

# ***Ferrymead***

## ***Tram Tracts***



*The Journal of the Tramway Historical Society*

*Issue 53 – December 2020*



***Kitson Boiler Update #24 Lottery Grant  
November General Meeting  
More Trolleybus Progress***

The Tramway Historical Society  
P. O. Box 1126, Christchurch 8140 - [www.ferrymeadtramway.org.nz](http://www.ferrymeadtramway.org.nz)

## President's Piece – Stephen Taylor



Welcome to my last President's piece for 2020 as I have discovered that December has suddenly snuck up on us.

Obviously COVID-19 has had a major impact on our Society (as well as society in general) – what with lockdowns, social distancing

and impact of overseas travel restrictions, and this impact on our Society has been reported in previous issues of *Tracts*. But I would like to report on one positive – I think we are definitely starting to see an increase in visitors to the Park.

Hopefully this trend will continue through the Christmas/New Year period. As the Ferrymead Heritage Park will be open throughout this period (except Christmas Day), the Ferrymead Tramway is planned – as usual – to extend its usual weekend running to seven day a week running from 20<sup>th</sup> December until the end of January. Which means, those of you on the tram driving roster – we need you to all do your bit to assist with driving our trams during this period, so please help out when John Harris sends out his roster e-mails.

And speaking of the driving roster, John Laffey has recently qualified as a Ferrymead Tramway motorman and been elevated to the Society's driving roster. I had great pleasure in presenting John with his tram driver's certificate at the General Meeting in November for which there is a photograph elsewhere in this issue of *Tracts*.

And in a not so positive piece of news, I would also like to mention that Society Secretary Dave Hinman has been unwell recently and spent a couple of stints in hospital. We hope he is starting to come right and will soon be back to his normal self, but I understand is under doctor's orders to take things quietly for a while. On behalf of all our members, I would like to publically extend a "get well soon" to Dave.

I would like to extend my thanks to all Society members and volunteers for their contributions to the Society over the 2020 calendar year, and especially to my fellow committee members and officers of the Society who do so much – mostly behind the scenes.

And finally, best wishes to all readers for the December and January period – stay safe, enjoys spending time with friends and family, and let's all look forward to a less stressful 2021.

Cheers,  
**Stephen**

**BELOW:** John Laffey receives his motorman's certificate from Stephen at the November General Meeting. Photo: Graeme Belworthy.





## Notices

### NEXT GENERAL MEETING/SOCIAL FUNCTION

Something for your diaries for next year – the next Society Function/General Meeting is planned for Wednesday 27<sup>th</sup> January 2021, and as has been traditional in recent years – we are planning a “Sunset Tour”. Details are as yet not able to be shared, except to say that we are planning for transportation to be leaving the Tram Barns at Bridle Path Road a few minutes after 7:30pm – so if you are late you will likely “miss the bus”. This event should proceed whether or not the weather is fine, and should conclude later in the evening back at the Tram Barn with supper. Please bring \$5 to cover a contribution to transportation costs as well as supper.

### ANNUAL SUBSCRIPTIONS

A reminder – The Society’s Annual Membership Subscriptions for 2021 fall due on 1st January 2021. If paid by 28th February 2021, a discounted rate applies. Renewal notices will be sent out late December 2020 – by e-mail to those members who have an e-mail address, and by NZ Post to the remainder. The renewal notice will be sent to everyone on the Society’s mailing list, irrespective of membership grade or status, to allow our records to be amended where necessary. It also provides you with the opportunity to make a donation to your favourite Society project or activity. Remember, all

New Zealand donations of \$5.00 or more are tax deductible.

### ADMINISTRATIVE NOTE FROM THE TREASURER

The Society has been advised by its bank that cheques are being phased out, and that from June 2021, cheques will no longer be an acceptable method of payment. Note: we believe this will apply to all banks, not just Westpac.

