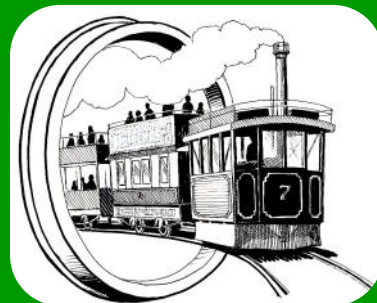


# Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

May 2022



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*Monthly Newsletter of the THS - Editor: Alex Hunter*

*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.*

## Presidents Pronouncements -

### Stephen Taylor reports.

Now that we are in the orange COVID traffic light level with no limits on visitors to the Park, it was good to see reasonable numbers of visitors in the Park over Easter and during the April school holidays (which we are part way through as I write this). We ran a three tram continuous service on Easter Sunday, the first time that we have done this for a number of years, and it was good to see large numbers of the public – especially families - back in the Park. Even though the Easter Sunday morning weather was not the greatest, we were running full trams for a number of trips and the weather improved and fined up for the afternoon. And reasonable numbers have continued through the school holidays so far with reasonable weather.

It has also been good to see a number of Society projects progressing during April. I have been helping out on the Kitson (taking a short break from working in Cranmer) mostly working on the timber body. But it is good to see other projects progressing well. In no particular order, restoration work continues on Christchurch Hills Car #24, Kitson steam tram and Dunedin Mornington Cable Car line Grip Car #103 down in the tram barn, and at the Trolley Bus shed, work on the steps on bus #612 & bodywork on bus #452 has been progressing, along with ongoing tidyup work in and around that building. It is particularly impressive to note the difference made with the new lighting in that building. Plus work on the trolley bus overhead is also progressing.

It is also good to see the Society's Case Front end loader back in action – now currently assisting with the work on flattening the “dirt pile” near the Trolley Bus Shed. The loader has been out of action for a while as work was done to fix a difficult to get at oil leak at the bottom of the transmission, but thanks to work done by the HTT staff and society member Matt White, the loader is now finally back in action.

I am sure there will be further details and reports on progress on the above work elsewhere in this issue of Tracts, but there are also regular reports on progress on the Society's Facebook page.

The first Saturday in May will be the last Night Market until August as the Park has decided not to run the night markets over winter in June and July. Currently we are using Christchurch #1 and Trailer #74 doing laps of the “birthday” loop in the township on night market nights as Christchurch Double Decker Tram #26 is out of service with brake issues.

Next, I would like to acknowledge two new members who have recently joined us – Andrew Lyttle and Luke Wildbore.

While I haven't personally met either of these new members yet, I understand they have signed up with us as they are keen to learn to drive our trams on the Ferrymead Tramway.

And speaking of new faces, I would also like to welcome Jeremy Collins who has just joined the HTT as the new workshop manager/supervisor following Gary Webber's retirement from this role at the end of 2021.

And finally for this issue of Tracts, I would like to briefly mention our upcoming General meeting Social Functions. In June it is hoped to have a visit to the new tramway extension. The July meeting is proposed to be a FRONZ report back – with pictures - from members who attended – details to be confirmed in the July Tracts, and in August we expect to have our Society's AGM.

### CTB Standard Trailer 201 lives on!

We had an update from Michael Barker a while ago, he had 201 at Lake Ohau as a holiday home, until the bush fires destroyed it and other buildings in 2020. A number of items were donated to the THS from it, However the remaining ironwork has been made into some snazzy sculptures by Ashburton sculptor Charlie Jaine, Looks great!



Cover Photo : A lovely oil painting by Don Mcara

A Dunedin Scene of Roslyn tram No1 Maori Hill departing from the Junction for Maori Hill with the Kaikorai bound Roslyn grip car heading that way, having given any passengers for Maori Hill to the electric car.

## Dunedin Cable Car 103 News -

### From the Editors Camera.

Another month has ticked over and progress on the Dunedin Grip car is steady.

