

The tram in the iron mask

Over the years we have published several interesting pictures of curious looking tram-type vehicles, and this one may be among the more bizarre.

Trams may sometimes resemble snails in the pace at which they travel, but rarely do they carry their own houses on their backs. An exception was the recent arrival at Ferrymead of Brill 185 which was so well disguised you wouldn't have known it was anything other than a rustic barn—until it was seen on two unmatching bogies being towed along the Ferrymead tramway by the Beast! DAVE HINMAN tells the story of what he calls our “midwinter Christmas box.”



185 at Newlands

Photo: Dave Hinman

On Friday 22 June, Brill tram 185, donated by David and Hilary Ward, Newlands near Ashburton, arrived at last at Ferrymead, still inside the corrugated iron shed it has been in since the 1960s. Originally to come over a year ago, its move was delayed by last year's earthquakes. This was the last survivor of three Brills purchased by the same family in 1954 and located on neighbouring farms in the locality. The others were 174 and 191. All three later had similar sheds built to protect them and they all had their end platforms filled with concrete to create a level floor. We successfully removed the concrete in 185 back in 2009 in preparation for the tram's removal.

Transport was donated by Wilsons Bulk Transport Ltd, whose GM is Jonathon Ward, cousin of David and who also used to have one of the Brills on his property. Cranage at the Ashburton end was donated by Ashburton Crane Hire Ltd.

Unfortunately we were not at Newlands to see and photograph its removal. Temporary wheel sets were placed underneath on Saturday 23 June and 185 A.K.A. “The new box car”, “the new works trailer”, “the running shed” and “tram barn 4”, was towed by 5W to its new home beside Tram Barn 1 where it will remain until space becomes available in Tram Barn 3 when the City trams return to town.

The next exciting discovery will be when we finally take the iron off and find what the outside is like!—but that won't be for a while. In the meantime it will be a good store shed for Brill parts etc.

Coming events

The next General Meeting will be on
Wednesday 18 July

7.30 pm

**Lions Building
Ferrymead**

and will be a session on Dunedin cable cars. Can you remember a meeting that Dave Hinman coordinated talking about the Hills cars? This was related to the conservation plan. Well we are doing a similar one relating to Don McAra's efforts on a plan for Mornington 103.

Supper will be provided

**Annual General Meeting
17 August—See notice page 7**

Next work party

The next work party is scheduled for **Saturday 21 July 2012**. Formal work parties are held every **third Saturday of the month** and Alan Roi provides a cooked midday meal. There are also activities **every Saturday** and on **Monday evenings**.

Message from the president



TO ALL Members and friends.
I missed providing an article for last couple of months as I was on holiday in Australia visiting my daughter, son-in-law and grand children in May and last month's one got lost in cyber space.

Roslyn 1 was completed and on Wednesday 16 May was transported to Dunedin and on Thursday the team of HTT staff moved it into place. The Otago Settlers Museum were extremely pleased with the end result.

On Thursday 24 May Dunedin No 11 and a spare Brill 77E truck for Brill 178 were transported out to Ferrymead. The spare truck will go under 178 allowing the replaced truck to be reconditioned. No 11 is due for a paint and needs some repairs including replacing a window that was broken during the February quake. No firm decision has been made as to when the City Tramway will be up and running again but we need to have the trams ready to go when it does open again.

The HTT team is still working to complete Birney 15.

Volunteer work is progressing on Hills car 24 with more parts being removed to allow us to see what needs repairing or replacing. More on this project elsewhere in *Tracts*.

Brill 185 complete with its own storage shed arrived at Ferrymead on Friday 29 June. On Saturday it was moved to its present site on road 1 beside Tram Barn 1. This was due to arrive about 18 months ago but mother nature intervened.

As a new idea I am going to welcome all new members who join the Society. To get the ball rolling I will list all the new members we have had since last year. They are Catherine Comber, Brian Erikson, Andrew Gardner, Valerie Mayer, Keith Mobbs, Dave Newman, Michael Thorne, Devon Wilson and Bernard Stevenson. Lachlan Jansen was made an Honorary Member for his effort in raising money for Tram Barn 3. I hope I haven't missed anyone, but if I have please let me know.

