

FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 11—February 2017



Bruce Maffei presents... The 'Mystery' Standard Trailer

The last of Christchurch's 'Standard' trailers—but which one is it?

From the Dunedin Light Rail Trust

Don McAra provides an update on cable car progress from Dunedin

Yank 12—On The Move

Fifteen years of storage—and now being assessed for restoration

President's Piece—Graeme Belworthy



Hi All,

Well we are now into another new year. I hope everyone had a very pleasant time over the Christmas period.

It is with regret the Society has had to accept Murray Sanders' resignation from the many positions he has held over a long period. As an indication of the amount of work Murray had undertaken over the years is that

we will need three or four people to cover all this work. If anyone out there feels they can help cover some of this work please don't hesitate to contact us. One specialist job we need to cover is that of a qualified electrician. I would like to take this opportunity to personally thank Murray for the work he has done over many years. We're not losing him entirely as we will see him on Saturdays and the odd week day.

A project Murray has led over the last few weeks is the complete replacement of the main switch board in Tram Barn 1. The switch board was very generously donated

by Bremca following our Captains of Industry evening held last year. I would like to take this opportunity to thank them very much for this wonderful gift. More details on this project can be found elsewhere in *Tracts*.

The Open Day we held last year has netted us some new members, which is very heartening. There's always something on the go and to help you don't need to be an expert: you just need the willingness to learn something new.

The usual tasks required to keep the Society operating will get underway again, some of these include repairs and maintenance to infrastructure and vehicles and general tidying around the site. There are also several restoration projects underway and many more tasks all needing doing.

We are still welcoming many visitors from overseas, which is always very pleasing for the members that put all the effort into operating the Society and showing off what they are doing.

Cheers,

Graeme

Alastair's Angle—Alastair Cross



Welcome to another year and another issue of *Tracts*. It's been great to take a break with our friends and families, and I hope, much like Graeme, that you had a great Christmas break too.

Our members (and other readers) may recall in the last issue we printed an image of a 'Standard' trailer as a 'Stop Press' feature. But where was it, and what was the number? Last month, Dave

Hinman and a brave team of THS members, including myself, went down Kaitorete Spit to find the 'Standard', otherwise known as 'the Duck-Shooter's Hilton'. And the number? Erm, well, it wasn't the one we thought it was! Bruce Maffei concludes his story on the 'Standards' with the revelation of its identity. Personally, I believe this is the last one we'll find as Douglas Johns has reported that 'Standard' 201, one of the two 'Last Tram' trailers, is no longer at Lake Ohau—either it has moved, or more likely, been demolished.

From further afield, there is better news. Don McAra reports that the Dunedin Light Rail Trust has been given the 'all-clear' for Stage One of their proposal to restore

the Mornington cable-car line, by building a display building on the Mornington Domain. It is planned that THS will lend a hand with this, as stated elsewhere. And a little closer to home, the Sydney Tramway Museum has indicated a willingness to begin the restoration of ex-Christchurch 'Yank' 12, stored at Ferrymead since 2002. The work will be carried out by Graeme Richardson and his team at the HTT.

It's always sad to farewell a friend, particularly one who has been a key part of the Society and its projects. Thus it is with regret that we include a short obituary for the late Pim Sanderson, one of the members of Don's Team Cable Car. He will be sadly missed.

And finally, if you're wondering why this issue of *Tracts* is so early—normally it's an end-of-month affair—don't panic! The decision has been made that *Tracts* will now be a *start-of-month* affair. I regret though that it may not be so close to the start of the month as it should be—though I hope soon enough that you will all receive it in time to note John Shanks' magical Mystery Tour! That's coming up very soon—if you're planning to go on it but receive this too late, my sincerest apologies.

Cheers,

Alastair

Notices

Christchurch 126 display gets a new stove

Last month we ran an appeal for a stove for display in 'Standard' trailer 126. Dave Hinman informs us that this appeal has since been successful, and in his words:

Gareth Wright, CCC Heritage Team and former tenant of the historic Chokebore Lodge near the Riccarton Racecourse saw the article and remembered that in a small unused kitchenette upstairs there was such a stove, and, on our behalf, obtained permission from the CCC (the building owner) to obtain the stove and donate it to the Society. Chokebore is still awaiting earthquake repairs, and, on 25 January 2017, Dave Hinman accompanied Gareth to the site and under site engineer's supervision undertook the cooker's retrieval. It is an Atlas, like the one borrowed from the Hall of Wheels though slightly smaller and probably a little older. It now has pride of place in the end platform (kitchenette) of 126. We would like to thank both Gareth, and the CCC, for making this possible.

