

FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 21—February 2018



Ferrymead Tramway 50

Fifty years of trams at Ferrymead

The Story of 'Standard' 201

The story of the final 'Standard' trailer revealed

A Tram for Christmas

Sydney 1808 enters traffic on the Christchurch Tramway

President's Piece—Graeme Belworthy



Hi All,

Here we are at the start of another new year, not sure where the last one went.

First up this year, we commemorated 50 years of the operating of trams at Ferrymead. We held a 2 day event over the weekend of 6th & 7th January with Saturday 6th January 1968 being the day of the first tram run. We re-enacted the first run using the

same vehicles which were Kitson 7, trailers 115 & 10. Unfortunately the Kitson was not serviceable due to needing a boiler replacement so 22 was used to propel them over the same piece of track. We were also lucky and had the original crew of Don Spicer on Kitty and Dianne Hobbs (nee Bettle), Murray Sanders and Alan Roi conductors on the trailers. The rest of the day was spent looking around the tram barn and riding on the trolley buses. On Saturday night we had a spit-roast meal in the Friendly Society Lodge and several people spoke of the original day and how the Society has progressed since then. On Sunday there was more tram riding. It was a very successful weekend which everyone seemed to enjoy. More details about the weekend elsewhere in *Tracts*.

As we get back into the swing of things the usual

Alastair's Angle—Alastair Cross



Welcome to the first issue of *Tracts* for 2018. So far we've had a positive start to the year as a Society; we've celebrated 50 years of running trams at Ferrymead, Sydney 1808 is now running on the City Tramway after being overhauled by the Heritage Tramways Trust, and work is progressing nicely on both of our current restoration projects, Christchurch 24 and

Mornington grip tram 103.

The Ferrymead Tramway 50 event was simply fantastic, and a real credit to all involved. I can only wonder what we can do to top this in two years time when we reach 50 years of electric tramway operation at Ferrymead! Food for thought, indeed...

As I've already noted, Sydney 1808 is now in service on the Christchurch Tramway. Although I must admit to preferring the old Sydney colours—and number—there

maintenance and repairs required to keep our vehicles operating will get under way again. Work on the restoration of Hills Car 24 and Grip Car 103 is continuing; Dunedin trolley bus 79 is still undergoing repair work in preparation for painting and the Double Decker bus is having some repairs done to the rear loading platform as well as a few other minor repairs.

New sleepers were laid under the track between tram barns 2 & 3. There wasn't much left of the original ones which were second hand when installed over 50 years ago. There is a couple more sections of that original line where sleepers still need to be replaced. There is also track repair work in the village that needs to be done. What we need are some young and energetic workers to help the existing track gang which has an average age of about 70.

The Resource Consent application for the new bus barn is with the Council and once this is issued we can move forward on this project with fundraising efforts started and the first sign of work started will be earthworks. We hope construction will be underway by the end of this year.

That's about all from me for this issue, but we hope to see many of you down at the tram barn sometime during the year.

Cheers,

Graeme

is a good reason for the change in number to '1888' and the new blue and cream livery. You can read about the rationale behind this elsewhere in this issue.

And on another note, I've received a few letters since last year from members of the Society, or readers who have taken an interest in our work. Unfortunately those letters weren't replied to at the time, but disappeared into my desk while I dealt with other, personal matters. My sincere apologies to all involved that I didn't make the time to reply to you personally; I did receive those letters and thank you kindly for taking the time to send them.

This issue should hopefully arrive slightly earlier than normal, as I'm heading to Australia on 1 February for a short family holiday. In the meantime, enjoy your *Tracts* and I'll see you all next month!

Cheers,

Alastair

Notices

2018 ANNUAL SUBSCRIPTIONS DUE

The Membership Secretary has now sent out your membership renewals for the 2018 year. As they are every year, subscriptions cover the 2018 calendar year. If paid prior to 28th February, a discount is available. As usual, subs can be paid in cash, by cheque, credit card, or by direct credit to the Society's bank account.

This is also time to consider whether you may be in a position to provide a donation towards one of the Society's many projects.

