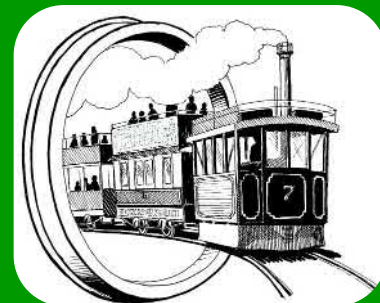


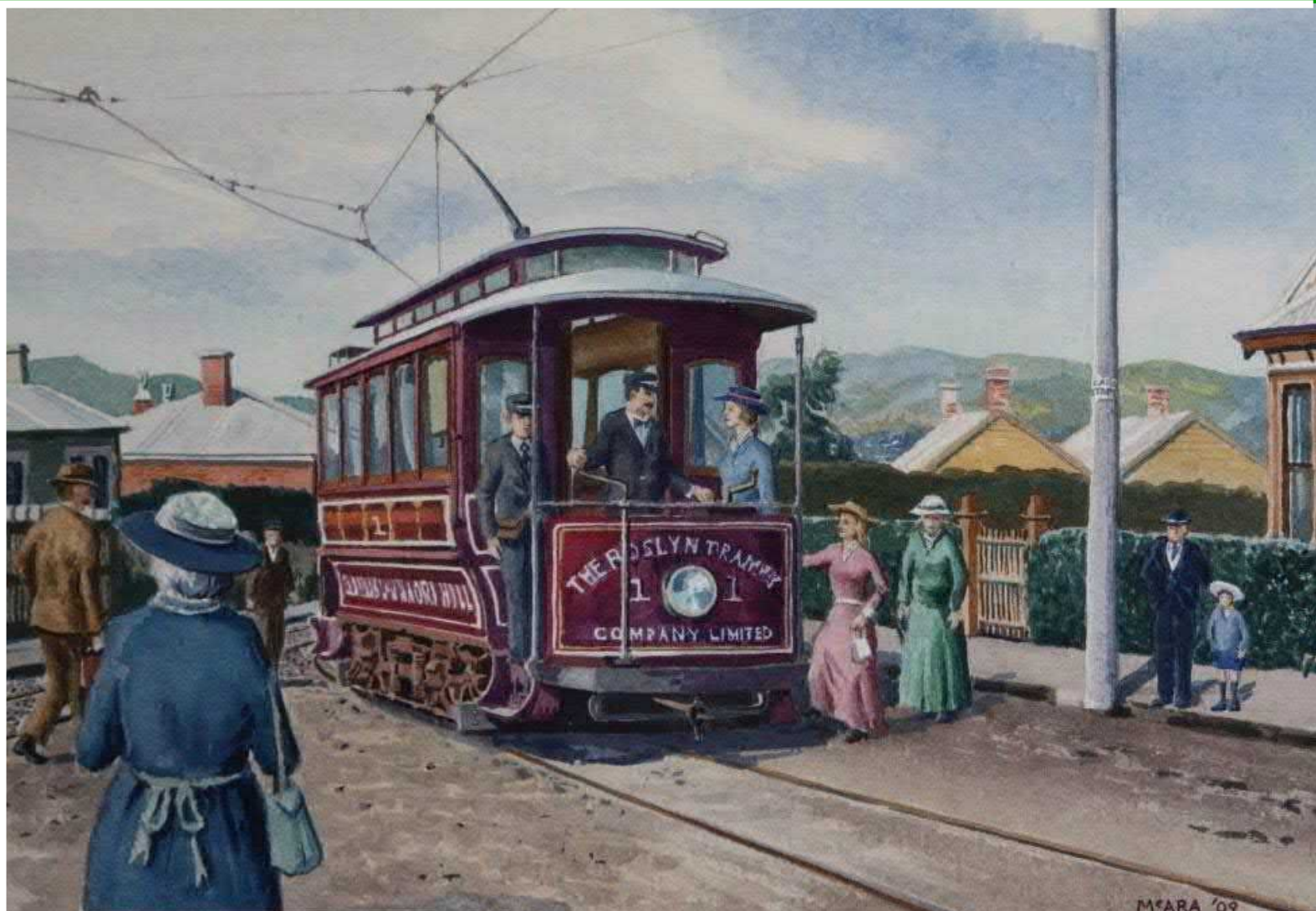
# ***FERRYMEAD***

## **Tram Tracts**

*The Journal of the Tramway Historical Society*



*Issue 26—July 2018*



### ***Upcoming Events***

*Society events for July and August*

### ***Where Now for Roslyn 3?***

*A case for restoring our most historic electric tram*

### ***From the Christchurch Tramway***

*The extension is on the agenda—but where will it go?*

## President's Piece—Graeme Belworthy



Hi All,

The Night Markets seem to be a permanent part of the Park's events schedule now, and are very popular with the public with good attendances. It's very important that we are able to provide a tram service for this event. It is also a good income stream for the Society. So let's get in behind it and ensure we make it a success.

