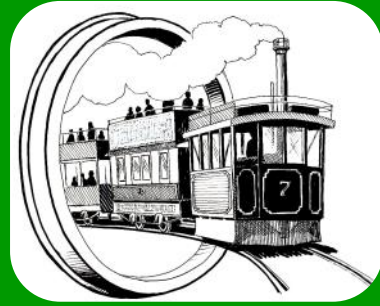


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

April 2022



In this issue:

Vale Frank Doherty

Hills Car 24 Update

City Tramway Extension

Kitson work continues.

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.

President's Ponderings -

Stephen Taylor reports.

Probably the piece of news with most immediate impact on the Society (as I write this in late March) is the most recent government announcements on COVID. Specifically, that the indoor capacity limit will be raised to 200 and there will no longer be any outdoor capacity limit. Masks will no longer need to be worn at outdoor events and QR code scanning is longer required. This should mean more members of the public visiting the Park and hence riding our trams, and just in time for the April School holidays and the Easter Events weekend. While I have not seen any details about the Park's plans for Easter (or a theme), it appears the Easter Sunday will be the primary events day, and hopefully we can have the numbers visiting the Park to warrant us running a multi-tram service for the first time in quite a while.

And speaking of trams – the Tram driving roster for April is out, and while there has been a good start in filling all gaps, there are still quite a few, and it would be good to see a full roster for the school holiday period when the trams are running every day.

Following on from my comments about the progress on Cranmer in last month's Tracts, we have finally managed to lay our hands on the 10 sheets of flooring and these have been laid in the main display hall area which is a bit of a milestone. However, we will need more in the future for the side rooms in Cranmer and eventually other spaces in the building.

Unfortunately, I must also note the passing of another long standing life member of the Society – Frank Doherty. For many years Frank was also a members of the Society's management and operations committees and was also an HTT trustee for many years. I personally remember Frank as being one who turned up for virtually every Monday night work party to perform the ongoing tram servicing that kept the trams running from week to week – until he had to give this up a few years ago. I expect there will be a further report on Frank elsewhere in Tracts.

I would also like to mention the Annual Goals and Projects meeting which was the topics of the Society's March General meeting – a smaller than hoped turnout of members turned up for this meeting, but we had a lively discussion about where we were at on a number of our high priority projects with good progress on many (but not all) of these. There was some re-prioritisation occurring. This was followed by a discussion on how to turn around the situation experienced – particularly in January – where we did not have drivers to crew the trams on a number of days. While there were no easy "answers", a number of ideas were discussed, and these will be passed onto the operations committee as input. This was followed by a brief discussion on Cranmer and the next steps on this project, followed by one of Phyllis Belworthy's legendary suppers and a more informal discussions. A DRAFT

of the updated Goals and Projects list has been prepared and circulated to the Management Committee for ratification, and it will then be updated on our web site.

And finally from me for this issue of Tracts, I am pleased to announce we have two new members: Angela O'Grady and her son Ezra O'Grady. Ange – as she appears to be known – has been a frequent volunteer around the Trolley Bus shed on many recent Saturdays and in particular getting involved in the tidy up around that site where she has exhibited her skills with a digger in levelling out the new Bus Parking area amongst other activities.

Cranmer Building photos:



Valley Inn Zoom Meeting

Saturday 9th April

8pm

All welcome to join in

A discussion Trams trolleybus and more!

Link Details in a separate email.

Vale- Francis (Frank) Leonard Doherty

1940-2022

Long time THS member Frank Doherty has passed away in his 82nd year.

In his early years, he drove a delivery truck for Perfection Ice Creams delivering all over the city, then Frank said he was 'promoted' to delivering Potatoes! , a warmer position away from the freezer work.

Some time later Frank spent many years working for the DHB at the Princess Margaret hospital as a Maintenance handyman, repairing anything from wheelchairs to various building repairs around the Hospital.

Frank joined the Tramway Society around 1965 and has been involved in many roles in his tenure.

For many years he held the role as Treasurer from 1980's to 1990's when Ted Harrall took on the role.

He has served as a board member of the HTT in the earlier times while it was preparing the vehicles for the 1995 opening and stayed on until after the earthquakes.

Frank has also held the role of Traffic manager and was usually on deck on the holiday weekends such as Easter and labour weekend in full CTB uniform acting as traffic dispatcher , he always looked the part and kept things moving while manning the Dial phone keeping in contact with whoever was dispatching trams from Church Corner.

