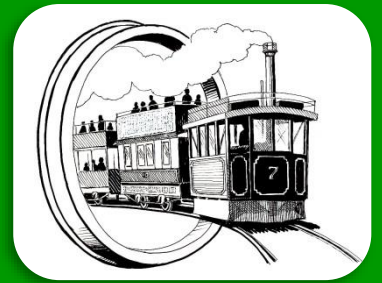


# *Ferrymead*

## *Tram Tracts*

*The Journal of the Tramway Historical Society*



*Issue 44 March 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



I recently attended the memorial service for Mike Lawson that was held in the Church in Ferrymead Heritage Park. The Society was well represented - along with a large contingent of Society members, the Society also provided a number of trams which we parked outside the church

to provide overflow seating for those who couldn't fit inside, plus we also towed (unfortunately) the Kitson Steam Tram down to the church. It was clear from the large number of speakers who spoke at the memorial service that as well as an interest in trams – well, mainly the Kitson Steam Tram; Mike had a large range of other interests – both within and outside Ferrymead – and was well liked and respected by all those who spoke. I understand there will also be a full obituary in this issue of *Tracts*.

The Trolley Bus overhead project activity underway is ongoing and making good progress. In addition to the actual overhead work, a recent focus has been on tidying up the overhead parts store on the trolley bus shed – and in particular some impressive new shelving has been created to make it easier to find the overhead parts we need when we need

them. I expect there will be a more detailed progress report – with pictures – elsewhere in *Tracts*.

At the February General meeting, the membership approved Christchurch number 1 “going to town” – this was then followed by the continuation of the talks and slide show by Dave Hinman and Steve Lea of the trip last year. The focus this time was more “museum” related, but we ran out of time to complete this, so there will be at least one more instalment at a future time. This presentation was followed by the usual natter and cuppa, and the enjoyment of splendid supper provided by Phyllis Belworthy.

It is pleasing to see that most members have renewed their subscriptions – and all these should have received their 2020 membership cards by mail. However, if you have renewed and not received a new membership card, please get in touch and we will sort this out. However, there are still quite a few outstanding subscriptions. These would be appreciated to allow you to maintain all the benefits of membership of the Society.

Finally, I would like to welcome two new members of the Society, although neither member is really new to the Society. Firstly, Brian Ward was a member between 1967 and 1992 and has now re-joined. The second new member is Margaret Shanks, wife of our Society's late founder John Shanks.

That's about all from me this month,  
**Stephen**

## Notices

**Next catered workday - Sat March 21:** This month our regular Work Day will be split across both our Trolley Bus Shed and Tram Barn areas. Commencing from 9am; morning tea (10am), lunch (12:30pm) and afternoon tea (3pm) will all be held at the tram barn. All members are welcome and encouraged to attend, even if only for part of the day or just to catch up and chat.

**Next General Meeting - Wed 25 March - Lions Club Building at 7:30pm:** The evening will commence with a half hour showing of some recently received (and previously unseen) 1940s/50s photos from Alan Bellamy and Graham Stewart, and a short movie of the first trolley buses in Christchurch in 1931 (featuring our 210!), followed by our annual discussion on **Society Goals & Projects** and concluding with our usual delicious Phyllis supper (\$2 per head please).

**Easter Weekend - Edwardian Fete at Ferrymead Heritage Park on Sun 12 and Mon 13 April.** We are proposing to operate and/or display our Edwardian trams – at this stage Christchurch 1 & 26, Dunedin 22, and possibly some of our trailers are being considered for operation and/or display. Full details of the event were still being confirmed at time of publication, but it appears we will need good crew numbers on both those days, as well as for our regular services on Good Friday and Easter Saturday.





**ABOVE:** As currently in use at Ferrymead Heritage Park, Christchurch N<sup>o</sup> 1 has replica reversible cross-bench seats in the open sections, as it did between 1905 and 1913. The photograph at right, depicting Boon-built sister N<sup>o</sup> 32 sometime after 1914 and 1921, depicts the replacement reversible 'garden seats' fitted to comply with the new requirement for a centre aisle. Both photos: THS Collection.