In other words, this means that the Society will be unable to accept cheques as a means of payment from June 2021. Payments may still be made by cash, credit card, internet banking and bank transfers.

Note that the impact on the Society for payments made by the Society will be minimal as the Society has been using internet banking since 2018 – the last cheque issued by the Society was in December 2018. And in case there is any concern, these internet payments made by the Society still require two authorised Society “signatories” to authorise the payment, it is just that this now occurs online via the internet.

If anyone has any concerns about any of the above, and/or how it may impact on them, please contact the Society Treasurer; by email to [treasurer@ferrymeadtramway.org.nz](mailto:treasurer@ferrymeadtramway.org.nz) or write to him care of the Society at Box 1126, Christchurch 8140, or by phone on 027 4368510.

## HEALTH AND SAFETY WITH DAVE SANDERS

- Reminder – the red markings on the floor in the workshop are to be kept clear. They have been marked off for a reason and cannot be used for equipment storage at any time – even for short periods. (*See the attached Driving Tip elsewhere this issue of Tracts – Ed.*)
- The year end is just around the corner. The electrical safety tagging of our electrical equipment is to change to Orange for January to June 2021.
- If you identify an unsafe process or act that can cause harm to anyone have it stopped and report it and any actions you have taken to the appropriate people:
  - Operations – Jonathon Day (Safety Case Manager) or any other Operations Committee member,
  - Workshop – Gary Webber (Workshop Manager) or any of the other HTT personnel,
  - General – Dave Sanders or any other H&S Committee members,
  - In all cases you are able to contact the THS President – Stephen Taylor or the THS Secretary – Dave Hinman.

### GENERAL MEETING TO REVIEW SOCIETY AIMS AND OBJECTIVES

As announced in the November Tracts, the purpose of the November General Meeting was a meeting for the members to consider its aims and objective as expressed in its Constitution and Collections Policy, their present robustness and whether or not any changes are needed and if so what those changes might be. We had a smaller than hoped for turnout of only eleven attendees at this meeting (does this means most members are happy with the status quo?). But in spite of the turnout, and there was a fairly free ranging and robust discussion of the meeting topic.

As far as the aims and objectives as expressed in the constitution were concerned, the consensus of the meeting appeared to be that these were still relevant, but that these could be tweaked to more focus on how we engage with the public.

The discussions then turned to the Collections Policy and in particular the area of Collection Management – which did not appear to have been acted on. It was felt that the Society needed to take better care of its collections, and not doing so reflected badly on the Society. Generally this was around the suitable storage “under cover” of larger collection items, particularly vehicles. And that the ability to provide suitable storage should be a criterion to the Society adding to its collection. Specific note was made about the bus collection at the Bridle Path Road site and Volvo Trolleybus 258 outside the Trolley Bus Shed. In particular, it was felt that the proposed Bus Shed at the Bridle Path Site needed to be progressed as a priority to get the Society buses parked at Bridle Path Road under cover.

It was further felt that there needs to be a focus on remedial maintenance and tidy up work to occur on all the existing operating electric tram fleet - numbers 1, 26, 22 and 236 - once the restoration of Christchurch 24 has been completed and prior to commencing another tram restoration commencing. There is also a requirement for work on deferred building maintenance to occur, and also to ensure the two trams displayed as tram baches are taken better care of so that they do not deteriorate.

It was noted that any proposed changes to the Collections Policy resulting from the above list should also come back to a future General Meeting for ratification.

The meeting was followed by supper and a chat.

### TROLLEYBUS UPDATE

In the last couple of months the overhead crew have been working round the depot area. The simplification and rebuilding of the area at the front of the depot has already been reported on. The area at the rear of the shed was the next point the line crew moved into. At the rear of the shed we had a siding branching off the main wires and heading into the shed. The points for this were a set of Left hand points deputising for a set of right hand ones. This was a measure undertaken at the time, due to a shortage of working point units.