The June General Meeting was a report back from the FRONZ Conference, held this year in Wellington over Queens Birthday weekend. Unfortunately due to family issues I was unable to attend but have been told all who did enjoyed it and it went later than usual.

The Resource Consent for the Bus Barn has finally issued which means fundraising can get started. Stephen Taylor, Don McAra and John Shanks attended a meeting organised by Volunteering Canterbury to help organisations with fundraising issues. If you are approached to help with a fundraising effort, please give all the help you can.

Another success story is the second funding application for work on the Kitson boiler has been approved. The materials are being ordered and work is progressing well, as is that on Hills Car 24 and Grip Car 103. Grip Car 95 in the Hall of Wheels is scheduled to be moved to the

Tram Barns on Thursday 26<sup>th</sup> July. Some minor work is required before it is transported south. The date for the move is still to be arranged.

Last month I wrote that the track from the pathway to the Ferrymead Railway Station to a point just before the Cramner Building was being re-laid, but unfortunately the weather had other ideas. The track has been removed and once the ground dries out a bit, new ballast and sleepers will be installed and the rails replaced.

The usual repairs and maintenance continues around the site ensuring the Society is able to operate and provide a service to the public. There is always something to do and any help you could give would be most welcome.

Again I ask all drivers to step-up and help with the roster. Call John and put your name down when you can.

The Park Management has decided to change the way the Society will be paid for the tram service we provide. People visiting the Park will pay the usual entrance fee but this will not include a tram ride; they will need to pay an extra fee for that. We all know this has been tried in the past and didn't work then so we will wait and see what happens this time.

Lastly, I would like to remind everyone that the Society's AGM will be held on 15<sup>th</sup> August. We need several new members for the Management Committee, it's not that difficult so don't be afraid, put your name forward.

Cheers,

**Graeme**

## Alastair's Angle—Alastair Cross



Welcome to another issue of *Tracts*. As some of you will no doubt be aware, this issue is slightly later than was hoped, and I have to admit that it's my fault. Between my historically poor time management skills, and an increasing workload in my 'day job', things haven't exactly been running as smoothly as perhaps they could be. I am lucky though to have the support and assistance of

Society members like Dave HInman, who has already sent around a short email to members, detailing this month's activities to those on our mailing list. Thanks Dave, it's much appreciated.

While we don't have anything new to report on the restoration front this month, this month should finally

see Roslyn grip tram 95 extracted from its long-time home in the Hall of Wheels for delivery to Tram Barn 2 where it will receive some mechanical attention. It's my hope that we'll have some photos to share from this move next month, if not from my camera then perhaps from someone else's.

And finally, you may have noticed from the cover blurb that a case is being made—by yours truly—to consider the restoration of Roslyn electric tram No. 3 as our next project when Christchurch No. 24 is complete. I will let the proposal speak for itself; please feel free to express your polite opinion to me by email, and suggest why you feel it should (or shouldn't be) done.

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 21 July. All 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.

## JULY 2018 FUNCTION

This month's function will be our MID WINTER ANNUAL DINNER and it's coming up fast - Sunday 22 July (the day after our work day); and this year it's going to be a little bit different! In recent years this event has been held in September, but this year we have brought it forward because some of our members will be out of town that month, attending the COTMA Conference in Perth. It is also a good time to commemorate the long and valued service to the Society of Graeme and Phyllis Belworthy. Graeme is stepping down from the position of President, after a record eleven years in the role, and Phyllis is also retiring as membership secretary, wedding trams organizer and provider of delicious general meeting suppers. We are planning a BYO "Pot Luck/bring a plate" event, and it will be held in the Friendly Societies Lodge building in the Ferrymead Township. This is where we held our successful anniversary dinner in January, and it was also the venue for the Belworthy's wedding reception some years ago!

**DATE:** Sunday 22 July

**TIME:** 6:00 pm - drinks and nibbles, followed by dinner from 6:45pm. Partners are more than welcome. Come along and enjoy a convivial THS evening.

Please bring your choice of any two of the following: Pre-dinner nibbles/finger food / Mains - meat dish / Mains – vegetable dish / Dessert.

Please also BYO drinks. Tea & coffee will be supplied.

We would like to know numbers attending in advance and also what food you will be bringing. Please RSVP at: [secretary@ferrymeadtramway.org.nz](mailto:secretary@ferrymeadtramway.org.nz), or phone Dave or Dot at (03) 366 4903.

We look forward to seeing you on the night. **Note:** this is the day after our monthly catered work day at Ferrymead.

