

Hills car No 24's floor in the making

An update from STEPHEN TAYLOR

THE PHOTO at right of a stack of timber is actually the new (Malaysian) Kauri tongue and groove floor boards for No 24 being machined up. Picture as shown is the timber all nicely dressed to size. The groove has been added — thanks to the spindle moulder, and the final pass through the spindle moulder will add the tongue (which now has been done). Thanks to John Atkinson for undertaking much of the machining and to Graeme Richardson for setting up the spindle moulder.

In the near future, we expected to extract the chassis of No 24 from under the roof (again), and then look to fit the new tongue and groove flooring to the tram. This fitting of the floor is likely to keep us busy in February and on into March (at least).



More About the Getting to Know You evening at Ferrymead for the “Captains of Industry”

Planning for the “Captains of Industry” Promotion to be held on the evening of Wednesday 25 February 2015 is coming along steadily. Invitations to a wide range of business leaders have now been sent out. A working party is planning the detail of how the event is to be run. It has agreed that a tightly choreographed presentation is needed to make sure that our guests see as much as possible without getting lost and delayed in corners, thus slowing down the whole event and reducing its impact. This means that, instead of a general involvement of all of our members, specific people will be invited to be present and to help on the night in quite specific ways. If you are “shoulder tapped” for a task, please be willing to help if you possibly can. The impact of the evening upon our guests comes from the skills

with which we present ourselves and our friendliness to our guests.

Considerable site clean-up and tidying will be needed as well as tram barn tidying in the weeks leading up to this event. This work will take place particularly on Saturdays. This is a call for you all to come and help out with the site preparation work on Saturdays, if you possibly can.

The purpose of the promotion is to bring our Society and its needs to the wider community and, specifically, to those who may be interested in sponsoring some of our projects. The projects for which support is sought include:

- a) the bus storage building,
- b) the restoration of Hills car No 24, and
- c) the restoration of Mornington cable car No 103.

Dave Hinman

Less tangible benefits to the Society are also very important. These include the building up of the Society's image, the creation of “feel-good” and “can-do” frames of mind in our members and, most importantly of all, the attracting of new members, particularly those in high places where their good will and influence may prove beneficial. In the earlier years of the Society there were a number of such members and their influence proved very valuable.

We will keep you posted on how this promotion works out and on the positive outcomes.

—John Shanks

**For more Coming
Events see page 2**

Next work party

The next work party is scheduled for **Saturday 21 February 2015**. Formal work parties are held every **third Saturday of the month** and Alan Roi provides a cooked midday meal. There are also activities every **Saturday** and on **Monday evenings**.

Coming events



February Function

Wednesday 18th

Time :- 7-30pm

Where :- Lions Hall Ferrymead

Cost :- \$2-00 for supper

This month we have a talk
about

Trams and things English

from our English member

Brian Edwards

So it promises to be very
interesting and we look forward
to seeing you there.

For Your Diary

This year's Sunset Tour will
be a ride to view the city
lights. For extra fun and
nostalgia, we will climb
Hackthorne Road remembering
our favourite Hills car -
No 24 - as we go.

**The Date: Wednesday 18
March 2015** leaving the
Tram Barn at **7.30 pm sharp.**

City tram extension opening draws near

SINCE THE DECEMBER issue of *Tracts*, work on the City Tramway extension has continued to progress rapidly, and is now in the final stages of completion to the interim terminus at Stranges, cnr High and Manchester Streets. The cross over is completed, all the overhead poles are in place, and Thursday 29 January saw the first run of trolley wire, from Cathedral Square to Manchester Street. There is still work in progress on preparing the Avon River Precinct in Oxford Terrace for tram and pedestrian use, and the overhead there was erected during the first few days in February. Commissioning and hand over of the track to CTL for driver training took place at Waitangi weekend.

