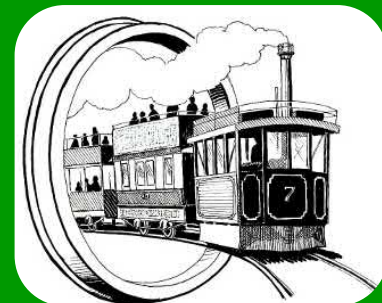


FERRYMEAD

Tram Tracts

The Journal of the Tramway Historical Society



Issue 19—October 2017



New Plymouth Trolleybus Closure—50 Years Later

Remembering New Zealand's only provincial trolleybus network.

'Standard' 139 On the Move

From Kaitorete Spit to Darfield and a bright new future

Ferrymead 50

We're starting to make plans. Can you help?

President's Piece—Graeme Belworthy



Hi All,

September's General Meeting was the annual dinner the Society holds at this time of year. About 26 attended the evening, a little less than in past years but those present enjoyed the meal and the socialising. October's meeting is a film evening by David Jones covering some of the public transport systems in South Africa. As part of this evening I hope to be able to present Driving Certificates to our new drivers. More details elsewhere in *Tracts*.

Work is still progress on the Diesel Bus Barn with some landscaping been done in front of the new fence along Bridle Path Road. A big thank you to Clarrie Pearce, one of our new members who is also a new driver and who has agreed to take over task of Project Leader for the bus barn. Thanks to Douglas Johns and John Shanks who have offered to assist with fundraising for the bus barn, this offer has been gratefully accepted.

Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. As I write this, the Society has just concluded two major events which have involved a lot of planning and effort on behalf of our volunteers—firstly, the 50th Anniversary of the demise of New Plymouth's trolleybus system, with the return of New Plymouth trolleybus No. 3 as a working display, and secondly, the annual Big

Model Train Show at Pioneer Stadium. I was present for both events at different times, and all involved should be delighted with the final results. Yes, one could mention that Mother Nature decided to spoil the trolleybus party with a decent amount of rain (perhaps expressing her sorrow at New Plymouth's closure 50 years late?), but we won't go any further than that.

Sadly, things haven't quite been going to plan here at Ferrymead of late. There have been a series of brazen thefts, some even during broad daylight, with the result that one of Brisbane 236's motors and some motor parts from a set of Sydney P-class trucks being made have gone missing. This is highly disappointing, and I'd like to

urge vigilance at this time. We don't want any repeat occurrences.

It would appear that the flooding around the ring road has been solved with the clearing of the blockages. The Council has been contact about the flooding that occurs in the carpark next to the Tram barn site, and also along our track leading into the village. The problem is a faulty "Flood Valve" which connects a drain down the side of our site into the flood retention pond next to Woodhill. That may sound very complicated but the Council agree it is their problem and will fix it.

The normal maintenance continues around the site. We now have a secure compound between the containers in the corner of the carpark. We still need to find a qualified Electrician to take over what Murray Sanders was doing. The second boiler for the Kitson is being worked on to replace the existing one. Work on 24 continues, the roof is now back on and it now looks like a tram. More detail elsewhere in *Tracts*.

That's all for now.

Cheers,

Graeme

urge vigilance at this time. We don't want any repeat occurrences.

On the more positive side, our Diesel Bus Shed is now under new leadership, and the Society's stand at the Model Train Show has helped to raise more than \$200 towards this worthy cause. This is only the Saturday total at present—I don't know the full total yet. I hope to be able to update that next issue which will be our last for the year.

Also on the go at the moment are two separate projects which haven't received a lot of mention lately — the restoration of ex-CTB 'Hills' car 24, and the construction of a Cable Car museum in Dunedin. Thanks to Stephen Taylor and Don McCara, we have had news on both this month. Both have made excellent progress in the last while, namely clearance for the Cable Car Museum's first stage to proceed, while No. 24 now has its roof back on. It's starting to really look like a tram again! I must admit though that my previous ideas about when this tram will return are a bit optimistic though... I still look forward to being able to drive this tram though once it's done.

Well, that's about all from me this month.