If you did not receive a membership renewal form – or you have misplaced it, please contact the Membership Secretary (Phyllis) at membership@ferrymeadtramway.org.nz or by post to Box 1126, Christchurch 8140, or you can download a (new) membership form from the Society's website: www.ferrymeadtramway.org.nz

Once you have paid your annual membership, you will

also receive the current year's membership card which will provide you and immediate family with free entry to Ferrymead Heritage Park.

—*Stephen Taylor*

MONTHLY WORK DAY

The next Society Work Day will be held on Saturday 17 February. All Society members are encouraged to come and lend a hand, even if for only part of the day.

NEXT ISSUE OF *TRACTS*—ADVANCE NOTICE

Publication of the March 2018 issue of *Tracts* will begin at the end of February. In order to assist with this, I'd like to ask that all submissions (articles, photos, etc. for *Tracts*) are sent to me by no later than midnight on **21 February 2018** for inclusion. Further submissions can be sent to me after this date, however I won't be able to guarantee that they will be included in that issue.

—*Alastair*

Vale—*John Atkinson*

For those members who have not heard, Society member John Atkinson unexpectedly died in late November 2017. His passing is a great loss to the Society. John joined the Society in the early 2000's – he was given a "Tram Driving Experience", and his initial involvement was primarily as a Tram Driver of the service tram.

After he retired, John got more involved in many Society projects and management. By profession, John was a builder and so he tended to get roped into running a number of the Society's building related projects. Some of these many projects he was involved in, and many of which he led, include Tram Barn 3, the Trolley Bus Shed extension project – which has now changed to become the Diesel Bus shed project following a change of direction following the earthquakes, leading Square Shelter restoration work, running the Traverser earthquake repairs and extension into the car park, and building of the new compressor shed.

John was also been involved in tram, bus and trolley bus restoration work where he was also happy to lend a hand and help out. John restored the driver's compartment of Dunedin trolleybus 79.

John also had served on the Society's Management Committee, was the Society's representative on the Ferrymead Trust and served as the Ferrymead Trust's Secretary.

John will always be remembered for his help and assistance, an ability to get usefully involved in projects, the variety of cars he would use as transport, and a

sometimes incomprehensible accent.

The attached photo is a typical shot of John at work – in this case, whilst he was helping lay out the foundations of Tram Barn 3. It is slightly atypical, as many of the shots only show his back as he was typically getting stuck in rather than posing for photos.

Stephen Taylor.
(Photo Dave Hinman).



Items of Interest

THE TRAMS THAT SURVIVED HIROSHIMA

Recently Society member Rata Ingram came across a Japanese article about two vintage Hiroshima trams that have been preserved as rolling memorials to the 1945 atomic bombing of that city by the Allied Forces. Tram 651 and its sister 652 were both in use the day of the bombing; both were damaged, but were later rebuilt and returned to service. You can read the full article at <http://www.asahi.com/ajw/articles/AJ201801010023.html>.

TRACK WORK IN MELBOURNE

Gordon Adams from Melbourne has sent a selection of photos showing work undertaken late last year by Yarra Trams to relay one of its junctions on Routes 1 and 6 (South Melbourne Beach and Moreland respectively) in Nicholson Street, Coburg. Gordon, whose apartment was directly in front of the work site, reports that the work included new overhead and automatic switches along with new track. *Six photos: Gordon Adams*



The Story of Standard 201

Last year we published a story on the ‘rediscovery’ of Standard trailer 201, believed to be the fourth and last member of its type to survive. But is it actually No. 201, or one of the two we never saw? Dave Hinman picks up the story of the last ‘Standard’:

Following on from our discussion about this trailer in the last edition of *Tracts* which confirmed that as recently as last July it was still in-situ beside Lake Ohau, there have been some further developments. In late November **Douglas Johns** was passing through the McKenzie Country and took the opportunity to go into Ohau to have another look for 201. Douglas took a number of photos and sent these to Dave Hinman, reporting: “It is not obvious from the road and in fact I missed it going in and only just spotted it on the way back, and then only because I was travelling at low speed and both Fiona and I were keeping a close look out.” He noted that it can only be glimpsed from the main road, but following the DOC sign for the Sawyers Creek Track it is readily visible, and there a side track leading to the trailer and some other baches. This is entirely consistent with Vincent Chan’s Google research reported last time. Douglas noted that some of the side windows appear to have been renewed, which Vincent had also heard about from another bach owner. From his visit Douglas confirmed his view that “the tram has moved from where it originally was. My recollection is that it was originally further down the lake and was sited on higher ground than it is now. I also recall that it was not parallel to the road as it is now.”

