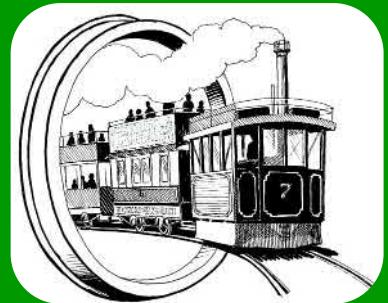


FERRYPEAD

Tram Tracts



The Journal of the Tramway Historical Society

Issue 27—August 2018



178 Goes Home

A job well done by the Heritage Tramways Trust

On the Move—Roslyn 95

Retrieving an old friend in preparation for its new home

Trams in Strange Places

A Melbourne Z-class...in Queensland? Can YOU beat that?

First Notch

President's Piece—Graeme Belworthy



Hi All,

After twelve years as President, I am standing down at the Annual General Meeting to be held on the 15th August. I have enjoyed my time as President but now feel it is time for a change. There are several vacancies on the Management Committee and anyone joining would not necessarily be expected to take on an executive role the first time up.

None of the current committee members have any past experience in tramways or even railways, and the only requirement to join the committee is the desire to contribute to the success of the Society.

The Night Markets are now a well-established part of Park operations and continuing to be very successful. For our part we need to ensure the trams continue to operate which even on the coldest of nights are very popular. So can all our drivers please keep an eye on the roster and ensure we have a driver and conductor for those nights.

The General Meeting held in July was a little different from the normal; it was a pot-luck tea held in the Lions Hall that was enjoyed by about 25 members who attended. Some kind words were said about my time as President and of all the work my wife Phyllis has done over those years. A presentation was also made to us

both, I received a nice bottle of whiskey and Phyllis was presented with a lovely bouquet of flowers.

The Society Annual General Meeting will be held in the Lions Hall on 15th August and it would be great to see as many members there as possible. As mentioned above we need new members for the committees so if you would be happy to help please step forward – it's not that hard.

The usual repairs and maintenance around the site are continuing to enable the Society to operate in the normal way. The track repairs on the line running behind the Cranmer building is still a work in progress. The trolley bus overhead is still closed awaiting some pole replacements and other repairs.

The new method of payment for tram operations seems to be going very well with no problems so far. It will be interesting to see if the number of visitors changes over time.

As mentioned above this is my last *Tracts* article and I would like to take this opportunity to thank everyone for all their help over the last twelve years. I would also like to make a special thanks to Phyllis for her support and help over the years; without it I would not have been able to achieve as much.

Cheers,

Graeme

Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. Winter is by now nearly over and I'm sure many of us will be welcoming the return to warmer weather, even if this winter so far has been fairly mild to say anything.

Perhaps the biggest news from the past month has been the extraction of Roslyn cable tram 95 from its isolated spot in the Hall of Wheels prior to its being trucked down to Dunedin for the local Light Rail Trust.

Thanks to all involved, the move was successfully pulled off, and time also was found to re-position Christchurch horse tram 43 within the displays as well so that it can be more easily shunted out if we want it.

Christchurch 'Brill' 178 is now back in town following completion of the roof re-canvassing and looks very

smart indeed. With this tram having left, a slight reshuffle has taken place and Dunedin 'Toastrack' 37 has now been shunted into Tram Barn 1 where it, and the parts it contains, are now more accessible.

It had been hoped to have this issue of *Tracts* out in time for the AGM on the 15th but unfortunately that wasn't entirely possible thanks to my technical ineptitude when dealing with a faulty program on an older computer. Thankfully Google offered a solution but not everyone will have their copy of *Tracts* in time for the AGM. It's disappointing, and I'd like to apologise for that. Having a better knowledge of how to deal with this in future—and the promise of having my 'new' computer fixed in time for next month's issue—I hope this will be the last time this sort of thing will happen.

Well, that's it from me this month. 'Till next time!