Cheers,

Alastair

Notices

OCTOBER ANNUAL MEETING

Our next Annual Meeting will be on Wednesday, 18 November at 7:30pm in the Lions Building at Ferrymead Heritage Park. David Jones will be providing videos of two South African public transport systems, namely the Johannesburg electric tramways and the Cape Town trolleybuses. The cost of attendance is \$2.00, which covers the cost of supper afterwards.

MONTHLY WORK DAY

Our next workday is on Saturday 21 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.

IMPORTANT NOTICE TO THS MEMBERS AND OTHER TRACTS RECIPIENTS - EMAIL ADDRESS CHANGES

With the withdrawal of Vodafone's email service from November, those of you who use Vodafone, paradise.net, clear.net, ihug.co, es.co, and a few others will be needing to move to a new service provider.

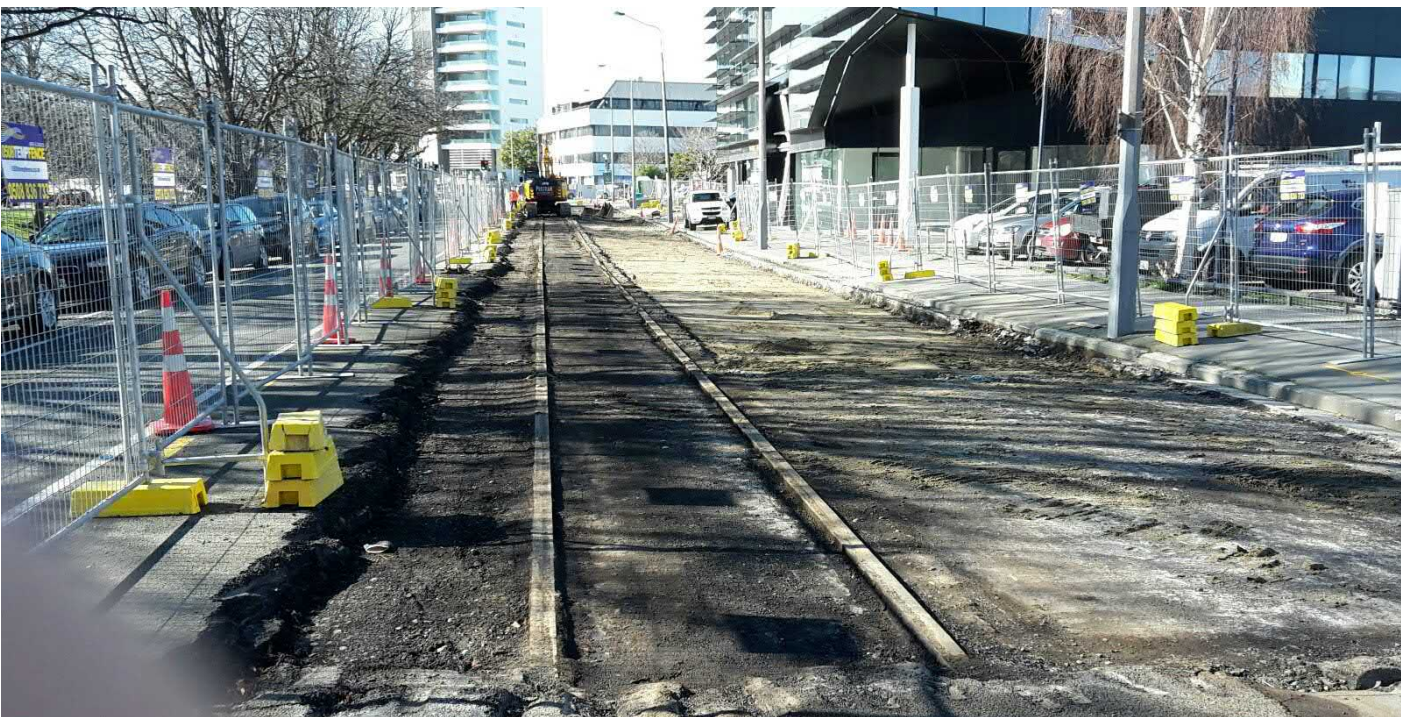
When you do please advise us. Send your new email address both to secretary@ferrymeadtramway.org.nz, and to membership@ferrymeadtramway.org.nz.

