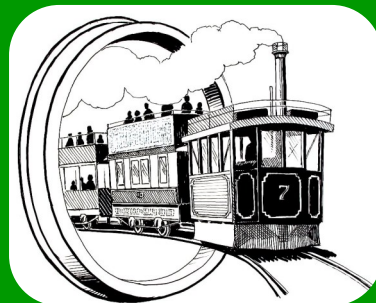


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

December 2022



Seasons
Greetings

In this Issue:

HTT Report.

Cable Car Progress in Dunedin.

Kitson Report.

THS Social Visit.

Monthly Newsletter of the THS - Editor: Alex Hunter

Contributions welcome. Please send to 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 Presiding's...

Stephen Taylor reports.

Welcome to the last Ferrymead Tram Tracts of 2022. You will probably be reading this in December 2022, summer will officially be here and probably thinking about Christmas, a New Year break and wondering what 2023 will bring – as am I.

Looking back on 2022, it has been an eventful year and as far as the Society is concerned, a lot has happened and been achieved – most of which has been reported on in previous (and the current) issues of Ferrymead Tram Tracts – so I won't be attempting repeat them all here. But I would like to thank everyone involved in making the progress we have had in 2022 happen, and in particular, the various office holders of the Society who do so much volunteer work behind the scenes – frequently un-noticed.

A few highlights for me from the year in no particular order. (The main reasons why most of these are highlights are due to be effort from many Society volunteers in making them happen):

- Our involvement in the Illuminate festival with the operation of Tram 26 on every operating night.
- Relaunch after re-restoration of the Kitson steam tram - after many years of being out of service - and its subsequent operation at Labour weekend
- New trustees putting their hands up for the HTT Board after a number of the existing trustees retired, and hence the continuation of the HTT as an organisation
- Seeing COVID-19 restrictions being removed
- Getting a number of our buses back into revenue service
- Getting a significant increase in new drivers on the tram driving roster.
- Great progress on restoration of Tram 24 and also Cable Car Trailer 103

And I should also congratulate Georgia Mangelsdorf for this month being the latest driver to join the tram driving roster. And speaking of the tram driving roster, we will need the assistance of as many drivers as available to an-

swer John Harris's calls to fill the driving roster from 20th December thru to end January as the service tram operates every day except Christmas day.

A (recent) tradition for the Society as the first main Social Function for the year is our annual "Sunset Bus Tour", which is planned to be departing the Trambarn at 7:30pm on Wednesday 25th January for a "mystery" destination – yet to be chosen by your president. See the notice for this elsewhere in Tracts.

November has also seen an increase on the works vehicle front: we have recently been donated two useful items of kit by Independent Lines Ltd for which we are most grateful. Once we have these items fully commissioned, they should be a very useful addition to our Society.

Also, (briefly putting on my Treasurer's hat) we finally have our annual accounts for the year ending 31st March 2022 compiled, reviewed and back with us. I am pleased to say there were no surprises there and the Society appears to be in a good financial state. For members who get Tracts by e-mail, expect to see these in your mail inbox shortly, and for members who get Tracts by post, they should arrive in the same envelope as this issue of tracts.

Another thing that the end of 2022 and the start of 2023 will bring is the sending out reminders for membership subscriptions for the next calendar year. As Callum Brieske has taken over the membership secretary role, the membership renewals will be sent out by him. We continue to need all the volunteers we can get to continue to make the Society the interesting and dynamic place that it is – and better – so we would like to see all our members renew their membership for 2023.

And finally from me for this month – and this year – I would like to wish everyone a safe and happy festive season and new year, and I hope to see you all be back next year to continue the good work.

Cover Photo : HTT Heritage Craftsman Brian Fairbrass in the process of fitting the first GE247 motor into a refurbished truck for CTL 244.

Editor assistant Required.

Recently things have become rather busy for me with Work and Family commitments.

Im finding it a bit difficult to deal with tracts to get it out on time, since quite a bit of it is dealt with in the last week of the month.

At present I spend approx 6-7 Evenings a month doing it.

