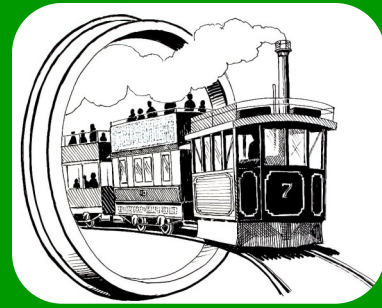


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

April 2023



In this Issue:

HTT Report.

Cable car group making progress in Dunedin.

And more...

Monthly Newsletter of the THS - Editor: Alex Hunter

Contributions welcome. Please send to tracts@ferrymeadtramway.org.nz

All contributions must be in by the 23rd of the month. Tracts released for distribution on 1st of following month.

Presidents Proceedings-

Stephen Taylor reports.

Welcome to the April edition of Tracts. And with the end of daylight savings on 2nd April, the nights will get longer signalling that winter is coming. And as I type this as the end of March, we have had some very wintery days in the last week and it feels like winter may be here already this year. Hopefully we will still get some nice autumn days.

And what has been happening around the Society recently? Well, one of the most visible happenings in late March was the arrival of tram 178 from the City Tramway – now located in the Tram Barn workshops. It is going to receive a significant planned overhaul in the barn workshop for a significant overhaul over the next few months before it returns to the City tramway later this year. I expect we shall see regular reports – and pictures – of progress here in Tracts as this work proceeds. And this work is being done by the HTT team. And they will also be working on completing #24, and undertaking some punt overhauls for the Punting on the Avon.

There has also been good progress by the HTT team who have recently undertaken a more permanent repair to the rear door(s) of Tram Barn 2. The solution was to replace the dual sliding door and separate folding door combination which was damaged a few years back with a single large sliding door what would be simpler to operate and less like to get damaged by trams entering/leaving the building. And Alan Hinman has also been helping out improve the storm water drainage off the roof of Tram Barn 1 – especially at the rear of the building.

Also coming up fast is Easter which then leads into the April school holidays. This means trams out every day during this period, so if you are able and available to help out with the tram driving roster over this period, John Harris will be pleased to hear from you. And at present, there are definitely gaps in the April roster that still need filling.

April and Easter will also see the end of the 2022-2023 cruise ship season, which means we will also see the return of our buses and our members who have been driving them who been down in Dunedin helping out the Otago Heritage Bus Society in providing buses for their cruise ship shuttles. A particular thanks goes to Alan Roi who has spent most of this time down in Dunedin, closely followed by Philip Murphy and Graeme Belworthy who have also spent significant time in Dunedin helping out with the driving. And other members have also helped out with the driving for shorter periods of time. And special thanks must go to Jonathan Day who has helped out in the background with a lot of the organisation to help make this run as smoothly as possible.

Speaking of buses, our Bristol Rel bus #538 has been out and about as a film prop for use in the filming of the TV series “Dark City – The Cleaner” which is currently filming in Christchurch. This TV series is being adapted from the novel “The Cleaner” written by Paul Cleave and which is set in Christchurch.

At the last members general meeting in March we did held our annual review of the Society’s “Goals and Projects”. It was well attended by members and a good range of positive ideas came out of the meeting. The updated version of the resulting Goals and Projects Document is currently being reviewed by the Management Committee to ensure it correctly matches the intentions and outcomes from the meeting before it is published. The resulting document will be updated on the Society’s web site following this review, and also be published with the next issue of Tracts. And the meeting was followed by supper (supplied by Phyllis Belworthy) and good discussions over a cup of tea/coffee.

And one of the ideas socialised at the Goals and Projects meeting is that we should resurrect our monthly “Workday Saturdays”. So we are now planning to have on the first Saturday of each month commencing in May. The intention is two-fold. On one hand we want to get more members involved in the work happening on the Society’s many activities projects to help advance them. It is also intended to be a mechanism to introduce more of our members (especially those who have recently joined the Society) to the large variety of activities and projects that they can get involved in. The Society has a large and diverse range of activities and it is felt that it can be somewhat overwhelming or difficult for members to get involved in the various activities and projects the Society undertakes. These workdays are expected to help with that. I understand there will be a more extensive writeup of this elsewhere in this issue of Tracts.

