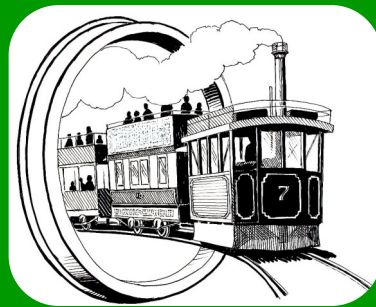


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

September 2023



Monthly Newsletter of the THS - Editor: Alex Hunter, acting: Stephen Taylor

TEMPORARY

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.

President's Piece

Jonathan Day reports

As you will be aware the society AGM was held on the 23rd of August where Stephen Taylor did not stand for re-election as president. I was nominated and elected to take on the presidency, while Stephen now assumes the role of immediate past president.

As will be reported later in Tracts the current committee members were all re-elected with two additional members showing interest in joining the committee. The incoming committee will review the AGMs recommendation of cooping these two members at the first meeting in September.

The role of Vice President (Operations) that I have vacated remained vacant at the AGM with two members expressing an interest finding out more about the role. I will work with both in the coming weeks and a recommendation will be brought to a future general meeting.

As most will be aware I spend Saturdays from 10am until approximately 4:30pm at the Trolley Bus Shed and Monday Nights from 7:30pm at the tram barns. You are welcome to come and catch up with me at either place if you want a chat, alternatively you can email me at president@ferrymeadtramway.org.nz

On to the happenings around the tramway. The tram barns are still a hive of activity. As will be reported later work on 178 and 24 is going well.

Work on Cranmer is progressing well under Stephen's lead. The library and reception areas are almost ready for floor covering. Once complete a heat pump will be installed and the shelving assembled.

We are starting to plan the work on the theatre/meeting room with what's needed to get that space up and running with the ability to hold future society meetings in Cranmer itself. A heat pump has been purchased for this space to ensure it is warm and comfortable while we are using it. We are still a wee way off a useable space but I'm hoping to see it ready in the new year.

Work is nearing completion of the new storm water system for Cranmer. Unfortunately, the work has been delayed due to the recent poor weather. Once

the pipework is installed we will move on to the gutters and downpipes.

At the bus end, work is continuing on all fronts. The barge board replacement on the front of the shed is almost complete, which will allow the trolley bus wires to be refitted to the building. We are hoping to have a trolley bus or two out for the COTMA conference.

On the trolley bus overhead Graeme Belworthy, dad (Larry), and I met a consultant recently to progress with the installing bracket arms on the overhead. The meeting was very positive, and we hope to hear back soon with a design.

Our bus mechanical team is working through a few minor things on the MANs in preparations for the cruise season in Dunedin. Between times their work continues tidying up bus 452.

Also, don't forget the society dinner is coming up this month on Sunday September 17th we will be meeting 5:30pm for drinks or 6pm for a meal at the Papanui Club 301 Sawyers Arms Road.

Ferrymead Trust review of the future direction of the Ferrymead Heritage Park: At the society AGM Jarrod Coburn addressed the meeting about the current state of Park and Trust and has called for ideas on how to improve the current Trust/Park Company/Societies structure and relationship.

I would welcome any ideas on this and intend to supply Jarrod with some ideas on behalf of the society immediately following the next management committee meeting on the 21st of September.

I would welcome any society members input or comment, if these could be sent to both myself president@ferrymeadtramway.org.nz and Evan at secretary@ferrymeadtramway.org.nz for consideration.

More information is available in the attached newsletter so please have a read; any questions please let me know.

Cover picture: A W. Jack photo of two Brills outside Ballantynes and Beaths in Colombo Street in the WWII aluminium livery—see note from Dave Hinman on page 4.

