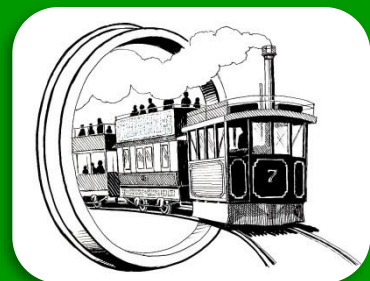


Ferrymead

Tram Tracts

The Journal of the Tramway Historical Society



Issue 48 – July 2020



(Almost) Back to Normal!

*Remembering... the Maryhill Extension
Restoration Focus – Restaurant Tram 411
Vale – Ken Finnemore, Nelson Kennedy and Ross Clapp*

The Tramway Historical Society
P. O. Box 1126, Christchurch 8140 - www.ferrymeadtramway.org.nz

President's Piece – Stephen Taylor



Firstly, thanks to Alastair who “filled in” for me with his extended editorial in the last - June’s – Ferrymead Tram Tracts. I was in hospital at the start of June for a few days. Thankfully, the various tests conducted on me showed I didn’t have anything too major and I quickly started to come right

and was discharged home after a few days. Thanks also to all those who passed on their good wishes.

Second, the Society’s Annual General Meeting is coming Up in August – the first meeting notice for this meeting is in this issue of Tracts, and we would be pleased to see as many faces as we can at this AGM. We would also be pleased to see some new faces helping share the workload on the Management Committee and other administrative roles within the Society.

Next, as you are probably aware, with the recent return to COVID Level 1, the operation of the Ferrymead Tramway has nominally returned to “normal”. And along with the return to Level 1, the operation of the Workshops at the Tram Barns, the work on the Trolley Bus Overhead project and tidying up of the parts store in the Trolley Bus Shed are all running again.

And along with other things mostly returning to normal, the Society’s first General Meeting (aka

Social Function) restarted in June with a slide show of some on Allan Bellamy and Graham Stewart photos from tramway operations in the latter years of the Christchurch Tramway. For this meeting we focused on photos from a couple of cross city tram routes. We got a good turnout of members including those who used to reside on some of those tram routes and there was a good discussion. I would hope that there is a more complete write of the meeting published at some point (maybe even this issue). As this event was so popular – and interesting – and because we have hundreds more photos from this source, we will definitely have more sessions like this.

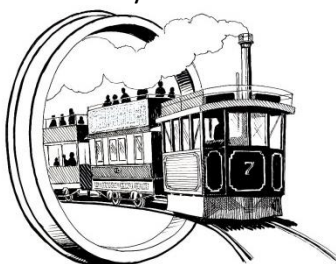
For those on the driving roster, the School Holidays are coming up between 6th and 17th July, a period for which we will need weekday tram drivers. So if you can fill in one of the days in the roster that would be appreciated – especially during the school holidays that is always appreciated. Also the Ferrymead Park has announced that they intend to restart the night markets on the 1st August.

And now as my final subject for this issue, I would like to welcome three new members who have joined the Society this month: Ian Wylie (who resides in Dunedin) plus Evan Batchelor and John Laffey who both reside in Christchurch. Both Evan and John decided to join the Society after having experienced the Tram Driving Experience.

Regards,
Stephen

ANNUAL GENERAL MEETING 2020

The 2020 Annual General Meeting of the Tramway Historical Society will be held on Wednesday 19 August 2020 at 7:45pm in the Lions Building at Ferrymead Heritage Park. The purpose is to review the activities of the Society since the last AGM, to approve the annual accounts for the year ended 31 March 2020, to elect the Management Committee, to consider and deal with any notices of motion (these must be in the hands of the Secretary no later than 21 days before the meeting) and any general business. Supper will be provided. We look forward to your attendance.



Dave Hinman
Secretary

secretary@ferrymeadtramway.org.nz



ABOVE: One good thing to come out of New Zealand returning to Alert Level 1 – no more social distancing, so the break room can be used as – a break room! This was the view at afternoon tea time on 20 June during the Work Day, with thirteen people (not including the photographer) present. Photo: Dave Hinman.

WORK DAY

The Society's next Work Day will be held on Saturday 18 July. All members are warmly encouraged to come down, even if only for part of the day or to catch up with someone and have a chat over a cup of tea or coffee at break time.

GENERAL MEETING

Our next Society General meeting will be on **WEDNESDAY 22 July**, starting at 7:30pm, in the Lions Building at Ferrymead Heritage Park. Following such an interesting evening last month, and with many more images still to be seen we will have a further slideshow, featuring a couple more of the former tram routes of Christchurch (with perhaps another surprise or two), again mainly featuring photos by Alan Bellamy and Graham Stewart. Come along, join in the discussion and enjoy the show. Our usual delicious Phyllis supper will be provided - \$2 each.

MEANWHILE AT FERRYMEAD...