I would like to take this opportunity to welcome our Ambassador Volunteers Janette Carmen, Gabby Jarden, Shadena Hapi and Joanna Havea who are doing a great job helping our visitors around the tram barns and other parts of the Park. I would also like to thank one of our members Dylan Roberts who held a sausage sizzle at Barrington Mall and raised about \$300 which he want put towards the restoration of Hill car 24. It's great to see the young members getting in behind the Society and what it is doing.

I think that enough from me for now.
Graeme Belworthy
President.



Photo: Roy Sinclair



Photo: Roy Sinclair



Photo: Dave Hinman



Photo: Dave Hinman



Photo: Dave Hinman



Photo: Dave Hinman



Photo: Graham Stewart

The sequence of photos on this (top) and the previous page show the tram arriving at Ferrymead and the steps taken to get her as far as the traverser. She was subsequently placed behind Tram Barn 1. The photo above shows her in her former glory, Spreydon bound in South Crescent Road (now part of Brougham Street).

Some final comments on Don's magnificent painting

BRIAN BARTRUM says: Don's painting is one which I would love to own but I couldn't resist the challenge presented by Don.

In my early years a significant amount of my time was spent commuting in the Hills cars but that was a long time ago and old age can delete or modify memories of experiences and situations which happened in those early years! Now back to Don's painting.

To me the trolley poles look as if they are tending towards the shape of those seen on Wellington's Fiducias. I think that the trolley poles on the Hills cars were close to being straight.

The handrails adjacent to the "movable/moveable" panel don't look right. Should they follow the curve of the car body more closely? I think I can remember one handrail acting as a downpipe and extending to the step.

The motorman seems to be sporting a hat which would not be out of place on the head of a deck officer in the T.E.V. Rangatira.

Don responds: Well spotted Brian, as were the comments by your previous correspondents. I plead artist's licence for

the bendy poles—I just like showing the force of those powerful springs especially when the pole was stowed! The handrails' curvature though I had indeed overlooked and probably assumed they were like those on the drop centre of a Dunedin Sydney Bogie. Ah, Dunedin memories influence me yet again.

Re Sydney bogies, the proud inhabitant of one was doing a refurbishment of her living quarters recently and discovered the number 57 while removing old paint. Graham Stewart has provided Dave Hinman with some photos of 57 in action on the St Clair line to forward to the lady concerned in answer to her questions.

Russell Kent adds his comments:

- 1 Destination should be 1 for Papanui.
- 2 Our motormen and conductors never had the white tops to their caps as they did in Dunedin.
- 3 The hills cars never had a pale green band around the chassis frame and lower front aprons. (Or is this a trick of the light?)
- 4 The trailer coupling bar is on the wrong side. It was always chained up to the right (going downhill)

A great painting nevertheless!

Federation of Rail Organisations NZ 2012 Conference 1 – 3 June Distinction Hotel, Rotorua

Report by MURRAY SANDERS

Tramway Historical Society Representatives:
Jonathan Day, Dave Hinman, Alan Roi, Murray Sanders.
Heritage Tramway Trust Representative:
Graeme Richardson.

The Conference was attended by 82 delegates and observers from 43 member groups, who gathered on the Friday evening for registration and informal social get together. Also present throughout the weekend were observers from NZTA.

The conference was officially opened on Saturday morning by Mr Trevor Maxwell, Deputy Mayor of Rotorua, who recalled incidents from when working as a young man for the NZR on the Rotorua branch. Sessions of interest that day began with a talk by Chris Cairns on rail safety. Chris is the spokesperson for a Foundation promoting rail safety with education material, partnerships with government agencies and media campaigns. Education resources for children are available on the web site www.railsafety.co.nz

Nic Doncaster an Australian Rail Regulator gave an interesting update on the Australian rail scene.