Let me know if you're interested.

Or Provide some content such as 'What your working on behind the scenes' or 'My day on the tram' etc etc.

THS Social Visit to the Canterbury Railway Society Workshops.

Evan Batchelor reports.

On Wednesday 23rd November found a good sized group of THS members venturing forth from the Bridle Path Barns to visit one of our sister societies in the Ferrymead Heritage Park, the Canterbury Railway Society. After a quick briefing from CRS President David Maciulaitis at the Moorhouse Railway Station, our group was first ushered to the Moorhouse signal box and shown through the marvels and the intricacies of NZR signalling. As someone who works in the industry, I was very surprised at the breadth and depth of the collection that the CRS has been able to install as part of their operational railway. It almost looked like they had one of everything from all of the period correct equipment in the signal box to the signal and rodding runs out on the ground.

Its something I have vowed to return to see in operation one day after having learnt so much about the older style signaling gear in theory.

From there our visit progressed to the locomotive and carriages sheds with many of the CRS treasures being swooned over by the THS members. The opportunity to see some of the rarer items in the collection was one not to be missed and some members reported feeling emotional at seeing some of the items for the first time having only read about them since childhood. The walk through the sheds was almost overwhelming at times; turning each corner bought up more cries of recognition and interesting conversations abounded.

The final visit was the main workshop space where Ec 7 was the star attraction and this again bought back many memories of one of the main players in the saving of Ec 7, our own Joe Pickering. For your scribe to stand in the cab of a locomotive he can vividly remember first seeing at age 8 was a wonderful occasion, and a quick Question and Answer session helped uncover some of the mysteries of the 1500V DC side of our all encompassing hobby.

We finally retired to the CRS tea rooms (with not too many spare seats!) for another one of Phyllis Belworthy's brilliant suppers. A few formal words of thanks were exchanged and we were soon off into the night back to home base.

Discussions are now underway for us to host the CRS members at our tram barns sometime in the new year.

A big thanks to David, Michael and Peter who were gracious and knowledgeable hosts.



Top: All assembled at the Moorhouse Signal Box

Mid top: Looking through the Steam loco shed

Mid Lower: Supper time!

Bottom: Chch No 1 all ready to head back to the barn.

(Photos by Evan Batchelor and Michael Leefe.)

THS Annual Sunset Bus Tour 2023.

Wednesday 25th January.

Departing from the THS Trambarn at 7.30pm.

Heading for a Mystery location!

\$5 per person for the Bus Fare and for a supper at the conclusion of the evening.

See you all there!

Did You Know... By Ken Henderson.

The following is an article written by Joe Pickering for the CTL staff newsletter in August 2009 which describes why the Brill has different controls to other trams.

The Brill is different from the other cars in the controller department. The answer is a historical / technical one. Between 1922 and 1926, Boon and Company built 23 so-called "Brill" or P.C. (pneumatic control) cars for Christchurch, and in 1926 the Christchurch Tramway Board built a further two. As built they were two-person trams with a driving compartment at each end closed off by a bulkhead. They were called 'Brill's because the bogies on which they ran were built by the well known firm of J. G. Brill and Co of Philadelphia. It was intended to run these trams in multiple, i.e. two or more trams coupled together under the control of one driver.



(Above Photo of 178 at the Sumner stop in 2013)

The traditional problem with this mode of operation was that, with every car you added to the consist, you increased the amount of current the controllers had to handle. With several large and heavy cars this current would be considerable, creating the need for cumbersome and heavy to operate controllers.

However in the 1880s American tramcar engineer, Frank Sprague of General Electric, had come up with the idea that if each car had its own remotely operated slave controller, then the drivers master controller could be quite small since it needed to carry only the small currents required to operate the slave controllers on each car. One of his designs was the so-called PC5 controller and these were used on the Christchurch Brills. It works by sensing the current flowing to the traction motors, this current drops as the car accelerates and when it reaches a certain level, the PC5 unit automatically moves to the next notch. This brings about an increase in current which again drops with further acceleration. The position of the master controller determines how far the process will go: first notch only, full series, or full parallel. The slave unit contactors are operated by an air-operated camshaft.