The Central City Business Association Newsletter has just published this about the tram extension:

Tram Returns to City Mall

The opening of a new tramway loop on 12 February will see electric trams return to the City Mall for the first time in more than 60 years.

From Cathedral Square, trams will travel down the Worcester Boulevard, along Oxford Terrace and Cashel Mall, then down High Street to Lichfield Street. A special junction will allow trams to cross to the return track up High Street to the

intersection of Colombo Street, where they will turn right and head back to the Square.

Currently it is expected that the trams will run at a 15 minute frequency, with the journey around the full circuit taking around 45 minutes. (These times are best estimates at this stage, however, to be confirmed when the trams can have a test run on the route.) A note about pedestrian safety: trams will travel at a maximum speed of 8 km/h in the mall, and will use their lights and bells to warn of their approach.

On the next page is a map showing all of the planned stopping points.

Driver familiarisation began on Friday 6 February and trams have been circuiting the new route from that time. Coincidentally that was just two days after the twentieth anniversary of the opening of the original portion of the City Tramway on 4 February 1995.

Footnote: As we go to press, the opening is due to take place but regrettably, because of time constraints coverage will have to wait till next month when we will have full coverage of the commissioning and opening. Meanwhile for video of the testing, visit <http://youtu.be/CQCGrlM2uko>

Message from the president



I HOPE everyone had a great Christmas and New Year and are making the most of the good weather.

Work around the site has commenced again and we look forward to another very productive year. Work

on Hills Car 24 is continuing, Bus 452 is in the paint booth being prepared for a complete external repaint. The Cable Car team has completed trailer 111 and are about to start on Grip Car 103. Fundraising for our 1/3 of the estimated cost of \$200,000 for the new Bus Barn is continuing.

The "Captains of Industry" night is progressing with still quite a bit of cleaning up

around the site needed. Any help will be very much appreciated.

