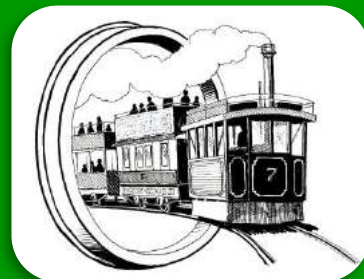


Ferrymead

Tram Tracts

The Journal of the Tramway Historical Society



Issue 52 – November 2020



***THREE Generous Grants
Once Lost, Now Found – Dunedin 76
25 Years of trams in the City***

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

President's Piece – Stephen Taylor



As I write this – a little later than intended – we are just into November. This means the last month of spring is upon us, the days a definitely getting warmer (mostly) and longer. I also see that this will be my second to last *Tracts* for 2020 – December is fast approaching.

The Labour main weekend “event” – which ended up being just the Sunday – was very successful in terms of numbers. It was good to see both a fine warm day and lots of visitors to the Park with queues out the door and down the street. It was also good fun to be involved in running a four tram service, and a new experience for some of our drivers running fully loaded trams “in service”. And it was nice to have an informal BBQ to catch up with afterwards – and we were joined by some people from some of the other Ferrymead Societies. Particular thanks are due to Dave Hinman and Jonathan Day who took on most of the “last minute” organising and running around on the day – both with the Trams and also the after match BBQ.

Then the Saturday following – the 31st which was Halloween, and another Park event although this was more oriented towards children. Again, the tramway was involved – though one tram only this time, and again, plenty of visitors were noted entering the Park through the entrance building or streaming into Gate ‘A’ (I understand these latter visitors were the ones who had pre-purchased tickets).

We also received some good news on the funding front in October. Firstly, the Christchurch City Council awarded us a discretionary grant of \$15,000 to undertake further Trolley Bus pole replacements down Truscotts Road. This was announced to us (and the world) on the Stuff website, and then repeated in *The Press* newspaper. This grant should allow us to replace most if not all of the remaining poles that are getting past their use by date, and will complement the work already undertaken. I would like to acknowledge our grateful thanks to the officers and councillors from Christchurch City who made the decision to award us this grant.

The second grant, also for \$15,000 and this time it was a Hardship Grant that we applied for from Te Papa National Services. The purpose of this grant is to provide some additional money income to cover the shortfall on our operational funding due to lack of income during the various COVID related lockdowns and restrictions on our operations due to the COVID impact during the year to date. I would like to acknowledge our thanks to Te Papa National Services for this grant.

And a late update – since I wrote the rest of this article – we have been advised that we have been successful in our application to the Lottery Environment and Heritage Fund for a grant of \$255,875 to complete the restoration of Christchurch ‘Hills’ Car 24. This will allow the Society to pay the Heritage Tramways Trust to work on this tram, and should also cover other expenses such as materials. I expect to produce a more detailed update on this topic in the December *Tracts*, but felt it was important to acknowledge our thanks to the Lottery Environment and Heritage Fund at the first available opportunity.

And finally from me this month, General Meetings. Firstly to acknowledge a successful planning meeting to discuss in more detail how to best make use of the Cranmer building. Dave Hinman will be reporting on the outcomes elsewhere in this issue of *Tracts*. And secondly, to announce the topic of our General Meeting which is planned to be on Wednesday 25th November in the Lions Building and expected to be our last General meeting for the 2020 year. At the suggestion of one of our members, the Management Committee decided that it was time to review the purpose, aims and policies of the Society – particularly as documented in our Constitution and also our Collections Policy and related documents. The last major review of this type occurred in 2007 when our constitution had its last major revamp and we first introduced a formal collections policy. So it is time to review and check that we are still on the right path and that the Society is (generally) achieving the aims of its members, and where not, work out how to make any necessary reviews or changes. This will be followed, of course, by a chat with attendees over supper.