Subsequently we have managed to obtain the correct right hand point work. This has been meticulously serviced and painted by Larry Day in his “Factory”, aka his garage at home and has been erected in place of the other set. In time the LH set will get the “Day” treatment and will go into stock for use when the need arises.

Further up there was another set of points. At the time of building this section of overhead we planned to run another set of wires around the western side of the shed. Things have moved on and should we have the outside wiring, the connection with the main line will be in a different position. The depot line has accordingly, been simplified by removal of that set of points. This means that we have progressed as far as we currently can with the shed area overhead erection. A picture here shows the overhead erected but before the point work change was completed.

Our crew, mainly Larry, have moved on to removing the kinks and twists in the overhead. At the time of writing this the section completed looks fantastic. Well done guys. To do any more we need some fresh overhead parts. Some of us intend to visit our good friends at the Wellington Tramway museum and to arrange to purchase fittings.

The WTM folk through the generosity of one of their members managed to purchase the remaining overhead spares when Wellington’s trolleybuses finished in 2017. They are making some of this for

sale to kindred organisations. Dave Sanders has been testing our existing spare overhead parts for electrical integrity. They all have to meet an electrical standard. If they fail, it is a case of overhauling them. Larry has also been working on a number of parts in his factory.

At the same time we are having a big clean up outside. Philip Murphy has put in numerous hours tidying up the surplus bricks, left over from the now aborted powerhouse project. He has been assisted by other volunteers including our new helper, Jack.

Using the stonemason's forklift we have cleared an area of bricks and before and after pictures are attached to this article. Over the period since we last

reported Mark Hibbs and I have cut a lot of the grass back. Our current object is to clean up the area surrounding the trolleybuses and to make the place more inviting to visitors, particularly when we start operating again.

We are assisted in our endeavours by Craig Bullen, who is a P&T Society member. Craig saw our V8 tower wagon sitting forlornly in the shed. He is a Ford V8 fanatic, and offered to get our one up and running again. Craig has done similar work on the 1947 Ford Jailbar in the P&T Society collection.

We are also working on the Kitchen facilities in the Trolleybus shed and replacement joinery is being installed. Our trolleybus volunteers achieve a lot and deserve a good standard of smoko room.



**ABOVE AND BELOW:** *The Trolleybus Shed area before and after Philip, Mark and Alan tidied the area up. Photos: Alan Roi*







**ABOVE:** The new right-hand points installed in the overhead behind the Trolleybus Shed.  
 Photo: Alan Roi



## **LOTTERY GRANTS BOARD GRANT FOR COMPLETION OF THE RESTORATION OS CHRISTCHURCH HILLS CAR #24**

As reported in the November 2020 Tram Tracts, the Society has been successful in our application to the Lottery Environment and Heritage Fund for a grant of \$255,875 to complete the restoration of Christchurch 'Hills' Car 24. This will allow the Society to pay the Heritage Tramways Trust (HTT) to work on this tram, and should also cover other expenses such as materials. And the Society again wants to acknowledge our thanks to the Lottery Environment and Heritage Fund for making this grant available.

So, this article is to provide a bit more information on what this means. In simple terms, it means that the HTT will be taking over the running of the day-to-day restoration work essentially as a sub-contractor to the Society, and the Society will use the grant money (and other funds already raised) to pay the HTT to undertake this work.

There will still be a place for Society volunteers to work on the tram, but that work will now come under the direction of the HTT.

I would like to thank the HTT for providing an estimate of the effort and costs expected to complete the restoration based on the HTT estimate of work still to be completed “as at” the end of June 2020. This required the HTT to provide a detailed set of tasks and costings to undertake this work and I want to acknowledge the effort undertaken by Gary Webber, Graeme Richardson and other HTT staff who helped put this together. The work was also then used to create a project schedule to provide an indicative timeline for the work. This information was included as part of the detailed application required to the Lottery Grants Board back in August this year.