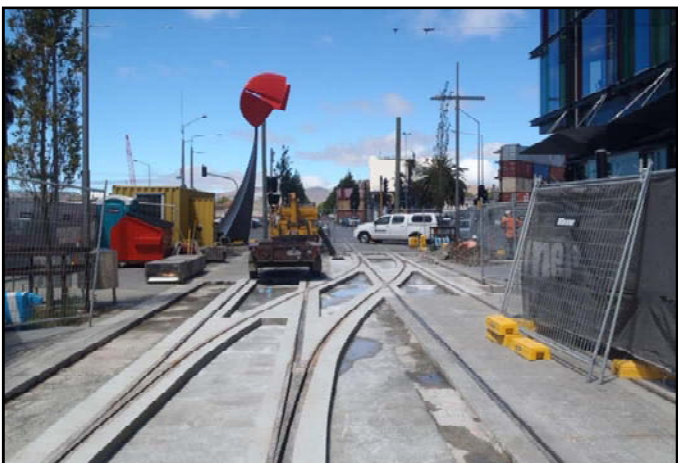
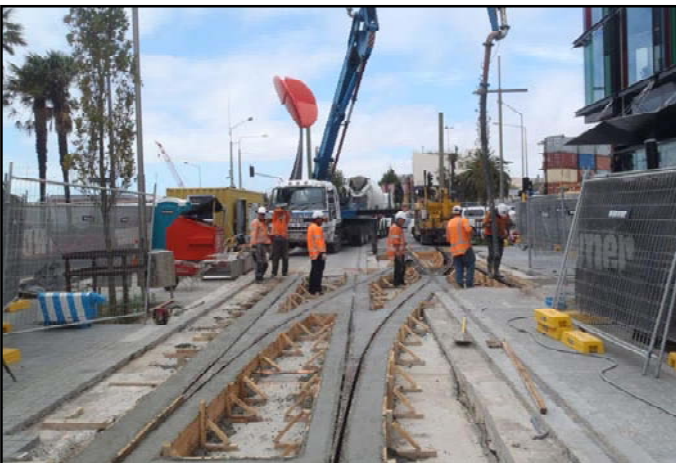
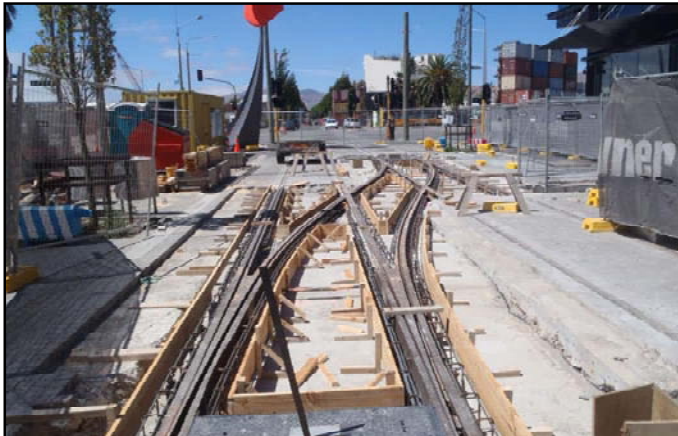
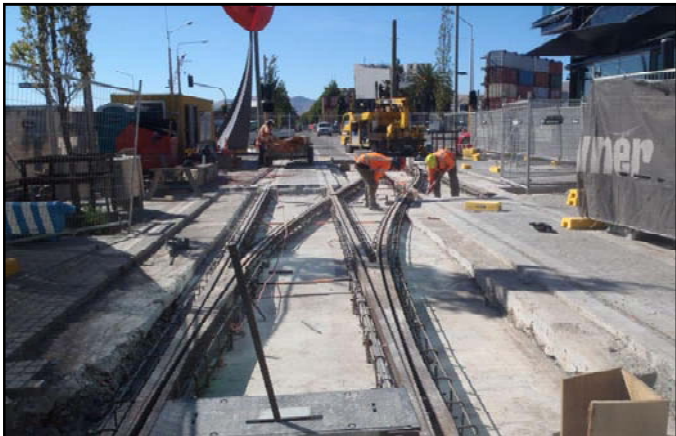
The usual monthly social events will be held on the third Wednesday of each February to November: keep an eye on *Tracts* for details.

In early March a group will be formed to arrange the 2016 COTMA Conference which will be held in Christchurch in the later part of the year and Co-hosted by the Society and Christchurch Tramway. It is anticipated that most of the work will be done by the end of this year and minor matters will be on going until the Conference is completed. Anyone interested who feels they could have something to contribute please contact me at president@ferrymeadtramway.org.nz or ph 03-3524872 or 02102325989.

That's about all for this month.