It is almost back to "business as usual" in the tram barns and trolley bus shed, but we should not forget

that COVID-19 remains a risk. So, while there are now no restrictions on numbers accessing barns, please remember if you are unwell – stay home and do not come to Ferrymead. But please do continue to wash your hands, keep the kitchen clean, etc., and observe workshop rules such as putting tools away, as well as other Health and Safety rules. Signing in is no longer required, but we do have the Government's COVID-tracer QR code displayed at the entrances of both buildings and you are encouraged to have the app on your phone and to use it. Here's a link:

https://tracing.covid19.govt.nz/?gclid=EAlaIqobChMl1MvH39t6gIVCH8rCh2wcvRcEAAAYASAAEgLIc_D_BwE

Saturday (and now Wednesday) work parties have been generally well attended and progress in various areas continues. Outside, behind Cranmer and adjacent to the neighbour's fence there has been a major tidy up, green waste has been removed, lawns attended to and broken windows replaced in the Inspectors hut. Assisting with the emptying of

Cranmer has been mentioned elsewhere, and inside the tram barn the main activity has been continuing work on 411. (See photos on p.4)

Finally an update on our new way of socialising - Saturday night virtual "Valley Inn" meetings where people join in by Zoom and chat and reminisce over photos, etc. It began with our 50th Anniversary of electric tram operation on 9 May when we were in lockdown, and was so successful that we have had several since – moving from 5pm to later in the evening once we were back on site so that those who wanted to could have a real "Valley Inn" post work day get together first. Our most recent gathering, after the 20 June work day, went national and international with participants from as far away as Perth (Bob Pearce), Melbourne (Mal Rowe), Sydney (Vincent Chan) Auckland (Tony Messenger) and Wellington (Brent Efford, Henry Brittain and Wendy Donald, as well as our Christchurch locals - a very interesting and informative evening. Tony had joined in for the experience with a view to setting up a MOTAT organised version. We have now decided that we will run these sessions regularly on the third Saturday of each month, following our workday. We will be delighted to continue to have members and friends from wherever they may be!

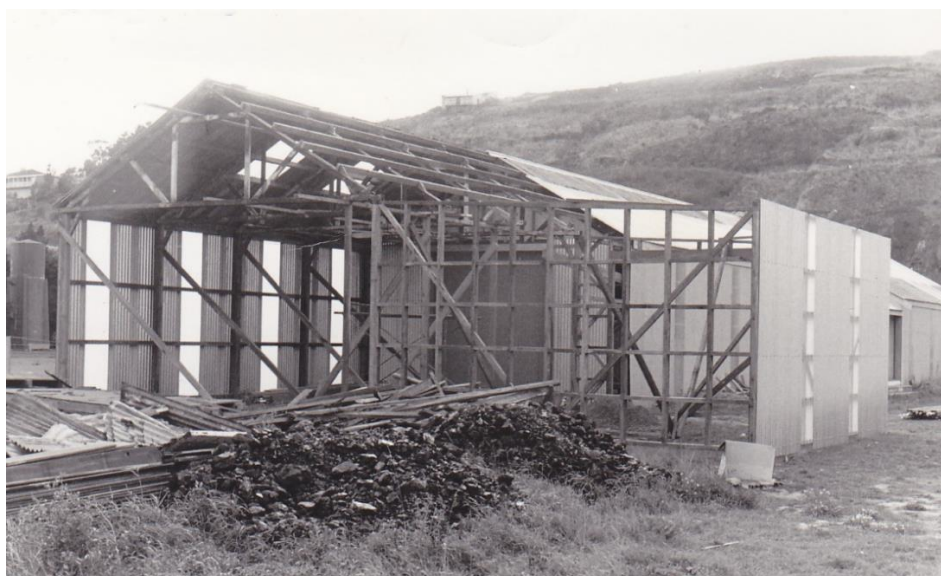
JUNE GENERAL MEETING

Our meeting on June 24th had some resemblance to the very successful Zoom social meetings we have been having on selected Saturday evenings, except that people were actually all present in the same room, with only one computer and screen there to have connection issues (which it did!). The Lions building was quite cosy despite the cold and wet evening, and after finally persuading Dave's lap top to connect with Ken's projector and a brief talk by Stephen about current happenings, an interesting slide show followed. It commenced with some historic photos showing the early development of the "ring road" area by the tram barns and featuring the Cranmer building, previously occupied by the Radio preservation Society (Radio Ferrymead) and the Sound Museum/Dini Collection. THS members have recently assisted the Ferrymead Trust in relocating the collection to its new museum site and storage at the main Ferrymead site. A feature of the relocation was the use of our MAN bus 612, with every seat, plus the floor filled with items on the move. (see photos opposite). We have just received the following acknowledgement from Denys

Jones, Chairman of the Ferrymead Trust. *"This is just a brief note to say thanks to the members of the THS who so diligently assisted the Trust in recent weeks by way of the transfer of the exhibit items from the Cranmer Building to the core site... it is most gratifying to see members from a member body of the Trust being prepared to see the situation for what it is and pitch in to that end ...Please pass on the thanks from the trustees to all those concerned."*