Don reports that they are working away on fitting the water guides on the roof to reduce the amount of water that will fall on the passengers that will be hanging on the side going up the hill! The water is channeled along these guides and down to a 6 holed manifold arrangement at the end of the roof, (this arrangement is shown on the lower photo.)

Additionally the lads have been fitting the end panel on the end closest to the roller door.

The HTT staff have been making some brackets to hold the roof sign that goes along the side with the wording 'Mornington'.



*Upper Left: Don showing me the roof guides.*

*Upper Right: Don and Bill being industrious.*

*Lower Right : a panoramic view of the new roof and to the right the Bell has been trial fitted and the roof vent is sitting in the spot where it will eventually be fitted.*

*Lower Left: Don's creation of the new gutter manifold.*



### A New Acquisition. From the editors camera.

Spotted on the TradeMe auction website was this old Dunedin Tram motor. A MV105BW model.

It is likely that was used in one of the Takapuna rebuilt trailers that ran in Dunedin as fleet 63-66.

but its origins before this are unclear as it is too new to be from one of the Roslyn 3'6" trams.

Stephen Taylor and Steve Lea made a trip to Middelmarsh in Central Otago to pick up the prized exhibit! However I do think it should be retained in its present state to represent the repurposing of a piece of tramway equipment after it had been sold by the Dunedin City Corp Tramways. The same as a Tram bach etc.



*Upper photo Steve in sunny Central Otago after picking up the Motor. Photo Stephen Taylor.*

*Lower, Stephen Taylor, Graeme Belworthy, Steve L, Don Spicer, and Peanut unload the motor with the assistance of Graeme Richardsons winch on his 4WD. Photo Alex Hunter*

## Hills Car 24 update -

From the editors camera.

24 continues to make good progress and the HTT staff are working full time on this as it is the main project at present.

This month the lads have been working on all sorts of jobs with it. Heritage Woodworker Graeme Richardson has been busy in the saloon areas making new seat fronts for the longitudinal seats.

Heritage Engineer Bob Williams has been making good progress with the brake equipment on the trucks, this has included the manufacturing of new spreader beams and machining all the new beam hanger castings, this equipment is all now stripped down again ready for the components to be sand-blasted and painted in Resene Acrythane 2 part paint.

This will be the 6th and 7th 14D5 trucks made in the workshops since the first 2 were completed in 1981, these will have all the various improvements that have been proven to be successful with the experience learned with Drop centre 152 and Double decker 26.

Additionally Bob has been machining top castings for the side hand rails, a component where many were missing due to most of the hand rails being removed in latter service. Using some modern technology, THS volunteer Callum Brieske offered his 3-D Printing skills to make the patterns for casting the new top handrail castings, as per all 3-D printing all 8 that were printed were perfect and all the same.

Heritage Craftsman Brian Fairbrass has been busy making the handrails for the sides of the open section, there are 16 in total and have many curves that need to be correct. There is plenty of patience required to do such a job as they have to be hand fitted to fit the various pillars, also some of the 16 have a double duty as downpipes for the guttering above them.

Heritage Painter Mike Hobbs has been busy doing the sand-blasting and painting of the truck components and also assisting Brian in the handrail installation process.

In the next month or so will see the trucks go under the tram for trial fitting of the bolsters and to work out the clearance of various equipment to be fitted, and to sort the braking equipment between the tram body to the trucks.

More next time.

*Upper Right: The new handrails in place on the Left side.*

*Upper Mid: The nearly completed truck showing the new brake gear all in place.*

*Middle: Brian Fairbrass fettling a handrail pipe to get the various castings to fit.*

*Lower Right: Bob fitting a brake pull casting onto the mill to machine it to a finished size.*

*Lower Left: Graeme fitting the door hinges to the new saloon seat sides ready for them to have the filler panels soon.*



## Kitson Steam Tram Repairs

Alex Hunter Reports.