## FEBRUARY GENERAL MEETING

The Society's well attended February General meeting commenced with a half hour general discussion on current happenings and progress, including the proposal for the short term lease of Christchurch No. 1 to the City Tramway, pending the completion of Hills Car 24.

## LEASING CHRISTCHURCH 1 TO THE CHRISTCHURCH TRAMWAY

This was explained by Stephen Taylor, who is a member of the HTT Board as well as being THS President and Acting Treasurer. He advised that Lotteries funding, which will contribute up to two-thirds of the cost of a project, now require the balance one-third applicant contribution to have been raised over no more than two years prior to the application being made. This has meant we have had to delay our application until later this year. Some work on 24 will continue by HTT, which will also have other tasks this year including some restoration work on Yank 12 for Sydney, and part one of a two-year renovation of CTL's Restaurant tram 411.

When N<sup>o</sup> 1 visited the city for a short time prior to the earthquakes it had the required safety features of additional lights, turning indicators, etc. temporarily fitted and we understand these are available for reuse. This time because it will be in regular passenger service, some further (albeit reversible) alterations will be required. The main change will be the replacement of one of the current cross bench seats in each open section to allow for a centre aisle. These will be the seats closest to the central saloon, and side bars will be altered to limit passenger boarding and alighting to the entrances adjacent to the saloon. We already have the seats made for this as the original intention had been to restore N<sup>o</sup> 1 to its post "centre aisle" Regulation (1913) configuration, and the decision to go back to the original 1905 cross bench style was made well after restoration had commenced. It is proposed that N<sup>o</sup> 1 be withdrawn from service after Easter, so that the alterations can be undertaken ahead of the arrival of Restaurant Tram 411 in early June.

After discussion and questions a vote was taken on approving N<sup>o</sup> 1 going to town as proposed. The proposal was carried by majority, with only one vote against.

## **ON HOLIDAY WITH THE HINMANS AND LEAS**

This was the main feature of the evening and once again, partly because of the time taken for the previous general discussion, time ran out and some of the places visited will still have to wait for a future occasion. This time we saw the four day trip to the Isle of Man where our intrepid explorers found the delights of late 19<sup>th</sup> and early 20<sup>th</sup> century vintage rail transport still operating in daily service, little changed in over 100 years, with some even older castles, the Isle of Man parliament, and their modern passenger bus system also part of the mix. In addition there was time for a quick glimpse at the Black Country Museum at Dudley - trams, trolley buses, and a magnificent overhead parts store, all contained within a recreated 19<sup>th</sup> /early 20<sup>th</sup> century village. Finally a trip to Manchester and the remnant tram siding at Heaton Park, now extended as an operating tram museum, and now like the Sydney Tram Museum, the recipient of an example of the first generation of modern light rail vehicles (Manchester Metrolink T68 No. 1007), which operated from 1992 to 2014.

## **RESTORATION REPORTS**

### ***Christchurch 'Yank' 12 – Dave Hinman***

Good progress has been made on almost completing the chassis work on Yank 12 for the Sydney Tramway Museum. This has included drilling, bolting and riveting the steel sides, removing the body bolsters for the trucks, renewing their timber elements and refitting, renewing the high end platform floor crownpiece, and refitting the new plywood floor. With current funds now spent and other work now pending for the HTT it is time for the chassis to be returned to its container, (alias Tram Barn 5), and this was done on Saturday 7 March. The detached low end platform, still to be restored has now also been placed in Tram Barn 5, together with one of our currently unused Nagasaki Brill 77E trucks. This has had the effect of creating a slightly different looking tram chassis, now sporting an unusual total of twelve wheels beneath a single chassis!

### ***Mornington (Dunedin) 103 – Don McAra***

Work on 103 has been continuing over the summer break largely in my home workshop.

All the main components for the clerestory roof are nearing completion for final assembly. This includes cutting, shaping, and chamfering the clerestory top and bottom rails, roof bows, and those bows that extend from the bottom rail of the clerestory towards the outer rail of the main roof. Some of the joinery involved has really stretched me but Richard Holland who has been a great help with the heavier

machining. One of the most complex joints is that from the clerestory bottom rail to the cabin roof rails, and for this I have done a full scale mock up to ensure it will be correctly done.