Regards,
Stephen

Notices

NOVEMBER GENERAL MEETING

As noted in Stephen's editorial, the next General Meeting will be held on **Wednesday 25 November in the Ferrymead Lions Building, commencing at 7:30PM**. This month the Society will be considering its Constitution and Collections Policy, their present robustness and whether or not any changes are needed and if so what those changes may be. A copy of the constitution can be downloaded from the Society's website. Go to: <http://www.ferrymeadtramway.org.nz/downloads/THS%20Constitution%2023%20June%202016.pdf> The latest version of the Collections Policy is not on the website but if you would like a copy prior to the meeting please call Dave Hinman M. 027 431 4778 or E. secretary@ferrymeadtramway.org.nz As is usual supper will be provided at \$2.00 per person. We look forward to seeing you all there!

NOVEMBER WORK DAY

The next organised Work Day will be held on Saturday 21 November and again we will be focussing on tasks at the Bridle Path Rd and trolley bus area sites, as well as track maintenance etc. All Society members and supporters are welcome to come down and lend a hand, even if only for part of the day. This will again be a non-catered work day other than for tea/coffee etc at both Tram Barn 1 and the Trolley Bus shed. **There will again be an after work day zoom session commencing at 8:00 pm (NZ time) with the Zoom link included in the email sending out this Tracts.**

TRAM DRIVING TIPS WITH DAVID JONES

New Track Markers: Motormen are advised that new markers have been placed on the track at the western end of the Cranmer Building to mark the section isolator in the overhead.

HEALTH AND SAFETY WITH DAVE SANDERS

Electrical Equipment: When electrical equipment is being handed in for repairs please have a note or tag attached to indicate what the issue is. Our electrical people are good but they are **not** mind readers. If there is no note and the equipment appears OK and tests safely, it will be put back for use.



Another milestone for Brill 178 - participates in Christchurch Tramway Ltd's Silver Anniversary celebration. This on a rather cold Labour Day – Monday 26 October 2020 as part of the City's Heritage festival. Then on the late afternoon of Thursday 27 October, a private, function was also held, inviting some who had been involved with the tram 25 years ago, plus current staff and some from earlier times, together with others involved in present day

tourism and promotion of the city.

The real anniversary date had been on 4th February, but the celebrations had been delayed partly because of earlier expectations that the tram extension would be complete by October, and later because COVID-19 was threatening. Further photos and stories about the anniversary appear in later pages below.

Photo: Dave Hinman

THREE MAJOR GRANTS

As has been noted in Stephen's editorial, the Society has been the recipient of three grants in the last month:

- From the Christchurch City Council: **\$15,000** to replace the remaining life-expired trolleybus poles around our network.
- From the Te Papa National Services Hardship Grant: **\$15,000** in recognition of lost revenue caused by the COVID-19 coronavirus, mainly from tram operations.
- From the Lotteries New Zealand Heritage and Environmental Fund: **\$255,875** for the completion of Christchurch 'Hills' car 24. Apart from covering the cost of Heritage Tramways Trust labour to complete No. 24's restoration, the grant also covers related costs such as purchasing any outstanding material required to complete this tram.

We are incredibly grateful to all three organisations listed above for their generosity towards the Society.

CABLE CAR NEWS WITH DON MCARA

One of the large kauri beams which were donated at the time of the launch of the Cable Car Museum in Mornington, Dunedin, has been cut down into roof slats for the clerestory roof. Chamfered and sanded, these are ready for clear coating along with the clerestory itself.

On another front the bulkhead window frames have been prepared likewise, and as window bars on both inside and outside surfaces will need to be found or manufactured, we have gone to old shadows on the frames and some clear photos to get the dimensions of these brass bar sets. It is possible that a few may have been saved from the disastrous fire in which vandals destroyed grip car 104 and other tram bodies when they were standing outside many years ago. We will hunt in the old tram bodies which are used for storage. If we find nothing there, we will use some excellent 3D models based on our measurements to create patterns to send to local foundries.

Besides the bulkhead bar sets of three bars each, there were two bar sets on the inner side of each cabin window, as well as two bar sets on the inside of both end windows.

CITY COMINGS AND GOINGS – GOODBYE 411, HELLO 15!

