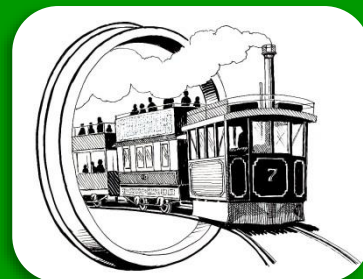


# *Ferrymead*

## *Tram Tracts*

*The Journal of the Tramway Historical Society*



*Issue 43 February 2020*



The Tramway Historical Society  
P. O. Box 1126, Christchurch 8140 - [www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)

## From the President's Pen – Stephen Taylor



Well 2020 has started and as I write this, we are well into the first week of February. I am not sure what happened to January.

I am saddened to report the deaths of two of our long standing members Trevor Burling and Mike Lawson. There will be an obituary for

Trevor as a separate article in this issue of *Tracts*, and we will follow this with an obituary for Mike in the March issue. A memorial service for Mike will be held in the Church in Ferrymead Heritage Park at 1:30pm on Friday 21<sup>st</sup> February – all welcome.

Work is still progressing on the Trolley Bus overhead. Recent focus has been – mainly – tidying up and simplifying the overhead around the trolley bus shed. But there is still a bit of work to go before we can get our trolley buses back into regular service.

And in Tram Barn 1, the chassis for Yank 12 was moved into the middle of the building once the HTT staff returned from the end of year break. Work on the chassis will be the main focus for the HTT staff for the next little while, although I understand some work will be able to continue on Hills car 24.

And speaking of 24, the monitor roof is now fitted as are the destination boxes, although the side destination boxes were then removed to allow work on the monitor roof. The next task will be to add the catwalk, trolley pole bases (and trolley poles?) and associated traction cabling.

However, it has been noted that along with the other HTT workload planned for this year, number 24's restoration won't be completed by the end of this year, so it may be that Christchurch number 1 will make a (hopefully brief) visit to the Christchurch CBD as a temporary stop gap. This will need to be approved at the next general meeting – see meeting notice elsewhere in this issue of *Tracts*.

There have also been a number of other activities around the site, most notable of which is the replacement of the three tramway Traction poles behind the Cranmer building – which are now in service thanks to work by a team lead by Murray Sanders, followed by some trimming of branches

down the side of the tramway there to allow this area to be tidied up.

## Sunset Tour report for 22<sup>nd</sup> Jan

About 20 people journeyed to a destination unknown, well unknown to all except the Society's president – who chose the destination, and the driver (Anthony) – and even the driver didn't know why we were going where we went.

We left the Tram Barn in the Society's London RT double decker bus at 7:30pm, and travelled to our destination which was at Whites Crossing which is a small reserve/park on the south bank of the Waimakariri River just to the west of the Motorway Bridge.

For those members who were not unable to attend, why the name Whites Crossing? Well, the President then gave a short talk to the assembled masses (all 20 or so of them) about the story of why Whites Crossing was called Whites Crossing and what was notable about the place.

So: the story of Whites Crossing: *Whites Crossing was the site of the first bridge erected in the early 1860s across the (then) south branch of the Waimakariri River. William White was given a concession by the Canterbury Provincial Government to build the bridge – which was known as White's Bridge (hence the name Whites Crossing). In recompense for building the bridge – which replaced an existing an existing ferry service – William White was able to collect tolls from those travelling across the bridge for a number of years, and then ownership transferred to the government of the day. The construction was quite controversial at the time as the south branch of the Waimakariri River was at that time considered to be "unbridgeable".*

*White's bridge was replaced in 1878 by a new bridge – also called Whites Bridge (although White had nothing to do with the replacement), and then this replacement bridge was by-passed in the 1930's when the Waimakariri River was diverted into the channel it occupies today. This 1930's bridge still exists and is the current road bridge that runs parallel to the railway bridge across the Waimakariri River. And the south branch of the Waimakariri River no longer exists as part of the Waimakariri River, although the Groyne and the stream that drains it into the current Waimakariri river occupies part of the old river bed.*

## First Notch

*Incidentally there was also a north branch of the Waimakariri River, and this was bypassed in the late 1860's – the remains of this old north branch form the Kaiapoi River. And, due to there being originally two branches of the Waimakariri River, this also explains why McLeans Island, Coutts Island and Kaiapoi Island were originally islands! More detail on the fascinating history of the Waimakariri River can be found on Robert Logan's wonderful book "Waimakariri", first published in 1987, although I believe it has been reprinted since.*

Note that there appears to be no evidence of the original White's Bridge that I am aware of. And after a look around Whites Crossing reserve/park we boarded the bus again and travelled back to the Tram Barn, arriving there about 9:30pm to a very tasty supper prepared by Phyllis Belworthy.

