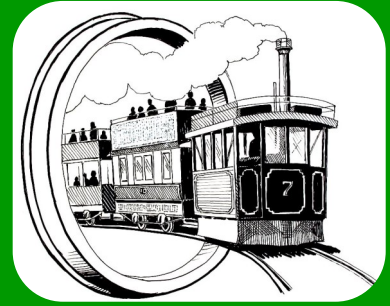


Tracts.



January/February 2024

The Newsletter of the Tramway Historical Society Incorporated.



In this Issue:

- Hills Car 24 enters service on CTL metals.
 - Cable car corner update.
 - Bus News
 - 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 Report -

Jonathan Day reports.

Firstly, I want to wish everyone a happy new year and I hope everyone had an enjoyable Christmas and New Year break.

As most will be aware a huge milestone was achieved just before Christmas with Christchurch Hills Car 24 restoration being completed. This has subsequently entered service with Christchurch Tramway. A well-deserved congratulations to all those members and HTT staff that have contributed to the restoration.

Work continuing around the tram barn site to make is a bit more presentable. The acquisition of a ride on lawn mower makes keeping the grass cut a much more manageable task. We always need more team to help so if you are willing to help with track and grounds work, please contact Graeme Belworthy or Ken Henderson.

Work on Cranmer is progressing well under Stephens leadership, while the weather has been too hot to work outside comfortably,

attention has turned to the new archives room with the wall between the storage area and archives being replaced. Work will soon commence on removing the external cladding and installing some moisture protection in the meeting room.

At the other end of the site work is progressing well on the buses, Philip Murphy is currently in Dunedin driving the society buses for the Dunedin Rail Cruise Ship shuttles. While work on 538 and 614 are progressing well with them very close to being back on the road.

One last somber note unfortunately as reported below the society was the victim of an arson attack in early December in lost Christchurch Standard Trailer 126. While the culprits didn't gain access to any buildings this is an unfortunate reminder to be vigilant around security and making sure the gates and buildings are secured when leaving. The addition of security cameras and flood lights around the site should deter further problems, if you see something that doesn't look right, please tell someone.

Kind Regards Jonathan.

Standard Trailer 126.

Editor Writes.

Sadly this piece is to report the loss of standard trailer class leader 126.

Early morning on Saturday 9th December, Graeme Richardson was called by the Fire Service, they had been called to extinguish a fire on site of which initially was reported to be a bus on fire.

After the fire service had done their scene examination, then we were permitted to clean up the site, some items were recovered but most had to be put in the scrap bin as it was too far damaged to be of any use.

However there are other examples about fortunately as well as our own Trailer 202.

Photos by Graeme Richardson and Alex Hunter.



Tram Models for sale of Dunedin box car 11.

A recent photo of Michael Sharp, selling his diecast, HO scale models of Box Car No 11 in Cathedral Junction. For THS members who have yet to purchase (or for those who wish to buy more!), Michael has extended his Holiday Special (see www.trams4u.com) exclusively for THS members until 5 February at a special price of \$100 (inclusive of all discounts). For either the Standard or Limited Edition models purchased individually, the THS discount of 10% will continue to apply - Limited \$63 and Standard \$45. You can email your order through to Michael at michael@trams4u.com and he'll be in touch to organise pickup at Cathedral Junction or delivery, and payment arrangements.



Heritage Tramway Trust

Dave Sanders Reports:

Kia ora koutou

I hope you all had a great Christmas break and are ready for the 2024 year ahead. In fact, it's already racing away on us. After a frantic December and a well-earned break for all staff before we started again on the 8th January.

Tram #24 went into the city on December 18th after test runs at Ferrymead 15th to 17th. It was especially great to have a strong turnout on the Saturday to see 24 running for the first time in some years and after such an excellent restoration that took more than 10 years from project start to completion.

Our Workshop Manager – Graeme Richardson, had the pleasure of taking #24 out for the first time. Under his guidance, several of us had an opportunity of a “lap” or so, including Russell Kent who was a schoolboy where he last rode and drove 24 some 70 or so years ago.

What an effort to get the tram completed before Christmas. Still, we did get it and had our HTT pre-Christmas BBQ as planned on the 21st, with #7 “Kitty” steamed up and in attendance. It was a great lunch and good way to end one of our busiest years.

Work for 2024 has commenced. With our HTT staff taking an amount of leave during January we have still been able to start our TBI organisation and fitout of the gear purchased late last year.