After final finishing touches during the days prior to Labour Weekend, Thursday 22 was the deadline for

completion, with a very early start planned for Friday morning, in order to avoid peak morning movements on city roads. Thursday afternoon saw some testing on the Ferrymead line, including time for photos, with the tram then parked up outside the Sumner Lodge ready for the early morning pick up by Nigel Hogg and the BCR team. As per the outward journey almost six months earlier two large fork lifts were used for both loading and unloading. By 7:15, 411 was in the Square and an hour later it had been off loaded, and Birney 15 was being prepared for loading, this time using the ramp, it not being practical to use the forklifts for single truck trams. Back to Ferrymead, the ramp was used once more and Birney 15 was then driven to the tram barn – all done by mid-morning. Back in the city on 411, further finishing touches were finally completed on Wed 28th, and its first public viewing was the 25th anniversary function by CTL late on Thursday afternoon, where it was on display and its kitchen was used for food. Following a trial/ promotional run on Fri 30th, its first commercial revenue run was on Sunday 1 November.



411 on the Ferrymead line, Thursday 22 October Ready for return to the city *Photos: David Turner*



The restoration team that worked on Christchurch Tramway's Restaurant Tram 411 between April and October 2020.

Back row from the left : ~ Bob Williams (CTL) & Alex Hunter (HTT).

Front row from the left: ~ David Maciulaitis (CTL), Brian Fairbrass, Graeme Richardson & Michael Hobbs (HTT).
Photo: David Turner



6:24am and the fork lifts are on site outside the Sumner Lodge, starting to lift 411 *Photo: D Maciulaitis*



411 off loaded and soon to do its first Armagh Loop circuit back to the shed for final fitout.
Photo: Dave Hinman



Meanwhile Birney 15, after waiting patiently in the Square for the ramp to be built was now being winched up on to BCR's transporter under the guidance of Nigel Hogg.

Photo: Sue Sullivan



Thursday 27th October, and 411 is both part of the backdrop and working as the kitchen for the 25th Anniversary. Cutting the anniversary cake are Sue Sullivan, John Esposito, John Smith and Michael Esposito
Photo: Dave Hinman

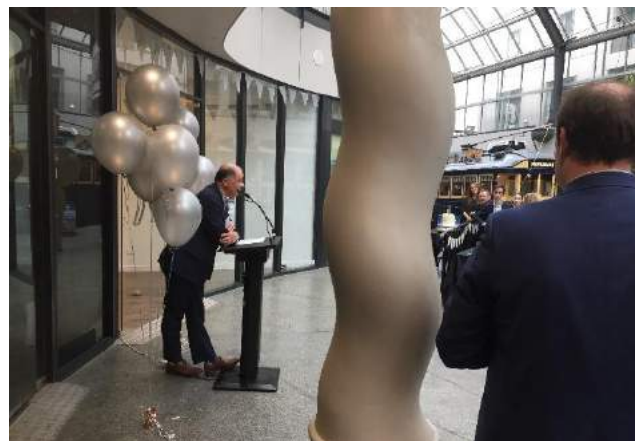


Sunday 1 November and diners are boarding 411 on the first night of its return to regular evening service
Photo: Dave Hinman

Celebrating 25 years of city tram operation - 29th October Function



A trio from the vintage jazz band Finished Business led by Allan Hawes entertained from the open drop-centre of Christchurch Boon tram 152. *Photo: David Turner*



Michael Esposito, former Managing Director, Christchurch Attractions *Photo: Dave Hinman*



Mayor Lianne Dalziel speaks on behalf of CCC
Photo: Dave Hinman



The assembled crowd listens, photos are taken
Photo: Dave Hinman



Dave Hinman describes the early history of the city tramway and the value of the partnerships between Ferrymead, CTL and Council *Photo: David Turner*



Vicki Buck, Mayor when the tram was built and opened, was an honoured guest *Photo: Dave Hinman*



Michael and the cake



Rob Dally (ex CCC) and Ron Clarke (still at CCC) were both involved in the building of the tramway



Photographic display in adjacent empty shop – open on Labour Day and for the 29th Oct function



Mike Thomson – today's tramway "go to" person at CCC



This part of the display featured Tramway Opening day, 4 February 1995, with Mayor Vicki Buck cutting the ribbon and declaring the tramway officially open

Photos: Bottom right - *David Turner*
Others: *Dave Hinman*



Antony Gough, local business personality and strong supporter of the tramway, with his partner Vicki and Mayor Lianne

VALE – ALAN WEBSTER

We were sorry to hear as this issue went to press that member Alan Webster had passed away. A full obituary will appear in the next issue of *Tracts*.