Frank had a red toolbox of which he had a classic Dymo stamped label of which read 'Tramologist' , he would bring this along on Monday nights for the work party, Frank would usually work with Murray Sanders on many tasks in tram servicing.



One thing I do remember about Frank is that he said he rode on every route of the Melbourne tram system back in the old days of VV2's and SW6 trams, and it took him a couple of weeks to do so! Quite an effort no doubt!

Frank was also a Life member of the THS.

We would like to pass on to Colleen and family our deepest sympathies at this difficult time.

Sumner line.

A Kitson gets underway along the sumner causeway back to the city with a good load of 5 trailers on the draw-bar, it must have be a chilly day with the steam exhaust lingering in the air.

(a copy of a Muir and Moody postcard sent to us by Henry Brittain of WTM.)



Workshop Activities - March 2022.

Hills Car 24 Update

From the Editors camera.

24 is continuing to make good progress, the staff have been busy completing the many components for the saloon area and 'A' end cab.

Bob Williams has been busy doing components for the 14D5 trucks, The axleboxes are largely complete and they are waiting for the new axlebox lids to be manufactured by an outside company, they will arrive soon hopefully.

Additionally Bob has been manufacturing Brake components to allow the brake equipment to be installed. The Main brake pull levers have been away for welding and have come back and look great, just the holes to be drilled and hardened bushes to be fitted.

Brian Fairbrass and Mike Hobbs have been fitting the various components in the saloon area, the Cab windows are now in to stay and look great, also the saloon side windows are in to stay, the beads that hold these in are new and have been made by Graeme R and look really great, these components are varnished and the wood grain really is beautiful.

The Controller Arc chutes have been manufactured by SBA components in Melbourne, and will be jetting their way across the tasman sea hopefully by the time you read this they will be here and ready to be assembled to go in the controllers soon. These are made of a GPO3 fiberglass to replace the old Asbestos original type. More next month.

Top: A end cab with all the windows in and the white paint now sprayed on

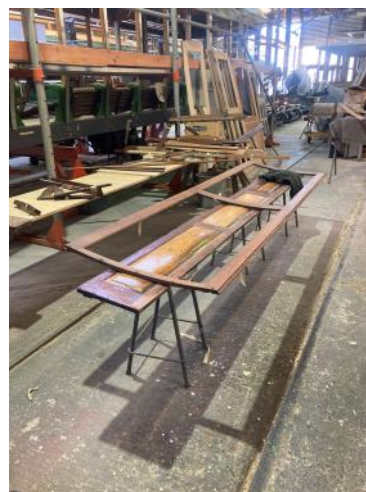
Upper Mid: the saloon area taking shape nicely.

Lower Mid: Heritage Craftsman Brian Fairbrass installing a window trim.

Bottom right: Engineer Bob Williams machining an axle box.

Bottom Mid: A ceiling panel frame being made ready to install.

Bottom Left: Now fitted to stay is an axlebox within the truck frame, Looking great!



Dunedin Cable Car 103 Update

Don McAra reports.

'CATCHING THE DRIPS'

Before one last coat of paint, the sixth, goes on the roof of grip car 103, we have to complete the roof's rain-draining arrangements. These must have been added some time after the car went into service. We can imagine complaints loud and clear from platform standees on the leading platform of trailers like 111 as it followed the towing grip car as it went up High Street's steep slopes in Dunedin. When both tram and trailer took a sudden upwards incline, the rain water would have sloshed from the grip car's roof onto unsuspecting heads.

Arrangements involved fixing wooden barriers at the B (city facing) end of the roof, and drilling one hole at each of the roof corners which led to down pipes there. No down pipes were needed at the uphill A end. In the centre of the B end roof, six more holes in a flat metal plate directed water into a metal reservoir fitted under the roof's soffit. From there two more downpipes ran on either side of the centre window down towards the road.

All four downpipes and the original reservoir have been saved and will be reused. I am currently working on a brass replacement for the six-holed metal plate and the short copper funnels to be soldered to it.

Lastly in this somewhat complicated arrangement, we will replicate two low curved wooden rails which originally directed the water from the base of the clerestory towards the six-holed plate. More next month.

(I'm always impressed to see Don and his team working away together on this interesting project, and good to see some newer members coming along on Saturday to get involved. Its certainly the vibe we all need at present ,Don and some of his team are there on Wednesdays and some on Saturdays, and some are there both days. Well done! .Ed)



Top Photo: Don McAra putting another coat of paint on the roof of 103, it is certainly looking great!

