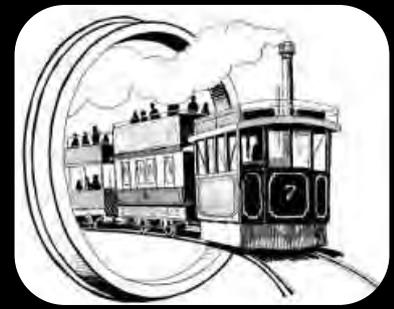


FERRYMEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 20—November-December 2017



Farewell Wellington

Sixty-eight years of trolleybus history comes to an end with a whimper

The Story of 'Standard' 201

Once thought demolished, now found alive and well!

Here Comes Sydney 1808

A first look at Christchurch Tramway's latest addition

President's Piece—Graeme Belworthy



Hi All,

October's General Meeting was an evening of films and slides of South Africa's public transport by David Jones which was attended by about 20 members who enjoyed it very much. November's meeting is another entertaining presentation featuring slides from the John Shanks collection.

Progress on the Diesel Bus Barn is currently moving slowly while the

Resource Consent has been written up and submitted.

The normal maintenance and repairs continue to ensure the Society's vehicles operate as they should. Alan Roi had a successfully weekend running New Plymouth trolleybus number 3 on the 50th anniversary of the closing of that system. New Plymouth was the only provincial city to have a trolley bus system. Dunedin trolley bus 79 is now at the tram barn and is being prepared prior to its being repainted.

The Park have started having different types of events which appear to be bringing in the visitors, which is great for the Park and all the groups.

The ring road has not flooded since we cleared the block drain so that problem is fixed, we only need the Council to repair their problem and all would be great. Tidying up around the site is ongoing with a secure compound now between the containers in the carpark. General levelling of the ground in the tram barn area and filling of the potholes in the ring road is continuing.

Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. This month we have another themed cover, this time to mark the end of the last trolleybus system in Oceania. After sixty-eight years of reliable service, Wellington has finally said farewell to its trolleybuses—forever. I know that there will be some disappointment about this decision, and the fact that by the time the incoming Government could

do anything, it was already too late. For the time being, all fifty-six buses will be placed into storage while owner NZ Bus determines if the Wrightspeed conversion now

The Society is contracted to provide a tram service to the Park every weekend, public holiday and during school holidays. Each time we fail to provide a driver, we lose income and it is also inconvenient for the Park. Drivers only need to do four half days a year to stay current, with about 29 licenced drivers that means each one need only do a couple of days a year. Please help where you can and make John Harris's job a little easier.

Very disturbing events have been occurring at the tram barn even while staff are on site, we have had very light-fingered individuals entering our buildings and stealing items. Some tools have gone missing as well as components for tram motors. These parts have very little scrap value but will cost the Society considerable expense to replace. To help prevent this we are ensuring all doors are kept locked at all times, and ask members to be very around the site and report any suspicious behaviour immediately.

Mark the 6th January 2018 in your calendar to celebrate the 50th anniversary of first tram to run at the present Ferrymead site. This event will run on both the Saturday and Sunday. More details will be notified when plans are firmed up.

On a happier note this will be the last *Tracts* for the year, so Phyllis and I would like to wish everyone a Merry Christmas and Happy New Year. Keep safe and enjoy time with your family and friends.

That's all for now.

Cheers,

Graeme

being tested on former trolleybus 368 is viable.

On a more positive note, we have since learned that a fourth 'Standard' trailer exists—No. 201, the former 'Last Tram' trailer used on the 'final' Barrington Street trip in 1954. It was thought last year that 201 had finally been destroyed as no trace of it could be found at its old home, but this wasn't the case. Instead it seems that it had been moved to another location. We already have two of these trailers and a third available if there is a clear plan for it at a later date, so 201 will be staying where it is—I hasten to add, it is not for sale nor has it been offered to us! Just knowing it exists, and its exact whereabouts, is good enough.