ADVANCE NOTICE—NOVEMBER GENERAL MEETING

We have been advised that November's General Meeting will feature an evening of reminiscences from John Shanks about the earliest days of Ferrymead, in leading up to our 50th Anniversary in January. This will be on Wed. 15 November, in the Lions Building and the usual admission cost of \$2.00 to cover supper costs will apply.

More Riccarton Line Relics

In September, John Shanks notified Dave Hinman that a section of tram line had been found along Oxford Terrace between Hospital Corner and Montreal Street. Set in mass concrete as one of the busiest routes on the former Christchurch Tramway Board network, the track had been sealed over following closure of the Riccarton line on 14 June 1953 and by agreement between the CCC & the CTB this and many other sections of mass concrete track had been allowed to remain after the tramway network closed down. Dave took this photo not long after, before the track was finally removed and cut into short lengths. A later site visit by Alastair Cross in early October confirmed that although this visible section of track had been completely removed, a short length of rail could be seen peeking out of the tarmac at the Montreal Street end. Presumably this remaining section ends under the intersection as further roadworks on Oxford Terrace near Lichfield Street yielded no further tramway remains. *Photo: Dave Hinman.*



News In Brief

THE BIG MODEL TRAIN SHOW

For the second year running, the Tramway Historical Society had its own stand at the annual Big Model Train Show over the weekend of 7/8 October. This year the Society had three tables, offering a wide range of items such as books, models, and cards produced by Don McAra using the artwork from his excellent book *Hold Very Tight Please!* As an incentive to new members, the Society has again reduced its membership fees, and we are delighted to report that there was some expression of interest from attendees to this effect.

As part of the stall, the Society also elicited a number of donations towards the Diesel Bus Shed to be built at Ferrymead. We don't know the final tally yet, but we are grateful to all those who both lent their time to assist, or who kindly donated at the show if they are reading this.

RECENT TRAM BARN BURGLARIES

We regret to report that over the past few weeks we have had an early morning break-in to Tram Barn 1 (during which the alarm system was activated) as well as some apparent audacious daylight thefts or attempts when HTT staff and members were present. In particular, we have lost some motor parts from one of the GE 247A motors being overhauled as part of the P class truck fabrication work being undertaken by HTT for the Sydney Tramway Museum, and also from a tram motor off one of our Brisbane (236) trucks. The police are investigating and in the meantime, we are endeavouring to locate replacement parts. Having to make new patterns and cast new parts would be a very expensive exercise.

Given this situation, we ask members to be vigilant and on the watch for suspicious activity when around the tram barns (or trolley bus barn) and don't leave the barns unlocked when tram driving if there is no one else in attendance.

FERRYMEAD TRAMWAY 50

Further to our initial report on this important upcoming event, we can now confirm that on the afternoon of **SATURDAY 6 JANUARY 2018** (50 years to the day) the Society will be commemorating 50 years of tram operation at Ferrymead with a re-enactment of the original opening ceremony followed by afternoon tea. We are also proposing a pub dinner followed by an evening function which will feature films and slides of early Ferrymead activities -leading up to and including the opening. The following day is also the Park's monthly "steam Sunday" and should be a busy day anyway being in the Christmas/New Year Holiday period. Put this in your diaries now - more details to come. We would much appreciate some help in preparing for this event -

including ongoing tidying and maintenance around the tram barns and trolley bus barn, preparation of vehicles and displays for the weekend and a sizeable roster of people for both days for both tram and trolley bus running and having the barns and displays open to the public. We would also like to track down and invite some past members of the Society who were active in the early years and we would appreciate help in locating and contacting some of them. Please contact President Graeme or Secretary Dave if you are able to help, or send an email to secretary@ferrymeadtramway.org.nz