In the meantime **Bruce Maffei** has been following up information obtained by Vincent about the tram’s ownership and reports as follows: “I have been in contact with the owner - Michael Barker of Woodbury near Geraldine, manager of the well-known South Canterbury firm of Barker and Company who produce Barker’s Jams and Barker’s Drinks. He said that his father Anthony Michael Barker purchased the trailer from an existing owner in Christchurch about 1956/1957 and brought it by lorry to Pleasant Point, where it was jacked off and sat on their farm at Hanging Rock. Here Anthony converted it into a crib fitting the present gable iron roof, four bunks, pump, shower and a stove. About 1957/1958 Anthony moved the tram again jacking it up and using their lorry to remove the trailer to Lake Ohau. Michael also confirmed that the trailer is still situated where his father originally placed it, and that It has never been moved over the years although the vegetation has since grown up hiding it compared to the spartan view when it arrived. This is consistent with all known photographs of the tram. From this we have to conclude that Douglas, Steve and others are mistaken in their belief that they remember it on a different site. It has been the growth in vegetation over the years which has much changed the appearance of the site, as well as the ability to see the

tram.

The trailer is painted both inside and out and Michael has no knowledge of its fleet number; in fact he never thought about trams having numbers! Here we come to the question. How do we know it is No. 201? The trailer was not found in our early tram hunting days. We think our earliest knowledge of it may have been from Russell Grigg senior, who we know saw and photographed it. His son Russell sent us a photo as recently as 2009 which we published in *Tracts* in November of that year and again last November-December. I have no idea how we came to the conclusion that it was No. 201, or who may have given us this information. Perhaps someone may be able to remember?

It may well be No. 201 as what other one can it be? There are two other options – Nos. 135 and 148, neither of which were ever seen by the THS, (see *Tracts* article Nov-Dec 2016), but 201 does seem to be the most likely, given that we have for many years recorded the Lake Ohau tram as having that number. According to the tram disposal sales list compiled by Alan Bellamy in the 1950s as the trams were being sold off, No. 201 was sold to an ‘A. Wagner, Riccarton’ on 29 September 1954. Being the trailer used as part of the final ‘Last Tram’ procession it was one of the last trailers to be sold at the workshops. From my research Alan James Wagner born in 1907 was listed in 1938 as a builder living at 6 Rimu Street, Riccarton. In 1949 he is listed as a building contractor at 6 MacMillan Avenue and in 1954 a builder at 130 Ilam Road, Riccarton. It would seem that as a building contractor he had an interest in buying (and selling?) trams as A. Wagner of Riccarton is also listed as having previously bought another trailer. This was Dreadnought No. 121, purchased on 18 May 1953 for forty pounds and the whereabouts or the fate of this trailer is still not known today. My own trailer list amended over the years as we found or accounted for what became of the trams shows a ‘D’ beside both 121 and 201 indicating that we had concluded that both these trailers were destroyed. Neither Murray Sanders nor myself can remember ever contacting a Mr. Wagner while tram hunting all those years back. So until we can definitely confirm its identity an air of mystery still remains on this Lake Ohau trailer — was it the official last trailer?”
Bruce Maffei

Editor’s note: Although Dave and Bruce’s research into this trailer has questioned its actual identity, we’ll keep referring to it as No. 201 for the time being until its true identity can be confirmed. The only way to do this would be to pay the trailer a visit and perform the same ‘surgery’ as we did on ‘Standard’ 139 last year. Perhaps this is the next step in the story? We will continue to keep readers updated as more information comes to light.