The main event slide show which followed used (mainly) 1940s/50s images from Alan Bellamy and Graham Stewart arranged to illustrate two of the former (and possibly less well known) "through" tram routes of Christchurch in the post-war period. These were: St Albans Park (16) - Spreydon (14) and Lincoln Rd (7) – Cranford St (4), both of which were mainly served by the Brill 'one-man' trams, turned around at each terminus by either a turning wye (4) & (16) or a balloon loop (7) & (14). Each route travelled via Cathedral Square. There were enough photos to feature most of each of the routes, and while for some parts the street scenes are still similar to today, for other parts the old streetscape has entirely disappeared. An example of this was the Spreydon Route which traversed streets that no longer exist - South Crescent Rd, linking Antigua St to Strickland St was obliterated by the Brougham St Expressway in the 1970s. What made the evening so interesting (and interactive) was that there were some present who, at the time of the trams, had lived in, or knew well, the locality being shown and were able to educate the rest of us about what we were seeing. A less dramatic example was Bealey Avenue where the trams in both directions travelled on what is now the north side (east bound) lanes. Some interesting photos around the Moorhouse Avenue tram sheds were also shown, and as noted by Stephen in his piece, we have plenty more for future occasions!

Graham Stewart earlier this year donated copies of 1100 of his Christchurch tram photos, including some taken by his father, W.W. Stewart, when he visited the city in 1923. Some of the Alan Bellamy photos were taken a few years earlier than Graham's, as Alan lived in Christchurch at the time, and some were taken on the same day as Graham and Alan cycled around the city together with their cameras! Quite a number of the photos included in the presentation had not been seen before by those present and a few are included on pp. 6-8 below.



Cranmer Building extensions- early 1970s. *(Photo: THS Collection)*



A bus load of phonographs on the move *(Photo: Dave Hinman)*



Delivery to the new Dini Building – 13 June 2020 *(Photo: Dave Hinman)*



Brill 173 - Colombo into Bealey heading E. for ST ALB PK, Warrington/Flockton Sts (Photo: Graham Stewart)



Brill 177 – in Bealey Ave (N. side, W. bound), heading for SPREYDON (Photo: Graham Stewart)



Brill 181 – SPREYDON terminus – entering Barrington St (Photo: Graham Stewart)



Brill 177 – South Crescent Rd – heading for ST ALBANS PARK (Photo: Graham Stewart)



Brill 185– re-entering Lincoln Rd from loop terminus and heading for CRANFORD ST (Photo: Alan Bellamy)



Brill 184 turning from Lincoln Rd into Moorhouse Ave, on way to CRANFORD ST.
Boon 47 leading Addington Race trams waiting in Hagley Avenue. (Photo: Graham Stewart)



Brill 184 – into Cranford St from Westminster St and heading for LINCOLN RD,
after reversing at turning wye *(Photo: Alan Bellamy)*



CTB workshops, Moorhouse Ave – a view looking south from the traverser to the overhead stable
(photo: Alan Bellamy)

TRAM EXTENSION AND OTHER ISSUES - SUBMISSIONS TO CCC UPDATED DRAFT ANNUAL PLAN

Further to last month's report in *Tracts*, the further consultation period on the Updated Draft Annual Plan, which commenced on 12 June is now over. The Updated Draft Plan proposes to reduce the average proposed rates increase from 4.65 % down to 3.5%. This would include capping spending on the capital programme to \$400 million plus funding for the Metro Sports Facility and the Multi-Use Arena. All who had previously put in submissions were contacted and given the option of either leaving existing submissions unchanged, or resubmitting by 5pm on Monday 29 June. In the meantime, hearings were scheduled, and all those requesting a hearing were given that opportunity and the hearings were completed prior to the closing date for written submissions. Councillors would not be seeing any of the written submissions, including those received in the earlier round, until after the closing date. The process was fast tracked this way so that the Council can give consideration to all the submissions (both verbal and written), make decisions and approve the Annual plan by the end of July. In normal circumstances such decisions are made by the end of June.

CTL, THS and HTT had put in earlier submissions noting the impact of COVID on our operations, requesting that the tram extension still proceed. Both CTL and THS withdrew their earlier submissions so they could be updated, given that the updated draft plan is different to the initial plan which the earlier submissions were addressing, and each organisation's responses and actions had evolved with changing COVID alert levels. It was also more apparent that some funding is proposed to be removed from the 20/21 capital programme for the tram in the updated draft plan.

This awareness gave us a greater focus on emphasising the value to the central city, and the SALT district in particular of having the tram extended as soon as possible, and revisiting earlier requests to consider completing the tram ahead of the related High St revitalisation works.