Amazing to think another month has passed but there we have it. This month we have had some big progress on the return to service for the Kitson.

Firstly I would like to thank all the folks that came along on the various working parties this month and have put in some hard yakka, Many thanks.

Earlier in the month saw a big team effort on the first Saturday of April to sand the body in preparation for painting by the good lads at the HTT, this was completed largely in one day and just a few more finer bits on the following Monday evening.

The following week the roof and ceiling had been painted in the correct grey and the framing had been primed and the inner framework painted grey ready to receive the new Tongue and groove boards.

Saturday 9th April saw another reasonable round of progress, Stephen Taylor and Steve Lea ( Steve was reminiscing of his saw milling days in South Africa keeping us all amused with many great stories!!) were machining the newly purchased Malaysian Kauri boards to the correct thickness and then Graeme Richardson set up the spindle moulder to allow the Tongue and Groove to be machined onto the edges of the various boards, Meanwhile Evan Batchelor was busy sanding the drivers door and the front door ready for painting.

On that day I was fitting the piston rings on the left side back in, and beginning the marking up the valve gear ready to begin the measurements for the setting process.

Saturday 16th April saw myself and Callum and working on it, we started on the valve setting process, this is one that I was fortunate to learn about in my time working for the Ffestiniog railway, and we did many locos in that time and it was quite cool to do the measurements on this one and decide on the various alterations that could be done to make run with a more even beat. Stephen Taylor was also here doing wood-work on it, making some new cross braces as 6 out of the 8 had the screw holes broken out, but we have a new use in plan for the old braces on another part of the body, so the old braces are not going to waste.

Saturday 23rd April saw more progress on the Valve setting process, and so we were making adjustments to that to get more desirable results. Steve Lea was busy fitting the exhaust steam pipes back on the cylinders, a rather tedious job as they had to be partially dismantled to be put on.

During the week I took the Lubricators home to strip them down and service them, both in reasonable condition, one had a broken feeding tube inside, luckily I managed to unscrew the stub end of the tube out using the tail of a file, and the thread turned out to be a 3/16" 32TPI thread, widely used in model engineering so I had the right gear on the job to repair it.

More next month and hopefully a report of a test steaming.

( Photo captions next page)



Previous page photo captions:

Top right: Don Spicer and Callum grafting away on sanding the cab.

Upper mid: The Cab in the paint booth ready for paint.

Lower Mid: Steve Lea and Stephen Taylor run a wooden board through the thicknesser to get it to the right thickness.

Bottom: The finished roof paint buy the HTT guys.