Generous Gift from BREMCA Industries Installed

A new main switchboard, custom built by BREMCA Industries, has now been installed in the Tram Barn. As well as supplying power to the rectifier and our workshops, the switchboard feeds the Ferrymead Railway Station and the Radio Preservation Society's studio. The installation process required the power supply to be disconnected for five days and a team of seven worked in 'relays', to complete the task. During the change over, temporary power was supplied by 5W's motor generator and a diesel set loaned by Ch.Ch. Tramway Limited.

The switchboard replaces equipment removed from the CTB paint shops in 1968, which had been progressively extended as new buildings and equipment appeared. Behind the front panel, the additions had resulted in a 'spaghetti-like' tangle of wires. From a reliability and Health and Safety perspective, working on the new switchboard will be a vast improvement. Thanks are due to the team at BREMCA, who made the upgrade possible. —Murray Sanders

Due to space limitations, we regret being unable to publish any photos of the work this issue.—Ed.

February Work Day

Our monthly Work Day—the first of the New Year—will be held on 18 February 2017. As is usual, Alan Roi will be on hand to provide a full cooked lunch for all those in attendance. All members and volunteers are welcome to come along and lend a hand.

February Function

As noted below, our first Society function of the year will take place at 7.00 P.M. on 15 February 2017, starting from our Tram Barn. John Shanks is running another of his Mystery Tours—while we do not know where he will take us, John has hinted that there will be some walking involved, and comfortable shoes are a must.

February 2017 Function

FUNCTION

WHEN: Wednesday, February 15TH 2017

7.00 PM sharp

WHERE: Tram Barn

COST: \$5.00

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

Please wear shoes suitable for walking

Bruce Maffei Presents—The Mystery Standard Trailer



ABOVE: As found by Graeme Richardson in late 2016. Photo: Graeme Richardson.

On a rather wet and blustery Sunday 22 January, five tramway members (Barry Marchant, Dave Hinman, Alastair Cross, Vincent Chan and Bruce Maffei) set off to visit the mystery 'Standard' trailer illustrated in last edition's Tracts. We can now reveal that John Shanks and Graeme Richardson had first discovered it a few years ago some nine kilometres down the Kaitorete Spit from Birdlings Flat, after being advised of its existence by Max Taylor but they had not been able to ascertain its number. The current interest in 'Standard' trailers was enough to persuade Graeme to go for another look while on a 4 wheel drive club trip, and sure enough it was still there and periodically used by duck shooters. Before our visit, some homework had been done and we had been able to discover some of the earlier history of the trailer. By comparing the recent Graeme Richardson photo with those of other standard trailer bodies previously found by the Society, we were able to determine that this was actually the second trailer that had been found in 1967 at Duvauchelles, near No. 126 and identified at that time as No. 139. A photo taken at the time and included in the last Tracts (p.8) showed it to be well maintained in a garden setting. Both trams had since disappeared with No. 126 found again at French Farm in 2010, and now at Ferrymead, but the second trailer was still missing and presumed destroyed. Contact was also made with the current owners who confirmed that the tram had indeed been moved from Duvauchelles to the Spit in the early 1970s.

But there was still a further mystery to be solved. Our records of ownership of the trailer bodies had also suggested that we had wrongly identified the number of this trailer, the owner of 139 (J.F. Barton) having

destroyed it and 140 at Lake Ellesmere Spit in 1966. The following year THS members found only their burnt out shells, with no numbers discernible. As reported in the last Tracts, we had reasonably thought that the second Duvauchelles trailer might be No. 148, never found by the Society. So here was a chance to confirm the existence of another standard trailer!

Using the assistance of local resident Ron Peterson as a guide we first searched unsuccessfully at Ray Barton's old pig paddock site for the remains of the two burnt-out trailer chassis located back in 1967. Sadly, no sign of them and we had to assume that the parts had gone to the scrap merchant. So on to the mystery 'Standard' trailer. We found it to be in remarkable condition due to its iron roof covering the tram and a more recently built lean to, and well protected under copious layers of paint. Inside we found a tidy tram cottage, with a wood stove, table, bench, chairs, beds, curtained windows, sink and long drop toilet. The main aim was to verify its number. Equipped with sandpaper and scrapers some of us worked on the remaining internal bulkhead searching for its fleet number, while Vincent Chan using his doctor's surgical approach operated on an end apron. Some considerable time later the 1940s painted number emerged on the bulkhead and parts of the silver leafed original number on the end apron. To our surprise the number was - **139** - the tram which we believed had been burnt in 1966! It had been correctly identified after all on its original site back in 1967! Finally, on the way back our guide diverted us to Barton's old farmyard half way back along the track and this time - success! To our delight, lying in the grass were the two missing burnt-out and rusted trailer chassis first found in 1967. They

Bruce Maffei Presents—The Mystery Standard Trailer

were little changed 50 years later other than the skeletal sides, previously still standing, were now lying on the ground beside the chassis.