Sue Sullivan (CTL) and Dave Hinman (THS) presented in person to the Council on Wednesday 24 June. The Council's revised procedure limited organisations to five minutes each and individuals to three minutes (both including question time). This revised hearing process was obviously a challenge, as usually there is ten minutes speaking time and the Council members are expected to have already read the submissions. Verbal presentations were more about emphasising a few key points on what they were already aware of. So it had to be a very quick summary of who we are, our concerns and what we wanted from the Council! We were able to get our key points across in just under the allotted five minutes, noting that they would be followed up with our revised written submissions. These were worked on following the hearing and duly lodged on Monday 29th. The HTT submission remained unchanged, and while the Trust did not appear at the hearing, its messaging is still important and relevant, supporting CTL and THS while describing its own specific concerns. The Council will be considering all the submissions, plus staff advice, ahead of making its decision, and this information should be available for viewing on the Council website soon. Watch this space!

A BRIEF RESTORATION REPORT – *Mornington Cable Car 103 (Don McAra)*

Richard Holland and I are progressing now to the rest of the roof and have repaired or refurbished the four main cabin roof supports that start to bridge the gap between the clerestory roof and the leading and trailing ends. Most of the old roof bows need new ends where they meet the roof side rails. We will scarf these in individually.

A second tranche of funding for the wheelsets has been applied for via a Dunedin Trust. We have enquired about the cost of bending the outer roof rails around the main roof corners as outwork, since the curve radius is quite tight, and expert steam bending must be necessary. Lawrie soldiers on with fine tuning the axle box structures, and has welded some clerestory brackets cleaned by new volunteer Alex Cherukanov. Alex comes from Vladivostok and has settled in New Zealand.

VALE – KEN FINNEMORE, NELSON KENNEDY AND ROSS CLAPP

Last month we were saddened to hear as *Tracts* went to press of the death of three Society members/supporters: Ken Finnemore, Nelson Kennedy, and Ross Clapp. Don McAra, Murray Sanders and Dave Hinman kindly provided the following:

Ken Finnemore

Ken was born in Middlesex U.K. in 1937. He grew up in London and remembered the trolleybuses more than the trams. He loved cycling and was a long standing rail fan. Apprenticed as an industrial electrician, he met and married Ann in 1962. He had six years in Cyprus working for the military on electrical and communication

equipment. His eldest son Cameron was born there. Recruited by the Tiwai Aluminium Smelter, Ken and his family spent seven years in New Zealand, and then returned to the UK where he worked for EMI. Ken was involved in Scouts, was a church warden and was also an enthusiastic choir member. He and his family later returned to New Zealand, had many adventures exploring the country, and in 2001 retired to Christchurch. He had been a Society member for over ten years, working on tram motor overhauls and the overhead power lines. He assisted Don with cable car restoration and they sang Gilbert and Sullivan together. Recently, health issues sadly limited his involvement. Ken was a true gentleman, kind, helpful, and generous with his time. **(DMcA/MS)**

Nelson Kennedy

Nelson was a Chartered Accountant and after a career in corporate management (grocery wholesaling) in his mid-40s, moved to the social services sector, working for Anglican Care and the City Mission. He had a life-long interest in rail, most evident in his passion for railway modelling, but also with trams, and when he joined the Tramway Historical Society in the early 1990s it was initially to be a volunteer tram driver. He had gained his Motorman's licence by early 1996 and served on the Management Committee as well as becoming General Manager of the Ferrymead Tramway. Fellow Anglican (Church Property Trustees) Ted Harrall was the Society's Treasurer and by 1999 Nelson had become our honorary Auditor, a role which also included preparing the Annual Accounts. With the THS/HTT facing financial difficulties a year or so later, Nelson, with his financial and business expertise played a key advisory role in the Society's managing our way through those critical times. Both Douglas Johns and Joe Pickering particularly remember his technical skills. From Douglas: "Nelson was a bit a whizz with spreadsheets and he set up the template we used for many years to present the Society's annual accounts – right up until the new charities regime came into existence.." And Joe: "I remember him being a whizz with computers when computers were not much beyond their infancy and computer wizardry seemed to be the preserve of people in their teens or early twenties. If you rang him he would pick up the phone and you would be greeted with the single word: "Kennedy"..." Nelson concluded his term as auditor in 2006, with Alan Robb returning to the role. Stephen Taylor had come in as treasurer, in 2003, relieving former President Max Taylor who had briefly followed Ted Harrall in an "acting" capacity. Meanwhile Nelson had retired from Anglican Care in 2002 and was also further pursuing his railway modelling skills, setting up a successful business creating and selling NZR locomotives and rolling stock of various scales. He had earlier operated the Christchurch Model Centre in Linwood in conjunction with Robin Knight and John Gardener. Although having some health issues, he also followed another dream – he trained and qualified as an Anglican priest and served in parishes in Burwood and Lincoln, semi retiring after moving to Rolleston post-earthquake. Nelson died in Christchurch Hospital on May 19, aged 78, after a combination of a long illness, a fall which broke his hip and pneumonia which set in while he was in hospital. **(DH)**

Ross Clapp

We were sorry to hear of Ross's passing, on June 2. Ross was a warm, affable guy who offered his cabinet making skills to the Society. As a small private funeral has been held nobody from the Society was able to be present, but I have sent a note of condolence to his wife Christine. Whenever he dropped in to help Ross gave full moral encouragement to the tram restorations in hand. For example he assisted with the seating in Mornington cable car trailer 111. Positive volunteers like Ross are always needed, and we miss his cheery ways. Ross was 84.