Following Brian Fairbrass's suggestion I lowered the remaining clerestory window glass in a hole-drilled plastic bucket into the Caustic tank, let it sit for a couple of days, then retrieved it. Ken Henderson helped me hose the glass down to reveal a lovely shade of green pressed and amber pressed glass, hidden by planking for many years because sun-strike had occasionally blinded grip-men. The glass will once again be seen as per the original and an alternative method found to prevent said sunstrike should 103 run again as intended. The clerestory end windows were ruby red as a warning to oncoming and following traffic.

Although Bruce Maffei and others kindly lent a hand stripping old paint off the cabin roof ceilings, and have done a wonderful job, there remains work to do repairing where the roof bows connect with the outer rail of the main roof. We have also to replace the damaged arched crown pieces immediately over the steel framed main end windows, and connect the cabin roofs to them. The outer rail of the entire main roof, which was wrecked by the lack of a spreader bar when 103 was trucked to Christchurch many years ago, is to be replaced as well.

At the launch of the museum barn in Mornington last year we were offered some fine kauri beams, formerly from a St. Leonards factory, and these will be cut down to replace missing roof slats/planking on both the clerestory and main roof. There is still a long way to go with the body work, which rot and borer had so badly damaged over the years that little of the original can be kept.

Dave Hinman has just made a very interesting discovery. Looking around for a totally different tram item he climbed into Mornington cable car trailer 109's body and found six signal box levers left there by Trevor Craib for use as brake and gripper levers in cable car restoration once they are adapted. This will be done by Lawry Cooper who has been soldiering on with 103's metal components, specifically the axle boxes and bearings.

Last year we agreed to obtain quotes for the pattern making and casting of wheels for 103, in fact two wheel sets, with a run-back brake pawl ratchet mounted on the axles. Subject to Lawry's specs being followed we have accepted a quote from A&G Price Ltd at a cost of around \$27,000. Although I have applied to a Dunedin Trust for as much as of this as possible, further contributions towards this

and other 103 costs will be gratefully received. Just mention "103" and your name for a receipt in any tax free donation you can make.

#### ADVANCE NOTICE – UPCOMING CONFERENCES

##### **FRONZ Conference – Gisborne, Fri 29 May – Mon 1**

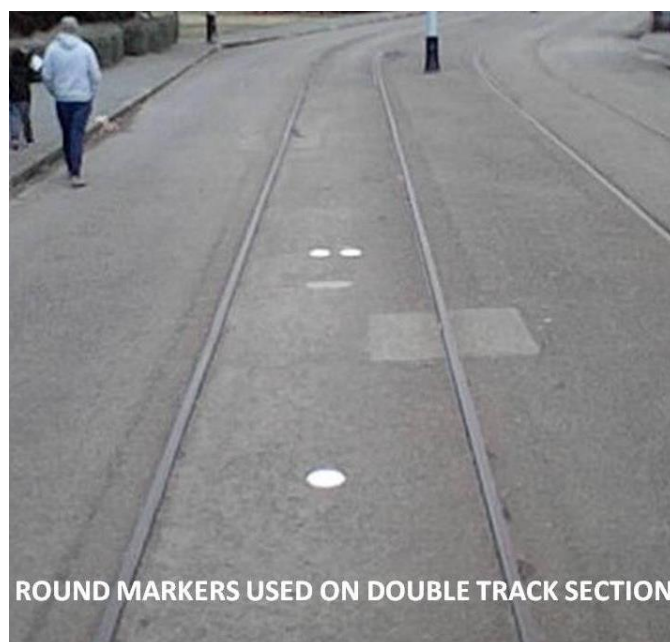
**June:** This is the Annual Conference of the Federation of Rail Organisations of NZ, held at Queen’s Birthday Weekend and is of interest to both tramway and railway groups. This will be the first time the Conference has been held in Gisborne, being hosted by local group Gisborne City Vintage Rail. More information on the Conference will follow in next month’s issue, with bookings through the FRONZ website also opening in April.