The Story of Standard 201



ABOVE: Thanks in part to fifty years of new growth around its site, 'Standard' 201 has almost largely vanished from view as this photo from 30 November 2017 shows.

BELOW: 'Standard' 201 in all its glory. Well looked after, it has recently had some new windows fitted which may not yet have been painted.

Both photos: Douglas Johns



Sydney 1808 Enters Service



Dave Hinman reports on the refurbishment of Sydney 1808 and its recent entry to service on the Christchurch Tramway:

Well much has happened since last *Tracts* reported progress on the refurbishment of Sydney tram 1808. It did take a little longer than had been anticipated and so it was on Tuesday 5 December that the latest addition to the city fleet emerged from tram barn 3, under power for the first time in Christchurch and resplendent in its new blue, cream and black paint. Howard Clark from the Sydney Tramway museum (owners of the tram) was present and enjoyed a couple of trial runs (and a drive!) at Ferrymead prior to its early departure for the city the following morning.

It was a very early start on Wednesday 6 December for the CTL team and the tram transporter, and by 0615 No. 1888 had arrived in Cathedral Square. By 0630, thanks to the efficiency of the two large fork lifts in attendance it was on the ground, and by 0650 had been driven to Cathedral Junction. There were still some finishing touches to be done by CTL staff so off to the tram shed and over the pit for a couple of weeks.

Then on Thursday 21 December it was time for test runs around the full tram circuit, in particular checking for clearances and trolley pole performance on the curves. Apart from some minor adjustment of the life guards (as had been needed with other trams in the fleet) it passed with flying colours, and so driver training began. This was completed on Christmas Eve, with revenue service commencing without fuss or ceremony on Christmas day.

1888 is now in regular daily service and is proving a hit with passengers and tram crews alike. One of the changes made from its Sydney configuration that is working well has been the replacement of the solid concertina doors in the centre section with Dunedin style folding gates, on loan from Ferrymead. This gives both a light and airy feel, plus much better viewing for passengers.

What other changes have you spotted? Well obviously the livery - people seem to really like the blue, cream and black colour scheme, and for those tram fans from Sydney and elsewhere who may be rather less enthusiastic, we do note an interesting observation that has appeared on the blog site "Trams Down Under", that had the Sydney trams survived into the 70s they may well have been repainted in somewhat similar colours - NSW Government buses became blue and white! CTL's choice of colour was however entirely coincidental to what might have been.

Then there's the fleet number change from 1808 to 1888 – and why? This was at the request of CTL/Christchurch Attractions management for marketing reasons - eight is a lucky number for the Chinese and the more 8's the better! This is not entirely unauthentic for this tram as there actually was a Sydney R class tram no. 1888. We will publish photos of the original 1888 and 1808 running in Sydney in a future issue of *Tracts*.

And have you noticed that 1888 is running with trolley wheels rather than carbon skids? This is a trial to see if there is less wear and also less mess (carbon) on the tram roof canopies. If successful (and it seems to be so

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far) other town trams may take this step back in time to authenticity!

And finally there were the less obvious things – new safety glass throughout to comply with the Christchurch safety system, plus some rewiring, lighting, control and communication upgrades and changes.

All in all a successful exercise in co-operation involving HTT/THS, Christchurch Tramway Ltd, and the Sydney Tramway Museum.



*Sydney 1888 on test at Ferrymead, 5/12/17: with the HTT and CTL teams and Sydney Tramway Museum member Howard Clark (standing on the motorman's platform) at the Hall of Wheels stop (**above**) and at Church Corner on the way in (**previous page**). On its way back, the tram was used as a backdrop by an Asian couple for one of their wedding photos.*

BELOW: *Old meets new! Sydney 1888 (1934) arrives at the tram shed and meets Christchurch 'Brill' 178 (1922) soon to head off to its day's work, 6/12/17.*

Three photos: Dave Hinman.



Ferrymead Tramway 50



ABOVE: Group photo of Society members and invited guests at the original 1968 terminus during the first re-enactment run, 6/1/18. The photograph was taken from in front of 'Standard' trailer 126. Photo: Alastair Cross.