In 1932 a programme was started to convert these trams for one-person operation by removing the bulkheads, installing forward-facing seats and fitting air-operated folding doors. Brill 195 was the first car to be so converted. The trams were then no longer suitable for multiple unit operation although many retained the receptacles - two at each end for the inter-connecting cables, some right up to the time the trams were scrapped in 1954. However most of the trams lost them when the end aprons were replaced after accident damage or whatever. Our 178 retained them at the rear but lost them on the front when the front apron was replaced following an accident quite late on. When the Tramway Historical Society restored the tram in the late 1960s they decided to reinstate them

Cable Car News

Don McAra Reports.

Perhaps of greatest interest at the Dunedin Heritage Light Rail Trust (i.e. Mornington Cable Car) is that the \$100K feasibility study that the DCC requires to be carried out by Beca has been applied for and found, half of it donated by one person, and the other from a Heritage support organisation.

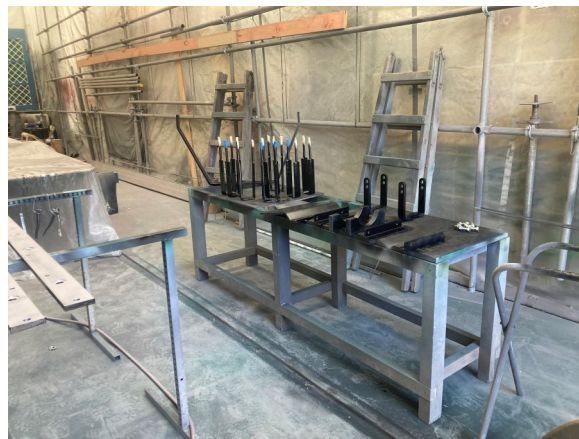
In the meantime a larger cable car building in Mornington has been re-designed and a fine model made, pro bono, by the architect Michael Wyatt. The design is based on the shape of the Roslyn line's original car shed in Kaikorai valley. This is a more appropriate heritage look than Michael's previous design, and shows Michael's keen interest in the history of Dunedin's cable cars.

Meanwhile on the 103 restoration front, Richard Holland has been building the T&G sections beside the side seats to be in 103's bulkheads. Lawrie Cooper and Don Clark, both fitters and turners, have been discussing with Graeme Richardson, how best to design and make the oilers which are to sit on top of the axle boxes.

Internal tubing will take the wick fed oil down through the bearings onto the axle journals, from which, having done its job, the oil will be "lost" onto the ground outside. Lawry dubs this a decidedly "agricultural" lubrication design, but that is the way it was done on the Mornington line!

Bill Perry has finished fixing the screw-covering slats on both aprons, and has applied RTV to keep the rain from getting behind them. The downpipes on either side of the "B" end central window have been secured to lead rainwater from the reservoir under the lip of the B end roof to the ground.

Helping in some degree with most of this I have been putting grooves on top of the bulkhead base "transoms" for the strong back rods which will pass up over the axle boxes when the wheel sets have been installed. The HTT lads have been given approval by HTT President Dave Sanders to help with this.