Leigh Sefton of NZ Drug Detection Agency Ltd promoted the services of his company for advising on D & A policy and offered their expertise in performing random or targeted testing of personnel.

Ian Cotton of Kiwirail told the story of the new Matangi electric trains now operating in Wellington.

Lindsay Benbrook told of his experiences in transferring 8 and 16mm film to digital format. Subsequent discussion revolved around scanning old photos to ensure preservation.

Last on the programme for the day, the tramway interest groups met.

Trevor Burling alerted us to a proposal to change the way pub



Top: FRONZ Executive Officer, Trevor Burling, presents the 2012 Tramway Restoration Award to the HTT's restoration team leader, Graeme Richardson, for the restoration of Roslyn Car No1 at the FRONZ Conference Awards' Dinner. The award included a MOTAT-sponsored cheque for \$500 for a study trip to any Australian rail heritage destination.

Above: Dave Hinman accepts the 2012 KiwiRail Infrastructure Award with its accompanying cheque for \$2,000 from KiwiRail's Ian Cotton. The award was for the construction of Tram Barn 3 at Ferrymeade and the associated new track work.

Photos: DLA Turner

charity funds are allocated. I summarised the possible effect of the new guidelines for working at heights, which now require hazard assessments for work below the old three metre fall distance. I also informed members of the Brisbane Tramway Museum's Menz Sheds

programme.

The Sunday morning programme began with the FRONZ AGM. All existing office holders were re-elected.

The Federation has a number of conveners overseeing particular areas for members, who reported to the

conference and answered questions from the floor. All Conveners were re appointed.

After lunch Neil Oppart described the development and operation of his self driving Rail Cruising experience, which runs between Mamaku and Tarukenga return.

Tony Hadlow spoke on Marketing Heritage Activities. He emphasized the necessity of identifying the target interest group and your own unique attraction which would appeal.

The afternoon concluded with a visit to the Caterpillar Experience, an informative, high class, covered, display of Caterpillar bulldozers and machinery. A winding path lead around the interior of the building, past dioramas of vehicles in various bush clad locations, representing the local logging industry from the 1920s through to the 1970s. At strategic spots continuously running films recalled the events of yesteryear.

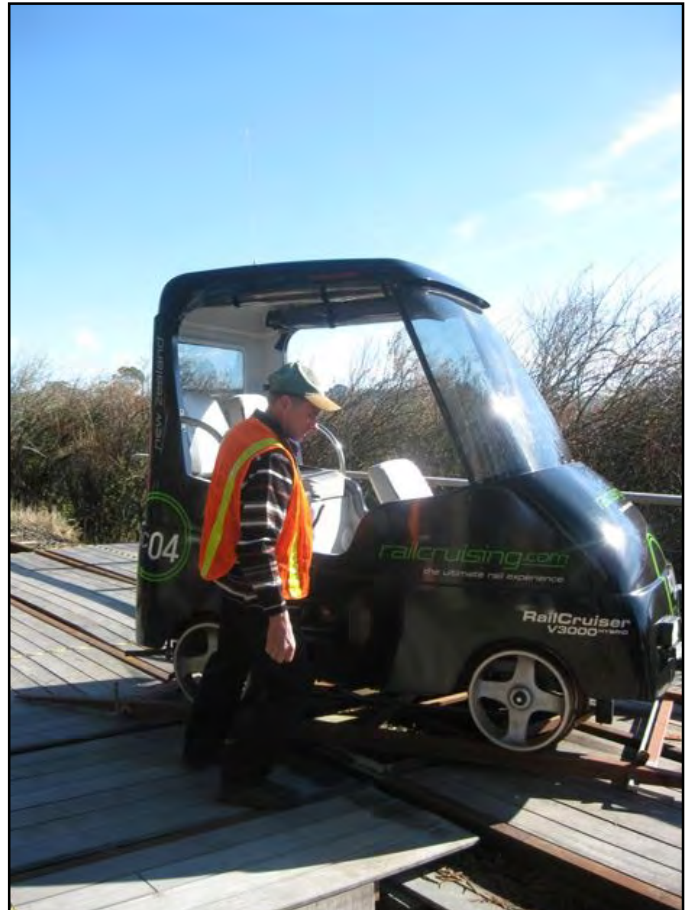
The day concluded with a very enjoyable Awards Dinner at the hotel.

