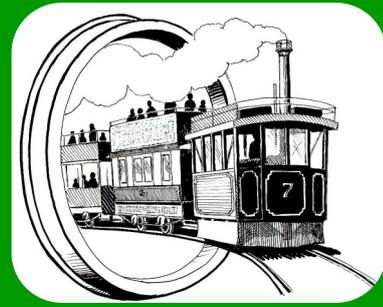


# Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

August 2023



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

Contributions welcome. Please send to [tracts@ferrymeadtramway.org.nz](mailto:tracts@ferrymeadtramway.org.nz)

All contributions must be in by the 23rd of the month. Tracts released for distribution on 1st of following month.

TEMPORARY

## A Note from the Editor.

I would like to thank all who have contributed to this edition of Tracts, it is most appreciated.

At present I am very busy both personally and in my work, so I'm going to have a break from editing Tracts for a few months, as my involvement with the 178 and 24 trams is reasonably large. So Stephen Taylor is going to do a slightly simpler version in my place and I'll most likely return around December. Many Thanks - Alex.

## A Note from the acting Tracts Editor Stephen.

**TEMPORARY**

As announced in the July Tracts (see above) Alex is taking a break from editing duties. But as usual, if you have anything you want published, please send it to [tracts@ferrymeadtramway.org.nz](mailto:tracts@ferrymeadtramway.org.nz) for inclusion in the next edition as per the submission details at the bottom of the front page.

## President's Piece — Stephen Taylor reports.

There has been quite a bit of progress and happenings around the Society this past month (it is late July as I write this) and I would like to comment on some of these activities.

Probably the major event since the last Tracts has been the Illuminate Light Festival running in the Park from late June thru mid July. This operated over 10 nights and the Society ran double decker #26 each night with trips between the Church and Square Shelter platform. I would like to thank the many Society members who were involved—not only with driving, but also the ticket selling and assisting with managing the loading and unloading. A number of members were present virtually every night. All-in-all a very successful event for the Society.

Other things happening: work is progressing on installing stormwater pipe around the Cranmer building (see photos of work in progress on the next page). The building never previously had stormwater drainage and is one of the reasons why the interior is quite damp. But it seems we have chosen the wettest month so far this year to undertake this work. Particular thanks go to Alan Hinman who seems to have undertaken to drive this part of the project forwards and also excavated many of the trenches or the pipes to

go into. Once all the pipes are in the ground - and connected and buried, the next step will be to install the guttering and downpipes - hopefully in dryer weather. Other work in progress includes the work around the Trolley Bus Shed—in particular the “inside” jobs of the ongoing sort out of parts in the parts store and ongoing bus maintenance—including some “touchup” painting.

Then there is the progress on undertaken by the HTT team on the overhaul of the body and chassis of Brill #178, the ongoing work to complete Hills Car #24 (which has now emerged like a butterfly from the cocoon of the spray tent) with a magnificent paint job—and good progress on the overhaul some of the first of Punting on the Avon's punts. Photos of recent progress are covered in the following pages. Also to be noted is the work CTL - lead by Alex Hunter - is undertaking on the controller overhauls and the plumbing and brake work on these two trams.

Also in July we had the “FRONZ report back” general meeting which was attended by about 20 members and appear to be well received, and was followed (as usual) by another one of Phyllis Belworthy's most excellent suppers.

I would also like to welcome new member Nick Henry. And finally for this issue of Tracts, I would like to put in a plug for the AGM coming up in August - see the official notice of meeting later in this issue.

Cover pictures: From Illuminate in July this year showing Tram #26 in action. Top picture was scraped off a Facebook Post. The bottom picture was provided by Lauchlan Brady and taken on 30th June

## SOCIETY ANNUAL GENERAL MEETING 2023

The 2023 Annual General Meeting (AGM) of the Tramway Historical Society will be held on Wednesday 23 August 2023 starting at 7:45pm in the Lions building at Ferrymead Heritage Park (entry via Gate 'A').