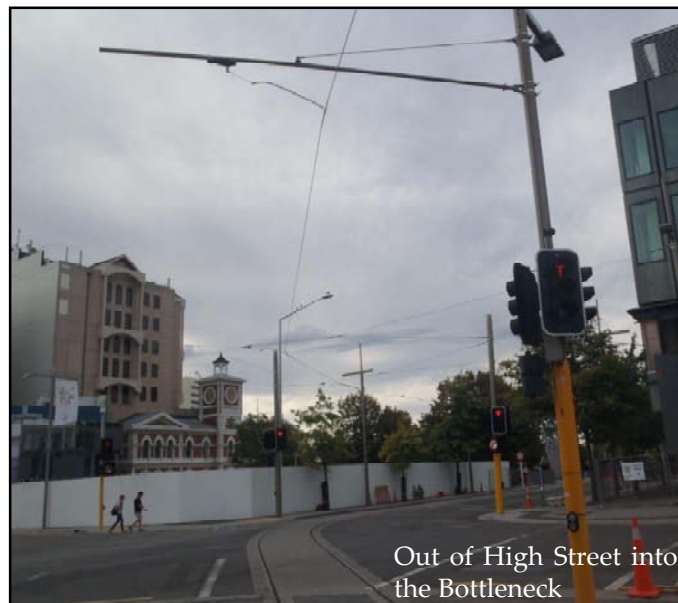
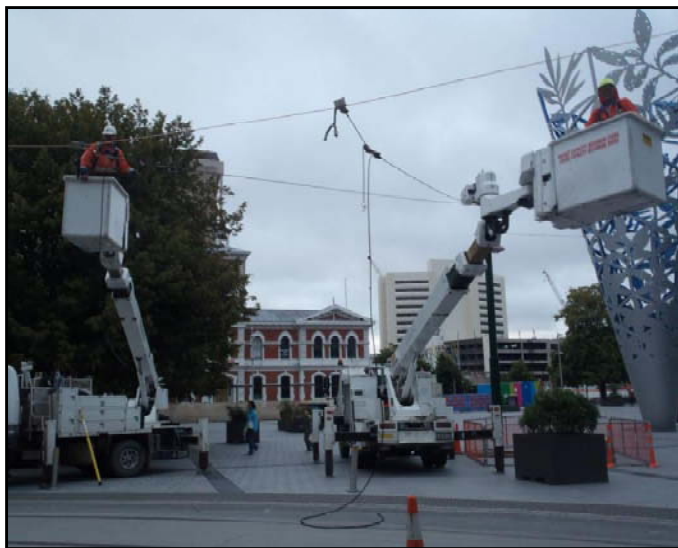
Cheers,

Graeme.



The overhead rises on the City Tramway extension

The following sequence of photographs from DAVE HINMAN shows the overhead under construction. The original heritage style of overhead fitting has been used on the south side of the Cathedral to acknowledge the heritage status of the Square and its few remaining buildings, but south of the Square a modern style of overhead is being installed which is suitable for trolley pole and pantograph operation—perhaps with a view to future developments!