## 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.



**LEFT:** It's a tram Jim, but not as we knew them (at least in New Zealand!). Ex-Melbourne Z2-class Light Rail Vehicle No. 111 is preserved in the collection of the Sydney Tramway Museum in Loftus, NSW. Repainted in its original eye-catching Marigold orange and Oriental Gold livery, No. 111 was photographed in front of the former Railway Square tram shelter building at Loftus in the company of Sydney P-class tram 1497 on 4 February 2018. Photo: Alastair Cross.

## Tram Driving Tips with David Jones

Point bars are colour coded for the tram they are used on and Peanut has very cleverly devised a carrier for the point bar incorporated into the disability steps on No. 22. Torches are required during daytime in the event of an emergency under the tram.

## GRANT FOR STEAM TRAM BOILER

The Society has been advised by the Directors of Air Rescue Services Ltd that we have been awarded a grant for “Boiler tubes and water sight glass for steam tram boiler”. The Society would like to publicly thank the Directors of Air Rescue Services Ltd for this grant. I would also like to thank Alex Hunter for the hard work he did in putting the grant application together.

Air Rescue Services Ltd was incorporated in February 2002 for the purpose of operating gaming machines to raise funds for distribution to charitable and community organisations throughout the Canterbury, West Coast, Otago and Marlborough regions of New Zealand.

—Stephen Taylor

## CABLE CAR 95 MOVE POSTPONED TO 26 JULY

As has already been noted in Graeme’s editorial, the move of Roslyn grip tram 95 from the Hall of Wheels will take place on Thursday 26 July. Although the move was originally planned for shortly after Mornington 111 and sister Roslyn grip tram 97 had left in June, it was realised that more preparation was needed for the move, including borrowing suitable jacking equipment. While the move is in progress, the opportunity will be taken to reorganise some of the other vehicle exhibits in the Hall.

## NEWS FROM THE CHRISTCHURCH TRAMWAY

On Friday 22 June the Council made decisions on its Long Term Plan (LTP) 2018-28. There had been submissions once again made about completing the tram extension along lower High St, as well as on-going “engagement” with adjacent land owners and other stake holders, considering several options. THS and CTL are both involved. Here is an extract from the minutes of the meeting:

*“9. Maintaining momentum in the city*

*....That the Council continues developing options for the completion of the tram network, aiming to align with adjacent central city transport projects and to complete this work as soon as practicable.” (This motion was passed unanimously).* The LTP confirms funding totalling \$3.08M from 1 July 2018 through to 30 June 2021, with most being in the financial years 2019/20 and 2020/21. A further \$3.69M is budgeted for street improvement works in High Street. The tram extension could be completed and in operation during 2021. The carefully chosen words in the resolution indicate that the options of either completing a turnaround loop at Poplar/Tuam/High Streets, or continuing on to a crossover in High Street beyond Tuam Street are still both on the table. A tentative sketch has been provided which shows the possible layout of the former option; note that unlike the pre-earthquake version, it no longer crosses Tuam Street or passes in front of the

former High Street Post Office (now C1 Coffee) entrance.

## The Cathedral

On Friday July 1, a public announcement was released, stating that the restoration of the Cathedral would get under way with an agreement reached in principle on a Crown/Church Joint Venture. The report by *The Press/ Stuff.co.nz* included: “Christchurch deputy mayor Andrew Turner said council would ensure Cathedral Square was still open to the public during restoration and aim to keep the tram running. We've been at pains with other disruptions to keep that tram running – New Regent Street would be a great example. We will be fully focused on keeping as much access to the square, including the tram, as we possibly can,” he said. “The rebuild will be a point of interest and we want people to see that happening.” [Minister Megan] Woods agreed. “We want the people of Christchurch to be able to see the cathedral in the middle of their city being rebuilt. So, as much as possible, we want the square accessible for the public.”