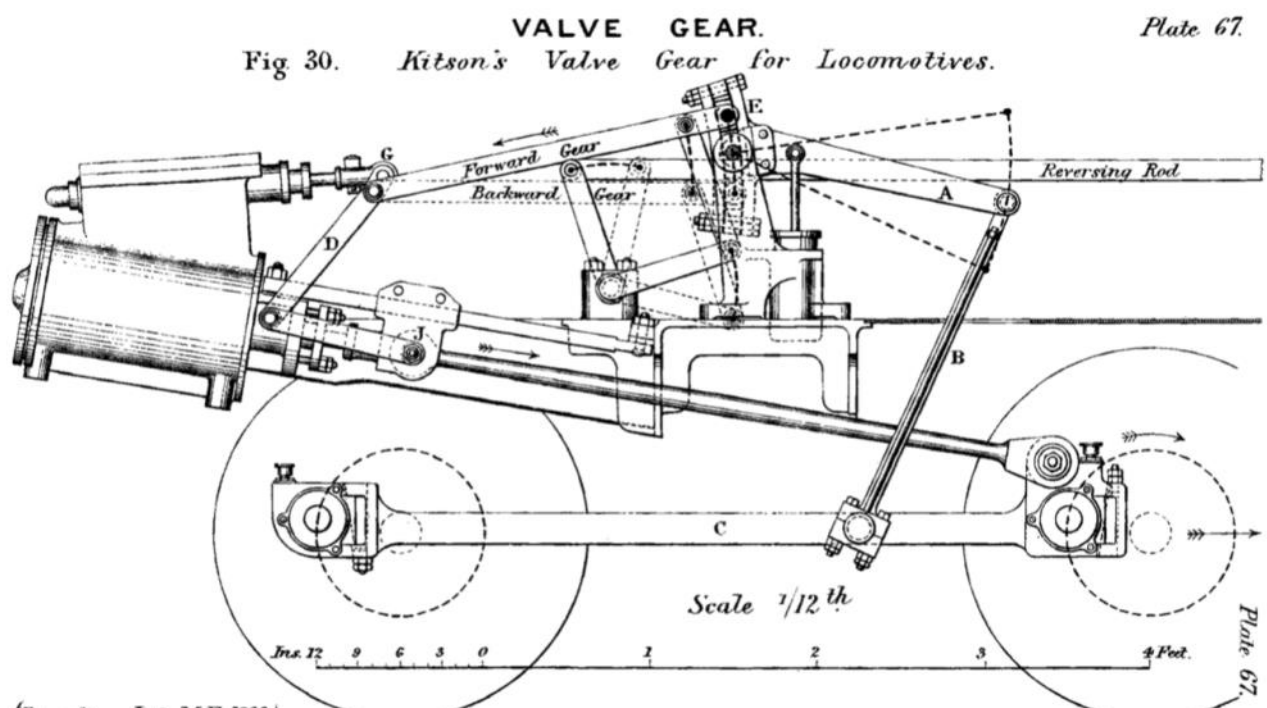
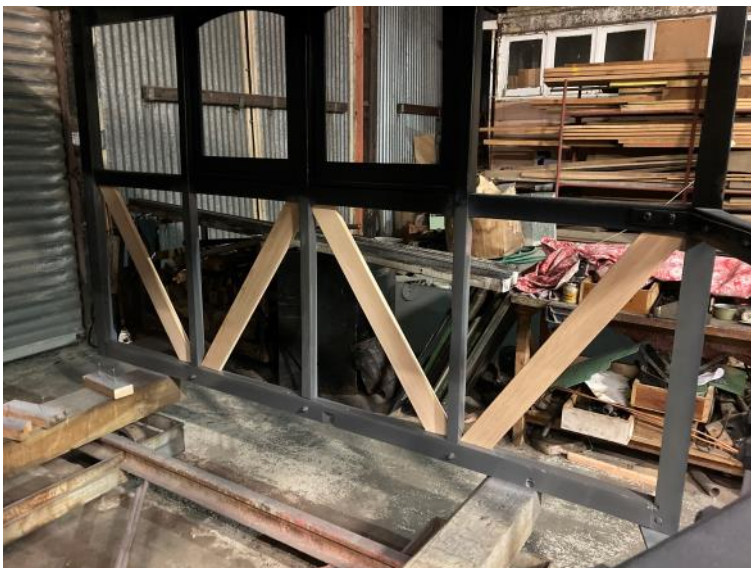
This page photos:

Top: The lubricators have been serviced and are ready to go back on.

Mid: Evan Batchelor sanding the drivers door and Steve and Stephen in the background sorting components.

Below: The new braces trial fitted, now ready for painting and fitting up finally.

Bottom: A General Arrangement drawing of the patented Kitson valve gear, found buried within the internet.



## Museum Practice Level 4 Qualification

Dave Sanders reports.

With the changing way of conservation, we need to look at different ways to handle artefacts and conservation of heritage fabric within our collection,

Fundamentally – this was discussed at the Management Meeting last week where I was asked to get this out to as wide an audience as I can.

With the work we are about to undertake at Cranmer, now would be a great time for people to get involved.

### **From the brochure:**

The programme takes 18 months to complete. To be successful, trainees must demonstrate their understanding of a range of skills in four key areas of museum practice. Here's a glimpse at some of the valuable know-how they can develop to benefit the business and their career.