(DMcA)

CATCH POINT – or THE EDITOR GOT IT WRONG (AGAIN!) – BUT ALSO A LITTLE BIT RIGHT

Last month we published a Don McAra painting of Dunedin 'Takapuna' 66 passing the former Dunedin Locomotive depot on an Andersons Bay working. Not long after publication, Vern Campbell sent the following email to Dave Hinman:

Hi Dave, regarding Tracts 47 and Don's wonderful painting of 66 on the front cover, it was outward bound, to Andy Bay. The inbound cars went to 4 Gardens, if bogies; if 4 wheelers, 12 Opoho. They never went specifically to the Octagon, only the Exchange or Frederick Street.

However, what the Editor didn't realise was that the painting fitted nicely in with Graham Stewart's new book *Crossing Ahead!* Our thanks to those who pointed out this glaring omission and for also noting the appropriateness of last month's cover.

AND MARK IT IN YOUR DIARIES – NIGHT MARKETS ARE COMING BACK!

Yes, that's right – from 1 August, Ferrymead Night Markets are coming back! 4PM to 8PM, and yes – the trams will be running too! We'll hopefully have more on this next issue.

When Dunedin Should have Saved a Cable Car

When a cable car service should have been retained:

The Maryhill Extension cable car between Mornington and Maryhill

BILL CAMPBELL

If there was ever a case for retaining a cable car service it was on the Maryhill line between Mornington and Maryhill as diesel buses were unable to provide an adequate replacement service on the same route. There was also a strong case for retaining the High Street cable car line.

The Maryhill tram, number 106, now in the Otago Early Settlers Museum attracted many visitors to Dunedin as the steepest passenger tram route in the world with a grade of 1:3.5 below the Mornington tramsheds. Maryhill residents took the cable car service in their stride while enjoying the reactions of the visitors to the steep tip over the slope from the Mornington tramsheds. The Maryhill tram ceased running on 29 September 1955, due to a shortage of Mornington gripmen who had operated the service.

The Maryhill Extension cable car service had had a chequered early life with poor patronage and minimal maintenance which led to the cable car service being closed and rebuilt between 1916 and 1921. Patronage increased from the 1930s and 1940s with new housing subdivisions in Maryhill. A new traction rope had been installed on the half mile long Maryhill cable car line and saw only four and a half days use before the cable car stopped running.

A Leyland half cab diesel bus replaced the Maryhill tram, initially running to the same timetable and travelling from the Mornington tramsheds via Eglinton Road, Macnee Street and Haig Street and along the former cable car route in Glenpark Avenue to the Maryhill terminus. Instead of turning at the terminus the bus returned to Mornington via Mitchell Avenue and the Elgin Rd bus route.

The Leyland half cab buses used on the Maryhill service had been used as cable car replacement services on the Stuart St (Kaikorai) and Rattray St (Roslyn) routes before trolleybuses were introduced on those routes and were not in good mechanical condition. At least two buses failed on the steep route to Maryhill while carrying heavy afternoon loadings. The buses could not maintain the 10 minute round trip timetable between Mornington and Maryhill. Stopping and restarting the buses on the hill section of the former cable car route between Neidpath Road and the Maryhill terminus was difficult. Stops on the Glenpark Avenue hill at Byron St and Carson St were eliminated. A later route alteration reversed the running to the Maryhill bus to run via Elgin Rd and Mitchell Avenue to Maryhill and then back to Mornington via Glenpark Avenue and Haig St. Even so the 10 minute round trip timetable could not be maintained and an extra two minutes had to be allowed. This meant only five round trips an hour instead of six could be completed.

When the High St cable cars were withdrawn on Saturday 2 March 1957, the Maryhill service, still using the Leyland half cab buses ran from the Exchange on a 15-minute timetable with one or two extra peak hour services. The left hand turn from Eglinton Rd into the narrow Macnee Street above the Peel Street stop was too difficult for the diesel buses and they turned on the disused turntable area at the Mornington terminus before travelling downhill to turn right into Macnee St.

A 1947 proposal to run a trolleybus loop line from Elgin Rd via Maryhill terrace to the terminus at Maryhill and back via Mitchell Avenue to Elgin Rd had been abandoned after Maryhill Terrace had been widened to take trolleybuses. It was quicker for many Maryhill residents to travel via the Balaclava trolleybus when the trolleybus service began up High St and along Elgin Rd in March 1958.

They then walked the short distance to the former Maryhill cable car line. This created considerable demand for extra trolleybuses on the route and adding to the profitability of what was believed to be the best paying trolleybus route in Dunedin. A diesel bus service continued from the Exchange to Maryhill on a reduced timetable. Later the Maryhill and Balaclava bus routes were combined some years after trolleybuses ceased running on the Balaclava route.