DOUBLE DECKER BUS RT 3132 BACK ON THE ROAD

It is very pleasing to report that after many frustrating months of trying to get the double decker back up to C.O.F. standard, we have at last had some success and the bus now has a brand-new Certificate of Fitness and will be able to meet some long-standing booking requests over the next few weeks, namely charters over Heritage Week and later running during our Labour Weekend event. Thanks to some great work by Anthony Holliday, formerly from Dunedin and who is a bus mechanic and qualified compliance inspector, a couple of major obstacles have been overcome. The first of these was a troublesome (noisy) front wheel bearing which had failed an inspection and was thought to be worn out and requiring replacement. We had much difficulty in determining and locating an appropriate replacement, despite much help and advice being offered by some of our bus friends in both the UK and Australia, but more recently Anthony was able to determine that the noisy bearing was not worn out after all and a good clean solved the problem. The second issue related to a range of non-compliances from modern requirements that had been identified, and the lack of paperwork able to be found by either the New Zealand Transport Agency (NZTA) or ourselves to prove that we had been granted exemptions back in 1974 when the bus was first imported (at the time of the Christchurch Commonwealth Games). After much unsuccessful searching of records, it was decided to make a new application for exemptions and this was successfully applied for with Anthony's assistance and for the sum of \$184.00 we now have the appropriate piece of paper required to be held in the bus (plus electronic copies held by both THS and NZTA), together with our new COF, granted after a new inspection last week. When the new bus barn is built we will be looking to a new paint job on the bus, returning its appearance to pristine condition.

CHANGE TO OUR STREET ADDRESS

The street address of the Ferrymead Tramway is now officially 275 Bridle Path Road. Ever since our occupation

News In Brief

of our Ferrymead site, our street number has been '269' and until now this is the number that has been shown at our entrance gate, letter box and on our letter head and other correspondence. It turns out however that this was changed when our new subdivision was approved some years ago and our real number is actually '275'. No. 269 is the CCC sports ground immediately south of Ferrymead Park Drive! Official correspondence from the Council etc is now using the new number and those who chose to use electronic means to find us will discover that they are directed by their GPS to the car park rather than our gate! We are in the process of changing the number on our letter head and on the main sign in Bridle Path Road, and as an interim solution the letter box now reads "269-275". This was one of the matters that was the subject of discussion at our AGM in August.

NEW PLYMOUTH 3 IS BACK UP AND RUNNING

In the last issue of *Tracts*, Alan Roi reported that ex-New Plymouth trolleybus 3 was being considered for a return to display service to mark the 50th Anniversary of the closure of the New Plymouth Corporation Tramways' single trolleybus route. Since the report was published, No. 3 was extracted from its space in the Trolleybus Shed, and given a comprehensive servicing of all major systems. The controller has received attention along with the tyres, and the bus was specially cleaned for its return to service after 18 years in storage. Over the (wet) weekend of 7/8 October, it made a number of runs over the Ferrymead trolleybus line to mark its anniversary, and that of its accession to the THS collection. Due to a few niggling issues, No. 3 will receive further attention before it makes any more demonstration runs.

50 Years On—New Plymouth Trolleybus 3

The weekend of 7/8 October 2017 was rather wet and uncomfortable, so the New Plymouth commemorative event didn't see as much of a public turnout as we would have liked. As a result, Alan Roi's demonstration runs aboard No. 3 were more for those hardy souls who shared a kindred interest in these buses, or Society members and extended family. Here, No. 3 stands back at the Trolleybus Shed following its first trip of the Anniversary date, 7 October. Alan is just visible through the front windscreen, while Dave Hinman hides behind the bus at right. Photo: Alastair Cross.



'Standard' 139 On the Move

*In January 2017, a team of five tramway enthusiasts paid a visit to ex-CTB 'Standard' trailer 139 at its then-home on Kaitorete Spit near Birdlings Flat. This trailer, thought to be the last of three known survivors of its type, has now moved to a new home in the Darfield area. **Bruce Maffei** provided the following details about its move:*

This trailer which the THS members last visited down on the Kaitorete Spit near Birdlings Flat earlier in the year has now been moved. A young Darfield man acquired it after negotiating with Mr Brian Reid of Akaroa who had maintained it for many years and was keen to dispose of it and wanted it to go to a new home rather than be demolished. He is happy that the trailer is to be preserved.

In June this year with the assistance of Brian Reid a day was spent preparing the trailer for removal. This involved detaching the trailer from the adjoining lean-to building and as the gable roof attached to it at Duvauchelle which had protected it all these years was found to be borer ridden it was dismantled on site with the wood and roofing iron being added to the pile inside the redundant lean-to building. This also meant that the trailer was no longer over-width for transporting.