So what do we now know about 139 and other missing 'Standard' trailers? In 1967 this trailer was owned by George Payne and his wife. Payne was a fitter and turner living in Cashel Street in 1954 but after retiring moved to Duvauchelles in the mid sixties. About 1973 he decided to move into Akaroa to live. The trailer which was located up on the hillside on Onawe Flat Road was then acquired by several duck shooters who arranged to have it moved by local contractor Huntley Marshall back over the Hilltop to be set up near Lake Ellesmere for accommodation while duck shooting. It was loaded onto a lorry with the help of a bulldozer and unloaded using the bulldozer and some pole-jacks. Subsequent trips brought over a small lean-to which had been added at Duvauchelles and later the long-drop. It was located on land leased by Ray Barton, who was also a duck shooter. The lean-to was enlarged with alterations to the roof and the long drop toilet incorporated in the building which became known as the 'Duck shooters Hilton'. Other than the removal of one bulkhead the trailer itself was little changed and is still in very good condition. There is evidence of former internal partitions inside the tram, presumably when lived in at Duvauchelles but since removed.

And the connection with the Bartons? We know that Joseph Barton was an Irishman with a reputation as a 'wheeler and dealer'. On 20th September 1954 he bought Standard trailer No. 134 from the CTB. Four days later he went back and bought another, No. 138. After transporting them to Doyleston he on-sold them to locals and both were found in-situ at Doyleston in 1967, with 138 having been used to house pigeons (windows replaced by wire netting), and 134 covered with an iron roof and shortly to be converted into a workshop. Also on 24 September 1954, the CTB sales list records two more trailers being sold, nos. 139 and 140, to Mrs. Elizabeth Willey, Doyleston and the trams were taken to her farm at Lakeside. We have just learnt that Mrs Willey, formerly Barton, was the mother of Joseph Barton. When she left the farm soon after, these two trams came into Barton's ownership and were later transported by him to the Spit, where his son Ray was farming pigs. They had been taken to the Spit in good condition, complete with seats, and we have now learnt from Ray's widow that they were used as lambing shelters until, with the floors rotten, they had been deemed to be dangerous and were burnt shortly before the THS January 1967 visit.

With the Duvauchelles/Kaitorete Spit tram re-confirmed as no. 139, what number was the tram that got burnt



ABOVE: Vincent Chan (MOTAT, Auckland) scraping away paint above the tail-light on the southern end of 139. Eventually he found 139's original number from 1918 under a thick layer of post-tramway paint and the later-era numbers post-1930. Photo: Alastair Cross.

BELOW: Vincent's discovery! The numbers '39' are once more revealed, 99 years (give or take) after Boon & Co. applied them. Photo: Dave Hinman.



with 140 in 1966? Did Mrs Willey actually get No. 139 and could Barton have on-sold it to its owner in Duvauchelles? If he did sell 139 he must have located another trailer which went to Lakeside and later to the

Bruce Maffei Presents—The Mystery Standard Trailer

Spit. Or is it possible that by the time Barton had got back to the tramway yard to collect the third tram sold on the 24th that the carrier accidentally got another trailer which was up for sale that month? Or was it a clerical error with 139 being wrongly recorded as being sold to Mrs Willey? Whatever happened we cannot confirm the number of the second Barton trailer burnt at the Spit in 1966. While we now know it was not 139 we can narrow it down to those trailers not seen or confirmed by the THS in 1967 or later. There were only two, nos. 135 and 148. Of these, 135 is recorded as having being sold to a resident of Geraldine and 148 to a Mrs Dodson with no location given. Neither were able to be traced by the THS. With the least information known about 148 we had previously thought that this might have been the second Duvauchelles tram. So, applying this same logic, do we have the right answer this time? Should any of our readers be able to throw any more light on this remaining mystery we would be delighted to hear from you.

Bruce Maffei

RIGHT: Success! Sixty years later, they're still here. The remains of 'Standard' 140 and its unknown sister remain where they were last seen by Bruce Maffei in 1967, albeit in a considerably worse state.