Last month's Big Model Train Show has already been mentioned in *Tracts*, but we didn't give the exact total raised by Don, Sandra and their band of volunteers over the two days of the show. I can now reveal that they

First Notch

made \$379.00, which will be directed towards the new Diesel Bus Shed. And speaking of buses, I'm very pleased to hear that Dunedin trolleybus 79 has finally been given a slot in the Society paint booth. By the time you read this, 79 should be in Tram Barn 1 receiving some final pre-painting attention and repairs. This has been on the Society's agenda for some time but has been repeatedly delayed due to other, more pressing priorities. Among those priorities has been the overhaul and repainting of Sydney 1808, which will be in service early next month in a new, blue colour scheme.

It's been over two years now since I became Editor-in-Chief of *Tracts*, and so far it has been a highly interesting and occasionally entertaining experience. This magazine-cum-newsletter isn't what it is just because of my work

though. It's thanks to the hard work and sterling efforts of our contributors that makes *Tracts* what it is. Thank you all for your kind support, and the occasional kick up the bum when it's needed! I wouldn't be able to do this without your help.

As Graeme has said, this is the last issue for 2017, and in signing off I'd like to wish all our members and readers a Merry Christmas and Best Wishes for 2018 on behalf of the team here at *Tracts*. I look forward to catching up with you all at the Ferrymead Tramway 50 celebration next year.

Cheers,
Alastair

Notices

MONTHLY WORK DAY

Our next Work Day will be held on Saturday, 18 November, and all members are encouraged to come along and help. Morning tea, lunch and afternoon tea will be provided. Even if you can only make part of a day you will be made welcome and find something useful to do. The last Work Day for 2017, and before the Ferrymead Tramway 50 anniversary, will be held on Saturday, 16 December.

GENERAL MEETING

The Society's last General Meeting for 2017 will be held on Wednesday 15 November at the Ferrymead Lions Building, starting at 7:30pm. With the fiftieth anniversary of the Ferrymead Tramway approaching, John Shanks will be providing a slideshow of early Society activities at Ferrymead, in his own inimitable style. Admission is \$2.00, which covers the cost of supper afterwards.

FERRYMEAD TRAMWAY 50 - 6 January 2018

(To be celebrated 50 years from the day that the first section of the Ferrymead Tramway was declared open, and steam tram operation began.)

Provisional Programme

Saturday 6 January

Morning - final preparations - volunteers needed to assist!

Afternoon - (From) 1:00pm members and guests arrive

2:00pm - Welcome speeches and re-enactment of the original opening, including runs to and from the then terminus (Reserve gate)

2:50pm - afternoon tea in Tram Barn 1

3:15pm - 4:30pm - tram and trolley bus rides

Evening - meal and social gathering at Friendly Societies Lodge Hall, Ferrymead Township. This will include a video presentation of the early days of THS, including the 6 January 1968 Opening. Costs to be advised.

Sunday 7 January

10:00am -4:30pm "Steam Sunday" at Ferrymead Heritage Park. Will include 2 electric trams and trailers operating, and the tram sheds open and on display. Also trolley buses and trolley bus shed. All welcome.

There will be a formal invitation with updated details sent out separately to members and guests in early December. We have started identifying former members who will be added to our invitation list and still need help in naming and locating some.

Society work parties from now through to January will focus on tidying and preparing the site, buildings and vehicles for this event.

Hope to see many of you there joining us in this milestone celebration.

Tram Driving Tips with David Jones

It is essential that the motorman's seat installed on each tramcar is left on the tram at all times. They must not be removed from the tramcar. If not in use the motorman's seat may be carefully stowed on an end platform in a situation where it cannot be a trip hazard or cause harm or injury to either crew or passengers. It is also recommended that if you are not familiar with driving sitting down – give it a go! On a busy day, a seat at one end of the tram provides welcome relief to tired legs.

Trolleybus News

Dunedin's last to be built trolley bus (No. 79, built 1962) has been under repair for some time, with John Atkinson having done a great job in renewing decayed woodwork in areas of the drivers cab and some external panel beating also undertaken. It has been patiently waiting its turn for a repaint, and with the completion of Sydney 1808 now approaching, the time has come. The HTT have agreed to provide the skilled labour necessary to complete final repairs and to do the paint job, and so on Saturday 28 October, the move was made. Alan Roi was able to drive the bus under power until the wires ran out where Ferrymead Park Drive meets Truscotts Road, and from there Dave Hinman's trusty old "Disco"

4WD took over and towed 79 the rest of the way and on to the bus accessway beside Tram Barn 1 (a.k.a. Road 1). Before it goes inside for final repair works and painting it needs a good clean (the trolleybus shed, like the Christ Church Cathedral has a pigeon problem!), and that task is now underway. It will then go into Tram Barn 1 in the first instance for final repair work, and from there to the paint booth in Tram Barn 3. It is being repainted once more in the "final" Dunedin trolley bus livery, as for much of its service life it had been painted in an all over advertising scheme for Thomsons soft drinks, carrying the Otago provincial colours of blue and yellow.