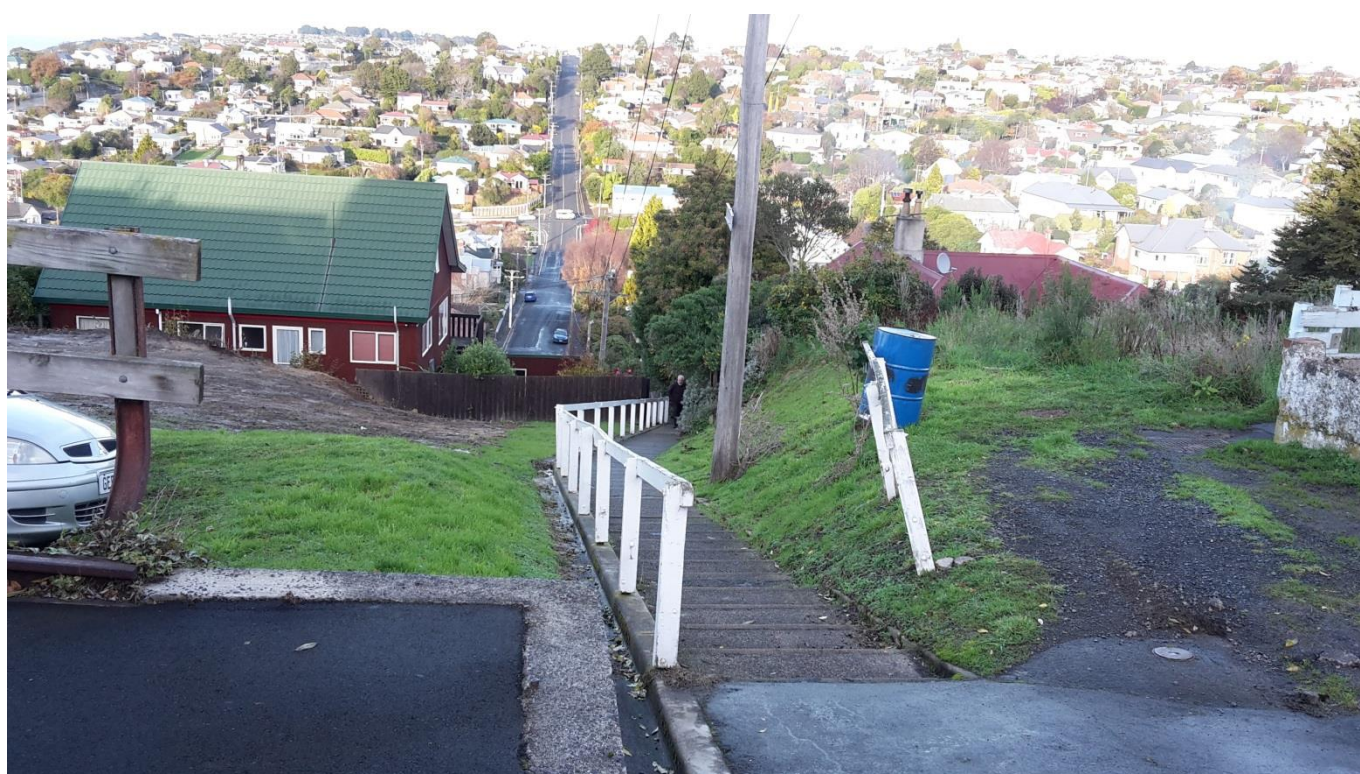
FRONT COVER: *Hold very tight please! Taken from the summit of the line behind the Mornington tram sheds, cable car 106 trundles down (or is it up?) the 1 in 3.5 gradient between Mornington and Glenpark Avenue in the valley below. Photo: THS Collection.*