And lastly from me this month, it is my sad duty to report the death of Neil Holder who was another one of our long standing members. I was informed just today that has just passed. I only met Neil a couple of times myself when he visited the Tram Barn as he had moved to Motueka before I joined the Society. But he will be remembered by some of our more long standing members and I would hope that we can prevail on one or more of them to provide a write up on him for our next issue of Tracts.

Cover Photo: CTB tram 178 all loaded up in Cathedral square ready for the off towards the tram barns at Ferry mead , 8km away. (Photo by the editor)

A Donation for Tram 24.

By the Editor,

On a recent trip to Australia I was fortunate to visit a few museums in Victoria and catch up with many folks again of which was great since Covid-19 restrictions have eased on travel.

One such place was the Melbourne Tramcar Preservation Association based at Haddon near Ballarat.

Tony Smith and family looked after me for the day and we talked about many things tram related, I discussed the rebuild of the three K10 controllers we are rebuilding for Chch Tram 24, (and a spare). He has kindly donated 3 Motor cut out switches for the project. Many thanks Tony these are greatly appreciated.

Photo: Tony shown here during the handover.



Heritage Tramways Trust report.

Dave Sanders Reports.

Kia ora koutou

From the HTT world. I am doing this HTT update while in Auckland so have not been at the Tram Barn for a couple of weeks. I will be back on deck from this Thursday 30th March.

While I have been away, I have still managed to be in touch and have continued my tasks as if I were home. The marvels of being able to stay connected and in touch with the team.

We have for the moment completed our workforce expansion from 2.35 FTE's (Full Time Employees) to 5.45 FTE's. Our staff have gone from three to seven people with two final employees joining the team, Warren Crowe and Alan Hinman. Welcome to the latest two staff. I am sure you will bring your particular skills to both the team and workshop.

Our bookings for the year have also increased with the addition of five punts to be ready for the next summer season. These will also need to be completed by October.

So, where to from here? We are continuing with the work required on 24 with repairs to the doors being the latest on the list of things underway.

Just a small correction from my piece last month. The money received from CTL is not a loan. It is an advance on maintenance work required and is to be offset by our lease until the advance is returned to CTL. My apologies

to CTL if any misunderstanding was raised.

The second bit of news is the arrival of 178 from CTL. This arrived late last week, the big strip down started in earnest from the 28th March. 178 was placed on the tracks in the Ferrymead Township and is now at the Tram Barn for full assessment and work to begin.

Brian Fairbrass has been continuing on the truck overhaul for the city and has been focused on motor armature bearings leading up to motor fitment and final measurement and machining.

Work on the Punts work will commence when 24 comes out of the paint tent in Tram Barn 3 and will progress from there. We are even planning on utilising space in Cranmer for Punt restoration / maintenance work.

We have almost exhausted our availability of covered space for work to be done so will have to juggle a little as existing work is done. Our workshops have not been so full and busy in several years.

The board this month have been busy as usual (other than some time off for me in Auckland). In particular, Alan has joined the work team as a casual as I have already indicated, with Callum Brieske ordering the equipment needed to upgrade the lighting in Tram Barns 1 and 2. The others on the team have been busy as usual with their own volunteer work for the society.

As always, contact me directly as you like on 021 423 763. I am generally down there on Wednesdays and Saturdays.

Ngā mihi nui.

HTT Report continued.



Tyre Fitting.

A wheelset for Tram 1888 hangs off the hoist ready to be lowered into the tyre that is heating up under the cover.



