

FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 14—May 2017



Bruce Maffei presents... Standard Trailer 139

The last of three surviving Standard trailers to have a new home

Light Rail Conference 2017

Vincent Chan reports on Light Rail developments here and across the ditch

To Varnish—Or Not to Varnish?

Project Leader Stephen Taylor weighs in on the Hills car varnish debate

President's Piece—Graeme Belworthy



Hi All,

April's General Meeting was held early in the month to fit in with the visit of some English visitors who presented a film evening enjoyed by those present. We do ask that anyone that is going to visit to let us know, and with enough notice we can arrange specific vehicles to run on the day/days of the visit.

The fence on the road boundary on the Diesel Bus Barn site has

been signed off by the Council and the Resource Consent is currently being written up ready to be submitted. The whole bureaucratic thing seems to be a very slow process, but we are making headway.

The HTT have employed a part-time engineer to help with some of the work load. It is hoped that while doing some outside work to keep some extra money coming in

the staff will be able to spend more time on Society projects as well as updating equipment from time to time.

The usual maintenance and repairs on the vehicles and infrastructure is continuing as normal. This, and all the work the various committees perform, keeps the Society operating and is mainly unseen by the public.

A last point I would like to raise is the Driving Roster. John Harris is having a great deal of trouble currently filling the roster. Each time we fail to provide a driver the Society loses money, please get in behind John and keep the trams running.

That's all for the moment.

Cheers,

Graeme

Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. We're nearly halfway through they year already—what, that soon? Where has the year gone so quickly? Ah well....

This month's issue is a wee bit of a catch-up issue as there were a number of pieces planned for the April issue which didn't quite make it into the final edition of *Tracts*.

That came down to a few time constraints at my end, most of

which related to my studies — now thankfully done for the time being.

So, this month we have TWO general meeting reports - for March and April, plus some thoughts from Vincent Chan who attended a Light Rail Conference in Australia earlier this year. Unfortunately, in the scramble towards the finish line, I was not able to scan the original *Tracts* story of the Great Blackball Track Lift and accompanying images from Bruce Dale. Instead, they will be scanned later this month on my final trip(s) to campus.

Bruce Maffei has been doing some more digging into the history of 'Standard' trailer 139, as located on Kaitorete Spit. Well, not for much longer, as it's about to move... to Darfield! Thanks to Bruce, it is being taken on by a

sympathetic individual as a train room, or should that be 'tram room'? I'll leave you to decide! It's great to see that this trailer now has a secure future.

Speaking of Bruce M., his piece on Hills car 24 and the varnished saloon has clearly provoked some good responses. Project Leader, Stephen Taylor has decided to politely reply to these and presents his thoughts and reasons for said thoughts elsewhere. In the meantime, restoration of this car continues and the standard of work carried out has been nothing short of excellent. We are all no doubt looking forward to seeing this tram in service once again, sometime in the next few years.

Finally, on an editorial note, the end of my studies means that I am without regular access to scanning facilities for the foreseeable future. Until I can make alternative arrangements, may I please ask that all contributions sent to *Tracts* are made electronically? This will be a huge help to me and my grateful thanks in advance.

Well that's about all from me.

Cheers,

Alastair

Notices

Work Day

Our next Saturday Work Day will be on 20 May 2017. As usual, Alan Roi will provide a full cooked lunch for those present on the day. All are welcome to come and lend a hand.

May Monthly Meeting

This month's meeting will be held at 7:30pm on 17 May (Wednesday) in the Ferrymead Lions Building. It will be a three-part meeting featuring presentations by the new Ferrymead Heritage Park Operations Manager, Shaun Horan, a pictorial update on recent happenings with the Society and its commercial arm, the Heritage Tramways Trust, and a further discussion on Hills car #24 and

whether the interior of the passenger saloon should be left in its original varnished state, or painted as per the Restoration Plan to match its appearance post-1945. This will be an interesting and important meeting for Society members, and we look forward to a good turnout. As is usual, there is a small cost of \$2.00 per person, which covers our usual supper at the conclusion of the meeting.