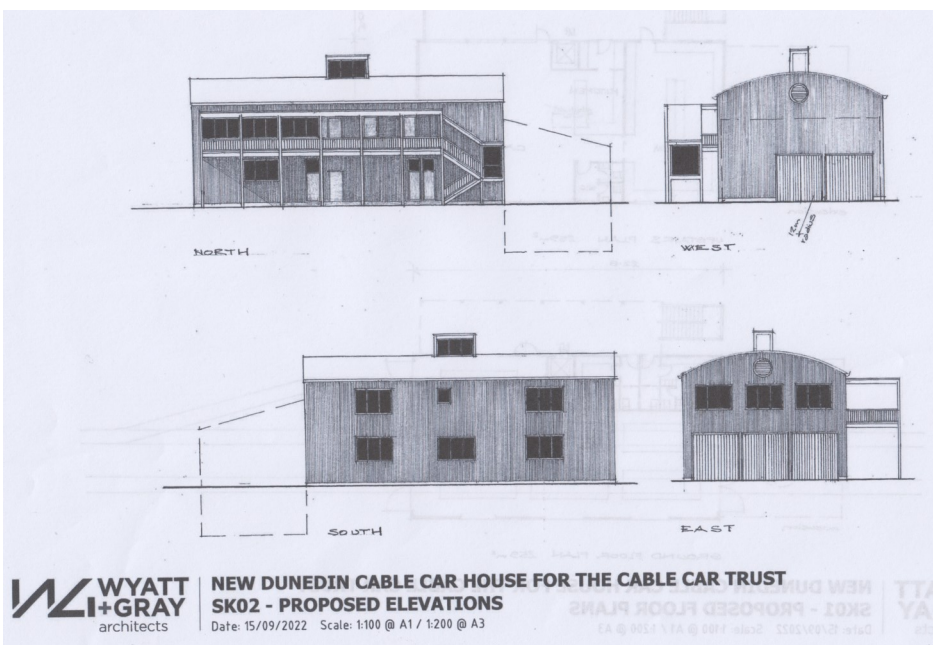
Top photo: Freshly painted by the HTT lads, the Axle bearing securing clamps

Mid upper: The wheels beside the cable car and a temporary trackset for them to sit on.

Mid lower: The wheels fitted in, (M.Hobbs Photo)

Bottom: The Proposed Cable car house drawing by Architect Michael Wyatt.

(Other photos by the editor)



Kitson News - Alex Hunter Reports.

Since the Relaunch back into service on Labour Weekend, the Kitson has been prepared for the Annual Boiler survey of which expired on 23rd November.

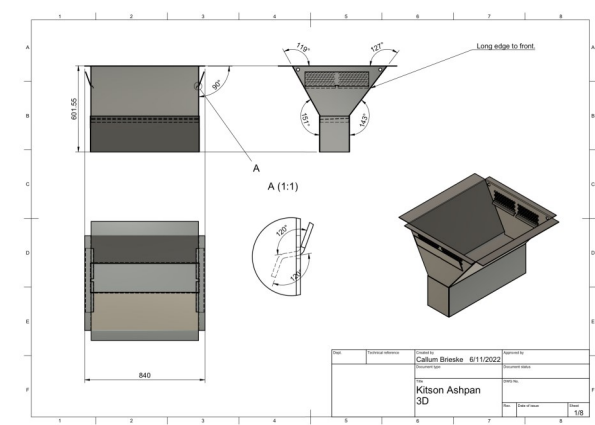
Fortunately with all the repairs that have been done to the boiler, I am happy to report that it passed with flying colours. Our boiler inspector Marcus Stocks of SGS Ltd came along on Thursday 24th November to do the final steam test, which includes the accumulation test of the safety valve, to make sure the boiler cant make more steam than the safety valve will let out, and to ensure that all fittings operate and are in safe working order.

This also is an end of an era as this was the last time that Marcus would be doing our inspection as his qualifications expire in December and he wont be renewing them, he has been doing the inspections since 2010 when he took over from Ian Fanshawe.

I would like to wish Marcus a Happy Retirement and many thanks for his service over the years.

Apart from this one other job that has been going on in the background is the design of a new Ashpan, the old one is more akin to the Coke firing operation, and doesn't really suit the coal operation as the coal does produce a rather fine dust, so for a safe operation we are going to put a water drench system in the ashpan to allow us to wet the ash so that when it is emptied, it's a damp round of ash and not fine dust..

Anyhow Callum got busy earlier this month and drew up on his CAD drawing program the new ashpan, and this was sent to Priest Sheetmetals in Waltham for profile cutting and folding of the various components, I am happy to report that the pack of components I picked up looked very impressive!



Top Picture: Callum's CAD drawing of the new Ashpan.

Middle Photo: The pack of steel components that will make the new Ashpan. Very Nice!