RIGHT: *It's here! Dunedin 79 arrives at the tram barns for its long-awaited repaint. The need for this work can be seen just below the windscreen divider where a section of just-slightly brighter yellow paint can be seen. This is the original colour, now heavily faded as previously noted in Tracts. By the time you read this, No. 79 will be cleaned and in Tram Barn 1 for some final work prior to being moved into the paint booth.*



RIGHT: *As it was in service—1960s style. On 6 April 1968, Dunedin 79 was turning at the Normanby terminus before heading back to the city. One of several trolleybuses given all-over advertising, it was used to promote Thomsons soft drinks in the Otago provincial colours of blue and yellow. Both photos: Dave Hinman.*



Tram-sporting Art—In Christchurch and Melbourne



And now for something different! Many of our readers will no doubt be familiar with Melbourne's Transporting Art program of artistically-decorated trams which ran between 1987 and 1993. The idea has seemingly now spread to New Zealand, where 'Boon' 152 was temporarily decorated for the 2017 SCAPE Pasifika Festival (above, David Maciulaitis photo). Over in Melbourne, tram decoration was revived in 2013 under the Art Trams program, in conjunction with the annual Melbourne Festival and these mobile works of art run in regular service from October to April. Based at each of the city's tram depots, there are 8 Art trams, and the public are currently voting for the "Peoples Choice" Award. Pictured below is Indian art themed B2-class 2007, in the Docklands. Photo: Mal Rowe.



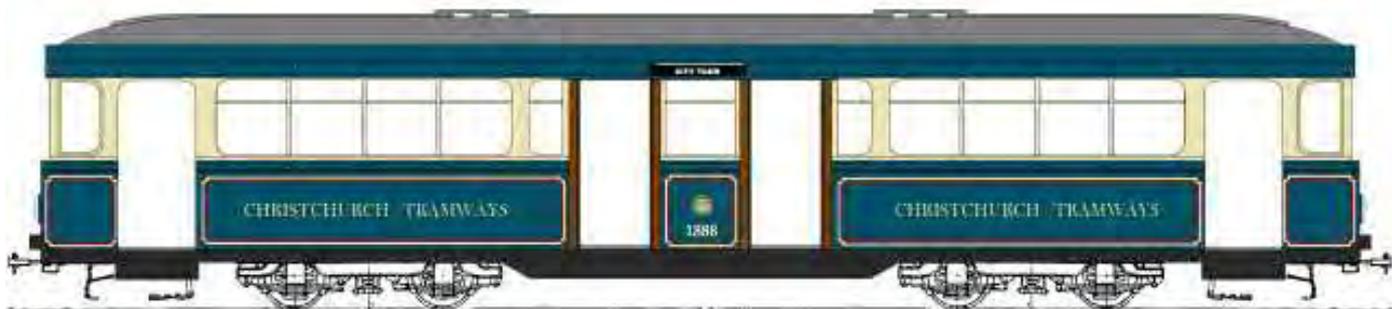
Sydney 1808 Update

As has been reported elsewhere in Tracts, Christchurch Tramway Limited has leased Sydney R-class tram 1808 from the Sydney Tramway Museum. This tram, leased instead of smaller Sydney C-class 'boxcar' 37, is now undergoing final preparation and painting before starting its new life on the Christchurch Tramway:

Following time in Tram Barn 1 for some bodywork repairs and partial rewiring for town use, on Saturday 14 October, the Sydney R car was moved across into Tram Barn 3 for its repaint. This was a bit of a mission as it is quite heavy and doesn't roll very easily. Using a long wire rope and tram 22, and then a second Sydney tow bar and Dave Hinman's 4WD, 1808 was pulled then pushed into position. It will emerge in a new blue, cream and black livery with a grey roof, as shown in the artist's impression below.