New Members

I would like to make a warm welcome to two new members this month, Howard Clark from Sydney, Australia, and Clarrie Pearce, a Christchurch local.

—Graeme Belworthy

Fire Extinguisher Training

The Fire Extinguisher Refresher was reported briefly in the April edition of *Tracts*. For the information of readers not present on the day, important points discussed are summarised below.

- Only attempt to extinguish a fire if it is safe to do so. Alert everyone in the building. Call emergency services, and, if applicable, it is important to mention the presence of a gas plant.
- Hose reels and the water extinguisher carried on the Kitson, can be used to extinguish ordinary combustibile material. They CANNOT be used on petrol, electrical or cooking fires.
- Our fire extinguishers in the buildings are nearly all dry powder type, suitable also for petrol, paint and electrical fires.
- Workshop workers and vehicle drivers need to know the location of their extinguishers.

Preventing fires:

- Clear away rubbish and keep rubbish bins in safe areas.
- Store flammable substances in secure areas and clean up any spills.
- Welding and grinding require special care of surroundings and subsequent fire watch.
- Turn off heaters on leaving.
- Maintain electrical equipment.

—Murray Sanders

UPPER RIGHT: Peanut was the first to tackle Graeme Richardson's diesel fire with an extinguisher...

RIGHT: What fire? The extinguisher has done its job and Peanut prepares to hand over to Graeme so he can restart the fire for the next person to try their hand at putting it out.

Both photos: Dave Hinman.



The Future of Light Rail

Vincent Chan (MOTAT), currently living in Christchurch, attended the latest Light Rail Conference in Australia. As reported elsewhere in this Tracts he reported on this to the Society's March General Meeting.

On the 21st and 22nd of February Dave Hinman, representing COTMA, and I on behalf of the Light Rail Transit Association (LRTA) attended the 4th Annual Light Rail Conference hosted by the Australasian Railway Association at the Crowne Plaza Hotel, Gold Coast. Industry leaders from around the world attended, with presentations varying from the multitude of new systems currently being designed or built such as Stage II of the Gold Coast, Parramatta, Sydney CBD, Newcastle, and Adelaide and Auckland, to more technical discussion including stray currents, customer communication, design considerations for light rail stops, funding models and sustainability.

Comparisons of the various light rail projects discussed show some interesting similarities and differences:

Edinburgh (Stage 1)	14 kms	27 LRV's	16 stops
		opened	2014
Gold Coast (Stage 1)	13 kms	14 LRV's	16 stops
		opened	2014
(Stage 2)	7 kms	3 LRV's	3 stops
(initially)	under construction		opens 2018
CSELR (Sydney)	11.8 kms	30 LRV's	19 stops
under construction		opens	2019
Parramatta	12 kms		16 stops
construction starts	2018	opens	2023
Newcastle	2.7 kms	6 LRV's	6 stops
construction	2017-18	opens	2019
Canberra	12 kms	14 LRV's	13 stops
under construction		opens	2018

Auckland Transport CEO David Warburton presented an update on the situation in Auckland. The current strategy is divided into three stages, Stage 1 having been implemented with optimisation of the current bus routes, Stage 2 includes electric buses, and Stage 3 the transition to 'mass transit' with a route required in this mode to the Airport before 2024. There is no definite trigger point for this transition, being dependent on multiple variables, not least of which being customer service levels, but it was emphasised that construction of a light rail line must commence before the bus routes reach capacity to prevent serious disruption to service levels.

These comments are echoed in an announcement by AT and the NZTA on the 24th of March, namely that although the Dominion Road route to the Airport needs immediate protection, an "advanced bus solution," otherwise known as a dedicated bus-mass-transit right of way be built before a transition to light rail could occur. According to a report commissioned by the NZTA, this bus solution could be a 'credible solution' for the next 30 years, a state of affairs that has drawn widespread condemnation from all quarters except our roads-focused NZTA and the so-called Transport Minister.

Notwithstanding this recent disappointing news, my abiding impression from the Conference was that there is now a significant groundswell of momentum with Light Rail at least in Australia, with a new generation of DC traction engineers, city planners, architects, civil engineers and enlightened politicians who understand the wide-ranging benefits of Light Rail. One hopes that New Zealand does not miss this boat.