ANNUAL SOCIETY DINNER

Where:- Papanui Club 301 Sawyers Arms Road Papanui

When:- Sunday September 17th 2023

Time:- Drinks at 5.30pm Dinner at 6pm

Cost:- \$29.50 per person (excluding drinks)

Contact:- Phyllis Belworthy - by 10th September (to confirm numbers)

Phone:- 027 2270343 or e-mail:- trixiebell@xtra.co.nz

Report back from the 61st Society Annual General Meeting -

Stephen Taylor reports:

The 2023 Annual General Meeting of the Society was held in the Ferrymead Lions Building in Ferrymead Heritage Park on the evening of Wednesday 23 August 2023. There was a reasonable turnout of 24 members in attendance (plus a number of apologies recorded).

As he had previously announced, Stephen Taylor did not stand for re-election for the role of President. As Jonathan Day was the only nomination for this role he was then elected unopposed. There were no nominations for the role of Vice President (Operations) previously held by Jonathan and this role is currently vacant.

There were no other changes to the previous management committee, with the roles being as follows:

President: Jonathan Day

Vice President (Administration): Dave Sanders

Vice President (Operations): currently vacant

Secretary: Evan Batchelor

Treasurer (and Immediate Past President): Stephen Taylor

Committee: Steve Lea, Matt White, Callum Brieske, Graeme Belworthy, Alan Roi, Henry Deer and Larry Day.

There were two additional members interested in joining the management committee: Alastair Cross and Michael Le Fevre and it was felt that these members could be "co-opted" at the next meeting of the incoming management committee.

The Treasurer's report was presented based on DRAFT accounts as the Auditor's review had not been completed, and these will be re-circulated to members once the review has been completed.

Dave Sanders, Heritage Tramways Trust Chairman also presented a report on the Trust's activities since the 2022 AGM.

Under general business, there was a brief discussion about the Society needing to re-incorporate under the new 2022 Incorporated Societies Act. It is hoped a new constitution may be ready by the AGM next year. The Society also thanked John Harris for his many years of service as "Roster Clerk" for the Society.

Finally, Jarrod Coburn, a Ferrymead Trust trustee, addressed the meeting about the current review of the future direction of the Ferrymead Heritage Park and called for ideas to be sent in Society members. (We have also included a newsletter supplied by the Trust about this review with this copy of Tracts).

The meeting was then followed by an excellent supper (provided by Phyllis Belworthy) and informal discussions over a cup of tea.

Electrical Update from the Electrical Team: Murray, John and Wayne

1. The current colour tag for portable 240 volt tools is black.
2. If you find a portable 240 volt tool or extension cord with a different colour tag (or no tag at all) please leave on the bench in the electrical section.
3. If private 240 volt tools have clearly been left in the workshops they will also be tested and tagged.
4. Please use an extension cord which is the appropriate length for your job. That is, if a cord is used in a 'coiled-up' state overheating may occur and in time ruin the cord. Currently there are 66 extension cords in our log so you should be able to easily locate one of the appropriate length !
5. Please leave faulty electrical tools on the bench in the electrical section with a brief note indicating what the problem is.

A Couple of Small items from Dave Hinman

The first relates to the Bruce Maffei article on the war years—published in the June and July 2023 Tracts. I had asked Graham Stewart for more photos but he replied and said he had none as photography was discouraged during the war. But Bruce specifically refers to an aluminum livery used during the world war 2 and I supplied the photo by W. Jack with two Brills outside Ballantynes in that livery, but it was not published. *(This picture has been includ-*

ed on the front page of this issue of Tracts. Ed)

The second is a photo of (then President) Stephen Taylor making that excellent presentation to members at the recent FRONZ report back in July 2023.

DID YOU KNOW?