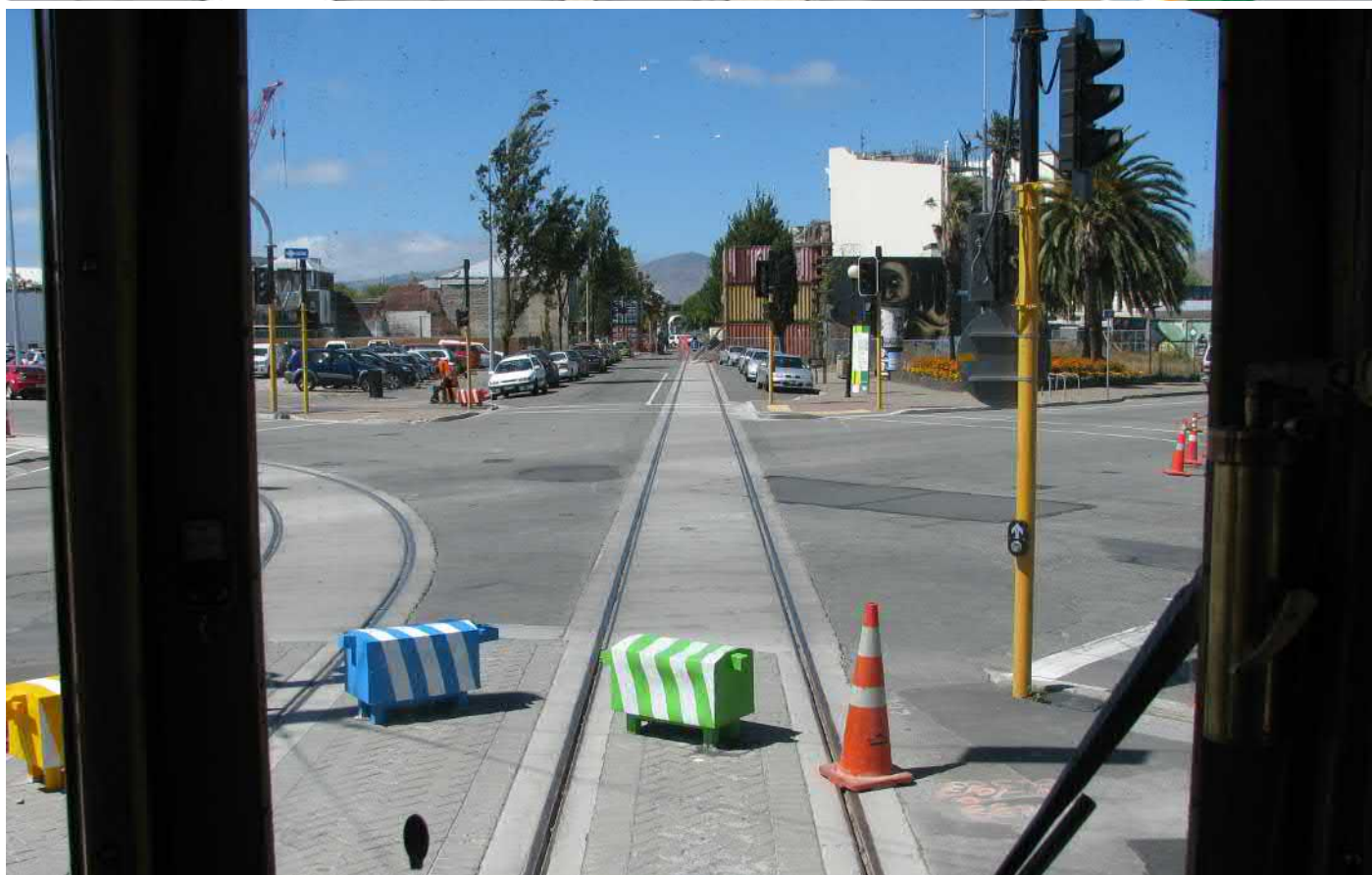
## NEWS FROM WELLINGTON

While not strictly local news, the Wellington Tramway Museum took delivery on June 28 of the restored body of ex-Wellington Corporation Tramways ‘combo’ No. 17 from the Wheelwright Shop in Gladstone. This tram, was visited at Wheelwright in June by delegates from the annual FRONZ conference, who were certainly impressed by the quality of the restoration work carried out. With No. 17’s body now returned, the WTM is now raising the remaining funds needed to complete the tram’s electrical and mechanical equipment, including the trucks. Photos of the newly-restored Wellington 17 arriving back at McKay’s Crossing can be found on the WTM’s Facebook page.

**OPPOSITE PAGE TOP:** *As one of the options to complete the Christchurch Tramway extension, the latest round of Long Term Plan discussions suggest a loop such as that shown in this diagram may be an option. While no final decision has been made, note that the diagram shows part of the tram line down Poplar Lane remaining in place beyond the turn-around points. Perhaps a further extension down High Street could be on the cards at a later date?* Image: Christchurch City Council

**OPPOSITE PAGE BOTTOM:** *The current end of the line at High Street as seen from the motorman’s platform of Dunedin 11 on the opening day of the Christchurch Tramway extension, 12 February 2015. Most of the track was already in place at this time, but has yet to see a tram.* Photo: Alastair Cross.