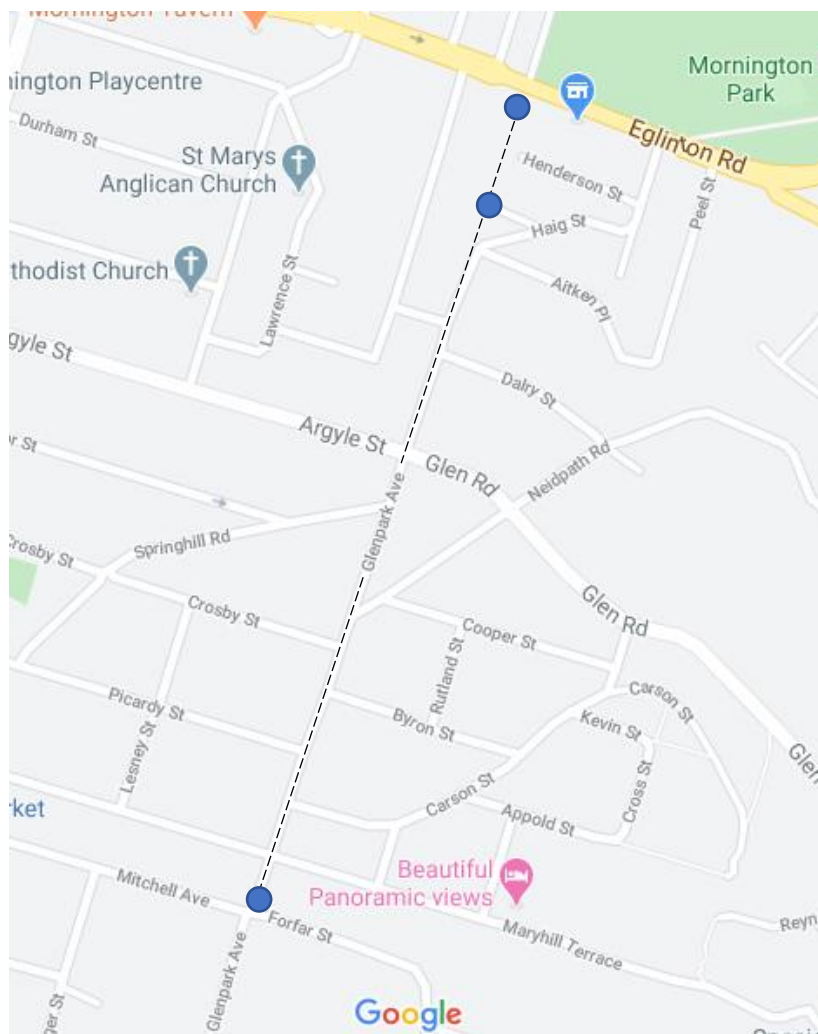


THIS PAGE: Two photos of the former Maryhill right-of-way, taken from almost the same vantage point as our cover image. The above image was taken in the 1960s, with a few pieces of grooved cable car rail turned into a fence to prevent access to the grassed-over former trackbed. Other than that though, little had changed since the cable car stopped running in 1956.

Below, the same view taken from a similar perspective but more recently – and what a difference forty years can make! The stairs beside the line still link Mornington and Glenpark Avenue and the bent-rail fence is still present, but in 1994 the villa beside the line has been replaced with a new house that encroaches onto the former right-of-way – and, at time of publication, was found to be available for sale!

Both photos: Dave Hinman.





LEFT: And this is how Mornington and Maryhill look today, as courtesy of Google Maps, showing some of the streets and roads mentioned by Bill in his article. The blue dots from Eglinton Road are, in sequence: the approximate position of the Mornington tramsheds and start of the Maryhill Extension (as noted by the dashed line), the property at 1 Iona Street (just off Haig Street) which encroaches on the former right-of-way, and the Mitchell Avenue terminus. The former Mornington and Elgin Road lines have been omitted for clarity.

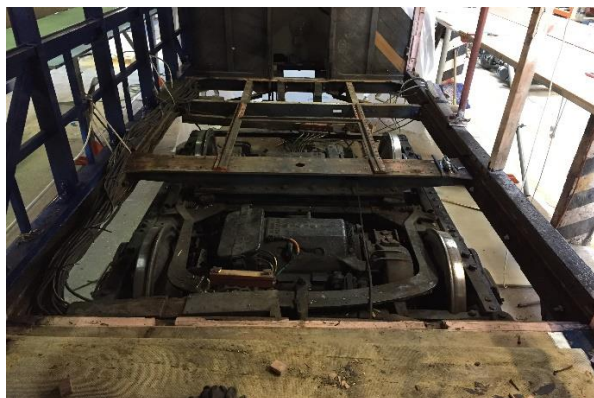
Screen capture: Google Maps; added detail Alastair Cross for Tracts.

BELOW: And continuing on our Dunedin cable car theme, the clerestory roof of ex-Mornington grip tram 103 has been returned to the Tram Barn at Ferrymead looking very smart indeed! But it's not finished yet – the decorative 'topknot' base is still yet to be installed, among other parts. In the coming months Don McAra and his team will be remounting this, and the rest of the roof, onto the body of 103 as noted elsewhere this issue.

Photo: Don McAra



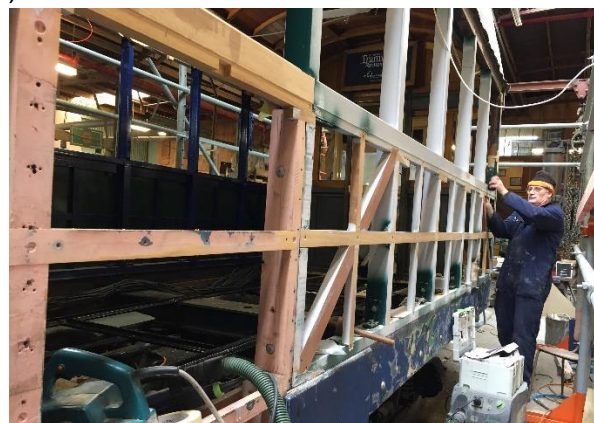
From our Workshops – Restaurant Tram 411



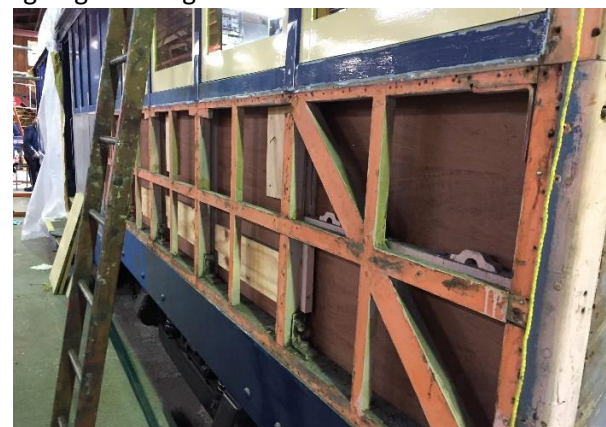
From the roof to the floor! Note David M using our new safety harness.