Middle Photo: The late Trevor Craib, a great mover and shaker of the Cable car movement, looking at the Down pipes as described by Don in the article.

Bottom Photo: fellow classmate 105 (now preserved at Seashore trolley museum in the USA) getting a helping hand uphill in 1957.



Kitson Steam Tram Update -

Alex Hunter reports.

In the last month the left side steam cylinder has had the bore honed by Steve Lea, on the same day we refitted the cylinder with new bolts that fit much better than the old ones, Bob Williams of the HTT has made these for us and did a great job.

Additionally the Right side valve gear has been refitted, this required a number of new pins and bushes as they had significant wear, and the valve guide bush was also worn so a new one was turned up on the lathe.

Stephen Taylor has made some progress with the bodywork repairing old screw holes and a bit of degreasing of the angle braces. Next will be sanding and some painting for that side.

Another task that has happened this month is the welding up of the bearing surfaces on the weigh shaft, (the purpose of the weighshaft is to move the valve gear on both sides at the same time into forwards or reverse), and machining them round again on the big Churchill lathe. This lathe is normally used to turn the tram wheels so it was interesting to use it for some thing other than that.

The cylinder drain cock valves also were in need of attention, I took these home and worked on them as they are in the model engineering field! . Two of the original pipe fitting nuts were missing, they had been replaced with modern flare type fittings, so I turned up two new ones then got Ian Fanshawe (our former boiler inspector) to screw cut the 14TPI threads on them, Many thanks Ian for doing this for us.

The reversing stand was in need of some attention also, it has had new bushes fitted and new pins as the existing ones were worn out and the stand received a fresh coat of paint. With this done it should be easier to drive with less clearance in these components. More next month.

Top : body work with the side off ready for paint preparation.

Mid Top: The RH Valve gear all assembled and ready for setting up.

Mid Left: The LH cylinder bolted on.

Mid Right: The overhauled Reversing stand.

Bottom Right: Steve lea attending to the LH cylinder threads

Bottom Middle: The weighshaft in the lathe

Bottom Right: The repaired drain cock valves.

Cover Photo: Stephen Taylor fitting wooden plugs to the bodywork.



Bus Department Activities - Alan Roi reports.

Overhead Line Rebuild:

The overhead crew are making good progress with renewing the turning circle support structure. As has been stated already the overhead has been in the skies for a number of years and was showing its age and we are altering the style of construction. 5 sweeps are to be installed and replace the wood break style of construction. All the mounting plates are installed and by the time you read this at least some of the sweeps should be installed. The attach pic shows some of the mounting plates in position. The only unpublished pic of this work I could find.



Bus 612:

Work continues on the steps. Since the last report the front door steps have been removed and both sets of steps have had new sections of steelwork welded in. All the structure around the rear steps has been painted with protective zinc paint. The front step area will receive the same treatment and then the fibreglass step units and doors will be refitted.



New Reliance 452:

This bus received an external repaint a few years ago. However, not all the exterior trim and other fittings got replaced. Ken Watson, with help as required, is reattaching the missing bits and making the bus look much better.

Chimney Removal:

Sitting in the way of the major tidy up we are gradually undertaking was the ex CTB boiler house chimney. The committee agreed for it to be shifted and our scrap merchants recently came in and cut it into 2 sections ready to be transported off site. Instead of being sold for melting down and returning with Toyota on a badge, it was sold to Birchfield Energy where it will be used as drainage culverts on their haul road. The proceeds from the sale of the chimney will be put into continuing cleaning up the site around the trolleybus area.



(Progress is looking good despite the current pandemic conditions - Ed)

Top photo: Showing the Turning circle at the far end of the system with the new overhead sweeps visible on the Left.

Upper Mid: The Chimney starting its journey to the West coast to become a Drainage culvert!

Lower Mid: Bus 612 with the back steps removed and ready to receive its new steelwork.

*Bottom : Dylan Roberts at work painting the step steelwork.
(Photos: P.Murphy, D.Roberts, J.Day and A. Roi)*



While on the subject of Buses.

Dave Hinman has found some pictures of some buses in various locations. Alan Roi has put a description together for the first photo. The one outside the Civic Theatre has a very interesting background. The front bus is Days Motors southbridge service to Southbridge. The bus itself is a REO named after its builder or at least his company, R.E.Olds. Second and Third are Midland. The forth one says INTER above the bonnet, so I'm picking it's Inter City Motors who were formed to run Chch to Timaru, but that didn't really work and they ran the North Beach service via Wainoni Rd. Their garage was in Bowhill Rd beside what is now "Jenny's Dairy". This was a much quicker service than CTB trams or trolleybuses because it was a more direct route. This was sorted by the introduction of transport licensing. In Transport Board days Wainoni Rd was 6W Wainoni and ran to the corner of New Brighton and Palmers Rds.