### **General Meeting on Wednesday 26<sup>th</sup> February at 7:30 in the Lion's building.**

This will be the conclusion/continuation of the presentation by Dave Hinman and Steve Lea of their trip to the UK. You do not need to have been present for the first half of the presentation given in November last year to appreciate this continuation. This time they will cover the Isle of Man with its heritage rail delights (and castles!), the two-third scale Seaton Tramway in East Devon, the Heaton Park Tramway in Manchester, the National Tramway Museum in Crich, The Great Orme funicular tramway at Llandudno, the light rail systems in Blackpool and Edinburgh (the former with some heritage content!), the Blackpool illuminations and a stopover in Shanghai on the way home.

This meeting will be preceded by a short discussion on the proposed short-term lease of ChCh No. 1 to CTL and a vote by members on this proceeding.

### **Next workday – Saturday 22 February**

Note that this is a week later than usual, because Ferrymead is hosting the annual Nostalgia festival on Feb 15 and access will be restricted at the main site.

### **Membership Subs for the 2020 year**

Renewal notices have gone out by e-mail to those who normally get Tracts by e-mail – and by post to the rest. They went out slightly later than expected. But if you didn't get or have lost your renewal notice, please contact: [membership@ferrymeadtramway.org.nz](mailto:membership@ferrymeadtramway.org.nz) for another copy.

Note that the membership renewal form does not need to be returned with your payment if there are no changes, and even if there are changes, these can be sent by e-mail.

Payment options are the usual – online banking, credit card, cheque or cash. If paying online via internet banking or "over the counter" at your bank – please include your name as part of your reference as we do need to know who the payment is from. New – 2020 – membership cards will be issued upon our receipt of your payment of your subs, and snail-mailed to the address we have on file.

This is also another chance to provide a donation towards your favourite Society project. Donations over \$5 are tax deductible in New Zealand and will be receipted – the donation receipts will be mailed out in the same envelope as the new/replacement membership card.

## TRAM DRIVING TIPS WITH DAVID JONES

When running trams, it is mandatory that when driving through the Township - from Church Corner until you cross Truscotts Road - that your speed is kept to a minimum, 8 kilometres per hour, or just above walking pace. Trams do not stop instantly and contact between trams and pedestrians do not have happy outcomes. It is recommended that you read the following BBC news report from Blackpool where a lady was killed by a tram exceeding the speed limit and collided with the victim at approximately 15 kilometres per hour. When I first read of this tragedy I thought the motorman must have been travelling at high speed – but not so! Be careful!

<https://www.bbc.com/news/uk-england-lancashire-11949563>

## In Memoriam – Trevor Burling

**TREVOR BURLING 12-9-1940 - 25-1-2020**

It is with much sadness that we record the passing of Trevor Burling early on Saturday 25 January, following surgery after a major medical (heart) event earlier the previous day. The Society sends our sincere condolences to Marlene and the Burling family.

Trevor was a North Islander, born in Napier and educated in Napier and Hamilton. He first came to Christchurch on an electrical cadetship with the then Riccarton Borough Council, and his acquired electrical skills were going to prove very useful later when he got involved in the tramway museum scene. But a career change soon saw him working for the Ministry of Transport - as a traffic officer, firstly based in Ashburton. It was at this time that he met Marlene - we understand at a traffic accident she was involved in! They later moved to Gore and we think it was then that contact was first made with the THS - through another Trevor – ex-Dunedinite Trevor Craib, who got to know Trevor B when he reported the location of a tram body somewhere in Otago/Southland. Graeme Belworthy (after discussion with Trevor) also believes that Trevor passed him for his driving test - Graeme was living in Lumsden at the time and the “local” traffic cop (Trevor) was based in Gore and travelled to Lumsden to test him. He passed the test and got his licence!