Cheers,

Alastair

Notices

WORK DAY

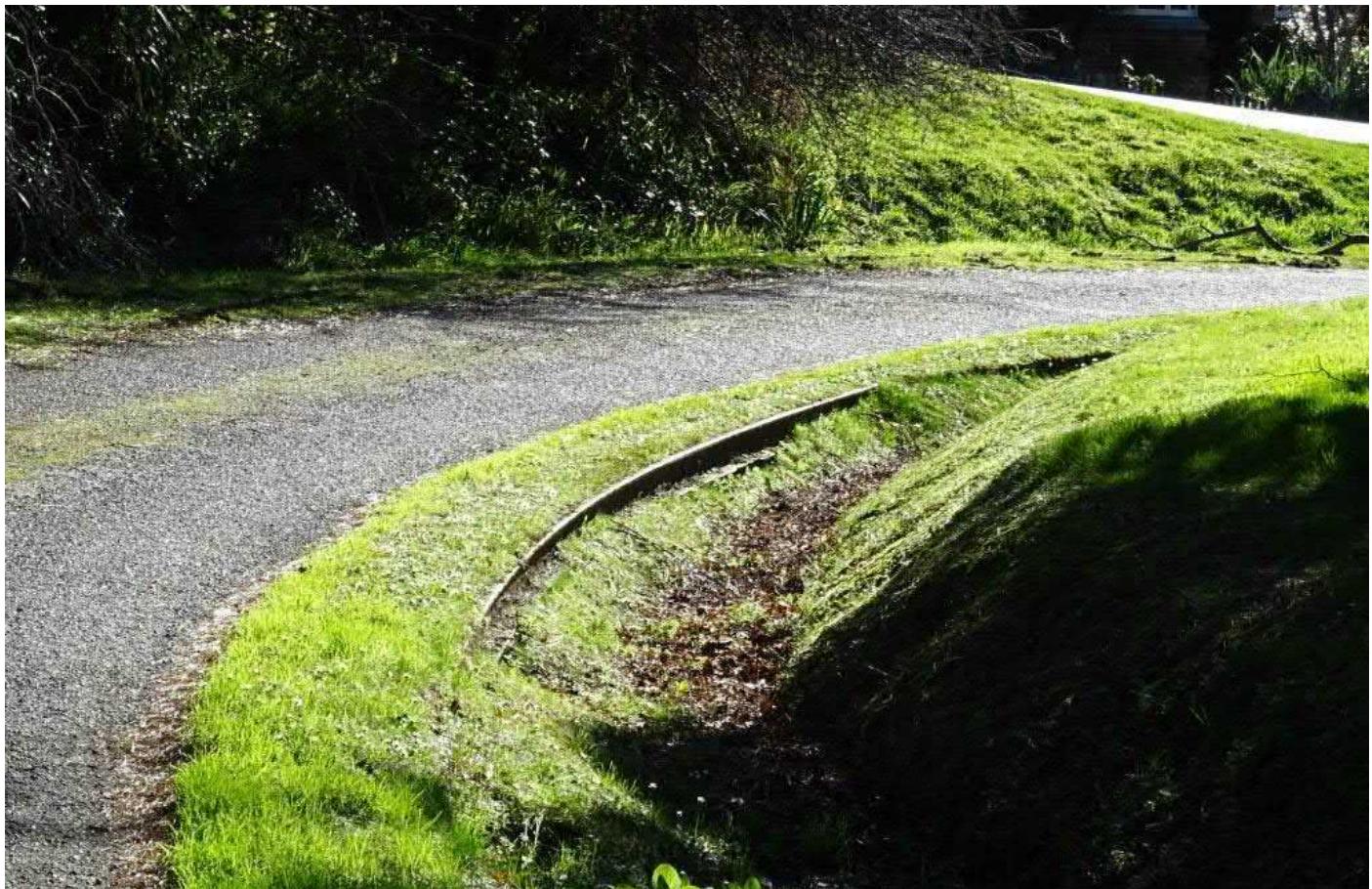
Our monthly catered work day will be held on Saturday 18 August. All are welcome, even if only for part of the day. Please call the tram barn (03) 384 1708 if you are arriving late in the morning and wish to join us for lunch.