## Roslyn No. 3



**ABOVE:** Roslyn No. 3 as it is was in 2015—a tired and stripped body stored at the back of Tram Barn 3 as a semi-mobile parts store. It had only recently been moved into Barn 3, after having spent years parked in Barn 1. Photo: Alastair Cross (16.07.2015)

**FACING PAGE RIGHT:** As once was. Having met Roslyn cable car No. 93 at 'the Junction', Roslyn No. 1 departs with another service for Maori Hill. Both vehicles are now preserved—No. 1 at the Early Settlers Museum, and No. 93 at the entrance to the Cableways Tavern in Kaikorai. Original painting: Don McAra

*"The cars are built by the J. G. Brill Company, of Philadelphia, and are handsome and commodious, and will accommodate 20 passengers inside, but in addition there is a large platform at either end, upon which a further number of passengers may be carried...Inside the cars every comfort and convenience is met with. The inside finish is of cherry, with three-ply veneer ceiling of birch. The windows are fitted with spring roller curtains, and have drop sash. The seats are of cherry slats, covered with Wilton carpet. The double doors at each end of the car open from the center, the doors moving simultaneously; the inside handles and trimmings are of bronze, and the outside trimmings of malleable iron, painted. The gangway is 3ft 3in wide, leaving ample room for conductor or passengers to walk along without inconveniencing those on the seats...The cars are well provided with light, having two three-light electroliers inside, one light under each canopy; and a head light,*

*and the effect is most dazzling of a dark night. In fact, the cars appear to be a perfect blaze of light as they glide with swift motion past the pedestrian at night time. The total weight of the cars, it may be mentioned, is six and a-half tons; they are capable of a speed of 20 miles an hour, and they represent an outlay to the company of £660 each. Two are at present in work, but in view of the extra traffic anticipated the Roslyn Tram Company have ordered another car, which is expected to arrive in the course of a few weeks..."*

*(Otago Witness, 31 October 1900)*

This then was the effusive description given by the *Otago Witness* of the Dunedin & Roslyn Tramway Corporation's first two electric tramcars in October 1900. Then just eight days into service, these pioneering vehicles, built by J. G. Brill & Company of Philadelphia, would soon be joined "in the course of a few weeks..." by a third, then



## Roslyn No. 3



still packed in its shipping crates until it could be paid for. At a time when public transport depended on puffing steam engines and hard-working horses, the new electric trams represented the “height of both enterprise and luxury...,” as tramway historian Graham Stewart summed up. They immediately captured the public imagination, and more importantly, laid the foundation for more than a century of electric street transport in New Zealand.

Ironically enough, this transport revolution did not begin in the center of a major city, but in a quiet hillside suburb not entirely in the public gaze. The new Roslyn tramway replaced an earlier, shorter horse-drawn line which connected the township of the same name with the Roslyn cable car at the Town Belt between the junction of Scarba and Ross Streets. Unlike its predecessor, the new electric trams ran further, down Highgate across the unique tram-meets-cable car crossing with the Kaikorai cable car line at Stuart Street, to a new depot and workshops at Spylaw Street. The single track was laid to the same 3ft 6in gauge as the old horse line, using old railway line as a cost-cutting measure; the line’s only passing loop, halfway along Highgate, had only one overhead wire above the southbound line to the Town Belt, forcing northbound trams to Maori Hill to take a ‘flying leap’ and coast through while the conductor pulled the pole down.

By December 1900, the Roslyn Company’s books were looking decidedly healthier, and so the third car was unpacked, assembled, and placed into service as Roslyn No. 3. With three trams in service, the Roslyn Company

continued running their line until 1921 when the Dunedin City Corporation Tramways took over. Roslyn car No. 3 received the new fleet number 81, a new coat of paint, and continued running until 1923, by which time it had become well worn. By now, spare parts for the original three cars were largely unavailable, and repairs had become costly; the DCCT’s solution was to transfer in two larger, standard-gauge Brill trams from the city network, followed by a third in 1933. The three original trams including No. 81 remained in the depot at Maori Hill, and only ventured out on special occasions when additional capacity was required.

Unfortunately, the Roslyn tramway had become a financial burden on the DCCT by the early 1930s, and so the hunt was on for a satisfactory replacement. The replacement came in the form of a bus service, provided by a fleet of Leyland Tiger diesel buses, and the trams were retired on 1 July 1936. Yet somehow No. 81 survived. Instead of having its electrical and mechanical gear removed and the body sold, it was taken down the hill to the DCCT workshops on Princes Street where it was re-gauged to the international standard gauge of 4ft 8½in and converted for use as a rail grinder and breakdown tram. That No. 81 survived may have come down to its condition; the DCCT had overhauled one of the Roslyn trams sometime between 1922 and 1924, and that tram may well have been No. 81.