Trevor and Marlene moved to Christchurch in about 1972 and Trevor soon got involved with the Ferrymead Tramway. There he developed his skills in the fine art of tram restoration, with the completion of Dunedin Combo 22 and then Boon No. 152 and cable car 95 being the major projects at that time. Trevor was elected to the Management Committee in 1974 and he learned to drive trams, getting his Motorman's licence in early 1977. Following the 1974 Commonwealth Games in Christchurch, the Society acquired ex-London Transport double-decker bus RT3132 and Trevor became one of its volunteer drivers. Meanwhile his career as a traffic officer continued, later focussing on the education side more than enforcement - school visits / teaching road rules etc., though this didn't stop him undertaking enforcement action as required.



Trevor told this story when recalling his involvement with John Shanks, then Secretary and Manager of the Ferrymead Trust. *“On several occasions John would be approached by schools to arrange a visit to Ferrymead. This involved transport of some form. We had the RT available, so myself and one of my MOT mates used to take the double decker to pick up the kids and take them to Ferrymead. This raised a few dollars for THS at the same time. Of course this was highly irregular and we would have got into a bit of trouble if our boss had found out. On one occasion we were proceeding along Ferry Road and a vehicle in front of us had to stop in a hurry to avoid a driver who had failed to stop at a stop sign at a side road. However, the offending driver stopped along the road, so I stopped the bus and issued the driver with an offence notice for failing to stop. The look on this guy's face was interesting as I climbed back into the bus and drove off. The kids in the bus were very impressed. John's comment was ‘Oh well, at least we did a bit for the government.’”*

And with a smile on his face Trevor would also remind us of the time when he spotted a driver going the wrong way around the Lyttelton Road Tunnel roundabout in Ferry Rd – his excuse being that he was taking a short cut, with the inevitable “ticket” being handed out. And the offending driver was – none other than our late Ferrymead neighbour whom we had nicknamed ‘Gumboots!’ Trevor also trained and passed several of our members for their bus licences, again using the RT and Peter Rendall, later an MOT colleague and then a professional bus driver, was one of these. Peter recalls receiving instructions from Trevor by pre-arranged conductor’s bell codes of where to go and what to do, it not being easy to communicate with the driver in the RT’s enclosed cab!

In 1980, work promotion saw the Burling family transfer to Wellington where they settled in Whitby. Trevor became an active member of the Wellington Tramway Museum and has been a long serving Board Member including a period as President. Part of his legacy will be his high quality restoration of Fiducia tram No. 260 (a 30-year plus project) and his leadership in managing the current Wellington Combo 17 rebuild. This was recognised last year with honorary life membership of WTM. He has also had a long involvement with the Federation of Rail Organisations of NZ (FRONZ), including President, and since 2010, its Executive Officer. A tribute from

FRONZ has noted, *“His wisdom and ability to communicate successfully with government agencies and his frequent formulating of submissions relating to legislative change was his strength.”* At the time of his death he was working on the issue of approvals for operating coal and steam fired locomotives, which (possibly climate change related) has recently become a problem in some areas. As the operator of the Kitson Steam tram and the issues of availability of (smokeless) coke into the future, THS is among those rail groups interested in this issue and had been working with Trevor on his research.

Although residing in Wellington, Trevor retained his THS membership, and with daughter Virginia and family living in Christchurch he was a regular visitor to Ferrymead, quite often wearing his overalls. Last year he assisted Murray and the electrical team with installing some of the electrical wiring in Tram Barn 3. He and Marlene had intended to attend the COTMA conference in Bendigo in September his year and to celebrate his 80<sup>th</sup> birthday while there. Alas it was not to be.

Trevor’s funeral service at Porirua on Tuesday 28<sup>th</sup> January was well attended with many of the heritage rail sector present. Graeme Belworthy and Dave Hinman were there representing the THS.

**Photo: D. L. A. Turner**

## *Trolleybus News with Alan Roi*

We are continuing to make progress on the trolleybus overhead and have managed to transfer all the span wires to the new poles. We have since transferred attention to the area in front of the trolleybus shed. Here there were facing and trailing points for a potential line to the Ferrymead Township. Whilst this is potentially desirable, we do not have the materials to build this and it was decided to remove the points. The overhead in front of the shed was also over complicated and we have removed most of this and rebuilt the main line through this area. We are about to reconnect the depot wires and have rebuilt the trailing points.

On Saturday the 26<sup>th</sup> January we hired a scissor lift platform and travelled along the straight section of overhead wire testing all the hangers. Most passed and a good percentage of those that failed have been replaced. There are about six left to do but we ran out of daylight. In the shed area are four poles that need back staying to take the weight of the wiring particularly with the wiring being further tightened and we have dug holes to place “dead men” into. The next stage is to attach the stay wires and this should have happened by the time you read this.