—**Vincent Chan**

Light Rail – progress to date



General Meeting Reports

March General Meeting

There was quite a good turnout of members for the meeting on March 15, attracted by the talk on the recent Light Rail Conference at Surfers Paradise and the annual review of Society Goals and Projects.

A presentation by Vincent Chan featuring slides presented at the conference well illustrated the Light Rail (a.k.a. "Tram") renaissance presently occurring in Australia with some likelihood of NZ (Auckland) following the trend somewhat later. This is reported separately elsewhere in this Tracts.

Dave Hinman then concluded this part of the evening with an update on the Christchurch tramway extension, noting that while some works have been completed, there is no funding in the coming Annual Plan or indeed the current long term plan to complete the next stage to Madras Street or beyond – this issue was reported in the April edition of Tracts.

Stephen Taylor then took us through the Goals document and he reports on this part of the meeting. As noted at the start of this article, it appears the trick of getting a well-attended "Goals and Projects" meeting is to combine it with another meeting that has a topic that more members are interested in. Anyhow, we will take what we can get, the only downside being that the resulting compressed timeframe meant that there was less time for discussion on some goals/projects than we would have liked.

The general consensus of the meeting appeared to be that most of the high-priority goals and projects are progressing, although many need additional manpower and fundraising.

Speaking of a few specific goals/projects:

The membership drive and open day held in November last year was considered a positive exercise. Not only did we get some new members out of it, but it also gave some existing members that we have not seen for a while a chance to visit and see what the Society has been up to, and renew acquaintances. It is proposed that we should do these at least annually – although perhaps not for a full two days.

There are a number of projects that are "close to being completed" that haven't moved much in the last year or so. Items such as "210 repaint", "410 bus motor rebuild & reinstall into 410", "Traverser repairs" and "452 repaint", but this

list is not exhaustive. If members can help out on completing these projects, it would be appreciated.

During the report on the progress of Hills Car 24, the issue of retaining some of the original varnished interior instead of final style painting was raised by Bruce Maffei and the ensuing discussion revealed a degree of consensus in favour of exploring this further. An article on this appeared in April Tracts, there is a further update in this edition, and a report back and further discussion is planned for the May General Meeting.

And of course, if you are available or interested in being involved in any of the projects/goals, make yourself known to the convenor/lead of the goal/project, or a member of the Society's management committee.

The latest Goals/Projects list – updated as a result of this meeting – is about to be updated on the Society website and should be reloaded by the time this issue of Tracts is out. If you cannot find it there, or need a hard copy, please contact Stephen Taylor, either by email at treasurer@ferrymeadtramway.org.nz, or by post at Box 1126, Christchurch 8140.

- Report by Dave Hinman & Stephen Taylor

April General Meeting

This was held on Saturday 1 April after being arranged at quite short notice so was not able to be advertised in the April Tracts. Instead a separate notice was sent a few days earlier, just to local members. The reason for the Saturday meeting was because our guest speakers, UK traction fans Mike Russell, Alan Murray-Rust and Alan Pearce together with Alan P's wife Susan, were only in Christchurch over an extended weekend after visiting Auckland, Wanganui and Wellington and were then off to Australia to continue their month long Australasian visit. As in the case of a number of recent overseas visitors, the main purpose of their New Zealand trip was to see and ride the Wellington trolley buses prior to their expected demise later this year, but they were also keen to come to Christchurch to visit Ferrymead and the City tramway. One particular item of interest was the Kitson steam tram which on Mike's previous visit in 2009 had been out of service for its annual survey. This time, they made sure they were here for Steam Sunday and that Kitty would be running, as it happened its last operating day before again coming out of service, this time for its ten-year survey. At Ferrymead on both Saturday and Sunday they viewed, photographed, rode and drove trams and trolley buses, joined some of the THS Saturday work team for drinks and dinner at Speight's

General Meeting Reports

Ale house and from there on to the Lions Building where it was their turn to entertain us. What followed was a feast of slides plus some video clips featuring recent and current events and operations at various British tram and trolleybus museums and heritage lines, such as Sandtoft, Crich, Beamish and Carlton Colville, the Douglas Horse tram on the Isle of Man, as well as Blackpool (trams old and new), plus some interesting glimpses from the Continent, and in particular museum and heritage lines in Belgium. A great evening, enjoyed by all present.