Next the wheelset has been lowered into the tyre and a fan is cooling it to shrink it on to the wheel centre



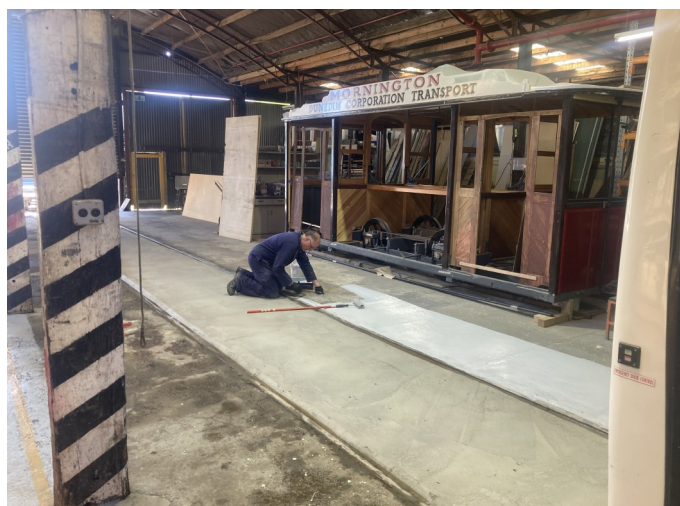
The new door for the back end of TB2, shown here being moved to be joined to the existing sliding door to make it a one piece sliding door instead of 2 doors.



The Sliding door shown here on the back end of TB2 is being prepared to have the new door joined to it on the side closest to the camera.



Mike Hobbs and Brian work on 24's cab.



Graeme R paints the new concrete floor in TBI.

CTB 178 overhaul

Photos by the editor.



178 on arrival to the tram barns. (Graeme R photo)



The interior during the stripdown, Woodworker Leighton removing the last of the flooring.



The team getting into the stripdown of 178.



The interior seats removed ready for storage.



The offside nearly completely stripped and revealing many points of rot and corrosion.



Heritage Craftsman Brian Fairbrass looking happy with the result of machining a bearing for a motor in 244.

Monthly Workdays To be Recommended

Callum Brieske reports.

Beginning Saturday May 6th the society will be resuming our monthly society 'Work Days'. Although there is activity onsite every Saturday, these monthly work days are an opportunity for you to meet other society members, learn about our current projects, and hopefully get involved. Morning tea will be provided at 10am at the Tram barn,(no cooked lunch at this stage)

These work days will repeat on the first Saturday of each month. I encourage all members new and old to come along. This is an excellent opportunity for new members to see what we are working on, and also for existing members to get involved in some of our ongoing projects.

The only hands the Society has are your hands, and we need your active support!"

A Visitor from afar..

Evan Batchelor reports.

This is Soren Dauter, a school teacher from Germany. After experiencing burnout due to the problems of teaching during the Covid lockdowns he decided to have a holiday, and decided to visit all of the Double Decker Trams in the world he could find. He was unaware of #26 until being told about it by the team at MoTaT while visiting #47, so quickly changed his plans and flew to Christchurch where Evan Batchelor met him and showed him around. Mechanical Issues (ahem) prevented a ride on DD 26 but he was duly given a tour of all of the tram barns as well as a ride around the village in #1. Later, Stephen Taylor met him in town when he was riding around the inner city heritage tramway system on #152, so he got to see all 4 of our operational Christchurch trams.



A visit to the Ballarat Tram Museum Display Centre.

Editor Reports.

Recently I was fortunate to do a trip to Australia to visit a number of museums in the Melbourne local area.

One such museum is the new display centre that is located beside the main tram depot at Ballarat and is quite a striking building.

First impressions are definitely amazing, from the entry door you pass through the entrance hall (top photo) with a time line of professionally selected photographs and quotes from the public and local dignitaries telling the story of horse trams through to the electric trams, which ceased in 1971.

By the looks of it they cater for all visitors - Kids- Adults- Enthusiasts. This is definitely the way forward for any group wishing to set up a display hall.

And most of all its very tidy and airy, There is a good gap between vehicles which allows for a good 2D photograph of all the display vehicles. A credit to the Ballarat tramway museum for setting up a truly world class facility.



Drivers Tips

David Jones reports.

Trolley Rope on Tram 1 getting caught up.

There have been occasional instances of the trolley rope on No 1 getting caught on the trailer brake hose valve on the outside of the apron and cracking the valve open allowing air to release and lower the pressure to the point where the low air alarm operates. We have also had one instance of a valve being opened mischievously by a juvenile delinquent!