from Ken Henderson

Braking Systems

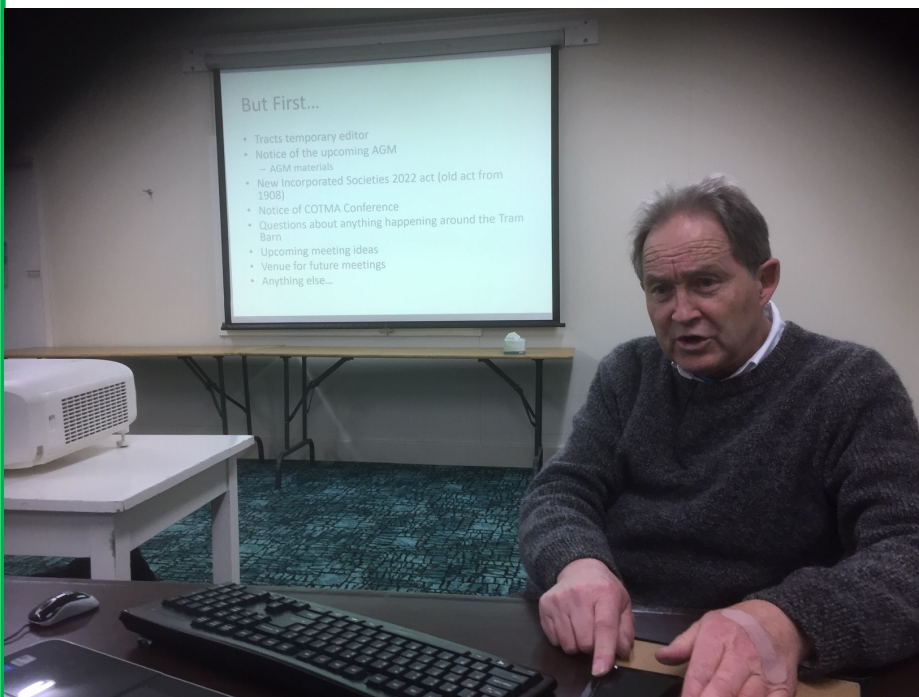
Rail vehicles including trams and railways started off with fairly crude braking systems but as weight and speeds increased more efficient systems were introduced. Railways used 2 principal systems being vacuum and compressed air. The vacuum system was mainly found in UK, India, Africa and other smaller British dependences whereas the air braking system was adopted in the rest of the world.

I am not aware of the vacuum system being used for electric trams. *(Note: we understand the Baldwin Steam Tram at MOTAT - Baldwin 100 originally ex New South Wales Government Tramways and then acquired by Wanganui has vacuum brakes which suggests the NSWGT may have used them in the steam tram days, but we understand vacuum brakes were not fitted to Wanganui's trailers - Ed).*

Trams often operated on much steeper gradients (think of Hackthorne Road) and in busy urban areas which resulted in many innovative stopping mechanisms being used by different tramways for safety reasons. At Ferrymead we have both air braked and hand braked trams which also have a rheostatic option and other emergency options which drivers are encouraged to become familiar with.

Not all the early trains were fitted and hence the use of brake vans especially on goods trains which were staffed by a guard who could apply braking assistance or in the case of a very steep downgrade the train would be stopped and he would apply the wagons hand-brakes before the descent.

As usual there is a mountain of information on the subject in Google.



August HTT Update

From Dave Sanders

Kia ora koutou

Another month further into it all.

The staff have been redirected to focus on 178, so little work has been carried out on 24 in the last couple of weeks in August.

The exception to this has been continued work on the second Punt. We identified some structural damage to the floor of the punt which has delayed the completion date of this unit until the first week of September.

Additional to this, a new “Dickie Seat” has been manufactured for another Punt (work completed by Shea on his starting with us.

In terms of staffing, all are working well together with the exception of Elmer, who has now left us. The progress is clear going from day to day.

Note that the front panels have been temporarily fixed to the tram to allow woodworking to continue. These panels will be replaced before the restoration is completed.

On the Board front, the new board have had their second AGM. The main focus of this one was a quick review of the years activity and re-

view of our HTT Constitution that is soon to be signed off and presented to the Charitable Trust people then added to our web site.

The second activity in August was our attending the THS AGM where I tabled our HTT report for the past year. I have copied aspects of that report here.