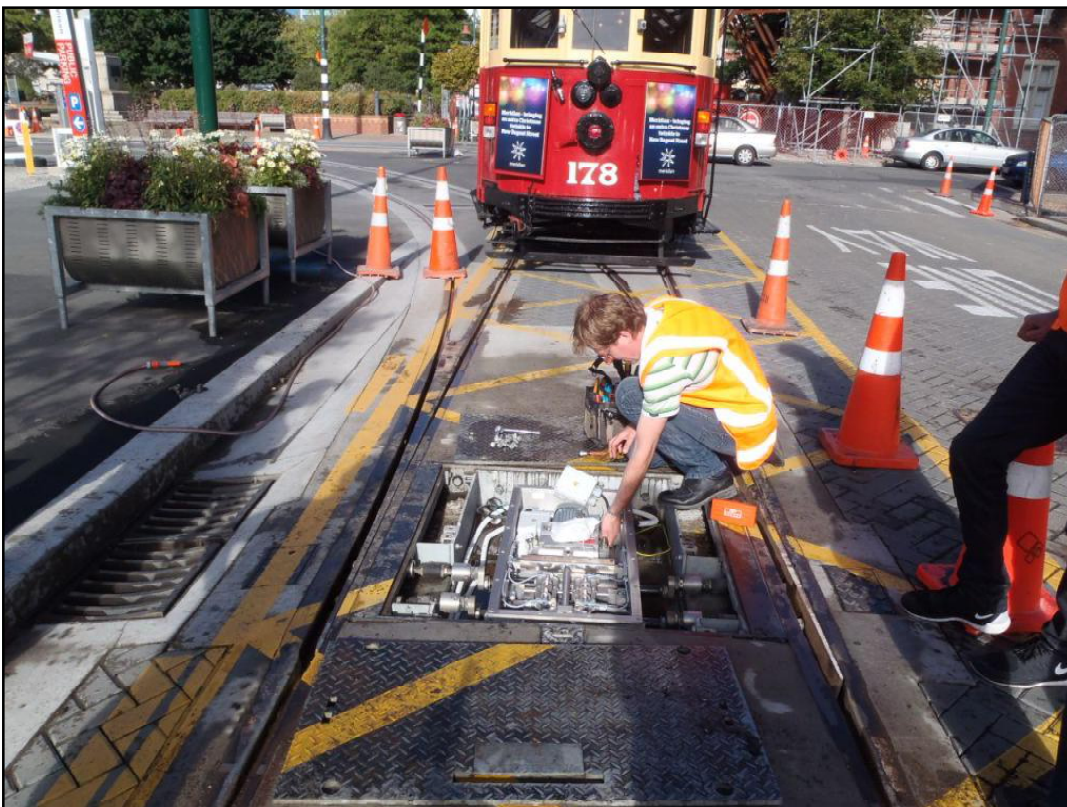




High Street looking southeast



Oxford Terrace



Left: Radio controlled turnout at the Worcester Street-Oxford Terrace intersection.

This turnout incorporates a mechanism which, as a tram approaches, counts the axles (actually the wheel flanges). The points are then unable to be reset. As the tram clears the points, the axles are again counted and when the same number of axles are counted "out" as were counted "in", the points can be operated by following trams. This is a safety measure that prevents the points being operated while a tram is passing through.

Mornington cable car trailer completed

Great news from DON McARA

Recently 111 was unwrapped from masking and compliments to Brian Fairbrass for a super spraying job of four coats of Clear Coat which as you can see have turned 111 into a little jewel. Apart from some minor brass fittings on the goosenecks waiting for polish, and the now completed towing linkage at the A (uphill) end and the opening of all split pins on the brake mechanism 111 is complete, the tiniest tram produced by the THS, but with quite complex brake mechanisms to handle Dunedin's steep High Street. The usual railway type wheel brakes act on the wheel treads; wooden track brake blocks are pushed down on the rail surface between the running wheels; a run back brake operates should the trailer separate from the grip car when travelling up hill, which is done by pawls being dropped on to axle mounted ratchets. The main brake when going down hill, however, is the grip car and the "rope" (cable) the grip car is hanging on to. The trailer uses the buffer to rest against the grip cars buffer during the descent — or it will do so when our next restoration, that of grip car No 103, is complete. Work on that vehicle will commence in January at long last!

Many thanks to all who have helped with 111's restoration. There will be a short "launch" ceremony at which Trevor Craib's widow Pauline will kindly cut the ribbon on Trevor's behalf. And in Dunedin Neville Jemmett has taken over leadership of the campaign to restore the Mornington Cable Car line. Approval by the THS Committee has been given to lease 111 to Dunedin once a display building has been constructed. This will create a focus for promoting the line. The Cable Car section leaders of San Francisco's Muni have offered Neville Jemmett every technical help they can give with rebuilding an operable Mornington cable line.



Mornington Grip car sees light of day

Report from **DON McARA**, photos by **DAVID JONES**

Dave Carr and Ken Henderson were the main players in waking 103 from its long sleep in TB2. One of these photos shows Dave easing 103, the front end on his fork lift, the back end on a dolly which Graeme Richardson hastily re-gauged for the event. Much fiddling had to be done, but the tiny

hired roller wheel sets placed under the chassis, despite catching on rail grooves, helped swivel 103 around and enable it to be pushed on to the running road, traverser, and finally into place in Tram Barn 1 where the cable car team will be able to assess it properly and begin the long road to restoration.

The bottom photo shows Mornington Grip car 103 with its future charge, trailer 111. Hard to believe that 111 was once not much better than 103 is at present. Both cars were found and brought to Ferrymead by Trevor Craib and other Society members many years ago.



Glasgow Tram 488

KEN HENDERSON came across an interesting article in a recent Ffestiniog Railway Magazine about Glasgow Tram 488 which is currently at the Boston Lodge works on the Ffestiniog Railway where our member Alex Hunter worked for three years on his OE.