The purpose of the AGM is to review the activities of the Society since the last AGM, to approve the annual accounts for the year ended 31st March 2023, to elect the Management Committee, to consider and deal with any notices of motion (these must be submitted to the Secretary no later than 21 days before the meeting) and any general business.

**The meeting will be followed by Supper and informal discussions– cost of supper \$2.  
We look forward to your attendance.**

Prior to the meeting, copies of the President's Report, Annual Accounts and Minutes of the 2022 AGM will be sent out to all members.

Montage of photos showing progress to date installing stormwater drainage pipes around the Cranmer Building.



## COTMA Conference 2023.



Greetings The conference this year is being held in Auckland from Thursday 5th October –Monday 9th October.

Hosted by MOTAT (Museum of transport and technology)

### COTMA 2023 Auckland Conference - Booking Form, Programme and Call for Papers.

A detailed draft programme, the Booking Form and a Call for Papers to be presented at the Conference are now available on the COTMA Website at <http://cotma.org.au/conference.html>

The Post Conference tour costs are currently being finalised.

thanks

Warren Doubleday

COTMA Communications Officer

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MMTB X466 on the Dockline tramway in Wynyard Quarter in Central Auckland .Photo from the Dockline Facebook page



MMTB W2 321 on the Western Springs tramway. Photo from the Motat Facebook page.



ATB Streamliner 248 on the Western Springs tramway at Motat. Photo :Charles Richards.

## Progress on #178 & #24 work.

Alex Hunter reports.

Work is progressing on both #178 and #24 - both now in Tram Barn 1. Following four pictures supplied by Alex Hunter showing recent progress as at late July.

**Right upper:** New platform-chassis pieces being welded in place. The platform at this end had quite a “droop” that needed to be corrected. The other end was not as pronounced. And thus did not require as much extensive surgery.



Note also #24 now parked behind #178 in the main Tram Barn. Note also Mornington Grip Car #103 off to the right. Very busy in the tram barn at present.

**Right lower:** This picture also shows off the new steel side panels sides that have now been riveted in place, with replacement window sills now fitted.

And the four corner pillars have now had new pieces spliced in place to replace deteriorated timber.

The Gondola advertising also present—no roof work is intended this time around as it was all renewed on a previous visit to the Tram barn.



## Progress on #178 & #24 work.

(continued)

**Right upper:** Main chassis has been re-assembled and is now flat again. Many of the cross pieces of timber (joists?) have been renewed as they were also no longer straight.

Also visible is a lot of the diagonal bracing that is not normally visible as its hidden under the floor boards. And speaking of floor boards, all the replacement T&G flooring has been machined up and will soon be fitted.

Also just visible is some of the replacement piping under the chassis is being fitted.



**Below:** #24 back in the main workshop after returned from the spray tent in Tram Barn 3.

Interior saloon doors are also being fitted along with brake gear.



## HTT Update - Dave Sanders Reports:

*Kia ora koutou*

*One month into the second half of the year and what would seem like an impossible task to complete by year end to keep our client CTL happy.*

*At the end of July we have nine staff on board in our attempt to achieve our goals.*

*With that in mind we have just this week had a meeting with CTL where our goals were shifted slightly. The primary aim is now to have 178 turned around and completed first with 24 to follow and the Punts delivery to be focused in the first instance on the two that have come out of the city with the remaining three on the storage rack to follow,*

*We have employed two additional staff and would take this opportunity to welcome Shay and Elmer to our team.*

*24 is now in TBI with Brian and Leighton continuing their fine work. The Punts are continuing with the first almost completed and an increased focus is being placed on 178.*

*All pipe work is on both trams is being worked on by Alex. This has included fitting a new air cylinder to 5W The Beast as we intended to use the original cylinder on 24. After removing the cylinder from The Beast, we had it tested where it failed! Thank goodness Alex had what seemed like a plan C up his sleeve. Thanks Alex. This has resulted in a new tank for The Beast and one for 24. Good result all around.*

*As you would expect, it seems like every nut, bolt and screw has either been damaged or refuses to fit for one reason or another. We are finding screws that have been broken off and the odd broken drill bit. All a challenge that while we can overcome, they slow progress.*