As lucky as this second chance was, it was not to last. By 1948, Dunedin No. 81 had been placed in storage at Princes Street, and this time there would be no last-minute reprieve. It was finally withdrawn and written off

## Roslyn No. 3

the books in 1950; the body was stripped of its equipment and was then finally sold to the owners of Hazlewood House for use as an outbuilding. Moved to the site in 1951, it came to the attention of the Tramway Historical Society in the late 1960s during their 'Tram Hunts' as one of two surviving Roslyn trams – the other being none other than Roslyn No. 1, later DCCT No. 88 and one of the two trams to inaugurate New Zealand's first electric tramway service.

With the then extant Dunedin Museum of Transport and Technology interested in the former Roslyn No. 1, the THS chose to acquire sister No. 3, which finally moved to Ferrymead from Dunedin in 1972. It has remained in storage ever since – until now. At the Goals General Meeting in April, a suggestion by Society member, Alastair Cross was circulated for discussion, suggesting that this tram be considered as a candidate for restoration when our current restoration project, Christchurch 'Hills' car 24 has been completed.

So why consider No. 3? For one, it has been suggested that No. 3 could be restored to its final Roslyn condition as it looked circa 1921, just before the DCCT took over. By that time it had gained windshields at either end, and platform doors too, but still carried the Roslyn Company's deep Lake livery. In this configuration, No. 3 could be used year-round, in any weather unlike an open -fronted car. Although not the largest of our three small trams awaiting restoration (the others being Dunedin No. 37 and Invercargill No. 5), it is the most historic of the three, and represents an opportunity to really promote the Society and its mission not only locally but much further afield—perhaps even internationally. Another reason worth considering is that the Society has already restored one of

already restored one of No. 3's sister cars, No. 1. Having passed into the collection of Tōitu—The Otago Early Settlers Museum, this tram was restored under contract at Ferrymead by the Society's commercial arm, the Heritage Tramways Trust between 2009 and 2011. It won the 2012 FRONZ Tramway Restoration Award, but more importantly, the information collected during the restoration of No. 1 could be used once again to guide the restoration of No. 3, saving much time.

Perhaps the biggest challenge to the restoration of this historically significant tramcar would be the need to re-gauge No. 3 for use at Ferrymead. Originally built to run on 3ft 6in narrow gauge track, it would have to be adapted to run on our 4ft 8½in-gauge track. This did not seem to have troubled the DCCT though; the three later Brill trams brought in from the city network kept their original Brill 21E trucks with only minor modification to suit the narrower gauge, and conversely photographic evidence post-1936 suggests that No. 3 may also have kept its original truck with again minor alterations to suit the wider gauge. Whether those changes could be reproduced in the present day remains unclear.

For now, No. 3 remains in store at the back of Tram Barn 3, hidden behind the paint booth. It has seen better days, to be sure, but there is no doubt it can be restored. When that will happen, though, depends on the desire of the membership, and the funding, to make this dream a reality. Hopefully, with enough support forthcoming, that day could be very soon indeed.—*Alastair Cross.*

**BELOW:** Another view of Roslyn No. 1 at the turn of the century, running along Highgate towards the Town Belt. Original artwork: Don McAra.