RIGHT: During their visit, Mike and the two Alans were able to inspect Invercargill Birney Safety Car 15, which was undergoing repairs at the time. The three are shown aboard #15 in the paint booth in Tram Barn 3.

Report and Photo: Dave Hinman.



To Varnish...Or not to Varnish, That is the Question

In response to Bruce Maffei's article on varnishing the saloon interior of Hills car 24, Project Leader **Stephen Taylor** provided the following piece:

It has been suggested I put forward a response to the "Varnish, or Not to Varnish?" article in the April 2017 *Tracts*.

In short, I am against the idea of leaving the interior of Hills car #24 varnished. As stated in the first paragraph of the April 2017 *Tracts* article the intention for the restoration of #24 was to be its post-1945 appearance.

The restoration of tram #24 to be the next Society tram car restoration following #26 was first presented at the 2007 AGM. Specifically, the intention was that #24 being fairly complete in terms of its interior fittings, it could be restored to its post war era appearance, including the fully painted interior which was as most members of the public remembered the trams in use. A fuller discussion of that idea – and its reasoning – was presented in an article written by John Shanks that was published in the September 2007 *Tracts*. I would refer readers to that article. (Note: the article was published as being authored by me – this was corrected in the October *Tracts* – John Shanks is much more eloquent than I).

Following the "in principle" adoption of that idea, the Society then commissioned a full conservation report on #24 (in part sponsored by the Lotteries Board) and

undertaken and authored primarily by Graeme Richardson which thoroughly researched the history of the tram, and also outlined the proposed restoration plan. This resulted in the current plan to restore #24 to its immediate postwar appearance – including the fully painted interior in grey, tan and cream.

In particular, it was noted that this restoration would not be similar to those vehicles previously restored by the Society, which are glamorous (and photogenic) vehicles with lots of varnished body work – examples of which can be seen in the vehicles leased to the city tramway and which those restored and running on the Ferrymead Tramway, but would be the first example of a vehicle restored to "close to end of life" appearance. This is not as glamorous as the other vehicles just mentioned, but instead provides the chance to restore #24 to an era that presented a less "rose tinted" and perhaps more authentic view of how the trams looked in the years immediately prior to them being taken out of service.

I bought into that vision when I volunteered to run the restoration. This was reinforced by comments from some Society members, and also members of the public who "fondly?" remember trams running in the post war era and who feel that many of the previous Society restorations to date give an artificial and overly glamorous view of what the tramway experience in Christchurch actually was. (A particular example was my

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To Varnish...Or not to Varnish, That is the Question

mother who used to ride the trams up and down Papanui Road to and from Christchurch Girls High School, then University and work in the CBD).

Based on this, my stance is definitely in the “not to varnish” camp. If the Society does at a later date decide to restore another Hills car with a fully “original” varnished interior, we also own sister car #163 which is currently stored off-site awaiting transportation to

Ferrymead for restoration. This tram could be feasibly restored to its original condition if desired, and I personally believe that restoring #163 to its original condition would be a more appropriate option than to compromise the authenticity of #24’s restoration.

—**Stephen Taylor**

With apologies to a certain Mr. Shakespeare!—Ed.

In The Works

‘Yank’ 12

Howard Clark (Chairman of the Sydney Tramway Museum) together with Hugh Ballment were in Christchurch on 11 April and visited Ferrymead to see the P Class trucks under construction and ‘Yank’ 12, which as noted in April *Tracts*, now has many of the later additions removed and is beginning to look more like it was as built in 1905. They met with Gary Webber, HTT Workshop supervisor and Dave Hinman, and were impressed with what they saw while noting some areas of deterioration that had been discovered.