UPDATE – AND BELATED PICTURES – FROM THE TROLLEYBUS TEAM

Recent work on the trolleybus network has seen the facing overhead point behind the Trolleybus Shed

replaced with an overhauled one from stocks, with final assembly now well underway. We will publish further photographs of this work next month, but this month we'd like to share two photos taken by Jonathan Day of earlier work done in connection with the trolleybus upgrade back in September. While intended to be included with Alan Roi's report on the ongoing work, the report was printed without images, which were promised for a future issue. Following a few reminders and an Editorial inbox search, here they are.

LEFT: *Installation of the isolated section at the entrance to the Trolleybus Shed. Photo shows the Bedford tower wagon in position under the wire, and behind the Post & Telegraph Society's Ford Jailbar truck, P&T member Craig Bullen can be seen with his head under the bonnet of our V8 tower wagon where he is doing a marvellous job of overhauling the motor for us.*

BELOW: *For many years the area around the Trolleybus Shed has served as a repository for 'useful things' that had been acquired for projects such as the now-deceased replica Power House project. Since September, the Society has put much effort into clearing this area of general items and scrap metal, making it look much neater in the process.*

Both photos: Jonathan Day.



Labour Weekend Extravaganza

The revised one-day event proved to be very successful, as described in this extract from the Ferrymead Heritage Park's *Weekly Update*:

"It will be no surprise to those societies that partook in Extravaganza how successful it was, despite early concerns. To all of you who were here on the day participating, thank you so much for ensuring the success of the event. Our visitor numbers on the day were 1,500 (compare with 1000 over 2 days last year). Some contributing factors to a good turnout was the amazing weather, radio advertising and the 'keeping it local' mindset post Covid. We did push hard on advertising and added more activities to boost the overall appearance and feel of the day, resulting in many positive comments and great feedback. It is worthy to note an event run over one day appears to be more appealing to visitors and cost and resource effective for the park and societies than an event run over two days. As always the success to any event at Ferrymead is the collaboration and contribution of societies, without this, we simply could not succeed as a whole entity offering our very best experience to the public. So thank you for your participation, assistance and hard work in ensuring Extravaganza was cohesive, enjoyable and unique."

From a THS perspective the day was also successful for a further reasons - we were able to both practise and demonstrate multiple tram running, a new experience for some newer members (and Park organisers) and a good refresh for others rostered on for the day. We were able to run four trams (including our two four wheelers No 1 and 22 in convoy). With a steam train also running we also had good numbers of people visiting our Bridle Path Road site by either tram or train and alighting to see our displays. Both the trams and train were thus providing a real service to and from attractions in both parts of the park, as they were designed to do, and not just a there and back joy ride from the Ferrymead Township as happens with some events. To both add to the visitor experience (as requested by the Park) and as an opportunity for us to showcase our Society's activities, not only did we have all of our electric trams in operation but we made a special effort to have our buildings and other on-site displays open and manned. This meant firstly a major tidy up on the Saturday, particularly of the tram barns/ workshops, which on the Friday had seen both the departure of the Restaurant tram back

to the city and the arrival of Birney No 15. Very relevant again this year, was the 1918 Influenza Pandemic "Inhalation chamber" tram display which we had created two years ago as part of the CCC Heritage week "Rewind" festival. This had used Dunedin trailer 18 standing in for a Christchurch tram, and it continued to be displayed in the tram barn for a short time following Rewind. As part of our display, and as the entrance to conducted tours of the tram barn, we added a COVID-19 display panel, showing photographs of Brisbane 236, our COVID Level 2 tram, plus some of the real signs used on the tram. Our QR Code Covid Tracer, and sign-in sheet, as well as being part of the display, was used to record visitor entry to the tram barn. A final piece of recurring history was the small table and white table cloth. It was first used in 18 as part of the "inhalation chamber", was subsequently used as the "real" sanitiser table for 236 for the two Level 2 periods this year, and now has again reverted to its 1918 influenza role!