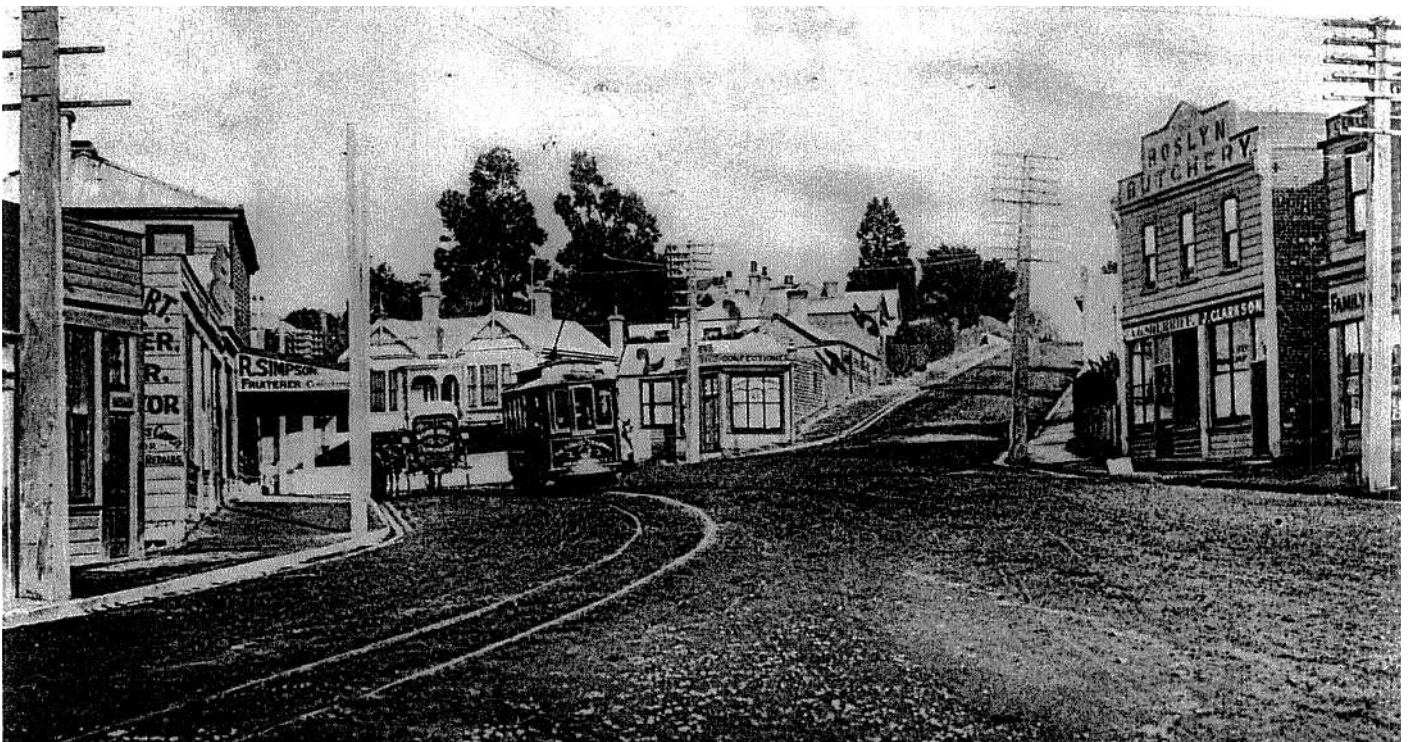


## Roslyn No. 3

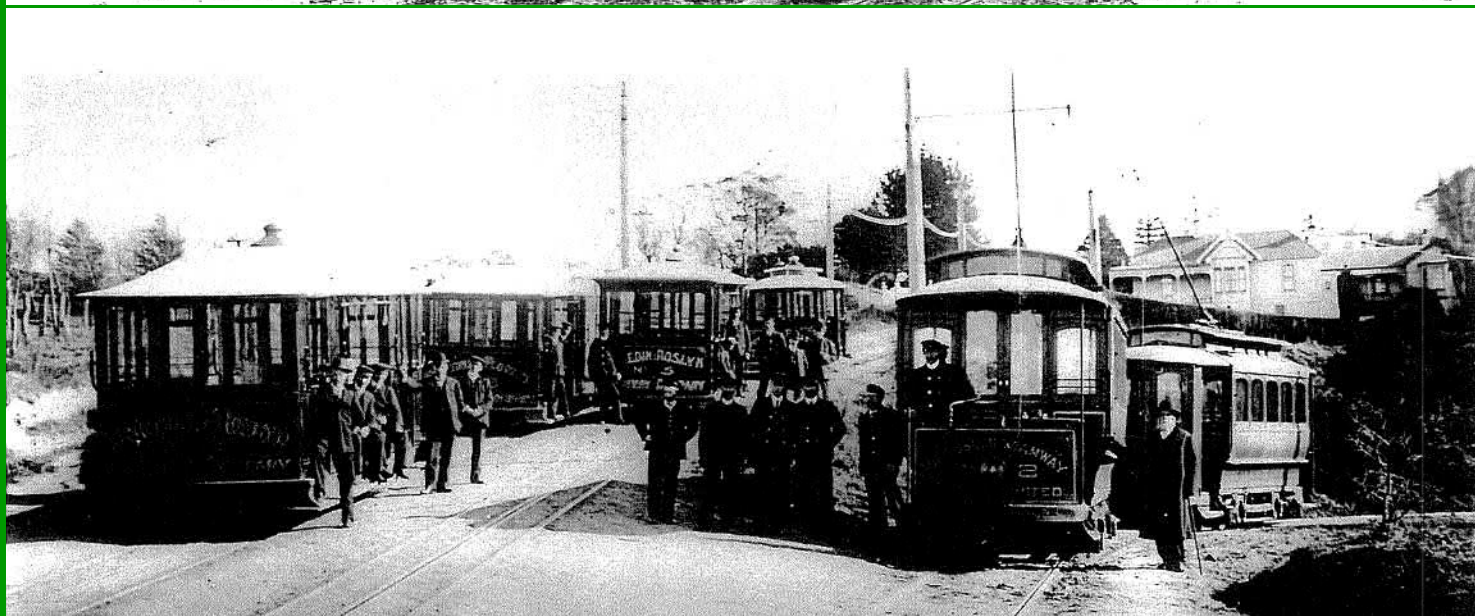
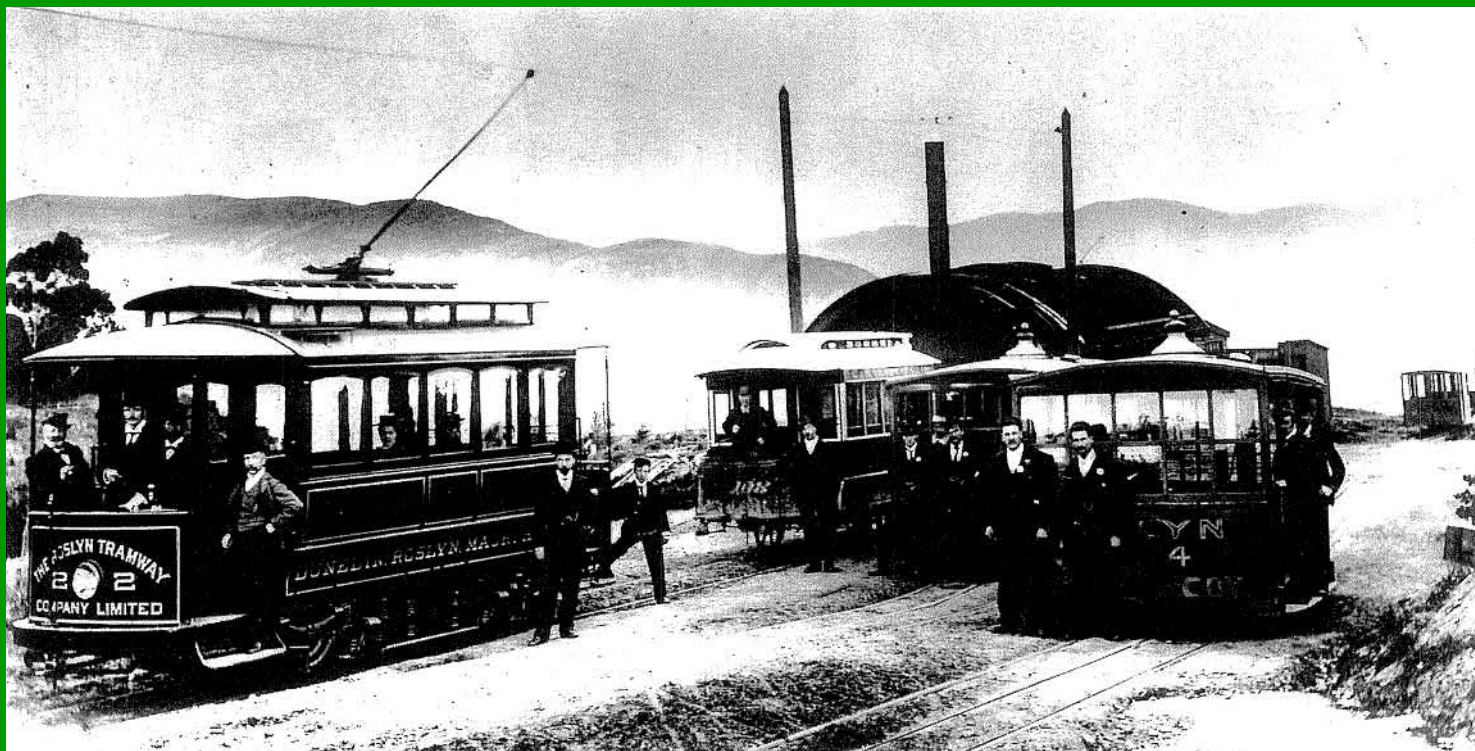


**ABOVE:** Sometime after it received its new windshields, Roslyn No. 3 is photographed heading south across Stuart Street, and the Kaikorai cable car line, on its way to 'the Junction'. The villas at right were later demolished in c. 1950 to make way for the Stuart Street Extension, by which time both trams and cable cars had passed into history.

**BELOW:** The Roslyn township, nearly halfway along the electric tram line, was once the terminus of the original horse-tram line that preceded the jazzy electrics. By the time this view was taken by well-known photographers, Muir and Moodie, the only horses to be found were pulling traps and buggies for local residents, following the coming of the electric trams. One such tram, sporting its new windscreens, heads south towards the Town Belt, its number indeterminate. Both photos: THS Collection







**ABOVE:** Two views of 'the Junction' in the early 1900s. The first (top) may have been taken around c.1906 when Roslyn grip car No. 4 entered service with the Roslyn Tramway Company; the second (below) at a later date by which time the second electric tram shown had been fitted with its new windshields. Two Photos: THS Collection.

**FRONT COVER:** "Just into town, ma'am?" Roslyn tram No. 1 stands at the Spylaw Street terminus by the depot points, loading passengers for its next trip to the Town Belt sometime in the early 1900s. Original artwork: Don McAra.

## 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.*

