Cover: Even with New Regent Street out of action, the Christchurch Tramway still kept trams running between the Arts Centre, Cathedral Junction and the present end of operations at the intersection of High and Manchester Streets. On April 20, Alastair Cross caught ex-Melbourne W2 class tram No. 244 at the intersection of High and Manchester Streets about to return to Cathedral Square. Changing the poles over for the return to Cathedral Square was well-known THS member, David Jones, who was conducting on No. 244 that day. Photo: Alastair Cross.

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 or post to 17 Huntingdon Dr, Rangiora 7400.



The Tramway Historical Society

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