Bottom Photo: Myself and Marcus Stocks beside the Kitson outside the Moorhouse Railway Station on the day of the boiler inspection.

Photos by the Editor.



A Poem By Jawj Wealleans.

Tram T28
(Works No. 2402.)

Kitson, the name. Son of Kit.
The boiler and all, due for re-fit,
Stripped to the bone,
Everything done.

Kitty refurbished, each little bit.
Nearly a decade of dedication.
With moments of some trepidation.
A labour of love,

Or a sign from above,
It's due for some celebration.
On wood or coal, I'm not all that fussy.
With her soft purr, like a petite pussy.

With trailers in tow,
I'm not all that slow,
Keeping up now is just so easy.
My boiler's all dressed in black,

The paint and all Bricker brack,
Are grey, white and green,
On parts that can be seen,
As Arnold once said... I'M BACK!

Drivers Tips

David Jones Reports.

Draining the air reservoir at the end of the day.

Of late it has been noticed that motormen are not draining the air reservoir when shutting down after use. When using tramcars Nos. 1 and 26, always remember to FULLY OPEN the drain cock attached to the underside of the air reservoir when parking the tramcar in the barn after use. It is important to do this in order to avoid unnecessary corrosion leading to leaks and unscheduled maintenance.

Running times and rest breaks.

In the interests of clarity the time table has had the wording revised so that it is clear that there are four scheduled trips in the morning and five in the afternoon. The timetable is advisory only but strongly recommended for use on quiet days for the following reasons:

1. It cuts out unnecessary on demand running with minimal passengers thus reducing power consumption and maintenance.
2. Half hour between services is enough time to leave from the Church travel to the Cranmer stop, allow a visit to the tram bodies and return to the Church in time to load up for the next circuit.
3. It provides a formal lunch break - required under transport regulations. Nominally this is between 12:30 and 1:30 however this is more likely to be 45 - 50 minutes by the time you get your tram back to the tram barn and then return to the Church ready for the 1:30 service.

TRAM STOP
CARS DEPART HERE



TRAMS DEPART HERE EVERY 30 MINUTES FROM:
10:30, 11:00, 11:30 and 12 noon
AND FROM:
1:30, 2:00, 2:30, 3:00, 3:30 PM
OR AS TRAFFIC DEMANDS.

THS Safety Process

Trackside Isolating Switches

Operation of the Trackside Isolating Switches

The three Trackside Overhead Isolating Switches have been changed to replace the unsafe, exposed knife switches.

There are now no exposed electrical terminals.

This applies to switches:

FT53 (Bowman Street pole 95)

FT56 (Past Paddock Loop pole 56)

FT58 (By Tram Barn 3).

Process to operate these Isolating Switches:

Only THS Members who have the standard THS Box Key and are appropriately trained may operate these switches.

Put your

Name,

Phone Number, and

Date,

on a “**Do Not Operate**” notice (notices and pens are provided in each isolator box).

Using the padlock provided (which is unique to the Isolating Switch in the box):

Move the isolator to the **OFF** position,

Move ‘arm’ up and hold there by re-inserting the padlock in the hole provided, and

Loop the ‘**Do Not Operate**’ notice through the shank of the padlock and lock it.

Retain the padlock key on your person.

Insert the Red Flag into the holder outside the box

Close the box door and lock.

You (and only you) are responsible for unlocking and turning the isolator to **ON** when appropriate.

Remove the Red Flag and leave in the box.

Also leave the padlock and key in the Isolating Switch box.

In an emergency the Isolation switch may be operated by anyone with a box key – then immediately notify the Safety Case Manager 027 840 0340.

Cramner Display Building Update.

Stephen Taylor Reports.