On the Sunday with trams continuously arriving and departing, the tram crews did not have the time to be tour guides as well, so a big thank you to Don McAra and Henry Deer who looked after the tram barns - tours through Tram Barn 1, with Barns 2 & 3 having their doors open so people could view our other trams not running, including Steam tram 7 (under repair) Double Decker "Cage" Trailer 74, and Birney 15, just arrived from the city. Sandra Cron and Peter Kolff had the buses open to view, and we are also very grateful to Craig Bullen from the P&T Society and his team for not only providing tours of the tram baches, but also providing overnight security. At the end of operations, an informal BBQ was held - what was initially planned to be a mainly THS members function expanded into a very pleasant and relaxing social gathering involving folk from various other Ferrymead groups. Our particular thanks to the Friends of Ferrymead for helping make this happen.

So a busy, educative and enjoyable day with more than fifteen THS members and supporters actively involved - well done team! We look forward to future such events and will be suggesting to the Park one further possibility - reverting to the original use of the CCC/Ferrymead car park adjacent to the tram barns, together with an additional entry point at or near the Square Shelter, thus reducing the long walk back to the cars for many of our patrons.

The October General Meeting

Introduction

More than 10 years ago the Society began discussing the idea of obtaining the Cranmer building, at that stage to provide much needed space for museum displays, an enlarged library and additional storage space. This finally became a reality in August this year, with the transfer of ownership of the building from the Ferrymead Trust and a land lease from the City Council, to the Society. Leading up to this, more detailed development proposals had evolved, including identifying additional possible activities and where they might be located. The October General meeting was arranged to review these, and to seek and consider any further ideas so that these can be firmed up into action plans, both immediate and longer term. The following is a report of the meeting.

Report

A late programme change saw the meeting commence on site with an inspection of Cranmer, before proceeding to the Lions Building to brainstorm the issues. One of the THS heritage bus fleet (MAN 612) was used as transport between the sites, for those who had not caught up with the change. With some 16 attendees, it was an evening of informative and lively discussion.

Heritage Tramways Trust Workshop Supervisor Gary Webber joined us for the site inspection, and from his building trade experience provided us with some useful information concerning the current state of the building and some suggestions regarding deferred maintenance and possible changes being considered. The need to firstly focus on making it watertight by addressing leaky roof and drainage issues was confirmed. This could involve some alteration of the roof pitch of the western end annex, which appears to have already been done at the eastern end. A future rail siding from the adjacent tram line was also discussed together with other infrastructure and servicing needs such as water supply, toilet, kitchen, phone/internet access, electrical upgrades. Modifying the fire sprinkler system and overhaul of the security alarm system was also noted. The range of activities proposed and what spaces they might occupy were also raised and all of this became part of the later discussion at the Lions room.



Viewing the East End former workshop area. Photo: Dave Hinman.

There, the discussion centred round a series of questions asked covering both general themes and recording specific ideas. The topics (often interrelated) discussed included: the range of activities we wish to include; a long term vision for the building, some “quick wins”; sequencing of deferred maintenance and possible structural changes, related to when might the identified activities commence, the need for both displays and storage (including archives) to meet modern standards and expectations. This included accessibility, interactive displays, being able to be open with limited supervision, temperature control and appropriate lighting and of course staging to accord with funding available. The discussion included the need (and opportunities) for both volunteer work and paid contractors.