From left to right: Bruce Maffei, standing in front of Alastair Cross (both THS), local resident Ron Peterson, Dave Hinman and Barry Marchant (both THS). At the time it was raining heavily, so the party did not stay long!

The chassis both looked to have been dragged some distance by bulldozer as the ends of both chassis—bar one—were bent and the over-riders cracked. There were however a few small parts deemed worth salvaging at a later date. Most of the wood had long since rotted away, there were still some small, charred remains attached to the chassis, while a section of body framing can be seen under Bruce and Alastair's feet. To Bruce's left is the remains of the other trailer. Photo: Vincent Chan.



ABOVE: Smile for the camera! THS Editor Alastair Cross attacks the last remaining interior bulkhead with a paint scraper. Eventually—and with a little help from Dave, Bruce and Barry—he found the number '139' under all that paint (below). Both: Dave Hinman.



'Yank' 12—On the Move

Dave Hinman reports on 'Yank' 12—the only ex-CTB tram to be owned by an overseas museum and which is now being prepared for restoration.

Christchurch's original "combination" eight-wheel tramcars were built by John Stephenson & Co. USA, and were part of the original 1905 fleet (like our 'California' N^o 1 and Double Decker 26). There were ten of them, N^{os} 11-20. To distinguish them from later Boon-built 'Hills' cars of the same type, they were nicknamed the "Yankee Combinations" and this was later shortened to "Yanks". Like N^{os} 1 and 26, the 'Yanks' entered service with open ends but soon had windscreens fitted because of the cold winter climate. The 'Yank' saloon was identical to that of N^o 1, while the open section was very similar to that of an open section of N^o 1 but with more than double the number of seats, and all at one end! In the 1920s the open sides were permanently closed in with just a central sliding door and the end platforms for entry and exit. Today, three of the Yanks survive in restorable condition, all in their final enclosed form - N^{os} 11 (donated to THS but still on a mid-Canterbury farm), 12 and 20 (both at Ferrymead). But N^o 12 does not belong to the THS - it is owned by the Sydney Tramway Museum and was retrieved from Takamatua by them back in 2002, with the help and support of THS, given that we already had 20 plus the availability of 11. Sydney's decision to preserve a Christchurch 'Yank' type tram was because it is almost identical to the G Class trams of Sydney, the only major class of tram not represented at the Sydney Tramway Museum as they were all scrapped in the 1920s! The intention since 2002 has been for THS/HTT to undertake restoration work (paid) for Sydney and that 12 would be restored as a Christchurch Yank in its original open form. Good things take time, but it appears that Sydney may

now be a position to progressively fund the restoration of 12, using its share of proceeds from City Restaurant Tram W2 411, of which it is part owner. Howard Clark, Chairman of the Sydney Tramway Museum, was recently in Christchurch and visited Ferrymead to commence discussions with HTT/THS about its restoration, as well as reviewing progress with the Sydney P Class trucks under construction for STM by the HTT.

In preparation for Howard's visit it was decided to partially remove some of the later additions to No. 12, including the closed in sides, and the end doors and windows. Immediately following the departure of the city tram shelter, which had been stored in the traverser pit preventing its full use, 12 was relocated into Tram Barn 1, with the large quantity of plastic pipe which had been stored in it for years removed on the way. A small team of THS members have been undertaking the partial deconstruction, with some interesting finds such as clear evidence on the side pillars of the former location of the original rollover seat backs. The removal of these later features will enable HTT (and Sydney) to get a better understanding of the restoration task ahead, with some areas of significant deterioration and missing original features discovered as well as elements appearing to be in very good condition. Seeing N^o 12 starting to revert to its original appearance was very much appreciated by Howard on his arrival and at this stage it has been agreed that Sydney purchase a 40 foot shipping container for parts storage and the parties work together to determine the degree and quality of restoration required, likely costs and time frames. *Tracts* will report further progress as the project develops.

Dave Hinman.

BELOW: As she was—Yank N^o 12 on the Ferrymead traverser, early 2017, prior to stripping. Photo: Dave Hinman



From the Dunedin Light Rail Trust

Don McAra reports on the Dunedin Light Rail Trust's plans to rebuild the Mornington cable-car line.

The Dunedin City Council has finally granted a permit to build the Stage 1 building of the Mornington Cable car museum to the Dunedin Heritage Light Rail Trust and the Mornington Cable Car Group.