With the overhead being re-tensioned other parts have become loose and we found this happened with the right-hand turn wires at “Gate A”. These wires have been temporarily removed. The re-tensioning of the overhead also caused the wires along the side of the park to drop and we tensioned the wiring between “Gate A” and the substation. Approximately three feet of surplus wire was removed.

As part of the work we had the assistance of Jason Lewin who has done a marvellous job retuning the Bedford truck. It is running better than it has for years. Thank you, Jason.

We are extremely grateful for the help we have received from a good team of volunteers. We need to thank Jonathan and Larry Day, Mark Hibbs, Philip Murphy, Steve Lea Dave Hinman, Stephen Taylor, Anthony Holliday, Dylan Roberts, Lyn Cannell, Dave McFelin, Matt White, Michael Jarka, Graeme Belworthy and Alan Roi.

## From Our Members' Cameras



**ABOVE:** The Society's annual Sunset Tour on 22 January took members to White's Crossing by the Old Waimakariri River bridge, where President Stephen Taylor (left, mostly out of shot!) gave a short talk about the history of the area and its name. Photo: Caleb Ward

**BELOW:** One of the recent jobs in the reinstatement of the trolleybus overhead has been to install 'dead men' to support the overhead once it is fully reassembled. On Saturday 26 January, Steve Lea and Stephen Taylor were in the process of installing a 'dead man' near the Trolleybus Shed and Wellington Volvo 258. Photo: Alan Roi.





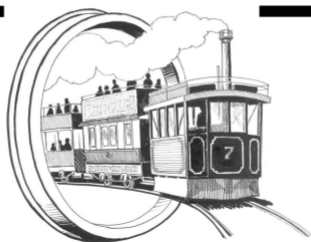
**TWO PHOTOS:** Having hidden in its storage container, alias 'Tram Barn 5' by the end of the traverser, the Sydney Tramway Museum's 'Yank' 12 has returned to Tram Barn 1 for more restoration work to be done. It was brought inside on January 18 (above). On February 5, the chassis was being dismantled further for woodwork repairs to be carried out, the start of which were visible along the right side of the chassis (below). Both photos: Dave Hinman.



**FRONT COVER:** Your Editor has long wanted to pair Christchurch 1 with 'Duckhouse' trailer 115 for some time in service... on 7 December 2019, he found both stored on the same track in Tram Barn 2. Neither was at the time available for service, but it was close enough to a pairing for now! Photo: Alastair Cross.

# The Tramway Historical Society Inc.

Operating the  
Ferrymead Tramway  
275 Bridle Path Road  
Ferrymead, Christchurch



P.O. Box 1126,  
Christchurch, NEW ZEALAND  
[www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)  
Charities Registration #CC21723

## DONATION FORM

The Tramway Historical Society Inc. is a registered charitable organisation with the New Zealand Charities Commission – [www.charities.govt.nz](http://www.charities.govt.nz) – and has authorised donee status with the Inland Revenue Department. As such, any donations – with from individuals or companies – over \$5.00 are fully tax deductible in New Zealand under current legislation. Our Charities Commission registration number is CC21723.

**Surname:**

**First Name(s):**

**Contact Address:**

**(For mail, etc.)**

**Contact Phone Nos:**

**E-mail:**

**Other Contacts:**

**(fax, mobile, work, etc)**

A tax receipt will be issued for all donations over \$5.00 and posted to the donor at the address supplied above.

### Details of Donation

<b>Purchase of ex-Wellington Trolley Bus Rectifier/Transformer Set:</b>	\$
<b>Replacement boiler for Kitson Steam Tram:</b>	\$
<b>Diesel Bus Shed:</b>	\$
<b>Christchurch Hills Car #24:</b>	\$
<b>Dunedin Mornington Cable Car #103:</b>	\$
<b>Other - Purpose of Donation:</b>	\$

Please send this form and donation to the Secretary at the above address.

Payments may also be made directly to the Society's Westpac Bank Account number 030802-0095056-01 – please use your name as a reference so that we can identify your payment.

Payment may also be made by Visa or Master card (please circle)

Card number \_\_\_\_\_ Expiry date \_\_\_\_/\_\_\_\_ CVV \_\_\_\_

Name on Card (exactly as it appears on your credit card) \_\_\_\_\_