Two days later, on 21st June, the same contractor (Elevate) which last year moved our own trailer No. 126 to Ferrymead arrived and the trailer was easily loaded in like fashion. It was moved still with all its interior appendages - sink, bench, table, chairs, and log burner, having only to dismantle the chimney flue. The later part of the track along the spit to the tram's location was

quite winding and unformed involving a considerable amount of loose gravel but by careful negotiation the tram cargo didn't get stuck. It was then taken to the owner's new site at Darfield and it has actually ended up on the same road where Dinghy N^o 4 (the Art Union tram) ended her days being only a few chains further down the road.

Brian Reid subsequently returned to the site on the spit and had a bonfire of all the building material and debris. The metalwork and roofing iron all then went to a scrap dealer, so the site has now been returned to its original natural habitat.

With the trailer's false roof removed the advertising board brackets were still intact on top, albeit with the stalks gas cut off.

The trailer is at present stored under tarpaulins and later this year to preserve 139, the new owner will construct a freestanding shed over the trailer extending several yards either side. He plans ultimately to construct an enclosed access connecting the trailer to his to-be built house. His plan is to ultimately install his O gauge railway layout in the trailer. At present 139 has only one of its original exterior folding doors and it is planned to build three more original type doors for authenticity. We will report further on developments as they happen.

—Bruce Maffei

BELOW: *As found in January 2017 on a rather wintry day—'Standard' 139 in hut mode. Photo: Alastair Cross*



'Standard' 139 On the Move



These three photos, taken by **Pete Lingard**, were taken as 'Standard' 139 left its long-time home on Kaitorete Spit bound for Darfield.

LEFT: The roof is off and in bits beside No. 139, the stove pipe will follow soon so that we're not over-height, and once final preparations have been made, we'll be ready for lift-off.

RIGHT: We have lift-off! No. 139 is lifted onto the bed of Elevate's truck, ready for its trip to Darfield. Note that this end of the trailer (northern) doesn't have an over-rider section; at the time of the THS visit in January, this part had become detached and later wound up in Dave Hinman's truck. The other over-rider is still intact at the other (southern) end.



LEFT: Did someone bring any marshmallows? No. 139 has left for its new home, and all that's left is the remains of the Duck-Shooter's Hilton pending Brian's return to set them alight, and the visit of the scrap-merchant to clean up the few metal remains.

Poles Apart...

(With apologies to Alan Wickens)

FRONT COVER: Thanks to the efforts of Alan Roi and his dedicated volunteers, New Plymouth Crossley trolleybus No. 3 was returned to running order again in time to mark the fiftieth anniversary of its retirement. The day before the actual anniversary, Friday 6 October 2017, No. 3 was photographed in preparation for a display run. The actual event, although dampened by rain, was featured in the Taranaki Daily News thanks to an article prepared with the assistance of Dave Hinman. Go to: <https://www.stuff.co.nz/taranaki-daily-news/news/97578812/Its-50-years-since-New-Plymouths-trolleybusesdrove-into-history>

Photo: Alastair Cross.

LEFT: Whoops! During a test run on Friday afternoon, No. 3 spectacularly dewired near the Heritage Park office. Society Editor Alastair was despatched to repole, but even though he was able to unsnarl the trolley ropes, Alan still had to get out and teach Alastair not only how to reset the two trolley retrievers, but also to correct his attempts to put one of the poles on the wire. Alastair hadn't been anywhere near the wire—he had the pole somewhere between the two and was raising it higher in the hopes that it was near where it should be. Oh dear!

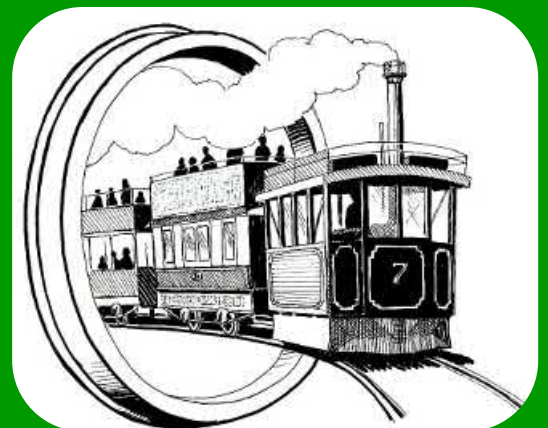
Photo: Alastair Cross

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

P. O. Box 1126 , Christchurch 8140 - www.ferrymeadtramway.org.nz