January 6, 2018 marked fifty years since the Ferrymead Tramway officially opened. To mark the occasion, the Society ran a re-enactment of the original opening day runs with our steam tram. **Dave Hinman** comments on preparations leading up to the event:

Invitations were sent out in early December and we tried to locate early former members as well as current members and supporters. It was great to have responses from a number of past members who had been active in the early years and whose names will still be familiar to many. Not all were able to attend, but those who did included Ian and Don Spicer, John (now known as Poma) Palmer and Brian Ward, and how good it was to see them again after so long. Unable to come this time were Paul Markholm, Ray Silcock, Robin Willan, Garry Riggs, Neil Andrews, Brian Harris and Dick Schneider.

We called for help on special work days set for the Wednesday to Saturday morning, and it was pleasing to have good support for this, including from some out of towners, including Peter Rendall and Trevor Burling (Wellington), Don Spicer (Westport) our longest distance traveller Richard Gilbert (Victoria, Australia), past member Poma Palmer, and only recently moved to Palmerston North, Vincent Chan. By Saturday afternoon lawns had been mowed, the trams had been cleaned, the tram barns made ready, including setting up the

Graham Stewart Collection photo display, we had relocated all the buses to give a better view of the original (1968) terminus, we had rehearsed the "re-enactment" of our Jan 6th 1968 steam tram opening, the Saturday night venue had been prepared and signs had been erected directing cars to the adjacent car park.

The weather had remained fine until heavy rain set in for much of Friday, but although also predicted for Saturday it fortunately stayed away. We did however have to contend with a king tide which flooded the car park on Saturday morning, but fortunately receded in time for the guests' arrival in the afternoon! In addition, the heavy rain resulted in a blocked drain in the Ferrymead Township making part of the track unusable on Saturday, but receding enough to be a drive-through lake on Sunday.

The main event itself covered the actual anniversary on the Saturday, plus an organised tram ride over the Christchurch Tramway on the Sunday morning.

Alastair Cross reports:

Saturday morning dawned bright and clear; slightly blustery, but thankfully without any of the rain that had fallen the day before. Members started arriving from around midday, and by 2:30pm all had registered with Sandra and Pete in the Square Shelter, and assembled in front of Tram Barn 1. Joe Pickering, acting as MC for the

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day, introduced the four speakers: founding Society President, John Shanks; current President Graeme Belworthy; former Transport Board Engineer and later General Manager, Max Taylor; and former NZR locomotive driver Don Spicer, who had restored Kitson steam tram 7 and drove it on opening day fifty years before. All delivered brief speeches before Max, deputising for his former boss, the late John Fardell, cut the official ribbon (on the traverser) and John banged on the closed door of the tram barn to summon Kitty and her two trailers forth, again as had been done in 1968.

With Kitty unserviceable due to its boiler being worn out, the entire 'consist' comprising Kitty, 'Duckhouse' trailer 115 and New Brighton double-decker 10 were propelled by one of the Society's electric trams, Dunedin 22 which remained conveniently behind the tram and trailers—the real stars of the show. With the original tram crews on board and Don now in Kitty's cab, the first official run was made for Society members and invited guests up to the Cranmer Building platform. Here, the trams paused while a group photo was taken, before returning to the tram barn for afternoon tea. Those who didn't head inside for refreshments had the option to either take a second ride with Kitty, or photograph the whole ensemble as it ambled 'out and back' along our original running line.

Other than the official runs, there were a variety of attractions available to Society members. Alan Roi and the Bus team not only had the trolleybuses going—in the form of Wellington 103 and Christchurch 210—but could offer trips between the tram barns and trolleybus shed in AEC Mk IV diesel bus 290, the first of the new 'tram replacements' ordered from England and only recently returned to running order after a period of static display. On the Tramway side, both Christchurch 1 and 26 were running, offering members a chance not only to ride these 1905-built veterans, but also to 'take the handles' for a shortened run to the Sumner Shelter by the Hall of Wheels. The full tramline, as noted earlier, could not be used thanks to a blocked drain which in turn flooded part of the tram line by Coronation Park.