Obviously HTT will have to schedule their work on #24 with other work planned – particularly planned work for Christchurch Trams Ltd (CTL), other Society work, and possibly work for other organisations such as work on Yank #12 for Sydney Tramway museum – but we expect the HTT staff will be busy on #24 right through 2021. We are having regular discussions with CTL to ensure we understand their planned work in 2021 and how this may be scheduled in

There has still been some work occurring on #24's replica 14D5 trucks since June 2020 as staff time was available – in parallel with the work occurring on number 411 – and recent visitors to the Tram Barn would have seen the results of this work as the previously assembled 14D5 truck frames have been dismantled, sand-blasted, painted and re-assembled, and then further parts have been fabricated for fitting to the trucks.

But with the completion of 411, work has now started to ramp up on further activities including restarting work on the body and completing the trucks. I understand work on the body has already recommenced and will involve the completion of “closing in” the exterior body - including refitting of the open section seat brackets, the end aprons and the closed saloon area, and that this work will continue into the new year.

### *Kitson Boiler Update*

The Kitson boiler has made some significant progress in the last month with many tasks being carried out.

We were very fortunate to be able to loan a gap riveter, which is normally in the care of Allan Famliton, of the Traction Engine fraternity.

Friday 6<sup>th</sup> November saw the installation of the ten hot rivets into the foundation ring of the boiler; we were fortunate that Allan Famliton could come along and operate the gap riveter for us.

This part of the job was a big sigh of relief as it had been in the planning for many months and it was great to have it come together without a hitch.

Next up were the replacement of the eight stay bolts in the back of the firebox. This job was started by the late Mike Lawson, and we were fortunate that Bob Williams of HTT could complete the manufacturing of the stay bolts. They were installed finally on Friday 27<sup>th</sup> November.

The next job is to cold rivet the heads of the stay bolts to form a dome and to seal them. Meanwhile Bob has been doing little bits on the boiler in between the truck work on Birney 15. He has been screw cutting the new stay tubes, these are threaded to a BSP thread luckily. So far we have got one of the nine fitted, hopefully this will be all completed as time allows over the next few weeks.

More to come next month!

*Alex Hunter*

**RIGHT:** Sparks fall literally a moment after the riveter has been activated to squeeze a rivet into shape, Allan Famliton in front.



**LEFT:** Sparks fall again as the ninth rivet is being formed.



**OVERLEAF:** Two rivets had to be formed by a hand held rivet gun, as the gap riveter couldn't fit, so here is Allan Famliton assisted by Graeme Richardson and Alex Hunter.

*Photos: Courtesy Alex Hunter*





## TRAM DRIVING TIPS WITH DAVID JONES

When turning the pole on single pole trams inside tram barn No 1, tram crews must check that the red painted area on the floor alongside the tram is completely clear. There must be NO storage or intrusion of any kind in this space. This is a serious safety issue for the protection of tram crews as

they need to concentrate on the pole traversing above their heads to ensure it does not collide with the building structure and cause damage. Any intrusion into this clearly marked floor space must be reported

immediately to the Safety Case Manager by phone at 027 840 0340 or by email at [jonathan@dayi.co.nz](mailto:jonathan@dayi.co.nz) and noted on the Running Sheet. A "KEEP CLEAR" sign has been painted over the red area on the floor.





**ABOVE:** And this is the goal Alex is trying to achieve – the Kitson back in service and doing what it was built for! Admittedly at the time this (previously unpublished) photo was taken, during the Tramway 50<sup>TH</sup> Anniversary celebrations on 6 January 2018, the Kitson had been withdrawn with boiler problems but was still able to take part with ‘a little help from a friend’. Photo: W. Day.

**FRONT COVER:** The longest serving member of the Ferrymead Tramway fleet, Dunedin 22 is due for some much-deserved TLC once the restoration of Christchurch 24 is completed. It was posed near the Hall of Wheels stop for this photo by the day’s driver, Evan Batchelor, one day near the end of November 2020. Photo: Evan Batchelor.