Agreement was reached that the HTT (paid by STM) would dismantle the body down to floor level (as has been done for ‘Hills’ car 24), preliminary to the commencement of restoration, and allowing for a detailed assessment of the tram's condition and assessments of costs for a staged repair and restoration programme. Since then Graeme Richardson has been on the case and at the time of writing both end canopies have been removed and the main roof is only days away from being ready to be lifted off. The task has been rather easier than in the case of locally-made 24, as the U.S. built Stephenson cars were designed to be disassembled for transport around the world, and the roof sections were built in such a way that they were able to be unbolted/unscrewed in complete sections. As



the parts have been removed they have been labelled and placed in the storage container, which shortly will also include the main roof section - expect to see photos of this in the next edition of *Tracts*.

LEFT UPPER: Part of the saloon roof on ‘Yank’ 12, showing two of the bolts which hold the roof in place and as mentioned above. This common feature makes Stephenson-built trams like #12 easier to restore than locally-built cars like ‘Hills’ #24, which did not need to be broken down for transport and thus were built more substantially.



LEFT LOWER: As mentioned previously, the STM purchased a container to hold parts from #12 during the restoration. It's now starting to fill up with parts, which are either waiting to be restored or have been removed as superfluous to Sydney's requirements and which will be passed onto the THS for our two ‘Yanks’, #11 and #20.

Photos and text: Dave Hinman.

Standard 139 to have a New Home

Earlier this year, a group of THS members visited the body of 'Standard' trailer 139 on the Kaitorete Spit near Lake Ellesmere, where it had been used as a duck shooting lodge near the coast. As **Bruce Maffei** reports, this trailer is now about to move to a new home where it will enjoy a more secure future.

Following our visit in January to this trailer now located at Kaitorete Spit (See *February Tracts*), the Society has been in contact with Mr Brian Reid of Akaroa. Now aged 73, Brian is the last of the group of duck shooters who were responsible for moving the trailer from Duvauchelle and setting it up as a hut for duck shooters on the Spit close to Lake Ellesmere.

One of their number worked for the local Council at the time and had helped the previous owners, Mr. and Mrs. George Payne, to relocate to newly built Council housing in Akaroa and then organised the acquisition of the tram and its relocation. Brian recalls how it was moved: "When we took her to the Spit from Duvauchelle we loaded her with a bulldozer and unloaded her without any heavy lifting gear. Two pole jacks borrowed from the Power Board and some chain and short lengths of $\frac{3}{4}$ water pipe. Chain around the tram to the hardwood post (near the toilet). Drive the truck forward, pipe as rollers. Tipping point, very graceful she was, lift the truck end with the jacks, drive the truck away then lower, very slowly, until the jacks ran out of range. At this point she was about 0.4 m above the ground. The jacks were knocked out simultaneously and she fell the rest of the way with one very big thump. We expected to have to level her but the ground was perfectly level and that is where she has been these last 45 years." Her correct nickname by many over the years has been "The *Ellesmere* Hilton".

Our earlier article about this and the other trailers in the locality mentioned the role of the Barton family. Brian advises "I knew Joe Barton. Ray and Johnston (his sons) inherited the land from their mother and they farmed it jointly for a while. The brothers parted and Ray was the farmer and gave us permission to place 139 there." Ray was also a duck shooter.

It is quite fascinating to hear about methods others have used to move trams over the years, particularly when they have disappeared from where we first found them and then reappear after getting sold or moved to other locations. This also reminds me of the rather unorthodox (and today no doubt regarded as unsafe) method we used in our early days of moving tram bodies, including Cage Decker No. 74 at Birdlings Flat and Hills Car No. 24 at West Eyreton, with a single mechanical high reach "Trehwella" jack and long wooden sleepers on 44 gallon drums!