*Our thanks also to the volunteer work that has added to the mix. It is well appreciated.*

*While the schedule of work remains tight, we are giving it our best shot and are staffing in an attempt to meet the changed deadlines.*

*As a board, we have been refining our constitution which we hope to approve at our HTT AGM in early August.*

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

*Ngā mihi nui”*

Picture below: The first punt almost completed sitting in the Spray Tent—Photo: Stephen Taylor



## Did you Know? - Ken Henderson

### The Rowan Engine

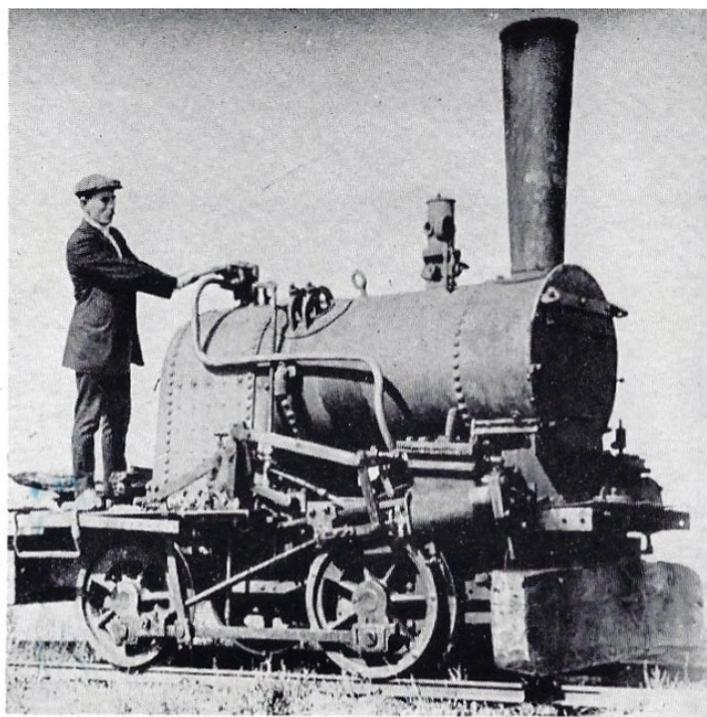
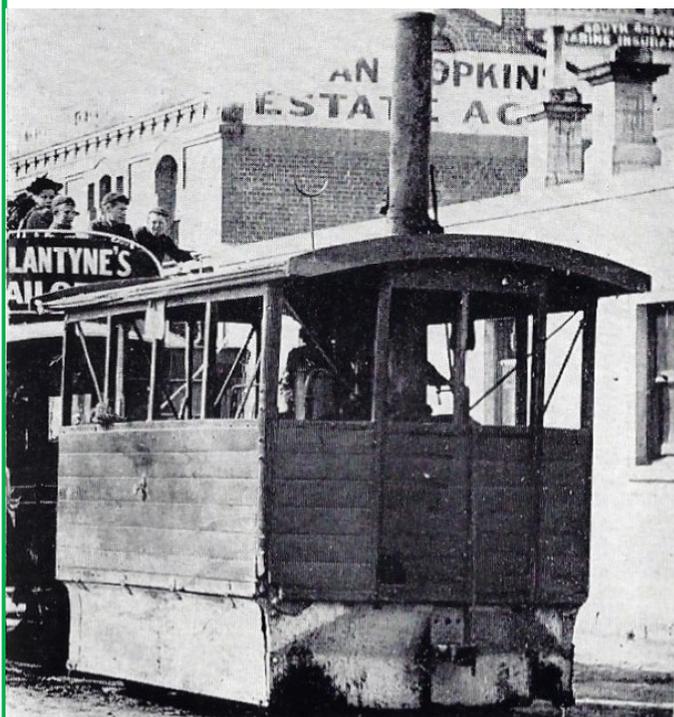
While perusing the well known book *Cavalcade of New Zealand Locomotives* by A N Palmer and WW Stewart 1964 I came across a picture of an “undressed” Rowan steam tram engine next to a photo of our Kitson #7. The Rowan engines were designed by W R Rowan of Copenhagen and normally produced as steam railcars using a Kitson engine. It seems many of these vehicles were used in UK and some found their way to Australia.