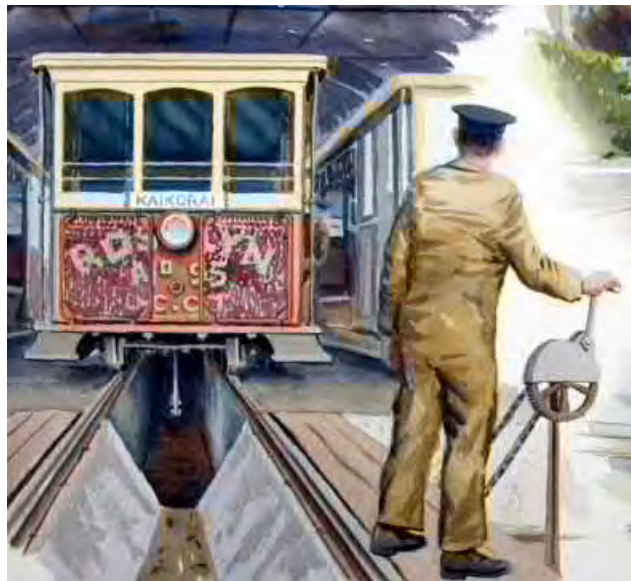
This last comprises 200 willing volunteers who among other things like fundraising and making donations to the project are looking forward to sending up a truck to pick up whatever lengths of tram rail we can spare from our large heap of rail near Ferrymead Township. This will need considerable cleaning of old road gravel and tar seal.

The rail will be incorporated in the concrete floor of stage 1, and one of the three roads will extend beyond the doors of the initially small TotalSpan building for Trailer 111 to be occasionally wheeled outside. The whole aim of Stage 1 is to attract further donations towards Stage 2. Our Society has agreed trailer 111 and Roslyn grip cars 95 and 97 will be sent to help in this cause.

In the last FRONZ newsletter is a brief article about Stage 2 of the Dunedin project. This shows an architect's notional drawings of what the combined barn and larger Museum could look like. Stage 1 is hopefully a temporary affair, and when funds allow, will be taken down and

replaced by the larger Stage 2. This will incorporate a small workshop, service pits and conduits for grippers to hang down into. I have suggested also providing a pit for a small transfer table or traverser to run across the three roads as was the practice in the Roslyn and Mornington car sheds originally. A glimpse of the Roslyn one, which was moved by a hand crank, is on page 32 of "*Hold Very Tight Please!*" (reproduced below)

Neville Jemmett who is heading the Light Rail Trust is about to hold some meetings with the Dunedin City Council to keep them informed of progress.



ABOVE RIGHT: The cable car traverser in the tram barn on the Roslyn line, c.1950s. The cable car shown, grip tram 95, was later acquired by the THS and is currently on display in the Hall of Wheels. Original Artwork: Don McAra, 2006.

RIGHT: Part of the 'large heap of rail' near the Ferrymead Township. Eight lengths of rail from this pile have been given to the Dunedin Light Rail Trust and will form part of their new display shed. Photo: Don McAra.



Vale—Pim Sanderson 1937-2017

Regrettably, Pim Sanderson has recently passed away. **Don McAra** provided the following tribute for Pim:

Sadly cable car volunteer Pim Sanderson died recently after a long illness involving asbestosis and subsequent cancer. Pim was eighty. I have known him for many years since we went to school together and went through University at the same time. We did holiday work in the Dunedin Railway Yards and with Charles Luney on an extension to the now defunct Burnside freezing works. Pim did a doctorate in Manchester University in plant sciences and worked with DSIR in Lincoln where before drones came to be used he built and used model aircraft to fly over and photograph crops to monitor diseases. He gained much respect in South East Asia where he established a unit to pass on his knowledge of about crop management. Meanwhile his wife Mary taught in Singapore. Pim enjoyed his visits to us on Wednesdays when he was liked by all and was of great assistance helping to restore the braking systems of Mornington Trailer 111 and repairing the chassis of Grip Car 103. He enjoyed sounding out Brian Fairbrass about a shared interest in old cars. There was a huge turnout at the funeral. Pim is survived by Mary, his son Julian and daughter Rachel and her children. The asbestosis was picked up many years ago and lay dormant until recently.

Health and Safety Notices

The Health and Safety Committee have determined that with certain work activities, measures must be taken to reduce the risk of harm. Below is an extract from our Workplace Safety Guidelines. Any workshop volunteer who has not been issued with a copy and completed the relevant questionnaire, see Murray S. or Graeme R.