For those visiting site, work has commenced of the new shed to house the additional vacuum system with other replacement equipment being progressively installed over the next few weeks.

The board and the Workshop Manager have been planning for the work ahead that we are aware of and are sure more will come out as the year unfolds. Watch this space as things for this year and planning for 2025 progress.

So, from the board, best wishes to you all for a safe 2024.

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

Ngā mihi nui”



Tram 24 passing the “Friends of Ferrymead” photo shoot on 16th December.
Photo by DLA Turner.



Tram 24 in Cashel Mall just heading away from stop 4.
Photographer unknown.



178 posing with some of the CTL and HTT staff.
The HTT staff had come in for a ride on 178 on CTL metals after the restoration.

CTB Hills Car 24 -

Editor writes.

Just to add a bit more to Dave Sanders Report on 24 from the previous page.

Since the last issue of tracts certainly much has happened on 24 to see it over the finish line to begin its new career on the CTL metals in town.

The staff from the HTT have put in a huge effort to see it finished in a number of weeks since completing the renovation of CTB 178, (178 Returned to CTL on November 2nd)

From that point on there was much to complete on 24, such as the final fitting of the seats in the open section, these are pretty much brand new apart from the brass castings that hold up the seat back. Leighton of the HTT has done a spectacular job of these and certainly draw some amazing complements.

Another large job was the installation of all the floor slats, Warren and Shay got busy and fitted them to all saloon and cab floors and all 6 steps. These were also coated in Linseed oil as per original.

Additionally the Air piping had to be completed, Heritage Craftsman Brian Fairbrass had this in hand by running the various pipes to the Air receiver and to the brake cylinder and so on.

The trucks still had plenty to complete, Brian F and Alan Hinman and Mike H set to and completed various tasks such as fitting finally a number of the motor bearings and fitting up of the axle box liners and setting up the suspension. These 2 trucks are the first to have a more original type driving wheel axlebox fitted as previously it was just the MMTB type.

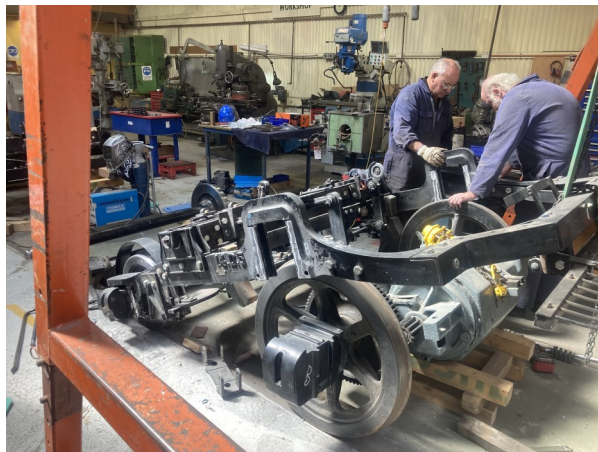
The brake equipment on the car body was also worked on, as this was all new components, and redesigned by engineer Alex Marino using original drawings and some modern methods to get a good result. The design is very similar to what is currently on 26 and 152.

Another large job to complete was the electrical fit out, the 2 General Electric K35JJ controllers had been refurbished at the CTL workshops and delivered down earlier in the month, these were then painted by 'Brian 2'.

Running of the various traction cabling was completed by Steve Lea and me, I must say Steve put in a big effort for several weeks there alongside me pulling cables and fitting off the various terminals on the motors and controllers and resistance grids, Many thanks to Steve for this.

Tram 24 has been fitted out with 230vac LED lighting as a trial. Incandescent lamps are becoming harder to obtain, So this car is the first to see how resilient the system is and to find the perfect type of LED lamp, so far we have found the exposed filament type look just the part.

(continued next page)



Brian and Mike attending to the new 14D5 trucks



Alan Hinman waterblasting the trucks before painting.



Shay fitting the step slats, these are a real work of art.



The new piping and wiring in place under the car.

There was a number of little jobs to be completed such as fitting up of the conductors bells, Alan Hinman set to an assembled the new castings and fitted them up, and spent time getting all the motorman's bells operating ok and sounding good.

HTT painter 'Brian 2' spent many hours in the paint tent painting and varnishing various components such as seats and all interior woodwork to a very high standard of finish.

A big recognition must go to HTT workshop manager Graeme Richardson, who was a bit like a conductor of the orchestra, organising all the various tasks to be done in their respective orders so that things ran smoothly.