I would like to thank the others on the HTT board for the 2022 / 2023 year. Managing our HTT team isn't down to one or two of us but has been a combined effort of all. Those people are:

Chairman - Dave Sanders

Treasurer - Alan Hinman

Secretary - Callum Brieske

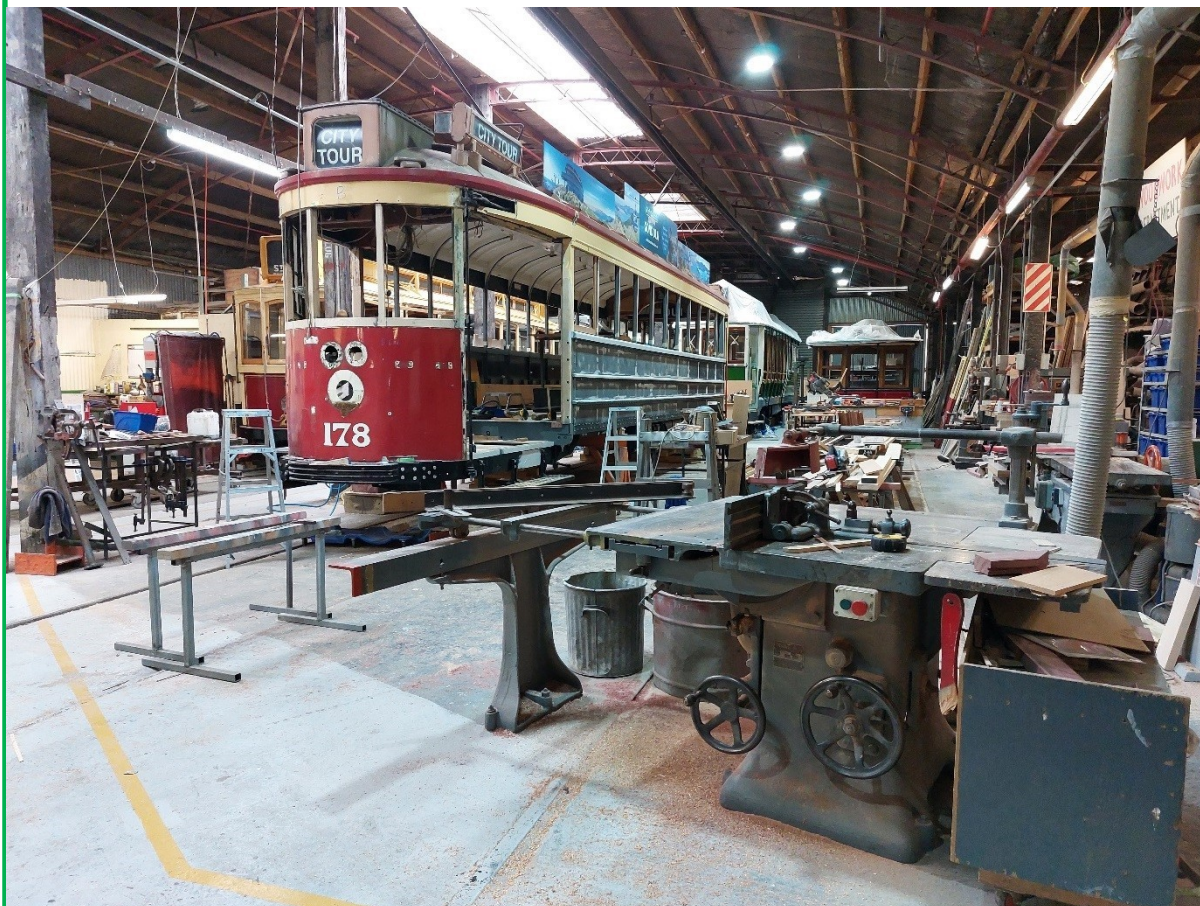
Board Members: Graeme Belworthy

Stephan Taylor

Nick Allen

At our AGM, all board members indicated they would continue their involvement for the 2023/24 year with the three existing HTT officers remaining in place.”

It is also opportune to thank the HTT work team. With Graeme Richardson leading the men strongly and the efforts of his team - Brian, Michael, Leighton, Brent, Warren and lately Alan, Henry and Shay we would not have got as far as we have.