THS was awarded the Kiwirail Infrastructure Award for the construction of Tram Barn 3, while the HTT received the MOTAT Tram Restoration Award for Roslyn 1.

On Monday we departed the hotel for Mamaku to experience the Rail Rider trip first hand. The vehicles each carry four passengers and are controlled by a Go/Stop lever. Magnets attached to the sleepers at strategic locations slow or speed the vehicles. There are anti collision sensors attached to each vehicle. Batteries provide the motive power down hill to Tarukenga, an engine driven alternator boosts the power for the return trip.

After lunch at Manaku Blue Winery the final event was a visit to Ngongotaha Rail Trust which own a collection of derelict rolling stock.

Later four of us visited Te Amorangi Heritage Village,



The Rail Rider bein turned for a return trip.

Photo: Murray sanders
a fascinating set of buildings, working engines and artifacts of the district. We were interested to learn they operate a Menz Shed in a small garage and had acquired several regular volunteers through the activity.

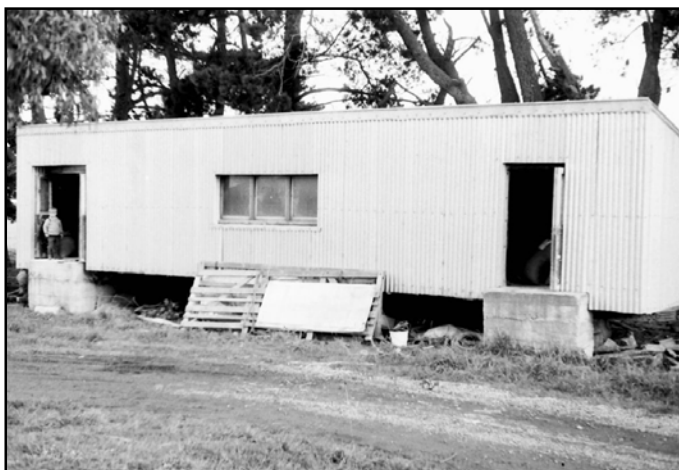
New tramdrivers under training



Motorman training with trainees Simon Verkerk — grandson of Richard Cannemeyer — Nick Smither and Bernard Stevenson. Myself on right.

Photo: David Jones

What of the other two Brills that went south—No 191?...



Above photos: Dave Hinman



Photo: Graham Stewart

As Dave Hinman mentioned in his article, Brills 191 and 174 were encased in sheds virtually identical to 185. The top two photos show this tram from the outside and on the inside. The photo above shows the tram in happier days in Coclombo Street just north of Moorhouse Avenue bound for Cranford Street.

...and 174?

Right: The shed which was built around Brill 174. Unfortunately the shed in which 185 was encased was not built immediately and Dave Hinman tells us that some deterioration had set in. We'll find out when the shed is removed, but this will be some time away when the tram goes into Tram Barn 3 after the present incumbents have returned to the city.