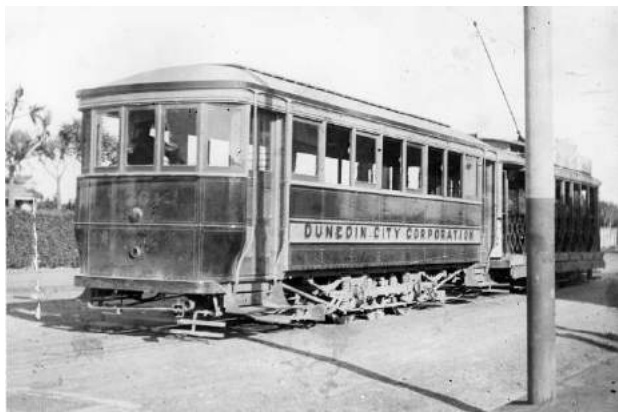
A detailed list of the ideas and suggestions which emerged at the meeting is being compiled and will form part of a comprehensive report and project plans for our refurbishment of the building. This will also consider related activities such as the cataloguing of items, preparation of exhibits and their stories, some of which should be undertaken concurrent with, if not ahead of the building works.

We are looking for assistance from members to progress this exciting project. From big picture overview to specific tasks we need people to lead and people to assist with the many tasks. If you can help, or would like to know more, please contact Dave Hinman: ph. 027 431 4778 or email: secretary@ferrymeadtramway.org.nz

Lost One, Found One – Dunedin 76

Last month we reported the sad demise of Christchurch 'Standard' trailer 201, the last complete survivor of the official 'Last Trams' of Christchurch, in the Lake Ohau wildfire. As fate would have it though, an unexpected email resulted in the discovery of a Dunedin-built version, 'Cavvy Car' 76 on a nearby property. Dave Hinman explains: This is the story about a missing Dunedin Tram – 'Cavvy Car' No. 76, one of six trailer cars built in Dunedin between 1923 and 1925 for the Dunedin & South Seas Exhibition. Their design was a close copy of the Christchurch Standard Trailer. These cars were later converted into electric trams and No 76 was the first, re-entering service in September 1926. As the prototype, it differed from the rest of the fleet with only three of the five end windows lowered to allow better visibility for electric tram driving. The others had all five lowered.

Trailer No. 76, note its Boon- style end windows



Tram No. 76, with just the 3 centre windows enlarged



After closure of the Dunedin tramways, the Cavy cars were stripped and the bodies sold. Some stayed in Dunedin but others went further afield, with No. 80 found many years later in Queenstown. No 76 went to Cromwell and was spotted by Graham Stewart in storage in the Cromwell Gorge, temporary home for a number of Dunedin trams and cable cars. While most of these ended up in the nearby Clutha Cabins Motor camp, this was not the situation for No. 76 and for more than 60 years its whereabouts and fate remained a mystery.



Photos: Graham Stewart

And then on 29 September 2020, only days before its “relative”, Christchurch trailer 201 came to its untimely end, out of the blue came an email which included a photo of a very healthy looking Dunedin tram No. 76. Its new owner was seeking information about how to repair its roof! The photo seemed to suggest that the tram had survived out in the open with its original roof exposed since its move to Cromwell in the 1950s, but some more emails and a phone conversation soon revealed the whole story. Since its disappearance from its temporary location in the Cromwell Gorge it had been on nearby Quest Farm, which previously grazed sheep but from the 1980s had been converted to vineyards and a winery. 76 had been there all this time until very recently when it was sold and relocated for restoration and reuse by the present owner.



Photo: *Finlay Gilmour*

The photos below, from owner Finlay Gilmour explain its current appearance. 76 did have a corrugated iron roof to protect it from the elements, and this had been removed to facilitate travel from Quest Farm to its new home.



And its new location? No. 76 now resides at Lake Hawea, which is only about 150kms away from Lake Ohau, home of 201. So, while we mourn the loss of 201, we can also celebrate the rediscovery of 76 and welcome its relocation to a new home, not far away. We look forward to hearing more of its restoration progress. Watch out for further reports!

With thanks to Graham Stewart and Finlay Gilmour for their assistance in preparing this article.

Farewell 201 – But Not All is Lost



No. 201 – part of the last tram ceremony, 11 Sept 1954.
(Photo: Roy Gay – THS Coll.)