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

Ngā mihi nui

BUS Update -

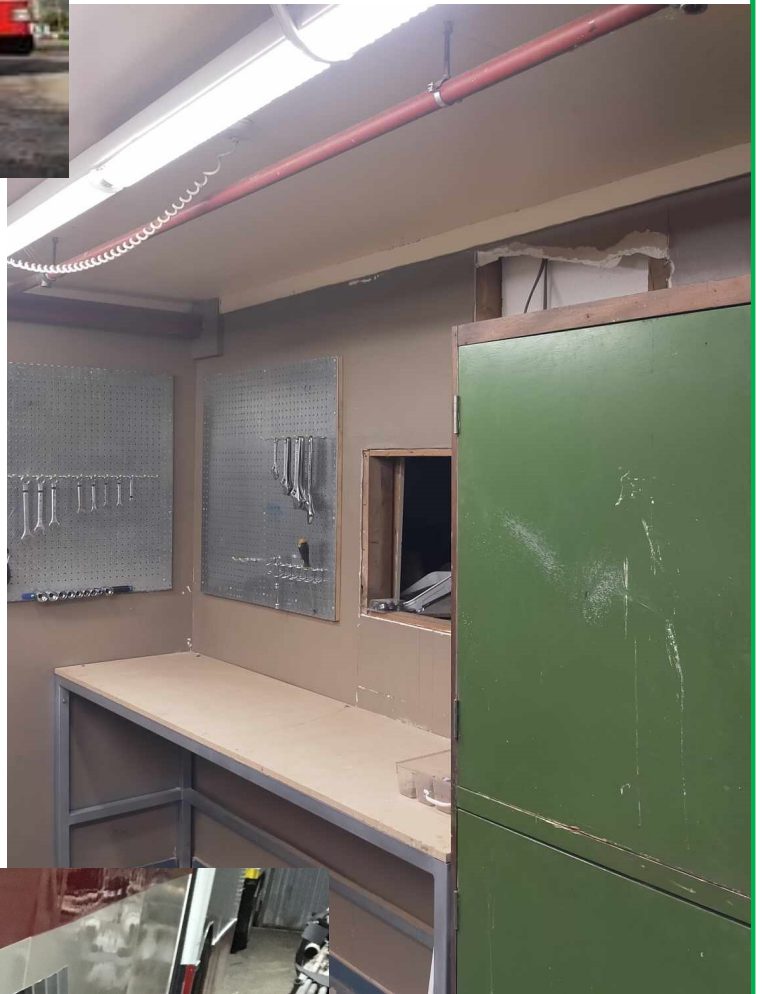
Recent progress photos:



Above: Official "handover" by Gerard Cooper of ex CTB bus 675 to the Society for us to look after. Buses right to left: 675, THS's 612 and THS's 538 - all in very similar livery. And the usual suspects lined up in front (Photo Gerard Cooper).

Right: Progress on fitting out the tool storage in the workshop in the Trolley Bus shed (Photo Jonathan Day)

Below: New member Michael Le Ferve has been "touching up" the paint work on bus 614 in the Trolley Bus shed (Photo Michael Le Ferve)



Alastair Cross Reports on some his recent trip to Japan.

I have recently been to Japan and spent time riding on trams in Inuyama (at a museum), Hiroshima, Nagasaki and Kumamoto (and finding another one displayed in Nagoya). Displayed here are a few photos of my (mis) adventures.

And yes, both Nagasaki and Hiroshima still use Japanese-made copies of the Brill 77E trucks (Nagasaki more so than Hiroshima).

Nagoya, 9/6/23. Nagoya 1401, built 1936, displayed outside the Nagoya City Science Museum. This tram looks to have been kept in reasonably good condition and is displayed at a replica 'tram stop' in the museum forecourt.

Hiroshima, 13/06/23. Hiroshima Electric Railway/Hiroden tram 651 (entered service 1942) shunting around the Senda depot yard. This tram was severely damaged by the atomic bombing of Hiroshima but was rebuilt and returned to service. Still used in peak-hour services as one of three 650-series cars in service (652 also in regular use, 653 used as an event tram in connection to A-bomb remembrance events). By way of note, this photo was taken from a viewing platform provided by Hiroden next to the depot yard.