The tram was built in 1902 at the Glasgow Corporation Coplawhill works and entered service as an open topper with the motorman exposed to the Scottish elements! A top cover was fitted in 1910 and the platform enclosed in 1923. In 1929 the entire tram was fully enclosed and modernised and remained that way for 31 years. It was considered to be a member of the 1000+ Glasgow Standards.

Interestingly the Glasgow trams were gauged at 4ft 7¾ in to allow railway locos and wagons to use sections of the track, particularly near the docks. The depth of a railway wheel flange is greater than the groove in a tram rail. The railway rolling stock had to run on its flanges rather than the tyres and the taper of the railway flanges required a reduction of ¾ inch from the standard gauge.

In the mid 50s cut backs were taking place on the tramway and tram 488 was withdrawn in 1960. It was selected for preservation at the Transport Museum in Paris and to be handed over in the withdrawn condition. However it was restored completely (even using the end of another tram). Whilst arrangements for its journey to France were being made a fire at the Dalmarnock depot destroyed 50 trams leaving the Corporation short of trams,



so 488 was taken back into service.

The shipping of the tram to Paris from Glasgow was not without its problems because the vessel had to negotiate low bridges on the River Seine between Rouen and Paris. One option was to load the tram at an angle but this would have made the vessel unstable. In the end the tram was split into three parts—the top and bottom decks sitting side by side and one platform removed. The Paris venture did not work out for a number of reasons and 488 was repatriated to Britain along with a LT trolley bus in 2010.

The tram will be restored and regauged (to standard) at Boston Lodge before ending up at the East Anglia Transport Museum near Lowestoft.

From the archives...

DAVID JONES has been dissecting some old calendars with interesting results.

A Kitson locomotive steam tram departs from Cave Rock, Sumner Beach. In the centre is the Cafe Continental (1906) which burnt down in 1909. Christchurch ca 1907.

Christchurch City Libraries, File Reference: CCL PhotoCD 2, IMG0004. Source: Henry Thomson lantern slides. Neg. No.: 173



Dunedin's trailers

JENNY BURCHELL was fossicking in Dunedin's *Evening Star* of 21 August 1926 and came upon the following regarding Dunedin's Boon look-alike trailers.

"The decision of the Dunedin Tramways Committee to have one of the trailers converted into a motor tramcar does not mean that the trailers have proved a failure. The position is that six were got for the Exhibition traffic, and only three of them are now needed for the regular traffic, so it is proposed to convert the other three into self-propelled cars, and thus enable three of the open cars to be taken off the road as soon as possible."

Tramway Topics for sale

Hi to all members. I have some *Tramway Topics* for sale: Numbers 211, 212, 213, 214, x2 .215, 217, 218 \$2 per copy 220, 221 & 222 combine, 23, 224, 225, 226, 227, 228, 229, 230, 31, 232, 233, 234, 235, 237, 238 & 239 combine, 240, 241, 246, 247, 248, 249, 250, 251, 252, 253, 254, 255, \$5 per copy.

Contact Linda Watson
lmwatson1@live.com Ph (03) 3106555.

Greatcoat on offer

PETE MICHIE has an old black tramway style greatcoat to give away. This coat has a red lining characteristic of the old CTB coats, but black buttons rather than the silver ones. Contact Pete on 03 388 7830.



This Brill was found a year or two ago on a property near Waikuku. It is one of three used as baches by the old CTB social club. They were later moved to a farm in Preece Road. The other two have since disappeared, presumably destroyed.

Tram driving tip

from Motorman training officer DAVID JONES

When removing an air brake handle from the brake valve, ensure that the handle is sitting squarely in the lap position for removal. If the handle is difficult to remove it is because it is not correctly aligned in the lap position. This will result in either leakage of air that might result in brake failure or excessive air in the cylinders causing resistance. NOTE: Keep a regular eye on the air pressure to ensure there is a safe working pressure at all times.