AGM 2018

The Annual General Meeting of the Society will be held on **Wednesday, 15 August 2018 at 7:45pm** in the Ferrymead Lions Building. The purpose is to review the activities of the Society since the last AGM, to approve the annual accounts for the previous year, to elect the Management Committee, to consider and deal with any notices of motion (these must be in the hands of the Secretary no later than 21 days before the meeting) and any general business. Supper will be provided. We look forward to your attendance.

WHOOPS!

Last issue, we published an image of the Roslyn tramway crossing on Stuart Street with the information that a set of villas on the left-hand side of the Kaikorai cable-car line (downhill direction) had been demolished in the 1950s for the Stuart Street Extension. However, Ocean Beach Railway member Graeme Berry saw our article and sent an email stating this wasn't the case, the villas had never been demolished—and provided a photo to prove it! The error arose from a misreading of a caption in Don McAra's book *Hold Very Tight Please!*, which stated that the now-demolished buildings were on the opposite, *right-hand side* of the cable car line (again heading in the downhill direction). We would like to thank Graeme for putting the record right. Graeme also provided some other more recent photos from along the Roslyn line and we will publish some of these next issue.



ABOVE: An interesting find indeed —82 years after it was last used, a short section of Roslyn tram track remains hidden in the grass at Robin Hood, just off Ross Street. Photo: Graeme Berry.

Tram Driving Tips with David Jones

A reminder that offside gates, chains, and barriers, where fitted, are to be secured shut during service runs, and where circumstances demand, nearside gates etc should also be secured. Large numbers of children on board, high spirited passengers of any age, etc. would suggest that you use your discretion and close the barriers on both sides of the tram. This is particularly important when travelling in either direction between Church Corner and the Square Shelter.

News

'BRILL' 178 RETURNS HOME

As previously stated in *Tracts*, 'Brill' 178 was returned to Ferrymead earlier this year so that the roof could be re-canvassed. The work was finally completed early in July, and 178 was duly tested on 27 July by the Heritage Tramways Trust before it was returned to the city. With its performance satisfactory, 178 was returned to the city the next morning and is now back in service on the Christchurch Tramway.

KITSON BOILER UPDATE

The Society has recently received another generous donation towards the overhaul of our spare Kitson steam tram boiler from Lyttelton Engineering, who have kindly donated a new section of replacement boiler plate for the firebox backhead. As the section being replaced also includes part of the fire door hole, a special former was made for the task by Lyttelton Engineering at no cost to the Society.

The shaping of the new plate took place on 1 August with THS member Alex Hunter present to observe the work first hand. In total it took 90 minutes to shape the new plate—45 minutes to pre-heat the plate to the right temperature, followed by another 45 minutes of shaping with a wooden mallet 'a little at a time' in conjunction with the application of more heat. The finished product (*below right; courtesy Alex Hunter*) is now ready to be welded into place at the appropriate time.

The Society would like to thank Lyttelton Engineering for their kind donation, and also Mike Lawson, Carl Pumpa and Graeme Richardson for their assistance with this job.

DUNEDIN LIGHT RAIL TRUST

The Society's two leased Dunedin cable cars—partially-restored Roslyn grip tram 97 and restored Mornington trailer 111—have now settled into their new home at the cable car barn in Mornington Domain. Robert Morey sent the following picture of Mornington 111 parked in

the barn (*below*), which he then emailed to Alan Roi for *Tracts*. Thanks very much Robert!

TRAMS IN STRANGE PLACES...

Last month, Society Editor Alastair received a letter from THS member Brendon Carter in Templestowe, Victoria, regarding the Dunedin cable cars. Brendon also sent a copy of an interesting newspaper article, the text of which is duly reproduced here verbatim:

Marty lined up his 48

It's the perfect way to recreate a little slice of Melbourne for a Victorian turned Queenslander. Marty Dellafore need never wait for a tram again—he has his own in his back yard.

Marty moved from Box Hill to Hervey Bay in Queensland last year after buying a house online on a whim over drinks with best friend Sally Stephens—and chucking in his job of nearly 30 years.