High Risk Activities Include:

Infrastructure work near Live Wires;

Rerailing vehicles;

Welding within buildings outside of designated areas.

Medium Risk Activities Include:

Jacking Society Vehicles;

Working at height over 3 metres, on tram roof or from on ladder;

Slinging and lifting heavy Items. (E.g. into wheel lathe or with Hiab or loader);

Varnishing or Painting in Confined space;

Pit Work.

High Risk Activities are only permitted if measures are taken to reduce the risk. This may be achieved by the presence of a second competent person, or other controls. For **Medium Risk Activities**, it is recommended if in the Tram barn areas, another person present within the buildings area, aware of the activity, would suffice. If occurring more remotely, for example at the Trolleybus Shed, Tram system, Trolleybus System, Substation, a white board is set up at the TB1 side entrance, where activities and location of those working alone, must be logged by that person, together with a cell phone number.

At night, or on Sunday or Monday, when staff are not usually in TB1, for medium risk activities, a Society Officer must be informed before and after the activity takes place. The H & S Committee welcomes discussion or suggestions about these topics.

—Murray Sanders

On The Buses

A number of visitors have recently passed through to look at our trolleybuses. From Alan Roi:

We have had a number of visitors coming to see our trolleybuses. On January 14TH we hosted John Zebedee who is a stalwart at the Trolleybus Museum at Sandtoft near Doncaster in the UK. John was travelling with his family and was pleased to be able to see our trams in operation as well as a chance to ride and drive our trolleybuses. Then on January 29TH we hosted Tom Douce from Derby. Tom is a long standing trolleybus fan and was really pleased to see 210 in operation. On 4TH February David James paid us a visit. David is employed by Stagecoach and is responsible for their heritage fleet of buses which number about 18 vehicles. They are stored in part of a

bus museum in Dumfries and a good portion of the collection are kept fully road legal. Finally on the 11TH of February Ian Manning made a return visit. Ian has retired from the position of South Western regional manager, again for Stagecoach. He has been extremely helpful in helping us obtain parts for our London double decker bus.

At the beginning of April a group from England will be visiting. As with many of the folk mentioned above they are in New Zealand to observe the Wellington trolleybuses before they close. On this occasion our guest are going to join us for a meal and then give us a transport related slide show. Please keep this in mind. Further details will follow once we know more.

From the Christchurch Tramway

RIGHT: Following repairs at Ferrymead, the Arts Centre tram stop shelter was moved to its new home outside the Boys' High building at the Arts Centre on 17TH January 2017 by a CCC contractor. It was fitted with power, drainage and a substantial new concrete foundation as the last stage of its installation post-repairs at Ferrymead by the HTT.

The refreshed shelter is seen complete and in place on 7TH February with 'Boon' 152 passing by. Photo: Dave Hinman





STANDARD 139 — WHAT A DIFFERENCE 66 YEARS CAN MAKE

As noted in this issue, the body of 'Standard' trailer 139 has been recently found at Kaitorete Spit near Birdlings Flat. Tracts is pleased to present two photos of this survivor, taken nearly 66 years—and a considerable geographical distance—apart.

ABOVE: *In October 1951, 'Standard' 139 was just another tram trailer in the Christchurch Transport Board fleet. In October 1951, tramway historian Graham Stewart found it in Cathedral Square, coupled behind a 'Boon' tram on a short working for Woolston, Route 3w. This trailer had only a few years of service left before being withdrawn and sold to its first owner at Duvauchelles.*

Photo: Graham Stewart.

FRONT PAGE: *On 22 January 2017, a team of five tramway enthusiasts visited the body of 'Standard' 139, alias the 'Duck-Shooter's Hilton' at Kaitorete Spit. In the intervening 66 or so years since Graham Stewart photographed it in Cathedral Square, 139 has had two owners, and moved twice—most latterly to Kaitorete Spit, not far from the burnt remains of sisters 140 and what is assumed to be 148. The photo shows N^o 139 shortly after the THS team arrived on site. Well-preserved by its current owners, N^o 139 is now the third and final 'Standard' trailer known to exist post-retirement with all other examples having been either identified as destroyed, dismantled for spare parts by the THS, or in the case of 'Standards' 126 and 202, preserved at Ferrymead Heritage Park pending restoration.*

Photo: Alastair Cross.

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

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We welcome contributions of material for publication in Tram Tracts—if you have anything tram, bus or trolleybus-related you want to share with us, please email it to the Editor at tracts@ferrymeadtramway.org.nz or post to 17 Huntingdon Dr, Rangiora 7400.