Photo: Dave Hinman

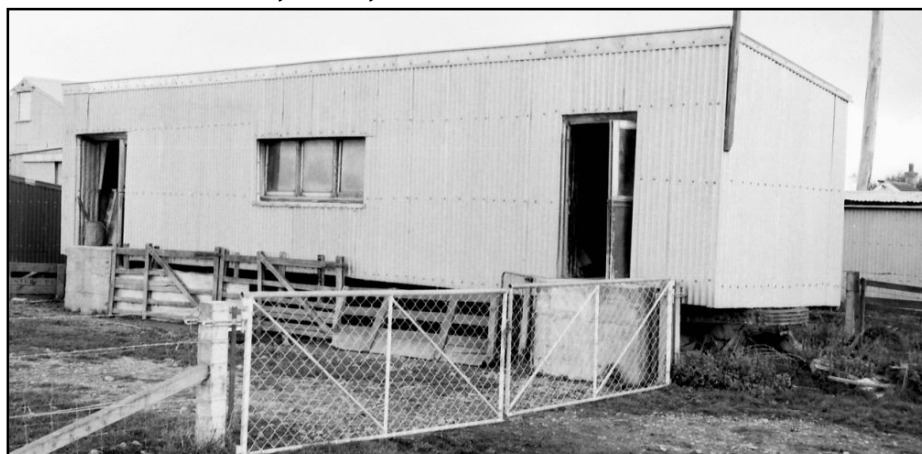




Photo: Graham Stewart

174 heads for Lincoln Road in the fifties

Progress on 24 continues

STEPHEN TAYLOR reports

THE CATWALK and the two rows of ad-board brackets have been removed from the tram. Remaining fittings in the roof are being removed in preparation for the removing of the monitor roof and the roof canvas. Interestingly (to me at least), we have discovered that the roof is not "t&g" but "ship-lap".

Unfortunately, we (well I) am quickly discovering that "Boon built" tram construction is unlike our Stephenson and Brill vehicles (or those I have been involved with). This means that many components are not

designed to be removed in "modular fashion", but require complete dismantling. This applied to the catwalk and will also apply to the monitor roof.

Now that the side letter boards have been removed, we have discovered that the top plates have significantly deteriorated and sections will need to be replaced with new material.

Thanks to the Lion Foundation funding for the rebuild of the K-10 controllers, Jonathan is getting casting patterns manufactured and is obtaining or manufacturing the missing components. Murray is also working on the reassembly of the first motor

with the return of the armature from ABB.



Photo: Stephen Taylor

The "B" end of the roof, showing the shadows (on the monitor roof canvas) where the catwalk cleats were attached. You can also see the shadows of the ad-board brackets on the canvas on the two sides.

ANNUAL GENERAL MEETING

Notice is hereby given that the Annual General Meeting of the Society will be held on
Wednesday 17 August 2012 at 7.45 pm
 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).

Supper will be provided.

Brrrrrr!

A wintry note to stop on. DAVE HANSEN was out with his camera during the big snow and captured the two upper graphic images—enough to make you shiver. Then KEN HENDERSON captured the magnificent rainbow in Bowman Street on 16 June.



Recent fund raising successes

STEPHEN TAYLOR reports that the Society has received the following grants:

- Mainland Foundation have donated \$2,500 towards replacement (window) joinery, paint and materials and the repair and repaint of the exterior of the Square Shelter.
- The work on the K-10 controllers for Hills Car 24 (plus a spare) has been supported by the Lion Foundation with a grant of \$7,500, and Pub Charity have also donated \$7,797.46 towards this work.
- First Sovereign Trust has made a grant of \$2,930.27 towards a new set of tyres for the double decker bus, plus interior light bulbs and a replacement dog rail.
- The Corrections Department has made a donation towards materials and consumables to allow the Community Service Workers to help finance Society projects that they are assisting with. Most of the funding has been used on paint and associated materials for an exterior repaint of bus 452.

Bus barn gets tidy-up

ALAN ROI reports that we have had a big sort out in the trolleybus shed. John Atkinson is doing a big rebuild of the front of Dunedin 79. This is to repair water damage from when the bus was left outside a few years ago. We have managed to extricate Auckland 105 from the side of the trolleybus shed and to place 79 in the same spot. The opportunity was taken to have a good tidy up around the Leyland Lynx truck at the same time. We are indebted to the stonemasons who lent us a forklift for the day.

Mural in Colombo Street

KEN HENDERSON sent this photo of a mural in Beckenham on the site of shops demolished due to earthquake damage. Interesting that it features a red tram—something that was never seen in the area.