The New Zealand connection is interesting in that as early as 1878 the Commissioner for Railways in the NI was giving thought to light units to handle traffic between Wellington and Lower Hutt but designed similar to those in use by the Wellington Tramway Co on 3'6" gauge. An order was placed with Kitson & Co in 1879 for “1 Rowan engine and 2 Rowan cars”. The Evening Post apparently poured cold water on the idea but the 2 Ro-

wan cars arrived in 1879 built by the Scandia Co in Copenhagen and ended up on the Dunedin City and Suburban Tramway Co 3'6" line as did the Rowan *locoPmotive* which arrived in 1880 and became engine #4. The book notes that no one will ever know the circumstances of the sale of the loco by NZR . Apparently the loco spent its last years working without its cab, which would not have been pleasant for the crew in the Dunedin climate.

Apparently the NZR did pursue their original plan in 1883 when they borrowed a Merryweather steam motor from the WTC and ran it experimentally on the Hutt line but the idea of using motor trains languished until 1906.

*Pictures below: From top of Page 49 , CAVALCADE OF NEW ZEALAND LOCOMOTIVES by A. N. PALMER and W. W. STEWART Revised and enlarged edition 1965*



In its original form the Rowan engine was identical to this Kitson steam motor of the Canterbury Tramway Company: in its last years it worked *sans* cab. G. C. Stewart coll.

## Mornington Cable car No.103 Update - Don McAra

Working from MDF cutouts and full scale drawings, Lyttelton Engineering have machined two parallel ratchet quadrants for the wheel brake lever to operate between. Don Clark has picked up the late Lawry Cooper's work on the former railway signal box levers and given them their correct length to where they pivot on the castings mounted on the chassis below.

Don is now constructing clevises located at the bottom of the lever, one of which is to pull the A end brake blocks ( which have still to be cast) and the other pulls rods in the opposite direction to the B end brake blocks.

Lyttelton Engineering also profile cut the heavy spreader bars at each end of the gripman's well. The brake blocks will be bolted to each of these, and they will slide in and out to apply to the flanges and wheel running surfaces.

In the meantime on the wood working side Richard Holland, Bill Perry and I have completed the inner cabin walls ( except for glass ) and they are being sanded prior to varnishing. All the joinery involved in both these and the outer cabin walls is a demanding job and we are doing our best to acquire the necessary cabinet making skill. Luckily we have a fine example of how to do this by watching Warre, one of the cabinet makers currently working on the doors and windows of electric

trams under repair. Between the inner and outer cabin walls of 103 the double acting sliding doors will be able to open and shut.

In all, grip car 103 may be a very small tram but a great deal mechanically has to be fitted into a very small space where the Gripman stands with his three main levers, track, wheel, and runback brakes, all necessary on the steep hill climbing line up Dunedin's High Street.

*In the picture below the brake lever can be seen standing beside its quadrant lever on 103.*



## BUS Update

### - Alan Roi Reports:

With the atrocious weather on recent Saturdays the bus crew have mainly been involved in sorting out our parts store.

The old green fronted tool cupboard from the trambarn workshops has been brought down to the trolleybus shed and installed in the front store room where it will be used for it's original purpose as tool storage once again. There were a lot of bus spares situated on the floor of the front room and these are sorted into a semblance of order. There is still more to do.

Bus 538 was recently brought up to a good standard and had been used in the filming of a movie. Since then it has shown its age and has needed replacement hoses on the cooling system. The crew are working through this between rain showers and have almost completed the job.

Bus 614 was repainted in September 2022 to head down to Dunedin as part of the cruise Ship season. It is now having some touch up paint being applied to keep it looking pristine.

Following this bus 612 will be attended to. Currently bus 620 is still in Dunedin but is due to be returned shortly and will also receive touch up work.

*Pictures above & right: Bus 614 wearing its mask and getting prepped for some touch-up repainting. (Photos Jonathan Day).*

