



A Generous Gift from Bremca



Brian Lester and Brian Fairbrass feeding cables into the distribution board. Photo: Murray Sanders.



Aluminium mains conductors ready to be terminated. Photo: Murray Sanders.

*Project Leader **Murray Sanders** reports on the installation of the new switchboard in Tram Barn 1, as printed in last month's issue but without the accompanying photographs due to space and time constraints:*

As noted last issue, a new main switchboard, custom built by BREMCA Industries, has now been installed in the Tram Barn. As well as supplying power to the rectifier and our workshops, the switchboard feeds the Ferrymead Railway Station and the Radio Preservation Society's studio. The installation process required the power supply to be disconnected for five days and a team of seven worked in 'relays', to complete the task. During the change over, temporary power was supplied by tram 5W's motor generator and a diesel set loaned by Ch.Ch. Tramway Limited.

The switchboard replaces equipment removed from the CTB paint shops in 1968, which had been progressively extended as new buildings and equipment appeared. Behind the front panel, the additions had resulted in a 'spaghetti-like' tangle of wires. From a reliability and Health and Safety perspective, working on the new switchboard will be a vast improvement. Thanks are due to the team at BREMCA, who made the upgrade possible. The Society would like to thank all those involved including in particular Project Leader Murray Sanders, together with Ken Cribb, Brian Fairbrass, Wayne Fisher, Roger Horton, Steve Lea, and Brian Lester.

First Notch

President's Piece—Graeme Belworthy



Hi All,

The New Year is now in full swing and everyone is hard at work keeping the Society operating. We are still looking for people to take over some of Murray Sanders' many jobs. Murray is still working around the site, but just not as much as in the past.

An official switching on of the new switch board in Tram Barn 1 is being organised and will take place

later this month. This has been a very generous donation by a local company and we are very grateful to Bremca for it.

It would appear that we getting one or more visitors a week which is very encouraging for the members that put so much time into keeping the Society running. It

would appear we are held in high regards by those around New Zealand as well as overseas. Some of the overseas visitors are also helping the Society source parts that we are having difficulty finding in New Zealand. We encourage anyone who doesn't visit the site on a regular basis to make themselves known to someone there and we will arrange for you to be shown behind the scenes.

Following on from the Open Day we held late last year we seem to be getting people turning up interested in different aspects of our operation. This is very exciting and will help to ensure the Society continues. We are always ready to welcome new people who may be interested in learning a new skill. Some specialist skills are needed particularly in the electrical field but most of the rest of us have learnt tasks on the job.

Cheers,

Graeme

Notices

March 2017 Function

When: Wednesday March 15TH 2017

Time: 7:30pm

Where: Lions Building (Entry from Gate A, Ferrymead Park Drive)

What: Dave Hinman and Vincent Chan have just returned from Australia and will give an illustrated talk on the Australasian Rail Association 2017 Light Rail Conference they attended recently at Surfers Paradise, Gold Coast. Some exciting modern tramway developments are underway or in the pipe line in various parts of Australia and potentially also in Auckland!

This presentation will be followed by our annual GOALS discussion, led by Stephen Taylor - where we are at with our various goals and projects and where we should be heading over the next 12 months and beyond?

(\$2.00 each please for our usual delicious Phyllis supper)

THS March Work Day

When: Saturday day March 18TH 2017

Where: Tram Barns

The next Tramway Historical Society's monthly Work Day will be held on Saturday, March 18. As is usual, Alan Roi will provide a full cooked lunch for all participants. All THS members and volunteers are welcome, and are encouraged to come down and help.



LEFT: The Gold Coast is home to one of Australasia's latest Light Rail systems, known as G:Link. Opened in 2014, the current line totals 13km with a future 7.3km extension planned for opening in 2018.

The G:Link fleet comprises fourteen Bombardier Flexity 2 LRVs, including the one shown here crossing the Nerang River in Surfer's Paradise.

Photo: Dave Hinman.

From the Workshops



Focus on No.24 is now moving onto the roof. As was seen in Nov/Dec 2016 *Tracts*, the roof of 24 was lowered down to ground level. This allowed the last of the fabric layer covering the roof (under the canvas) to be removed. Then we prepared to turn it over.