Progress has occurred in Cranmer on a number of fronts. The three main ones are:

1. We have purchased additional sheets of "Strand floor H3.I treated" chipboard to replace the existing flooring in one of the side rooms off the west end display hall and the old recording studio. See photos of progress on laying the new sheets in the side room (*Top Photo*) and the old chipboard flooring being removed old recording studio (*and the old flooring underneath being exposed in the bottom photo*).
2. Plus we have also purchased sufficient stormwater pipe and replacement downpipes and guttering sufficient for the exterior of the whole building to hopefully complete reinstalling a working stormwater system to the building. Work to fit these has not yet commenced but I hope to see progress on this work commencing in early 2023.
3. And finally, we have commenced work on renovating the electricity distribution in the building as much of what is currently in place is well past its "best before" date. This involves installing a new main distribution board and a new sub board, and then renewing all the power and lighting circuits to the rest of the building over time. Thanks to Murray Sanders and John Ainsworth and team for undertaking this work.



Heritage Tramway Trust.

Dave Sanders Reports.

Kia ora koutou

Business continues. From the minutes of the HTT Board for November, held on the 3rd of November where along with the usual things:

- We are reviewing our Contract Works Insurance with a current view that this needs to be increased due to our current and foreseeable workshop commitments.
- Preparations have commenced regarding 178 coming in to TBI from Christchurch Attractions after this summer season. Scoping of the work to be done is underway and you will soon notice some additional racking being placed in the TBI workshop.
- Christmas shutdown for the HTT staff will commence after a BBQ lunch for the staff on Thursday 22nd December with staff back from Monday 9th January.

Staffing – with Bob leaving and us looking toward our future workload, we will be requiring one or two additional people. Firstly, we are looking for someone with woodworking skills, also someone with engineering / assembly skills. Both would be fixed term or contract people with their term being reviewed as we progress through 2023.

If you know of anyone that may want to work with us, please contact Dave Sanders directly – 021 423 763.

Your HTT Board - this month I am happy to introduce Callum Brieske who is our most capable Board Secretary. He is so efficient that the board minutes are sent out if not at the end of our Board Meetings, they have reached our computer's inbox by the time we get home.

What has the HTT team been involved with over the past Month?

- Both Punt overhauls have been completed and both of them have returned to the City Centre.
- There has been ongoing work on the trucks for 244 (from CTL) with one truck finished and quite an amount of work on the second done with some remaining frame overhaul and fitting out to be completed.
- Work on 24 has started again with some new requirements for 24 currently under discussion.

Safety update:

- Lifting gear chains and blocks have been inspected,
- The Depot air compressor servicing is booked for late November,
- There have been replacement LED lights put into the four

light boxes that are placed around the outside of the paint booth tent. An additional four boxes are yet to be constructed.

Our HTT staff have also been working with Don McAra and his team to get the wheelset's fitted to the cable car. This is another milestone event in the rebuild of the cable car with this task planned for completion in November.

The above does not include the marvelous, continued volunteer work, both on TBI projects and wider, for example the work planning by the electrical team led by Murray Sanders for Cranmer (to be covered elsewhere in this Tracts edition), the Monday evening maintenance work in TB2 and the fine work done by all those involved with the THS busses.

This final point required a further two buses to be painted prior to their departure to Dunedin to assist with the cruise ship season for what is promising to be a good contract, again only possible due to the efforts of our volunteers, in particular Alan Roi, Philip Murphey, Anje Lorgelly, Larry Day, Anthony Holiday and of course Jonathan Day.

Our continued work with Christchurch's early Public Transport vehicles is truly heritage preservation for future generations.

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

Nga Mihi Nui

Dave Sanders
HTT President.



HTT Board Secretary - Callum Brieske

HTT Continues.



Top Photo: The HTT Staff pose beside the latest job to be completed, a fully overhauled MMTB IB truck for CTL 244.

Middle: Mike Hobbs gets underway with the masking up of 24 in preparation for spray painting.



Bottom: some of the many components to come through the paint booth, these are the gear cases for the truck rebuild for CTL.



Then and Now...

This month features a scene that is much changed but still has some subtle features remaining.

Top Photo: Worcester St looking east off towards Cathedral square in 1963. This picture was from the Facebook page 'Remembering Christchurch', the photographer is not recorded sorry.

Bottom photo: Same location taken in November 2022 showing tram 152 gearing up for the climb at Stop 10 on the Christchurch Tramway.

