

Ferrymead Trolleybus News

June 2007

It is a while since one of these newsletters has appeared but now that considerable progress has been made on the system, it was felt to be time to bring everyone up to date on the project.

SITE WORKS

Members will no doubt be aware that the trolleybuses stopped running to enable the tight turning circle beside the depot to be replaced. This has been achieved with a loop encircling the Trolleybus Barn. This involved putting in a bridge across the Truscotts Rd drain and associated roadway construction. Bradley Knewstubb and Dave Carr achieved this and the area is complete with kerbing and landscaping as the route passes the IHC gardeners headquarters. We are extremely grateful to the contribution made by these gardeners towards this.

OVERHEAD:

The overhead through this area has been erected and pointwork accessing the rear of the barn added. Also right turn wires have been put in at "Gate A" to enable buses to be run round the depot area without having to do a full circuit of the line. A working bee was held on overhead work at the beginning of the year.



The pictures show Dave Hinman and Bradley Knewstubb erecting this section of wire. (Alan Roi Photos)



Final adjustments and tightening of the overhead needs to be done before regular running can be considered. Bradley has already put considerable effort into this and one noticeable detail is the removal of the last vestiges of the old inbound curve at Gate A.

It is also hoped to put in another line at the side of the depot approximately in the location of the old inbound section of the turning loop. This will enable us to park buses out of the way of the main running line. For this we may well use wire originally used on the original Wellington cablecar.

VEHICLES:

On the 1st of April the three operable buses (Christchurch 210 Dunedin 79 and Wellington 103) were given a preliminary test to establish that they can be easily brought up to legal requirements. An initial clean was carried out on 103 and 79. Much work is still necessary to bring the vehicles up to the standards we expect of Society vehicles.



Dunedin 79 and Wellington 103 are shownst in Truscotts Rd undergoing a test run on 1 April 2007.

Alan Roi Photo

New batteries have been fitted to 103 to replace the previous ones that we think may have been purloined for the diesel bus fleet.

Before commencing operation it will be necessary to mechanically service the buses and this will involve taking the over the pit in Trambarn 2. Volunteers will be needed to

assist with this and with the grooming and presentation of the buses.

Bus 210:

Trolleybus 210 was last registered in 1956 when services on the North beach line finished. Society President, Graeme Belworthy, is having discussions with the LTNZ regarding bringing this vehicle back onto the vehicle register. It has operated twice in Wellington (1999 and 2004) on trade plates and temporary permits but it is hoped to bring some permanence to its operation. This bus is our flagship vehicle and needs to be treated accordingly.



The picture taken in 2004 shows 210 leaving the Karori Park terminus in Wellington.

Alan Roi Photo

WE NEED YOU!

Should you feel you would like to assist in this project give our Trolleybus Convenor, Dave Hinman a ring at home on 3664-903 or speak to Bradley Knewstubb. All offers of help will be gratefully received.