The attached photos show the grey undercoat (almost the same as Brisbane's final tram colour!) and the start of the top coats (black). It all needs to be complete and ready to go by 24 November, when, starting very early in the morning, the transporter will arrive at Ferrymead. Two large forklifts will once again do the lift and the tram will be on its way to Cathedral Square for unloading. It is expected to enter service in the city a few days later. In addition to the livery change, there will be one or two other differences in its appearance and readers are invited to observe, identify and contemplate the reasons for the changes. Enough said - enjoy Christchurch's newest tram!

Artist's impression of 1808 in its new livery: courtesy John Smith, CTL



BELOW: Unlike Brisbane 236, Sydney 1808 does fit on the traverser but with significant overhang at either end of the body. This photo, taken by Dave Hinman, shows this quite well. Photo: Dave Hinman.

OVERLEAF: Sydney 1808 in Tram Barn 1 with Mornington cable car 103 (top); being shunted off the traverser into the paint booth (middle); and repaint underway (bottom left and right). All Photos: Dave Hinman.



Sydney 1808 Update



Hills Car 24

Project Leader, Stephen Taylor, has provided a full update of recent activities on Christchurch 'Hills' car 24, in lieu of updates not published in recent issues of Tracts:

Since the Photo published in the August 2017 Tracts showing progress on the roof (see Photo Page 8), there has been a significant amount of progress on #24. Unfortunately, updates provided missed being published in the September and October Tracts, so here is a bumper update on progress.

Firstly, after permanently attaching the two new side rails, in September, the roof was turned over, the temporary supporting cradle was removed, and the roof was then raised back up to the roof of the tram barn. Then #24 was put back on its trucks and moved underneath the suspended roof, which was then lowered into place and all the tenons in the tops of the roof pillars lined up. This also allowed the place where #24 was previously located to be occupied by Sydney tram 1808 while it was in the tram barn being prepared for painting.

Next, the roof was permanently tightened down on all the tenon joints and bulkheads and locked into place. And the "shiplap" roof slats were also nailed back onto the three bulkheads. It was pleasing to see than everything lined up where it should be with no issues. The 'B' end motorman's platform canopy roof was also located (temporarily) back in place to ensure that it also lined up – there is still some work to go before this is permanently fixed, and the 'A' end is still to be done.

Then we had to machine up some new timber to form the two outer rows of shiplap that had to be removed to allow access to the screws attaching the roof bows to the side rails – the original timber had deteriorated and was deemed in need of replacement.

Also at this time, Sydney 1808 was moved into the spray booth in Tram Barn 3, so #24 was moved back to where it had been and remounted on its trestles – to keep it stable and level. See photo taken by Dave Hinman of #24 sitting on the traverser in transit during this exercise.

And as I write this, we are now refitting the remaining (new) shiplap timber to #24's roof. The left side was fixed down on 28th October, and the right had side will follow. The last photo shows progress as of that date. I must say I am pleased to see #24 is now looking very tram-like.

The next roof related activities will be to complete nailing down the remaining roof slats on the roof. Then the canopy and the 'B' end is to be finished, then the 'A' end. Once that is all in place, the roof can be canvassed. Once the canvassing is completed, the roof bows for the monitor roof can be refitted followed by the rebuild of the monitor roof itself, then the monitor roof can be recanvassed. This work should be good practice for recanvassing the roof of #178, which is of a similar design to that of #24, and which I understand is to occur in 2018.

—**Stephen Taylor**

All photos on Page 9: Stephen Taylor

BELOW: Christchurch 24 on the traverser at Ferrymead, 14 October 2017. Photo: Dave Hinman.



Hills Car 24



The roof being installed, 9/09/2017.



New shiplap timber installed, 28/10/2017.



New shiplap timber being installed, 28/10/2017.