##### **COTMA Conference - Bendigo , 10-15**

**September:** (+ pre and post conference tours) The biennial conference of the Council of Tramway Museums of Australasia will be held in the Bendigo, Victoria, which retained part of its electric tramway system as a museum and heritage line when the system, along with that in Ballarat, closed in 1971. There will also be pre- and post-conference tours available, with more information due next month follow a planning meeting of the COTMA Executive in Bendigo on 20-21 March. Dave Hinman will be attending the Conference in his official capacity as COTMA Chairman.

## TRAM DRIVING NOTICES WITH DAVID JONES

Please note that the cut off markers for the section isolators and special work have been checked, refreshed and relocated where necessary. Some standardisation has been effected, i.e. all the dots are now slightly larger and the arrows have disappeared to be replaced with an arrowhead directional pointer in place of the single dot on the two way single track section between the Paddock Loop and Truscotts Road bridge, as per the images below. A big thank you to Gary Riggs, who made the stencils, painted the markings and helped with checking the correct location of the dots. The normal practise is to cut off the controller just before the single dot or arrowhead, and then notch up after the twin dots have been crossed. When crossing Truscotts Road in either direction, give yourself a little extra time before notching up again as the tram crosses four section isolators under the trolleybus overhead in series.





## The Story of 'Standard' 201 – A Postscript

**Dave Hinman** reports on the recent discovery of a long-lost identity – that of 'Standard' 201 at Lake Ohau.

In our series of articles about Christchurch 'Standard' (or New) trailers published in *Tracts* in 2016- 18, we featured the still surviving trailer at Lake Ohau, believed to be No. 201, part of the Last Tram Parade on 11 September 1954. Because none of us had seen inside it (and no number was visible on the outside) we still weren't absolutely certain that it was 201 as two other 'Standard' trailers also remained unaccounted for. Well, we now have our proof! We had ascertained that the tram is owned by the well-known Barker family of Geraldine and Bruce Maffei had spoken to Michael Barker, who confirmed that that his father Anthony Barker had purchased it from an existing owner in Christchurch about 1956-57. He had transported it to the family farm at Hanging Rock near Pleasant Point, and converted it into a bach, fitting the present gable iron roof, four bunks, pump, shower and a stove. About 1957-58, Anthony moved the tram to the present site at Lake Ohau. In his conversation with Bruce, Michael could not however recall the number of the tram, so a slight doubt remained that it was actually 201.

On 17 February this year Michael wrote to the Society seeking information about his tram, which he is about to commence renovating. In subsequent email discussions with Stephen Taylor and Dave Hinman, he sent us a couple of photos - the first showing it sitting rather precariously after being unloaded at Hanging Rock and with the number 201 clearly visible on its end apron, and the second, much more recently, in use at Lake Ohau.

Michael has advised that the family is hoping *"to retain some of the special historic features, while creating sufficient comfort in a small space to appeal to a modern family on a camping holiday! We will be uninstalling everything my father installed in 1957-8 and re-fitting it with a kitchenette, table, chairs, bunks etc., energised by a solar-voltaic cell and LPG gas."* Together with his wife Bridget, and their architect Leon Browning, Michael has since visited both the City Tramway (to view and ride the quite similar but larger Brill 178) and Ferrymead, to view both of our bach tram (trailer 126 and Brill 194), trailer 202, our restored trams and current work in progress on Hills 24 and Dunedin grip car 103. Their visits and discussions with us, together with some photos and copies of original plans which we have given them, should assist them in realising their dream and ensuring the on-going survival of 201 as it enters its second century.

*Editor's Note: With the confirmation of N<sup>o</sup> 201's identity, the Society is now firmly aware of the fates of all but two 'Standard' trailers in recent times. The only unknowns are N<sup>o</sup> 135, sold to a family in Geraldine, and N<sup>o</sup> 148, believed to have been burnt on Kaitorete Spit in 1966 with sister N<sup>o</sup> 140. Can anyone solve the final piece of the puzzle?*

### OVERLEAF:

*Michael Barker kindly provided the following two photos to the Society, confirming once and for all that 'Standard' 201 still exists. Michael also provided the following captions:*

*"The earlier of the two photos attached puts the matter to rest once and for all. If you enlarge the photo on your screen, you can clearly see the numbers 201 (see inset) on the front end!"*