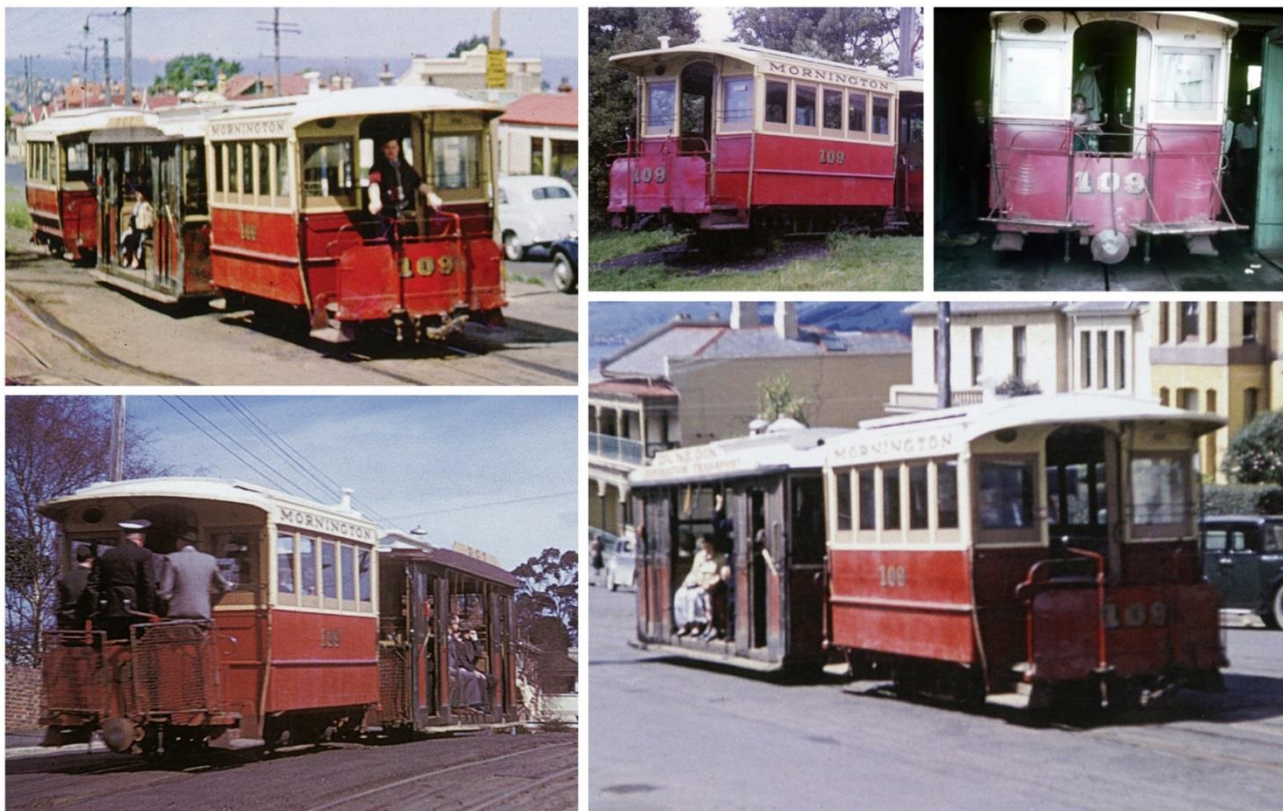
With one end close to being finished, it's time to start on the other end



The sides at this end are going back together.



Work has now started on the sides at this end. (Photos: Dave Hinman)



ABOVE: We were very fortunate to receive, via Don McAra, this montage of photos from Allan Steel of Waikouaiti of Mornington cable car trailer N° 109 – sister to our N° 110, both former DCC horse cars. As with most of Dunedin's trams and cable cars, 109 was sold and began a new life after it was retired in January 1957. Dave Hinman is currently working on an article about 109 which will reveal a mystery recently solved about its early off-rail use. We look forward to seeing this article in due course. Montage: Allan Steel.

FERRYMEAD TRAM TRACTS

The Newsletter of the Tramway Historical Society

Editor: Alastair Cross

Contributions can be sent to the Editor at tracts@ferrymeadtramway.org.nz

We welcome contributions of information for both Tracts and our Society Facebook page. Slide photographs and text are welcome by prior arrangement.

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