Back to No. 139, we had found it to be in very good condition considering its age and location, and probably rather better than our ex-Duvauchelles No. 126, retrieved last year from French Farm. This has been due to the wide, east side overhanging corrugated iron gable roof, and the ongoing excellent maintenance including painting and additional protection from the elements and vandalism by Brian Reid. But Brian has now decided that the time has come to write a new chapter of the 139 story. "At 73 there will soon come a time when I can no longer do the maintenance." Although the tram continues to be well used by casual visitors, there is no one prepared to take over the role of looking after it, and rather than see it deteriorate and fall to bits he would like to see it preserved and moved away to a new home. So he has offered to give it to Ferrymead or to another good home if we can help him find one!

Given that we now have two 'Standard' trailers on site for eventual restoration and it would be rather a hard ask to persuade members to accept a third, enquiries were made of others possibly interested. It is pleasing to report that we have found someone in the Darfield area who is historically minded and would like to take it to house his O gauge model railway. He plans to keep it in good condition in case it is ever wanted for restoration at some time in the future. It is expected to be moved quite soon so that Brian Reid can get the rest of the site cleared and returned to its natural state. Much of the Spit is now owned by Environment Canterbury and home to sheep and wild birds. A future edition of *Tracts* will give a further update on this next chapter of the 139 story.

Bruce Maffei

'STANDARD' TRAILER 139—FIFTY YEARS APART

TOP FACING PAGE RIGHT: *'Standard' 139 as found at Duvauchelle on 12 February 1967. While recorded as 139 at the time, recently it had been mistakenly assumed to be sister trailer 148, which is now believed to have spent its last days on Kaitorete Spit as one of Ray Barton's pig pens.*

Photo: Dave Hinman

BOTTOM FACING PAGE RIGHT: *50 years later, on 22 January 2017, 139 as seen and positively identified by THS members and reported in February 2017 Tracts. Although located close to the sea, the body of 139 was in excellent condition thanks to Brian's efforts to maintain the third—and (probably) final—'Standard' trailer to survive to the present day.*

Photo: Alastair Cross.

'Standard' 139 to have a New Home



Thanks Murray!

We at the Tramway Historical Society would like to thank long-time member Murray Sanders for all the hard work he has put in over the years. This work has recently been recognised by COTMA through the awarding of their 2016 Individual Volunteer Achievement Awards at last year's conference in Christchurch. The following piece has been provided by Dave Hinman and includes the citation for COTMA written by John Shanks:

As already noted in recent editions of *Tracts*, and again stated publicly at the commissioning of the new Bremca Switch Board, Murray has recently stepped down from many (but not quite all!) of the tasks and responsibilities he has undertaken for the Society over a very long time. One of the tributes we have previously omitted to mention in *Tracts* was the COTMA Individual Volunteer Achievement Award which was presented to Murray at the Awards Dinner at our Christchurch Conference last October. These awards commenced from 2014, at the Sydney conference, and Murray is the only THS recipient so far.

This was the citation submitted for Murray and it sums up well the huge contribution Murray has made to the Society:-

“Murray Sanders has been a tireless stalwart of the Tramway Historical Society for the past 50 years.

Bruce Dale introduced Murray to the Society in 1966 when restoration work began on trolley bus 210. People who restore trams and trolley buses need helpers with electrical skills – and Murray was an electrician.

John Shanks reports that he met Murray “feet first.” Murray was lying flat on his back under trolley bus 210 with only his feet sticking out.

Murray rapidly became enthusiastically involved in all aspects of the Society's work – and there was plenty of it for a Society which had no operating trams but had set itself the mission of restoring trams and running an electric tramway. The scope was enormous – scouring the countryside in his vintage Chrysler for suitable tram bodies and parts to restore, trips to Blackball to retrieve rail and sleepers for the new tramway, and to New Plymouth and later Dunedin to obtain overhead wire and fittings. Then there were overhead wires to prepare and erect, a rectifier to install and the first electric tram, Brill 178, to be wired up and made ready for action. There were also on-going discussions with the local authority power supplier which had supplied electric power to the tram barn, but certainly not in sufficient quantity to power an electric tramway! Strongly worded discussions with the electrical engineer for the power supply authority resulted in an extension of the high tension supply into the immediate vicinity of the tram barn and

installation of a transformer – just in time for the opening of the electric tramway on 9 May 1970. Despite all this hasty effort there were severe voltage drop problems for years and it was Murray's thankless task to monitor the supply with a recording volt meter and to continue discussions with the reluctant engineer of the supply authority!