No. 201 – as a holiday cottage at Lake Ohau, 2017
(Photo: Douglas Johns)

Further to our story in October *Tracts* telling the story of the tragic loss of Christchurch 'Last Tram' trailer No. 201 in the Lake Ohau Village wildfires, we can now report that thanks to the generosity of the Barker family, some elements of 201 will survive as parts and spares for our trailers 126 and 201 and other projects at Ferrymead. After approval had been given to visit the site, Michael and other family members travelled to Lake Ohau and with a couple of trailers loaded and removed most of what was left of the tram, leaving for the time being the heavy chassis members and end bumpers. The family were luckier than many in the village, as just prior to the fire, with work about to start on interior remodelling and additions, they had emptied the tram of most of its furnishings and their personal possessions. This also meant a slightly easier clean up task, with virtually nothing other than metal work remaining and this being from the original tram together with later additions such as the corrugated iron roof, some metal exterior lining, and other non-tram parts such as pipes, chimney flue etc.

Michael kept in contact with us and his offer to bring a trailer load of metal remains to Christchurch for us to sort through and keep what might be useful was gratefully accepted. On the first leg of a business trip to Auckland he delivered the trailer at Dave Hinman's house on Friday 16 October. The next day (which happened to be our monthly organised Saturday work day) the trailer was unloaded, tram parts identified, sorted, cleaned and labelled and stored. We thank Michael and his team, despite professing to know little about tram parts, for doing a very good sorting job. Most of what was in our trailer was off the tram, and there wasn't a huge amount that we rejected and put in our scrap metal skip. There were a few parts we didn't recognise at first, but it was very handy to have both 126 and 202 (each with subtle differences) nearby to both help identify and also determine what we are short of! At the end of the day the empty trailer went back to Dave's house, to be picked up a couple of days later by Michael's wife, Brigitte, for taking home to Geraldine.

So we now have a supply of body parts for our 'Standard' trailers, with some, such as window, door and down pipe hardware also suitable for other Boon-built trams. Particularly useful will be the large quantity of D-section moulding, "T" steel and other no longer standard steel work, plus pre-curved metal panels and a number of small parts. Missing from 126 for example are the pieces of hardware attached to the side walls of the trailer for attaching the foot rests and movable backs of the passenger seats, and from the mix of parts retrieved, we now have most of a car set of these. It has been suggested, somewhat in jest, that, if in the future we were to find an unwanted tram body and if all we were needing were its metal parts, then putting a match to it would a) speed up retrieval (no time-consuming extraction of parts) b) consolidate their transport (all into one car trailer) and c) without hours of careful sanding, confirm its painted over fleet number!

Once again, our thanks to Michael and family for thinking of us at this difficult time for them. Although No. 201 no longer exists as a tram, its story is now very well documented from beginning to end. This, together with a few of its surviving remains could feature as part of a future display in our renovated Cranmer building.



Above: Never viewed by THS members – the comfortable interior of 'Standard' 201.

Above right: 201 – nestled among the trees and bush and not easy to see from a distance.

Below and right: The aftermath of the fire. The skeletal remains of 201, as found by the Barker family and during the clean up. (Photos: Michael Barker)





ABOVE: Two trailer loads: the one at left went to the local tip; the one at right was full of tram parts and delivered to Dave Hinman's house!



ABOVE: Bruce Maffei, assisted by an out-of-shot Gary Riggs, had the job of sorting out the various tram parts gifted by the Barker Family after their arrival in Christchurch.



ABOVE LEFT: Final proof that this was 201- its painted number, above the tail light, survived the fire.

ABOVE RIGHT: Boxes of small fittings – some to replace parts missing from our trailers (Nos. 126 and 202), others as spares. The fire removed the paint, with the parts mostly undamaged.

Photo, top left: Michael Barker. Others: Dave Hinman



THIS PAGE: Images of CTL's Sydney tram picking up passengers in Cathedral Junction, with quite a good load as it travelled along Cashel Mall during the Labour Day commemoration of the City Tramway's 25th Anniversary. Was this an attempt at yet another change in identity? First of all it was 1808, then it came to Christchurch and was renamed 1888, and now it seems to have yet another number - 25! Maybe there will be more to come in future – 30 ? 40? 50? Chances are though the number won't be silver! . **FRONT COVER:**, Restaurant Tram 411 early on the morning of 23 October on its way to the City, soon to cross the Ferrymead Bridge. Photo: Dave Hinman.