Farewell Wellington

After sixty-eight years of continuous service, Wellington said farewell to its trolleybuses in the early hours of Wednesday, 1 November 2017. As **Dave Hinman** reports, with the kind assistance of **Alan Wickens**, the final day of service ended not with a bang as Wellington's trams did in 1964, but with almost no interest whatsoever:

The last trolley buses ran on 31 October as planned, and with dismantling of the overhead system already under way. Hopes for a last-minute reprieve were dashed when the new government transport minister, Phil Twyford, ruled out central government intervention after being informed of the high costs of cancelling contracts already in place. See <https://www.stuff.co.nz/national/98394485/wellingtons-trolley-buses-take-last-ride-after-transport-minister-says-he-wont-save-them>

The only difference from a normal day's operation was that the trolleys continued into the evening, with the last scheduled service being the 11:50pm from Karori to Kilbirnie. Trolleybus retention campaigner Alan Wickens, who has produced 50 monthly issues of "*Under the Wires- celebrating Wellington's trolleybuses past and present*" summed up the end as follows: "As a strong supporter and enthusiast of Wellington's trolleybuses

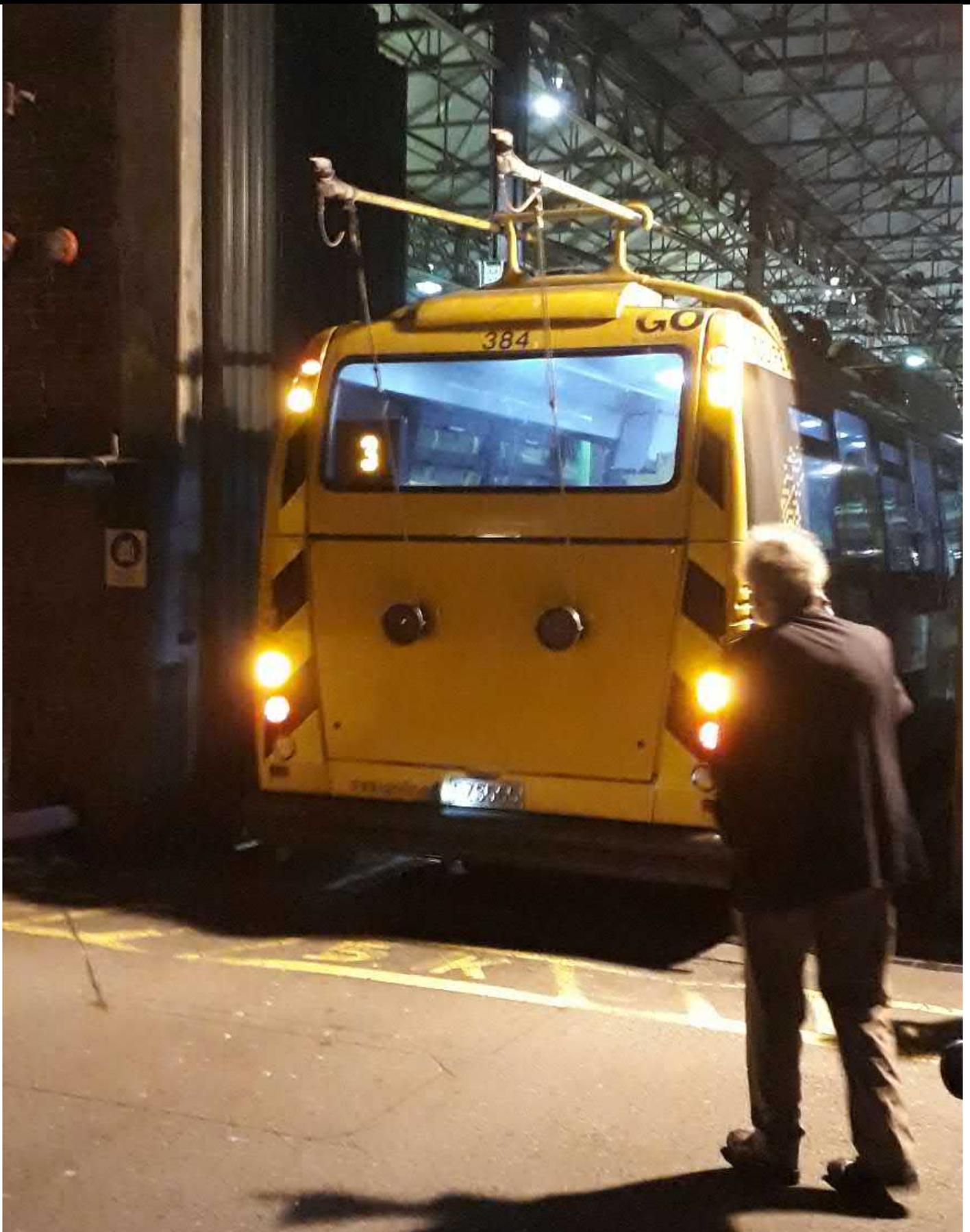
over the years it is sad to report that the power has been switched off to the wires and the buses lay silent – the era of electric traction on Wellington streets has ended (for now?). Over 113 years ago on 30 June 1904 the first trams ran in the Capital; the last trolleybus entered Kilbirnie depot just after midnight on 1 November 2017." " The whole affair was very, very low key. Nothing from either Go Wellington or Metlink to mark their passing. So disappointing. One driver tied some long lengths of ticket roll to the ropes on a bus that left the interchange for Island Bay just after 7, another had a sign in his windscreen about 'dirty diesels' but other than that... yawn."....."Some enthusiasts informally got together on the last evening but that was all; no street parade, no bunting, no crowds, little enthusiasm and just a few photographers. This is how we will remember the passing of the trolleybuses – next to no-one really cared. When the trams finished.... there were thousands lining the streets. Last night the trolleys just quietly died."