Then finally on Friday 15th December ,24 moved under its own power for 69 years and 3 months. Last officially on roster Friday 10th September 1954. Quite a moment indeed!

The next day on Saturday saw some final tweaks and some test running, trips to bed some of the bearings in, Also this was a special moment for one of our founding members Russell Kent, who had driven 24 a few hundred metres as a school boy in 1950. The story goes that he had been watching the various shunting moves at the loop at Barrington st for an afternoon and one of the motorman invited him up for a wee drive, how cool is that.

Next up was transporting 24 to the city, our trucking contractor Nigel Hope was quite amused that he had never transported this car before, as last time it was on a truck was in 1968. The move went well and it was touched down just after 7am on Monday 18th December. After some checks and various regulatory requirements, 24 entered service on 28th December in the middle of a busy season and it looked just amazing. I must say that I was a bit concerned by the height of the centre section step, but most travelling public certainly used it with ease, which is great!

A great addition to the fleet and a great example of the talented staff and volunteers at the HTT and THS.



Brian and Alan assembling the new conductors bells.



Brian 2 and David M in the paint tent, with the centre section seats.



Jeff Grose of the Signage Studio fitting the new graphics, they have done a lovely job and it really looks the part.



THS founding member Russel Kent at the controls of 24 again. after a period of 73 years since his last drive.

Photo: Stephen Taylor



24 in the THS Barn,
Just having the final touches
added before test running
the next day.

24 catching up with some old
classmates 178 and 152 in the
CTL depot on 20th December.



24 in Cathedral Junction on
its first day carrying some of
its first fare paying passen-
gers since 1954.
28th December.

Cable Car Corner.

Don Mc Ara reports.

Two of the four outside cabin walls incorporated some of the original fabric, which was scarfed into new timber. This is a time consuming process, so we are using entirely new timber from now on. Anyway, with Bill Perry's help those two door and window pieces now finally fit into place. helped by Bill Perry.

After an inspection by the THS engineer of the clevises made for the wheel brake mechanism, we have gone back to the drawing board for a design which would incorporate stronger welding. The huge mechanical advantage of the long brake lever demands greater welded strength where the clevises are needed to transfer the direction of pull.. Don Clark is also attempting to adapt a present day railway brake shoe as a prototype for the shoes we will soon need.

Track Gang Report.

Ken Henderson Reports:

It is a long time since any mention of track maintenance was reported in the pages of TRACTS. After restoring a tram the track is probably the next most important feature of the operation along with overhead maintenance. The basic gang have been together for a number of years ie Ken Henderson, Graeme Belworthy and Peanut .The average age of the trio getting on for 80!. Work can range from relaying track, sleeper replacement, tightening loose fittings, and lifting sags in the alignment. Point mechanisms have to be cleaned and lubricated and sharp curves such as at Church Corner need to be greased. The latter job should be also be done by drivers – a dry rail on a bend can lead to derailments.

One very hot day recently, Don Clark suffered heat stroke, and we called an ambulance, which did not arrive as all ambulances were already on call in the city for similar cases. With drinks of water, and boiler suit removed, Don lay in the shade outside, gradually recovered, and was fortunately able to drive home to Avonhead shadowed by me following.

Early next month we have arranged for Warren Crowe, one of the team which recently completed beautifully restored Hills Car #24, to come and assist us by making the eight sliding cabin doors. Although paid from some funds recently donated to No. 103, Warren's professional expertise will give us an enormous boost. I am doing some art teaching to help raise funds for all the next big expenses to come after that.

Recently attention has been paid to weed spraying along the track and also most of the yard areas. A Ride On mower has been purchased to make grass control a little easier. The gang are usually on site every Saturday and it would be good to see some new faces.



Did You Know....

By Ken Henderson.

THE DINI SOUND MUSEUM

Situated at Ferrymead opposite the Radio Ferrymead building is a relatively new exhibit which I had passed many times but never taken the time to inspect. I suspect many of us fall into this category but I can really recommend you have a look especially tram drivers who can direct passengers to special points of interest in the park.

Bill Dini was born in Christchurch in 1908, the son of a former showman who had toured NZ with an Edison phonograph in the early 1890's. Bill was the first intake of the Permanent Air Force at Wigram in 1926. In 1946 looking for a one man business he bought the Antigua Boatsheds and by the time of his retirement in 1976, had become an institution in Christchurch. He began his collection around 1965 and when he died unexpectedly in January 1980 his collection

was not only the largest of its kind in NZ it was one of world class in size and importance. Every addition was fully restored by Bill and his legacy offers a comprehensive history of the development of recorded sound.