- role of Māori in museums
- safety and security practices for museums
- developing, organising and maintaining museum collections
- preventative conservation practice skills to help protect collections

- how to acquire and process archives for the museum
- understanding what is involved with providing public access to collections
- planning a tour
- managing the installation of a museum exhibition
- evaluating a public programme
- understanding museum collections
- understanding the different areas of expertise within a museum

There is a one off cost to this of \$195 + GST per person.

For anyone who wants the full brochure or to discuss this further just let me know and I will be in touch with the service provider.

I am keen but would prefer it is taken up by one of the younger set.

It would be great to have two or three people involved. Kind of feed of each other.

For More information Contact Dave Sanders to get a copy of the Brochure,

[vpadministration@ferrymeadtramway.org.nz](mailto:vpadministration@ferrymeadtramway.org.nz)

021423763

## Drivers Tips

By David Jones

### Entering Trambarn 1

Tip 29- When unlocking the tram barn, either during daylight hours or in the evenings, please ensure that the security alarm system is disarmed before you walk past the alarm panel into the barn. If the red light on the alarm panel is on, then you must enter the code to disarm the alarm before proceeding. Failure to do so will result in activation of the alarm system and an expensive visit from a security guard. Additionally if there is nobody working in the barns, Please lock them up to keep things safe inside during the day, for example on a Sunday where there isn't likely to be anyone working in there.

### Traverser

Tip 30- Tramcars must not be driven across the traverser and/or into tram barns with members of the public on board. This is a safety issue and must be complied with regardless of weather conditions.

### Leaving the site and locking up.

Tip 31- At the end of the day when a tramcar is being put away it is imperative that the key to the controller is removed from the controller and placed in its allotted tray in the power house.

## Bus Department Activities -

Alan Roi reports.

### CTB MAN SL202 Bus No: 612:

Both sets of steps have had the zinc paint put onto the new steelwork and the fibreglass step units have been refitted and riveted into place. The posts the doors rotate on have had a tidy up and a coat of protective zinc.

### CTB New Reliance Bus No: 452:

Ken Watson has been working on the outside of this bus and all the trim and other fittings are now replaced. Attention has now turned to the inside and at this stage the seat squabs and backs are temporarily being removed to allow the crew to get in and renew the lino on the floor. While the bus is stripped it is intended that we will also replace the paint on the ceiling as it is starting to flake off.

### Trolleybus Overhead Upgrade:

The overhead crew are continuing around the turning circle fitting in the replacement sweeps. The inside wire is complete and the outside one half done. The old overhead structure has been disconnected and a good proportion dismantled.

### Site cleaning and tidying:

The big heap of dirt on the west side of the trolleybus shed is being levelled out. Ange, our digger operator, has been borrowing the digger owned by the Canterbury Railway Society and making great progress on preparing this area to become a nice lawn. We are really grateful to the CRS folk for the loan of the digger. Quite an amount of scrap has been taken out and sold to our scrap dealer.

### Overhead Parts Store:

The Monday electrical crew, led by Murray Sanders, have installed new lighting in the trolleybus overhead store. This is brand new strip lighting and makes the room so much brighter. Dave Sanders has started dismantling the old wiring.



*Upper Right: Jack paints the steel framework on 612*

*Upper Mid: The fibreglass step refitted in 612*

*Mid : Ken Watson fitting a side indicator on 452*

*Lower : Dave Sanders removing old wiring from the overhead line store in the shed.*

*Photos : Philip Murphy, Lyn Cannel, Alan Roi, Alastair Cross.*

### *Bus photos continued.*

*Top right and Mid right: the dirt pile being flattened out and much steel and plenty of rubbish sent on its way.*

*Middle Left : The front footstep of 612 with the flooring removed to allow the repair of the steelwork framing.*

*Bottom photos: the Overhead team fitting the new sweeps down at the turnaround area.*

*All good progress!*



## City Tramway Update.

From the Editors camera.