The bus is on Eastern Bays run, it is an NZR Road Services bus and has a fancy crest on it.

I think it might be the mail coach from Akaroa round the bays.

The Bus is a 1938 Dodge chassis with a locally built body on it.



Buses on an excursion on the Summit Rd, they are all Midland Bedfords. Note the middle one in a later livery



Drivers Tips -

Motorman Trainer David Jones Reports.

EMERGENCY BRAKING

A little clarification may be needed where emergency braking is concerned.

The **FIRST EMERGENCY** brake is the full application of the service brakes fitted to the tram - air brake or manual brake and rheostatic brake when fitted. If these fail then the **SECOND EMERGENCY** brake is applied by placing the controller and key to the OFF position, the key to the **REVERSE** position and the controller to one or two notches. If this fails then moving the controller directly to the full parallel position activates the **THIRD EMERGENCY** and the tram will stop.

Always apply sand during emergency braking.

If the tram is braked by the **SECOND EMERGENCY**, the controller must be returned to the OFF position the instant the tram comes to a halt. Not to do so will see the tram running backwards as the **SECOND EMERGENCY** operates by simply putting the tramcar in reverse.

As soon as the tram has stopped the manual brake must be applied and the controller and key set to the OFF position.

Failure of an air brake signifies loss of air e.g. ruptured fitting or brake line or compressor failure/not switched on; failure of the **SECOND EMERGENCY** brake signifies loss of electrical power e.g. trolley pole off the wire, local power cut.

Note in the following video clip how the motorman on hearing the emergency bell signal, moves the air brake handle to the emergency braking position and the controller to OFF. Not getting any reaction from the air brake he puts the key in reverse and applies two notches. Still no reaction he moves the controller handle to the full parallel position at which point the tram will stop by using the trams inertia in conjunction with the resistances independent of a non-existent power supply. In all it took 6 seconds from the bell being rung to work through the three stages of emergency braking.

<https://drive.google.com/file/d/1YYesmKyYAb-j9gbRLAkC3nGI8j0oU15v/view?usp=sharing>

When the tram comes to a stop the controller handle and key must immediately be returned to the OFF position and the manual brake applied.

NOTE: Emergency braking is very hard on both mechanical and electrical elements of a tramcar therefore practicing the use of the emergency brake must only be carried out under supervision.

TRAVERSING CHURCH CORNER

When traversing Church Corner it is imperative that the speed of the tram must not exceed walking pace - 5 km/hr maximum - in either direction. Inbound to the township, the tram is traversing the tightest radius on the Ferrymead tramway system with a heightened risk of de-railment. Outbound approaching Truscotts Road, the overhead is out of alignment and prone to de-wirement. Remember it is important to grease the track at Church Corner to prevent excessive wear to the rails and wheels.

ATTENTION ALL MEMBERS AND STAFF WORKING IN TRAM BARN I.

When turning the pole on single pole trams inside tram barn No 1, tram crews must check that the red painted area on the floor alongside the tram is completely clear. There must be NO storage or intrusion of any kind in this space. This is a serious safety issue for the protection of tram crews as they need to concentrate on the pole traversing above their heads to ensure it does not collide with the building structure and cause damage. Any intrusion into this clearly marked floor space must be reported immediately to the Safety Case Manager 027 840 0340 jonathan@dayi.co.nz and noted on the Running Sheet. A "KEEP CLEAR" sign is to be painted over the red area on the floor.

REPORTS OF SPEEDING

There have been reports of motormen travelling at excessive speed in the Ferrymead Township. This is completely unacceptable and against the Rules Governing the Operation of the Tramway at Ferrymead. The Township is what is legally referred to as a "shared zone" i.e. tramcars share their right of way with other road users primarily, in this case, pedestrians. Contacts between Tramcars and pedestrians do not end happily and can very easily result in serious injury or death.