First, we fitted a cradle to the top of the roof – see the first of the attached photos (taken by Dave Hinman, 11th February, *top*). Then the next Saturday, we “rotated” the roof so that it is now upside down, and now securely by the cradle (see second photo by Stephen Taylor, *bottom*).

With the roof now upside down, all the interior paint can be stripped off and any necessary repairs to the woodwork made. Then the two new “top plates” or “roof rails” that support the roof that are currently fitted to the body of No.24 (last year) will be removed and replace the existing rails still fitted to the roof. The existing two top plates that are still attached to the roof have rotted out in places need replacing.

Once all the above has occurred, we should be able to refit the roof to the body of No.24, and another milestone will have been achieved. Hopefully progress will be smooth and straight forward as we progress the above, and a photographic record will be depicted in *Tracts* in the coming months.

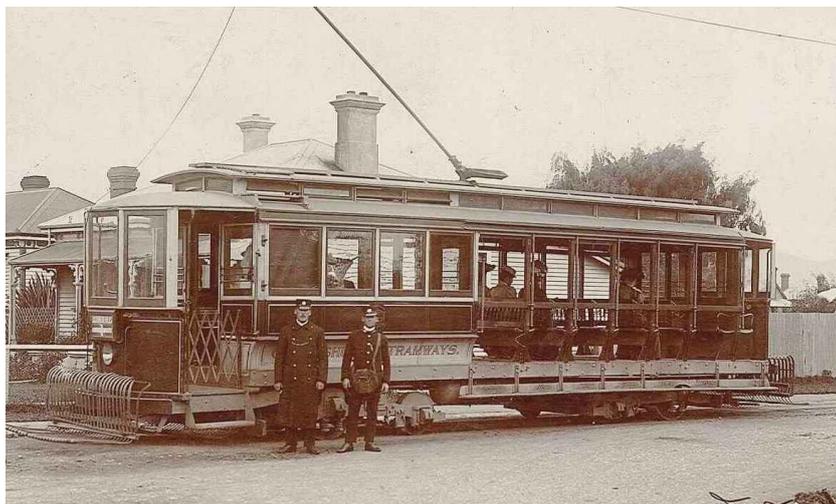
Stephen Taylor



Yank 12 - Update

Work is now almost complete on removing the post-original additions to No.12 and once this has been completed a detailed assessment of the tram's condition will be able to be undertaken. No. 12 will be returned to tram barn 3 pending negotiations with Sydney and a decision made on the extent and timing of restoration to be undertaken.

In the meantime the 40 foot container, purchased by Sydney has arrived and will be set up to store both dismantled parts, and parts/sections restored, to minimise valuable space being used in the tram barns. - Dave Hinman



'Yank' c.1908, as originally built (but with with end windows added). No. 12 will be restored to this era, but without end windows . Photo: THS Collection

Tram Driving Tip from David Jones:

A reminder that the gong is to be used when approaching pedestrian crossings - Square Shelter to Ferrymead Station and Tamaki crossing across the passing loop, Truscotts Road crossing, the children's park next to the Sumner Lodge, the Lodge at all times when the door is open, when passing another tram and on other occasions at the motorman's discretion.

From the Pen of Don McAra...



ABOVE: As our older members will recall, it was not uncommon for tramway maintenance to decline markedly in the final days before the trams gave way to the buses and trolleybuses. It wasn't just the track either —the trams, too, could become rather rough-riding. This scene from Don's pen depicts the last days of Dunedin's tramway network with resident 'Galloping Gertie' N^o 22 bouncing along a very r-o-u-g-h section of track en route to Saint Kilda. As is known, after 40 years of continuous service at Ferrymead, N^o 22 needs an overhaul and is due to receive some much-needed TLC later this year.

Original Cartoon: Don McAra for the Tramway Historical Society.

Ferrymead Tram Tracts

The newsletter of the Tramway Historical Society

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We welcome contributions of material for publication in Tram Tracts—if you have anything tram, bus or trolleybus-related you want to share with us, please email it to the Editor at tracts@ferrymeadtramway.org.nz or post to 17 Huntingdon Dr, Rangiora 7400.



The Tramway Historical Society

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