But there was one thing missing, so one day Marty searched for 'tram' on online marketplace Gumtree, and struck gold (and green).

"I brought it over the phone that day for \$7500," he says. "I couldn't believe it. It was an old Melbourne tram sitting in New South Wales in a paddock. Then I had the struggle of 'How am I going to get it up to Queensland?' It took another six months for the weather to remain clear long enough to install the 20-tonne tram in his backyard with the help of a crane.

Marty has given the tram a new coat of green and yellow paint, and decked it out with a 1970s-style spinning mirror ball, music system, big screen, LED lighting and a bar. But the tram has remained true to its impressive heritage.

"It's the earliest Z-class tram in existence—No. 1 was destroyed in a fire," Marty says. "This tram, No. 2, entered service in 1975 and retired in 2003. Inside it is 100 per cent original—all the seats, all the controls—it's like sitting on a tram in Melbourne in the 1980s.

Records show Marty's tram used to run on route 48 from



News

the city to North Balwyn, and was withdrawn from service because of a door fault. But it's now almost as good as new. "It's in running condition," Marty says. "If I had the power lines above the tram, I'd be able to hook it up and turn it on. I've managed to get all the insides working like the lights and the doors and everything else."

Marty also unknowingly brought a little something extra when he purchased the tram.

A few weeks ago, he was repairing the interior and found a wedding or friendship ring wedged behind a seat. Now he'd love to return the ring to its owner. "It is inscribed 'Stefan & Eliza', and it's definitely been there a very long time," he says.

In the meantime, Marty and Sally are kept busy entertaining a steady stream of visitors from Victoria on the tram. "It's been loads of fun," Marty says. "It's good to have a piece of Victoria in our backyard."

Unfortunately Robert didn't supply the name of the newspaper the article came from, or the date the article was published. Now for a little challenge: can anyone find a tram in an unusual place to beat Marty's Z-class? Please send any contenders in to *Tracts* at the usual postal or email addresses! They don't need to be all that recent either—we are happy to consider historical entries as well. Good luck and happy hunting!



What a difference a week can make! On July 16, 'Brill' 178 was nearing the end of having its roof canvas fully replaced; a little over a week later, on July 27, the work had been finished and 178 was being test-run on the Ferrymead Tramway before going home the next day.

Photos: Alastair Cross (above); David Maciulaitis (below)



On the Move—Roslyn 95

On Thursday 26 July, a group of volunteers spent several hours extracting Roslyn grip tram 95 from its display in the Hall of Wheels at Ferrymead and brought it down to the tram barns in preparation for some maintenance work prior to sending it to Dunedin. This task involved moving most of the vehicle exhibits out of the Hall:

When Roslyn grip tram 97 and Mornington trailer 111 left for Dunedin in June, it was anticipated that Roslyn 95 would follow shortly thereafter. The move was however postponed to late July so that Heritage Tramways Trust staff member Graeme Richardson could assist. The date finally chosen was July 26, and arrangements were made with the Fire Society, Ferrymead Heritage Park, and the Canterbury Railway Society, all of whom had exhibits in the Hall of Wheels that would need to be moved.

The plan was simple—once everything had been pulled out of the way that needed to be pulled out of the way, Roslyn 95 could be pulled forward along one of the two display lines in the Hall to a point where it could be jacked up and placed on skates to be shunted over to the adjacent track. Once there, it could be put on a standard gauge ‘Sammy’ truck and towed down to the tram barns where Don McAra and his team could carry out some pre-departure maintenance on the brakes and body.

On the day of the move, the first order of business was to remove all of the vehicles displayed in the Hall close to—or in front of—Roslyn 95 and bring the ‘Sammy’ truck into position. The tram track leading up to the Hall also needed to be cleared of the dirt and debris that had built up since it was last used, this work being performed by Ken Henderson and the Society’s work tram, 5W - ‘the Beast’.