When the low air alarm sounds stop the tram immediately - use hand brake if necessary - and check for the source of escaping air. If the rope has got caught on the trailer valve it may cause a dewirement and then the tram will come to a halt.

The valves used are plug valves which operate from open to shut through a turn of 90 degrees. Normally such valves are open with the handle in line with the flow of air or water through the valve and shut with the handle at 90 degrees to the flow.

On a tramcar this is reversed so that in the shut position the handle does not stick out and become a hazard to personnel or at risk of being inadvertently opened - apart from wayward trolley ropes! An indicator on the valve is the line scored into the spindle. This line indicates the flow of air.

Turning the pole at the Square shelter.

When stopping at the Square Shelter it makes it easier to turn the trolley on single pole trams - 1, 22, 26 - if you stop the tram between the span wires as shown in the photo below. This allows the pole to be turned without any overhead impediments and the rope does not need to be scraped along the eaves of the Square Shelter.

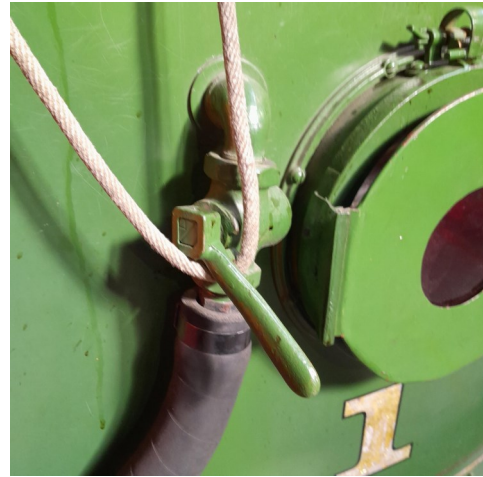


Photo shows the rope caught under the handle.

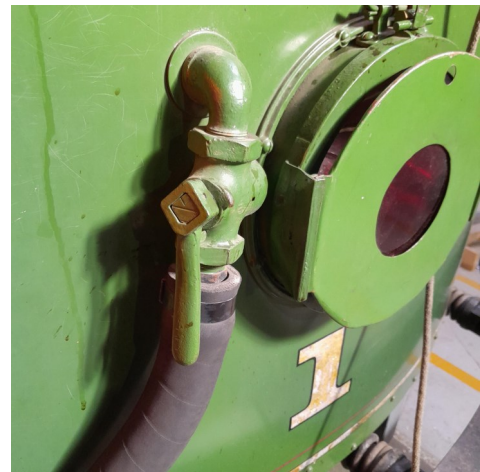


Photo shows the valve handle in closed position.



Photo shows the valve handle in the open position.

(All Photos by Murray Grieg.)

Cable Car Restoration.

Don McAra Reports.

From our Tramway outpost in Dunedin.

As most of our members know, the Society has leased several ex Dunedin Cable Cars to Dunedin's Heritage Light Rail Trust in recent years. They sit in a small Museum building in Mornington Park, Eglington Road.

Late last year the Trust, led by Neville Jemmett, were joined by several more Trustees. Among them is well known architect Michael Wyatt, heritage writer and supporter Lois Galer, and High St cable car Society President Gina Browne. Lois has written a lengthy article for the Otago Daily Times about cable car prospects in Dunedin, and Michael has generously given his time to designing and making a model of an expanded cable car house complete with a larger museum, coffee shop, and a verandah with great views towards the harbour and city. I had the honour of painting two views of this proposed building in situ as it will at first appear.

Meanwhile the DHLRT treasurer Trevor Goudie obtained half of the funds necessary from the Lottery Grants Board to have engineering firm Beca undertake a feasibility study regarding a working cable car line which would leave from the building to go right down High Street to the Exchange area. Lotteries granted that half because Lois had already most generously donated the other half. Total: \$100,000.

Work on the study has now begun and will take some

months to complete. Having a properly conducted Feasibility Study will ensure that whatever plans the Trust will be able to carry through will be taken seriously by potential donors, heritage groups, and indeed the City Council itself.