At the same time as all this activity was going on, Murray found time to install power points and electric lights throughout the tram barn and the wiring for a thermal fire alarm system, long since replaced by a sprinkler system. Murray had helpers with all this work, of course, but essentially he supervised and directed it all. On top of that, he was a member of the Society's Management Committee for many of his years of involvement.

When new rail safety legislation was introduced, it was Murray who led the campaign to put a Society safety system together – and also to prepare a safety system for the City Tramway. Murray has been firstly the General Manager and latterly the Safety Case Manager of the Ferrymead Tramway for many years and, in this role, has put the Society in good standing with the rail safety regulators.

Murray has kept up with the changing rail safety requirements over the years and has led the Society in its thrust to continue compliance in an increasingly complex area. While others have helped, it was Murray who took the lead in these matters and got his head round the issues and kept on top of them, despite hesitation and even criticism at times from other members. He is held in great respect by the rail section of the New Zealand Transport Agency.

Murray has helped with tramcar maintenance since the electric tramway service began in 1970 and with electrical work and has led several of our tram restoration projects. He was for many years Chairman of the Society's Operations Committee and was the instigator of a system that provided for the management and maintenance of the tramway. He is the one called out for breakdowns and derailments. He keeps the sub-stations and tower wagon running and is planning a new main switch board to replace the old one cobbled together out of second hand parts nearly 50 years ago (*now since delivered—see last issue*). He is one of the few members with a comprehensive overview and working knowledge of every aspect of tramway operations and one of the few with a full technical and electrical knowledge of the tramcars.

Murray was called upon in recent years to assist the newly-formed group in Wanganui to set up their electric tramway operation and to prepare their restored Wanganui tram for actual operation.

Thanks Murray!

Murray is a quiet and steady person – an unsung hero of the Society, who is sometimes overlooked. He speaks his mind clearly and propounds very carefully thought-through and carefully reasoned arguments when any controversy arises.

Murray has kept all this effort up for the past 50 years. Although made a life member of the Society years ago, that only seemed to encourage him to keep going with all the hard work and to continue to take on new

tasks. However the time has come when he now wishes to step back a little and to get a “bit of balance” in his life, including having time to venture on trips in his vintage car.

The Society warmly commends Murray as a most fitting candidate for recognition."



The Way We Were...

ABOVE: We all know how different things were back in the 1960s when the Society started. What started out back then as a group of tramway enthusiasts trying to rescue a steam-tram engine and a horse tram has morphed into a much larger Society with a wide range of trams and cable cars from around the South Island, as well as a large collection of Christchurch buses and New Zealand-wide trolleybuses. One thing that hasn't changed is Murray Sanders' dedication to his hobby, and he is seen here wiring ex-Christchurch Brill 178 in 1969. Recovered in 1966, this tram had the honour of being the first restored electric tram at Ferrymead, and since 1995 has been in regular service running on the City Tramway.

Photo: Dave Hinman.



ABOVE: While ‘Standard’ 139 on Kaitorete Spit may have been lucky to receive a new lease of life, at least two more in the same area weren’t. The Bartons owned four ‘Standards’, and the bodies of two—140 and what is believed to have been 148—met their end at Ray’s pig farm on the Spit in the 1960s. Bruce Maffei found the skeletal remains of the two burnt chassis and body structures in 1967, keeping company with what appears to be an ex-New Zealand Railways K or X four-wheeled box wagon body. The remains of the two trailers are still in situ today, though with their sides since collapsed, and were visited by Society members in January of this year following their trip to visit 139.

Photo: Bruce Maffei.

FRONT COVER: Another one from last November’s Open Day and Membership Drive. During a spot of relatively cloudless weather around mid-morning, David Jones coaches another potential member in how to drive Christchurch 1 along part of the Reserve Line towards the Radio Society building. Parked on display at the Square Shelter, double-decker 26 watches on.

Photo: Alastair Cross.

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

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



The Tramway Historical Society

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