Then came the next stage of the proceedings, the BYO social gathering at the Lodge Hall in the Ferrymead Township followed by a delicious dinner provided by the Canterbury Country Spit Roast Company, with 66 of us staying for dinner and the ongoing social evening. As a background to the conversation a slide show was playing, featuring images of the development of the Ferrymead Tramway since its beginnings with the running of the horse tram in Papanui in 1964.



Performing the ceremonial honours on behalf of John Fardell, Max Taylor cuts the ribbon watched by Don Spicer, Graeme Belworthy and John Shanks.

Photo: Dave Hinman.

Following dinner, with Dave Hinman acting as MC, apologies and messages were read and a toast drunk to absent friends, which including showing on the screen the names of members and supporters who have passed on. Then followed a time of reminiscing, with some great stories of the early days, led off by John Shanks, and after encouragement from the MC, followed by Don Spicer, Russell Kent, and Michael Kerr. Others, including Barry Marchant, Colin Loach and Peter Kolff also said a few words.

The final feature of the evening, prior to supper was a series of videos, focussed on the early days of the Society, starting with the recently rediscovered documentary "By Tram to Papanui" a black and white film professionally made in 1964 by Avonhead Productions, which included a young Grahame Clephane ("recording and sound dubbing") in the credits. It featured the renovation and running of horsecar 43 in Papanui Rd, 10 years after the last tram and showed some very young and well known THS personalities including John Shanks. This was followed by a compilation by Bruce Dale of home movies taken covering the THS from 1965-68, showing the early restoration of Trolleybus 210, obtaining rail and sleepers from Blackball, followed by footage of the early days of building the first stage of the Ferrymead tramway including the Steam tram opening day 50 years ago. Some additional movie film taken by members of MOTAT who had been at that opening and which had screened at MOTAT's 50th anniversary of opening just a few weeks ago was also shown.

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An excellent supper, thanks to Phyllis Belworthy and all of those who chipped in to “bring a plate” concluded a great evening. Trams 1 and 26 did some night running to take those whose cars were still at Bridle Path Rd back to the car park.

But this wasn't the end of the weekend! Sunday Morning commenced with a visit to the city tramway where at 9:30 am Boon No. 152, driven by THS President (and city tram driver) Graeme Belworthy, departed from Cathedral Junction to take us for a tour of the central city by electric tram car. This was an event that we wouldn't have even dared dream of 50 years ago but represented another milestone in the story of the Society – having our trams back running in the city! Our thanks to Christchurch Tramway Ltd for laying this on for us. This trip also provided many of the attendees with their first look at Sydney R-class tram 1888 in service with its new blue colour scheme.

Then it was back to Ferrymead where “Steam Sunday” was in progress - appropriately featuring F13 (“Peverill”) which 50 years ago had been housed in the tram barn pending railway sheds being constructed. It turned out to be a very busy day, with over 1200 paying attendees through the gates. This kept our rostered trams No. 1 (with DD trailer 74 later attached) and Double decker 26 running full, with the rostered tram crew augmented by willing volunteers enjoying the anniversary. Remnants of the rain event a few days earlier remained in the form of flooding of part of the tram track adjacent to Coronation Park, but with slow and careful driving the trams were able to get through. Wellington Trolley bus 103 was also in action, again with some visitor drivers assisting.

With Tram Barn 1 open for viewing and some left over supper upstairs in the THS lunch room available for eating, many of our anniversary attendees continued to enjoy the atmosphere and comradeship of the Ferrymead tramway 50 years on.

In conclusion, the Ferrymead Tramway 50 event was simply fantastic, and I really can't sum it up in any other way. The final word on the matter though has to go to Joe Pickering, who penned a short ‘thank-you’ after the event:

“What a great weekend that was - the 50th anniversary of the Ferrymead Tramway. The organisation was superb and everybody had a great time. Unfortunately I was unable to attend the evening function, but reports from those I spoke to confirm that it was an equally huge success.”