Hiroshima, 13/06/23. Hiroden 1909 stands at the Hakushima Line platform at Hatchobori tram stop between trips. The Hiroden 1900-series were formerly Kyoto Municipal Transportation Bureau 1900-series tramcars, rebuilt in 1970 for use as wanman (literally 'one-man') cars with center entries. Hiroden purchased fifteen of the sixteen converted cars, which are all named after areas in Kyoto; 1909 carries the name "Kiyomizu".

Kumamoto, 18/06/23. Tram 1063, the oldest tram in the Kumamoto fleet (entered service 21 November 1951) stops at Kumamoto Station bound for Kengenmachi.



Kumamoto, 18/06/23. Tram 1351 (entered service 22 October 1960) arrives at Karashima-cho tram stop bound for Tasakibashi. Karashima-cho acts as the transfer point between Routes A and B, the former running from Kengunmachi to Kumamoto Station and Tasakibashi while the latter runs from Kengunmachi to Kamikumamoto Station on the JR Kyushu Kagoshima-honsen Line.



Nagasaki, 19/06/23. Tram 367 (entered service Nov. 1961) at Nagasaki Station tram stop bound for Sofukuji Temple.



Nagasaki, 19/06/23. Tram 6001, the newest tram in the Nagasaki fleet (entered service Feb. 2022) arrives at Dejima tram stop bound for Akasako. Tram 374 at left entered service Sept. 1969. Dejima was the site of the first permitted Western settlement in Japan during the shogunal period; originally it was an island in Nagasaki Harbour but the surrounding land has been reclaimed and it is now somewhat inland from the water's edge. Part of the site of the Western settlement has been recreated, but is not visible behind tram 374.



Inuyama, 10/6/23. Ex-Kyoto 3'6" gauge tram N115/15 pauses at the 'Kyoto-Shichijo' tram stop at Meiji-Mura museum. The Meiji-Mura museum collection is specifically made up of buildings, infrastructure and artifacts from the Meiji Period (1868-1912), somewhat like Ferrymead but on a considerably larger scale and considerably narrower focus. N115 operates as 'No. 2' at Meiji-Mura; sister car N58/8 operates as 'No. 1' but was parked out of use at the time of my visit.



Mornington Cable car No.103 Update - Don McAra

WOODWORK

Trying to retain parts of the original fabric while desirable sometimes is more trouble than it is worth, but we try to do it. For example we are currently working on the vertical rails outer walls of both cabins. Good new bits are scarfed into borer-free original lengths with gluing and screwing. The shorter top, centre, and bottom rails need mostly new timber. All new timber is North American ash, by the way.

As in all such structures of the earlier 20th Century (grip car 103 was built around 1903), all joinery work was by mortise and tenon. Used also for reconstructing doors and windows on the bigger electric trams currently undergoing repairs in the THS Workshop, our ancient mortising machine is in constant use. Fine measurements are required so that the cabinetry involved leads to a smooth surface across all joints on the cabin walls. Sash cramps are used to force the tenons into the mortise holes. Small wedges are then inserted to fill any remaining gaps and sanded smooth.

METALWORK

This month Don Clark is referring to one of the few original blueprints we have to reconstruct the system of levers, bars, and rods that transfer the movement of the wheel brake lever to the spreader bar to which the brake shoes will be bolted when they have been cast.

This system of levers will be tightened and balanced by the use of a turnbuckle to take up wear on the shoes and running surfaces of the wheels and flanges. Some outwork will have to be done by a pattern maker to prepare an MDF facsimile of both the left and right brake shoes, with more outwork the castings of the shoes themselves.

Another task by Don Clark underway is the sleeving of the bearings in the plumberblocks that support the shaft which will, via cam-like levers, drive the track brakes. Another big gripman-operated lever will drive these softwood blocks down onto the rail surfaces mainly when the cable car is going down hill. This track brake was also used as a parking brake.

The first pic shows the first outer cabin wall assembled with tenons waiting to be trimmed.

The second shows the wheel brake lever in front of which the gripper lever will stand and in front of that will be the track brake lever. A huge amount of hardware has to be crammed into the space where the gripman will stand with his feet at the level of the tem-



porary white board at the left.