The first vehicles to go were the two ambulances by the vehicle doors; neither could be started and so were towed out by Dave and Alan Hinman’s 4WDs. Next came the Fire Society’s fire engine, which in contrast could be started up and was driven out with the assistance of its owners who were on site that day. Meanwhile the Ferrymead Heritage Park employees moved the other motor vehicles on display in the Hall clear of the display line that 95 would be shunted along.

The next major move was that of the Canterbury Railway Society’s exhibits—the Manning Wardle saddle tank loco, ‘Q’ coal hopper wagon and Rewanui Fell brake van.

Dave’s 4WD was used as motive power to pull the train clear under Graeme’s guidance and with assistance from the hand brake in the locomotive’s cab, controlled first by Alastair Cross and then by Ken Henderson. With the train now out of the way as far as it could go, Roslyn 95 could be rolled down the display line to a spot just behind the Fell van in preparation for the next stage.

Here, Graeme took over and after some careful planning, 95 was jacked up and placed on a set of four skates. Small pieces of timber filled in the rail grooves, and with the help of several people pushing, 95 was traversed into position over the other display line. It was then jacked up again, and after minor adjustments, placed onto the ‘Sammy’ truck which was towed clear by Alan’s 4WD down to the main tram line.

While the Hall was being rearranged, the chance was taken to re-position Christchurch horse-tram 43, from its former display spot at the rear of the Hall to the front. This made it more accessible, and at the same time the Ferrymead team brought in a restored ‘Trekka’ ute which took the spot vacated by Roslyn 95. With most of the key exhibits now back in place—most of the road vehicles having already been placed in their revised display locations—the train, fire engine and ambulances were brought back in and returned to their previous display positions, thus ending the Hall rearrangements.

The last job of the day was to haul 95 on its ‘Sammy’ down to Tram Barn 2 where it would be placed over the inspection pit. Hauled down Bowman Street by Alan’s 4WD, haulage was handed over at Church Corner to ‘the Beast’ which towed 95 the rest of the way. It wasn’t all plain sailing though as the small wheels on the ‘Sammy’ were close to derailing several times along the way. Eventually though 95 made it safely to the tram barns and was placed over the pit in Barn 2.

It was originally planned for Roslyn 95 to head south on 4 August, but in the end the decision was made to keep it at Ferrymead while a number of unexpected extra jobs were carried out and a new clear coat applied. As yet no new date has been set for 95 to move to Dunedin.

—Alastair Cross

OPPOSITE PAGE UPPER: Gently does it! Alastair Cross (left) and Ken Henderson keep an eye on the wheels of 95’s ‘Sammy’ truck as it crosses another set of points in Bowman Street. The strap in the foreground was tied to the front of Alan Hinman’s 4WD.

OPPOSITE PAGE LOWER: Freedom! After about twenty years on static display in the Hall of Wheels, Roslyn 95 is edged out into the sunlight past the Canterbury Railway Society’s short display train with some help from Alan’s 4WD.

Both photos: Don McAra

Editor’s note: Alan tells me that when Roslyn 95 was placed in the Hall of Wheels about twenty years ago, it was towed down to the then-empty Hall by our Kitson steam tram. If anyone has any photos of this move, I’m sure that our members would be interested in seeing them. Can anyone oblige?

On the Move—Roslyn 95





ABOVE: Mission accomplished! After several hours of hard graft and a slow journey along the tram tracks, Roslyn 95 arrives back at the tram barns behind 'the Beast'. Tied onto its 'Sammy' truck and with the brakes hard on, it wouldn't be going anywhere on its own for some time, irrespective of the differences in track gauge. At the time of publication, Roslyn 95 was parked over the inspection pit in Tram Barn 2 where it is undergoing a number of minor repairs and adjustments before it returns to Dunedin at a later date.

Photo: Don McAra.

FRONT COVER: Halfway to home. Slightly earlier in the afternoon, Roslyn 95 waits patiently at Church Corner while Alan Hinman and his 4WD hand it over to Ken Henderson and 'the Beast'. There was plenty of time to take a quick photo before Ken began the slow haul back to the tram barns with 95. Alan continued to follow in his 4WD and offered his assistance where necessary.

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.