### Track Extension.

The track extension has made some significant progress in the last month, the overhead lines are all up and ready to go and the track is all in place,

On the evening of Monday 4th April saw Invercargill Birney 15 do the honours of being the first tram along Lichfield st, however there was a couple of gauging issues which prevented it from completing a full loop, so it was backed up and run bang road along High st to test the track in that section and the overhead alignment, this would be the first time since 1954 that a tram has been on this section of High st.

On Wednesday 27th A successful test run of Invercargill tram 15 was carried out, a couple of bedding in runs were completed to check the track alterations, now these test runs have been completed, the contractors can carry on with the finishing work such as paving and general tidying of the area.

More next month and hopefully an opening date!

### Workshops.

#### Compressor overhaul

In the last issue we showed the field coils in construction for the CP27 air compressor ( Destined to go in Sydney R 1808) this was test run on our test rig for a whole day with good results, we are certainly happy with being able to achieve making new field coils and for myself an interesting exercise that took me back to my early training at polytech using a compass to find the field direction.

*Top Photo: the track nearing completion earlier in the month  
Upper mid: Tram 15 during a test run back on 4th April with the former post office behind it.( now the C1 coffee shop)  
Mid : Dunedin tram 11 on passenger duty while Invercargill 15 is about to head along the new track on 27th April.  
Bottom right; 15 doing the honours along Poplar lane.  
Bottom Left : A fully overhauled CP27 compressor ready to go.*

*Photos by Alex Hunter and David Maciulaitis.*



## City Tramway Workshop Continued.

### Track Water Sprayer System on the CTL Trams.

This has been a project that has been kicking around the workshop in the last few months, concepts and notes and researching on ideas on how we can get this to work and how the logistics of getting the staff to use it and setting up facilities etc.

We were in a situation where the track greasing had to be done away with for many reasons as applying it was becoming problematic.

A couple of operations that use water for curved track lubrication are the Cairns to Kuranda Railway in Queensland, Australia, I understand they use it on the carriages to reduce drag and for flange lubrication. The other operation is the Gravity slate trains that run on the Ffestiniog railway in the UK, same again to reduce flange wear and reduce drag so the train gathers speed downhill easily. ( Don't worry they do have brakes..)

Anyhow we have come up with a system of which does the job nicely, there are two sprayer jets, one each in front of the two leading wheels, the water is then pumped by a 24V windscreen washer motor and a 24v controlled water solenoid in a box underneath the tram.

Inside each tram is 2 water tanks, located one in each end. With the various different vehicles we have, locations of the tanks differ, but most are under the seats.

The operation of the sprayer system is down to the drivers discretion, in the cab of each tram is a box with a button on the top of it, this activates a 7 second timer of which makes the task simple as the drivers hand is not occupied holding down the button constantly while the sprayers are being operated.

Restaurant tram 411 has a 10 second timer as it generally travels slower than the day passenger trams.

All the electric components in the sprayer system are 24v, we are fortunate to have this onboard already and has made the fitting of the various components easy.

This has been quite a sigh of relief for the drivers and passengers, as the tramway has many 18 metre radius curves of which can be rather noisy.

A simple description but it's a relatively simple but effective system.

If anyone would like any more info on it let me know at [workshop@tram.co.nz](mailto:workshop@tram.co.nz)

Many thanks



### **Back cover photo for May 2022.**

A few months ago the editor was dining at a restaurant called ' Hello Sunday ' in Sydenham. On the way to the restrooms was this fantastic canvas in the hallway of a wintry scene in the corner of High/Hereford and Colombo sts, Date wise looks to be circa 1920.

In front of us is Boon 46 and Big bertha trailer getting underway on Route 14 towards Spreydon

Amazing details such as the Lead phone lines with their respective catenary wires.  
( Photographer Unknown sorry)