*"My father Anthony, and his father Michael, are seen here building a roof on top. The old tram was at this time residing somewhat precariously at Dad's farm near Hanging Rock, near Pleasant Point. Dad then shifted it up to Ohau and it has been on the same spot ever since. Our family affectionately nicknamed it "The Ark", no doubt partly on account of its location on the side of the sea (lake!)"*

*"A big fire got within metres of the tram half way through its life and you can see the burnt manuka behind in the [Ohau] photo when it was tussock (yellowish!) coloured. Thanks to this fire it remained very exposed for years, only recently has the manuka and beech regenerated sufficiently to almost screen it from the road at last!"*

*(The lack of vegetation is even more obvious in the earlier Russell Grigg photo republished in Nov 2017 Tracts p. 13 and the current screening is apparent in Douglas Johns' Nov 2017 photos published in Tracts in Feb 2018, p. 6.)*

*BOTH PHOTOS: Barker Family collection, reproduced with permission.*







## Trolleybus News with Alan Roi

Since reporting in the February Issue of *Tracts* we have continued to make progress on the Trolleybus Project. We were asked not to do any work on the overhead lines while the Nostalgia Festival was on. Therefore we started to clean up the overhead store. A number of overhead line fittings were removed and temporarily placed in Auckland trolleybus 105. The racking that parts were on was well past its use by date, and consequently was demolished. Subsequently the rest of the first room in the store has been completely emptied and two sets of pigeon hole shelving constructed. Steve Lea brought in his airless sprayer and the shelves look resplendent in grey. We are now preparing parts to go in these holes and a number of parts are being cleaned, painted and stacked neatly on the shelves. Dave Sanders has been testing fittings for electrical integrity and we are rejecting a very small proportion. There are still a large number of parts to deal with so this will be ongoing for a while. More racks still need to be built.

**TOP AND CENTRE RIGHT:** *The new parts racking in the Trolleybus Shed already looks quite smart! Just as smart are the cleaned, painted and tested parts now already nestled in those pigeon holes... (Top)*  
*Both photos: Jonathan Day.*

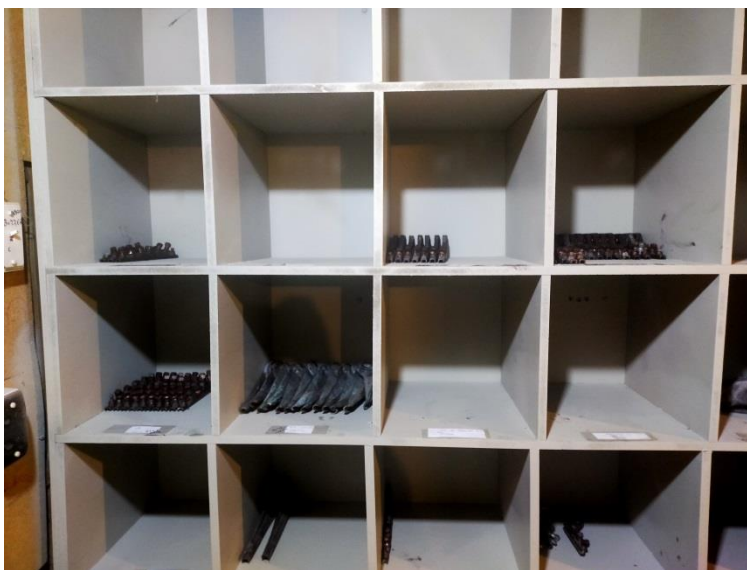
*And from slightly further afield – another overhead store, this time at the Black Country Museum in England! While our overhead store won't look exactly the same, the functionality will be. Photo: Dave Hinman.*

### AND ON AN ELECTRICAL AND SAFETY NOTE...

We have changed the electrical equipment tags from White to Orange. This Orange tag will be in place from January to June this year. If any electrical equipment is found with the wrong coloured tag, place it on the electrical desk or leave a note there for Murray.

Please remember to keep the workshop tidy and the walkways clear. Also leave the workshop machinery and storage racks clear to allow access and use.