Bus Department Activites - From the THS Facebook page.

Christchurch Trolley Bus 210 made a test trip around our trolleybus circuit after work from team Murray.

A fault was found in the resistance grid during previous testing.

The grid was then removed by a team led by Murray Clark and repaired by a team led by Murray Sanders, then reinstalled by Murray Clark's team. Thanks Murray.

The bus preformed flawlessly abled operated by Philip Murphy behind the wheel with Murray Clark assisting with navigating the tight turns.

We look forward to being able to complete work on the system to allow it to open for public operation in the future. Watch this space!

Dunedin Bus Operations.

MAN 202 bus # 620 at the Port Chalmers cruise ship passenger terminal. The driver (Philip in hi-vis) seen busy checking passengers' tickets. The wheelchair got on free !!!

Photo by Mike Jarka.



RoofWindow Replacement.

Photos by Philip Murphy.

These pictures show the old and new roof windows that are fitted the the MAN buses, they have become life expired and new Perspex has been sourced and shaped. They look the part.



Before the roof window was replaced.



Showing the new roof window in place.

Cramner Building Update.

Stephen Taylor Reports.

This is an update on what has been happening with Cranmer since the brief report in Jonathan's "President's Piece" in December 2023 Tracts.

Regarding the meeting room area, this has progressed to the extent that about 50% of the interior lining has been removed (with the remainder still to be done) so that this can be replaced by the gib wallboard lining referred to previously. We also found we needed to install a "jack stud" in the exterior wall to support a major roof beam in the centre of the room – it seems said jack stud was never installed when the room was built and hence it was felt this was required. Next stages are to (a) apply the building wrap moisture barrier to the exterior wall, (b) installing a heat pump in the room and (c) remove the remaining interior wall lining so that (d) Fixing and adjusting the framing so that the gib wallboard can be installed – which also includes sorting out the door into the room and making provision for a servery hatch into the potential future kitchen area.

Work has also progressed on the second part of the archives area. This work has been brought forwards on the schedule so it doesn't impede future work on the storage area further to the east of the building. In particular, the ceiling (and mezzanine floor above) this part of the archives area has been removed, and the wall framing that separated this archives area from the rest of the east end of the building needed to be mostly replaced as much of what was present was too low and full of borer. We also took the opportunity to remove the – covered up – windows on the south side of the room and include a future doorway in its place.

This work is now completed and now allows the future work on the storage area to proceed without being held up with work on the archives area which can now continue independently. Next steps for this area include (a) Installing a raised floor level with the existing

archives room next door, (b) cladding the new framing - probably with gib wallboard, remediating the other existing walls and also fitting the ne door in the south wall, (c) fitting a ceiling, and (d) installing services such as lighting, power etc. We are also intending to future proof the flooring to allow for mobile shelving to be installed in this area in the future.



This photo shows the final wall fully framed up. All the timber in this wall is fully borer treated (H1.2)



(Mid Nov 2023) – Photo taken through the now removed windows showing the room after most of the contents were cleared out , but before the ceiling was removed.



The lower 2 photos show "work in progress" during installation of the new full height wall framing between the archives area and the storage area behind, plus a closeup of the area (left of the photo) where the mezzanine floor used to protrude into the archives area.

Drivers Tip With David Jones.

From time to time air braked trams can experience sudden or gradual loss of air for a variety of reasons. Usually the low air alarm will give you enough time to apply the air brakes and bring the tram safely to a halt. If the reservoir gauge shows a complete evacuation of air from the reservoir, second and third emergency braking may be needed.

At this point when stopped, first chock a wheel on the

downhill side of any slope the tram may be on, taking care not to place your hands in danger then release the air brake completely and wind on the hand brake. On rectification of the fault, usually the trailer valve has been opened by becoming entangled in the trolley rope, release the hand brake BEFORE applying the air brake.

Report the incident on the back of the Running Sheet.

Then and Now..

Up until the Earthquakes in 2011, this scene would not have changed very much apart from the tram lines are back in the road and a sculpture and some changes in the footpath layouts, but most of the buildings have gone now. However this scene of 1982 shows High St on the corner of Manchester and Lichfield Sts. And a scene from today that shows Hills Car 24 departing stop 8 towards the city centre. As shown in the distance the Mackenzie and Willis building survives and the rock edged garden in the foreground.