With no hybrid or battery-electric buses available at the present time, Greater Wellington Regional Council has opted to replace the trolleybuses in the short-term with forty-one Scania three-axle diesel buses from Auckland.

BELOW: And then there was one... Trolleybus 384 was chosen to work the final trolleybus service in Wellington, the 23:50 Karori to Kilbirnie service. It was photographed in Courtenay Place on its way back to Kilbirnie by Ben Foden, one of several trolleybus enthusiasts who followed its run that night. Photo: Ben Foden.



Farewell Wellington



ABOVE: *Duty Nobly Done.* Having arrived on time at Kilbirnie, 384 rolls into the depot on battery power for the last time, 0036hrs on Wednesday 1 November, 2017. Unlike Wellington's last electric tram, 'Fiducia' No. 252 (now owned by MOTAT, Auckland), 384's final journey passed largely unnoticed with no eulogies, brass band, or large crowds wanting to say farewell and take just one last ride. Photo: Mike Mellor.

'Standard' 201 Lives On

*Did it or didn't it survive? Thanks to the efforts of **Dave Hinman** and **Alastair Cross**, we now know the fate of the final 'Standard' trailer in service, No. 201:*

Between September and November 2016, *Tracts* published a series of articles written by Bruce Maffei about the history of the Christchurch Tramway Board's 'Standard' trailers. At the same time as the final article was published in the November 2016 issue, a photo was provided of a mystery 'Standard' trailer, as found by Graeme Richardson. Its identity was later confirmed as No. 139, ex-Duvauchelles (like our No. 126) and at that time living on Kaitorete Spit near Birdlings Flat. As reported last month, it has now been relocated to Darfield.

Initially it was thought that No. 139 might be the fourth 'Standard' trailer to make it to the present day, taking into account No. 201 of 'Last Tram' fame, thought to be still extant in the Lake Ohau area, and also pictured in the November 2016 *Tracts*. Two months later, I received an email from Douglas Johns who had recently been in the Lake Ohau area and had had a look for 201, which he recalled seeing there many years earlier. Sadly, this time Douglas had been unable to find it, and with no other information to light, concluded that it had likely been demolished. As a result, the total of known 'Standards' went from four to three, as suggested in my writeup last issue

However, No. 201's story wasn't over yet! Fast forward to late October 2017, and Dave Turner received an email from a friend about a photo uploaded to the online site Flickr. It showed a tram body in the Lake Ohau area, and other than both the general location and the date it was taken – on 13 July this year – there was little other information to go with it. Wanting to know more, Dave T. forwarded the link to Dave Hinman, who in turn forwarded it to me. The consensus between myself and Dave H. was unanimous – the 'tram body' was none other than No. 201 itself. It had survived after all!