As one of the Trustees as well as a THS member I will look forward to keeping Tracts readers posted. My painting shows the proposed building in place on the side of Mornington Park. It will include male and female changing rooms for the sports field (a requirement by the City Council's parks and reserves in lieu of a small shed at present on the same footprint). Grip cars and trailers will be able to be pushed out on show as currently.

Mornington 103 is to be included when finished. A small workshop will be included and expanded if and when an operating line is established. Such an expansion would be made with a lean-to added in the rear. Winding machinery would be beneath that. However, there is a long road to navigate before that would happen.

A fine oil painting from Don's painting easel, of the proposed car barn in Mornington.

This view shows the view from the Mornington Park side.



CTB Chair restored.

Colin Loach Writes (Literally!)

(Editor writes- Earlier in the month I got passed to me an envelope from Stephen Taylor - it is addressed to the Editor of Tracts, the letter is from Colin Loach and this would have to be a first for me to receive content by mail, Many thanks Colin for writing in and with an interesting story).

Colin writes: *This old chair came into my possession from Dave Barr, who retrieved from the Tramway Board Office many years ago.*

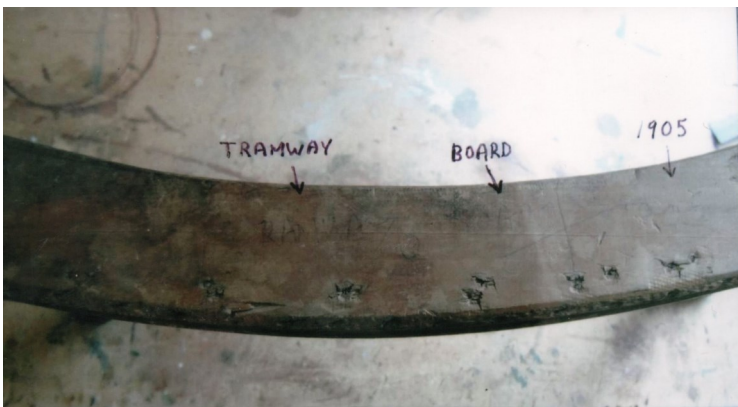
While removing the old fabric, I discovered written very faintly written in pencil the following text.

'Tramway Board 1905'

I finally finished the restoration in 2012 and it really looks the part.

Photos show the before and after restoration of the chair.

And below the written in pencil text written on the chair frame.
Photos supplied by Colin Loach.



Did you know....

By Ken Henderson.

Twelve Years Ago..

Tram Tracts June 2011 recorded that a group of volunteers from the Pleasant Point Railway came up to Ferrymead on 19 March to assist our track gang remedy some of the damage to our track following the big quake of 22 February 2011. It was a magnanimous gesture from the kindred group. As a thankyou they were invited to an Alan Roi lunch and a tram driving experience.

The photograph captures those involved, sadly Dave Carr is no longer with us but look at the young Jonathon Day!

From left: Stewart Frew (PPt), Jono Day, Ken Henderson, Dylan Roberts, Larry Day, Graeme Belworthy, Pete Michie, Bryan Blanchard (PPt), Kaine Sparham (PPt), Alf Dowal (PPt), Dave Carr



Then and now...

This month shows an interesting shot of a scene that has changed but still has some trams in the vicinity.

Top Photo: This was taken by WW Stewart in August 1923, when he was travelling to the opening of the newly Electrified Orla Railway tunnel, he took a number of everyday scene photographs and they capture an interesting time for the CTB. This scene shows first generation Kitson number 2 shunting a trailer from the car sheds just to the right of the photo, it is by the light on the buildings it is later in the day and the trailer is being shunted into the Square ready to be coupled to an electric tram for the peak traffic at the end of the day. It is passing the Government Departmental buildings.

Now known as the OGB these days.

Photo courtesy of the Graham Stewart Collection.

Bottom photo: shows the same scene today with the only remaining building to the right, now made into the Heritage hotel and OGB bar. The Isaac Theatre Royal is to the left beyond tram 244, (it is there in the top photo but it is behind the Press building).