*Murray Sanders*







**LEFT:** Train time at Castletown. On the day the Hinman and Lea families visited Castletown Station, a short train had just arrived bound for Douglas, headed by unique 1885 Dübs-built 0-6-0T N° 15 Caledonia. Originally built for the Foxdale Railway, a subsidiary of the larger Manx Northern Railway, Caledonia currently carries the livery of the latter company as it would have done when brand new in 1885. Photo: Dave Hinman.



**LOWER LEFT:** During their recent travels, Dave and Steve called in at the Black Country Museum in Dudley, England. Tucked away in the tram shed was ex-Wolverhampton Corporation double-deck tram N° 49, with two other unidentified trams – also from the Black Country - tucked up alongside. Built in 1909, N° 49 entered service with a third-rail, stud pickup contact shoe for power collection on the Lorain principle – much on the same principle as Märklin model trains. Later converted to traditional trolley pole configuration; N° 49 was withdrawn in 1921. The tram was later preserved in 1976, and

after a 25-year long restoration, entered service at the Museum in 2004.  
Photo: Dave Hinman.

**FRONT COVER:** As noted this issue, Don McAra and his team have recently uncovered and restored the original coloured glass skylight panes from the clerestory roof of Mornington grip tram 103. Shown here with the amber and green side skylights is Society member Richard Holland, who has become a valued member of the Cable Car team since joining the Society two years ago. Photo: Don McAra.



## VALE MIKE LAWSON

As reported briefly in February Tracts, Mike Lawson passed away on 24 January, after a short illness. He was 77. Mike had an early career with the local engineering and electrical supply firm Andrews and Beaven until its demise in the 1980s. He was always interested in things mechanical, particularly if of a vintage nature and over many years had been actively involved as a volunteer in many organisations. These included the Mt Cheeseman Ski Club, the Vintage Car Club, steam and machinery clubs, such as Steam Scene, and various groups at Ferrymead, including Rural History and the Tramway Historical Society (where Mike was awarded an Honorary membership). In recent years he was also the Museum curator at Ferrymead Heritage Park. He helped restore the historic hydro generator at the Akaroa PowerHouse and was previously active in live theatre, including scenery production and stage management. He also built his own yacht (called Prudence) and for many years was an active member (including Commodore) of the French Farm Aquatic Club. He also had an interest in pipe organs and recently helped John Dodgson restore the vintage pipe organ now installed in the Church at Ferrymead.



Mike's main interest with the THS was with the Kitson Steam Tram, which started when he was involved in some repairs. He then helped crew it and eventually got his steam ticket qualification. When Alex Hunter departed for his OE in the UK in 2009, Mike took over the role as steam tram officer. By that time we were already aware that our current Kitson boiler was approaching the end of its life and Alex had done some preliminary testing of our "spare" boiler (see July & October 2008 Tracts). This boiler was from ex-ChCh Kitson (No. 6) and had been recovered years earlier from a glass house in the nearby Horotane Valley where it had been used as a water heater. However, the old boiler soldiered on a while longer until it failed to pass its 10-year survey in 2017, when it was decided that it was time to get the spare one back into working order. Working with Alex, now back from his OE, and also with some help from Graeme Richardson, Mike got stuck into the painstaking restoration task. With some major repair and welding assistance from Lyttelton Engineering, excellent progress had been made on repairs and welding and a start was under way with tube replacement when Mike became ill in the latter part of 2019.

A well attended memorial service was held for Mike at the Ferrymead Township Church, on 21 February. We had some of our tram fleet at Church corner to provide overflow seating with partly dismantled Kitson 7 also in attendance, as a tribute to Mike and his great service to the Society. It was a very warm afternoon, and Brisbane 236 with its open sides and closest to the loudspeaker provided nearby by friend (and organ restorer/organist) John Dodgson, was a popular choice for those not able to get a seat inside the church. The service consisted of reminiscences and stories of Mike from family, friends, and those associated with many of the clubs and groups he had belonged to, together with some of Mike's favourite organ music, with the stories continuing over an afternoon tea gathering in the Lodge Hall. (Photos: DLA Turner (L. above) and Dave Hinman (R. above))