“In my capacity as MC, I omitted, despite good intentions, to thank the organisers for their meticulous work in ensuring a seamless and enjoyable programme. I would like to set this right now and offer Dave Hinman and his team heartiest congratulations and thanks for a most memorable event - one that truly recaptured the occasion that it commemorated, rekindling memories in us older folk and recreating the atmosphere for the younger ones.”

“Thank you team, and apologies for the omission on the day.”

Footnote:

The registration form invited people to consider a tax free donation to the Society, nominating their preferred project. From this we received a total of \$1857. Of this, \$475 was directed to the new bus barn, \$370 to Kitson boiler replacement, \$212 to Hills car 24 restoration, \$150 to Cable car 103 restoration, \$75 to other projects and \$575 unspecified. This included donations from former as well as current members, and including some who had not been able to attend. A big thank you to all.

FERRYMEAD TRAMWAY - 50 YEARS AGO



Saturday 6 January 1968 - CTB GM John Fardell cuts the ribbon, with THS President John Bettle, and Ferrymead Trust Chairman Guy Evans looking on.

Photo: THS Collection

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As part of the anniversary celebrations, 'Duckhouse' trailer 115 was returned to service for the first time in nearly seven years—it had not been used in passenger service since the second Canterbury earthquake. A few days before its starring role, it was dragged out of Tram Barn 2 and given a good clean-out and spruce up (**above**).

On Friday, a trial run was made with the anniversary consist to ensure that everything would run smoothly, and although the weather failed to play its part, everything worked satisfactorily to the delight of the organisers. The only adjustment needed was to push the ballast trailer further forward to make room for the engine and trailers (**below**); once this was done, everything was deemed ready. Both photos: Dave Hinman.



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ABOVE: Afternoon tea in the tram barn, Tramway style. In the background are the Society's current restoration projects, Mornington grip tram 103 (left) with the start of its cabin framework being reassembled onto the chassis, and Christchurch 'Hills' car 24 partially showing the roof in situ. The man behind the boxes at lower right is Fairfax Media journalist Matthew Salmonds who covered the event on behalf of the Christchurch Mail.

BELOW: Informed that the Park needed a 'new' attraction to draw the punters in, management came up with... Lake Ferrymead! Inconveniently caused by a blocked drain, heavy rain and (maybe) a king tide, the floodwaters blocked part of the Township line on the Saturday before receding enough for trams to pick their way through on Sunday.

Both photos: Dave Hinman.



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Above: Our Sunday morning city tramway trip - photo stop at High St terminus

Below: On the way in, 152 crossed over with Sydney '1888' (1808), providing a contrast in tramway design development from different times and different sides of the Tasman.

Photos: Dave Hinman's camera (above), Dave Hansen (below)



MYSTERY BUS TOUR

WHEN: Wednesday February 21st 2018

START TIME: 7:15pm sharp

WHERE: Tram Barn 275 Bridle Path Road

COST: \$5.00

WHAT: Another one of John Shanks' wonderful mystery sunset tours, starting and ending at the Tram Barn. Only John (and perhaps our bus driver) knows where the middle is going but once again it is sure to be very interesting and exciting.

Please wear shoes suitable for walking



Buses and trams at Ferrymead 50 years ago. Photo: Dave Hinman



ABOVE: Back under steam? Well, no, not quite. Thanks to some coincidentally-placed cloud, Kitty looks almost like she could be working. Unfortunately with her current boiler issues that won't be the case for a while. Along with 'Duckhouse' trailer 115 and New Brighton double-decker 10, Kitty was being pulled back to the Tram Barn by out-of-sight Dunedin 22 on the second re-enactment opening day run. This photo was published in the Bay Harbour News a few days after the event, having been provided to them by the photographer through Dave Hinman.

Photo: Alastair Cross.

FRONT COVER: Here it comes! With Kitty on the front and Dunedin 22 just visible pushing, the anniversary special heads out around the north-eastern leg of the Ferrymead triangle bound for the Cranmer Building platform. Thanks to another convenient blob of cloud, Kitty looks like she is doing something—in reality though, it's the electric tram at the back that's doing all the pushing and Kitty is just 'along for the ride'.

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. Slide photographs are welcome by arrangement.