But where was it if Douglas had been unable to find it? For advice on where it had been seen, Dave contacted Douglas and also Steve Lea who had also known about it many years ago when owner of a holiday house at nearby Twizel. Then with the help of super-sleuth Vincent Chan using Google and Google Earth - SUCCESS - there it was, clear to see. Not where Steve remembered it and possibly more hidden from view to Douglas because of vegetation growth, the tram is located near the Parsons MTB track DOC sign, halfway between the Ohau village and Ohau lodge and skifield access road. It is still visible from the road if you know where to look. Google also reminded us of an earlier photo of 201 published in *Tracts* back in November 2009, when it was yellow in

colour, but clearly at its current site.

However we do think it was moved as Steve describes it as earlier being "on the high ground at the end of the lake on the right hand side as you drove in from the Highway. The first time I saw it, it was very exposed like the car at Birdlings' Flat - not a tree or shrub to be seen. Just sitting on the rise." He recalls that area later being subject to subdivision and settlement, which would have been the reason for moving the tram to a new site.

And there may be yet more to come - Vincent has now discovered the name of the tram owner, and that it has been in the same family for the past 60 years! We intend to follow this up and this may give us the definitive story of No. 201 since the time of its last run on 11 September 1954. But this will have to wait until *Tracts* resumes in 2018.

Alastair's last word: As we have two 'Standard' trailers in our collection (Nos. 126 and 202), plus the option to acquire No. 139 at a later date if the Society so desires, it would be very hard to justify acquiring No. 201, even on the grounds that it is the last surviving 'Last Tram' vehicle in restorable condition. We do know however that it still exists, and for the time being that is good enough.

Next year, Tracts will be publishing a series of articles on the history of the 'Standard' trailers' near-sisters, the Dunedin 'Cavvy Cars'. Two are currently known to exist at the present time.

BELOW: *As last seen in Tracts—'Standard' 201 at Lake Ohau on an unknown date. This photo last appeared in the November-December 2016 issue of Tracts, with an appeal for information on its existence. Given that its appearance is very similar to the recent Flickr pic. this photo must be later than the Russell Grigg image shown on the next page. Photo: THS Collection.*



'Standard' 201 Lives On



ABOVE: As it was—'Standard' 201 on its current site at Lake Ohau, as published in Tracts back in November 2009. At that time, 201's identity had not yet been confirmed. Photo: Russell Grigg collection, courtesy Joe Pickering.

BELOW: As it is —'Standard' 201 in the snow, 13 July 2017. The photo was taken from the other side and end of 201 than that in the photo above. URL: <https://www.flickr.com/photos/travelling--light/36242858746/in/dateposted/>





ABOVE: *The end of an era. GO Wellington trolleybus 384 arrived back at Kilbirnie on time, before having its poles taken off the wires prior to entering the depot (the former tramway workshops) on battery power. Mike Mellor, having caught the bus not long before as the 'final trolleybus passenger', recorded this view of 384 having its poles taken down before heading inside for the last time. Photo: Mike Mellor.*

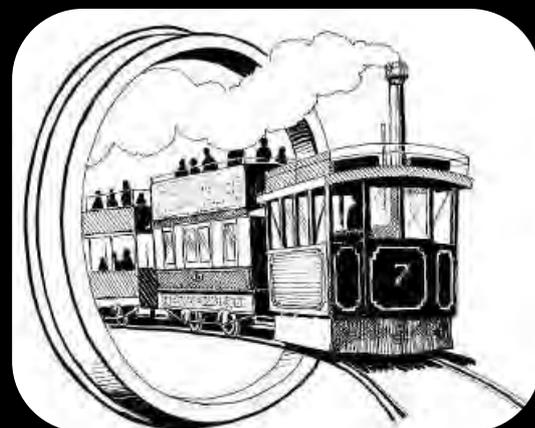
FRONT COVER: *As we would choose to remember them. When Society Editor, Alastair Cross visited Wellington for a day in January 2016, the trolleybuses were still very much in operation though with less than 23 months to run. Having arrived at the Transport Exchange from the Airport, Alastair photographed a number of trolleybuses either running or parked up; here, buses 355, 359 and 331 in its unique paua-shell vinyls were parked in the terminating roads waiting for their next turns of duty. All three are now laid up at Kilbirnie awaiting an uncertain future. Photo: Alastair Cross.*

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

Editor: Alastair Cross—tracts@ferrymeadtramway.org.nz

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



The Tramway Historical Society

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