There should be little need for tramcars to exceed full series notch on open sections of the tramway, remember the rail corridor that the tramway operates along is unfenced and open to pedestrians crossing the tracks in what is a recreational environment. If pedestrians are on open sections of the tramway ease back on the controller until you are sure that you have been noticed. Use your gong if there are no horses in the vicinity. If there are horses slow down to a walking pace – do not use your gong. In the Township speed must be kept to walking pace to counter any eventualities and avoid collision with a pedestrian and consequent personal injury. This can be achieved by using two notches and coasting and repeating the procedure while transiting the Township. This procedure also needs to be used when transiting the Square Shelter, particularly on busy days when trains are operating. (Continues next page)

Not only is speeding dangerous but it does not provide our passengers with value for money. On quiet days motormen are urged to use the time table. It allows plenty of time to transit the circuit as well as time for passengers to visit the two tramcar bodies at the end of the line. Using the timetable at quiet times also uses less power and wear and tear on tramcars.

This issue is particularly pertinent as it applies to track crews working on the permanent way. Their sense may be impaired by hearing protection and concentration on the work in hand. Slow right down when approaching and do not proceed until you are signaled to do so by one of the track crew.

Speed limits on the Ferrymead Tramway are as follows:

Reserve	15 km/hr
Triangle	10 km/hr
Depot Line	15 km/hr
Paddock Loop	15 km/hr
Main Curve	20 km/hr
Main Straight	30 km/hr
Road Crossing	8 km/hr
Church Corner	5 km/hr
Township	10 km/hr
ALL Facing Points	8 km/hr

The Rules Governing the Operation of the Tramway at Ferrymead is currently under review and when completed copies will be issued to all traffic staff."

Health and Safety notes -

Dave Sanders reports.

During a recent review accidents entered into the Occurrence Register in the last 12 months the H&S Committee found that while simple in nature could become more serious should a fracture occur or infection settle in. It is a reminder that none of us are getting younger and what we would have shrugged off a few short years ago could now result in a far more serious outcome.

Please be careful and don't try things we could get away with when we were younger. Your ongoing active involvement and support are valued and critical to our ongoing function.

For your benefit we have added contact numbers to **FORMS**

IIA / IIB and 6I. Please make sure you "raise" events as necessary to ensure we have the right information to enable us to stay ahead of the game.

Notifications of events recorded on **form II** are as per the Safety Case.

Notification of events recorded on **form 6I** are required when there has been a serious harm injury.

"Serious harm is defined as death, permanent loss of a bodily function, temporary severe loss of a bodily function, amputation, burns requiring a specialist, loss of consciousness, or any harm that causes a person be hospitalised for 48 hours or more."

If you are unsure please raise the event with Dave Sanders 021 423 763.

Spotted on Facebook by the editor..

On the 'Railways and Tramways of NZ' page I came across a few snaps of Ex CTB Big Bertha Trailer 125, the photographer describes the Trailer in the back blocks of Methven. It looks to have plenty of castings still on it. If anyone wishes I'm sure the owner could be got in contact with to see if they would part with any of these priceless components.

Photos by Bryce Chisnall.



City Tramway Update.

From the Editors camera.

Track Extension

Since last month the progress has slowed a bit, however there is still some items still being worked on by the civil contractors.

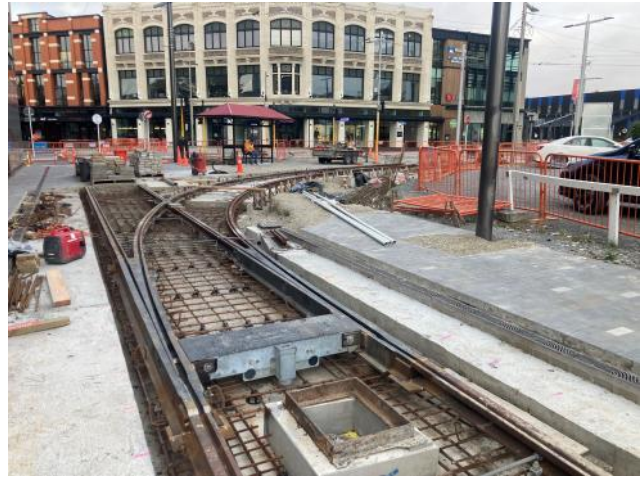
The Contractors recently have been putting in the final round of reinforcing rods under the point work and sorting out the area to allow the final 4 rails to be installed.

On Thursday 17th March saw the 4 rails arrive from Track industries and were being levered into place by the surface-men, Next up these were Thermit welded over the following weekend.

Wednesday 23rd saw the concrete put in up to the top of the rail, now the rails are all welded in place and the final earth loop testing has taken place at the gap area.

Tuesday 29th, another round of concrete was poured around the track break loop testing point, this leaves one last concrete pour to take place for the track construction around the points and the siding road in the same week. Hopefully after that we can do some test runs.

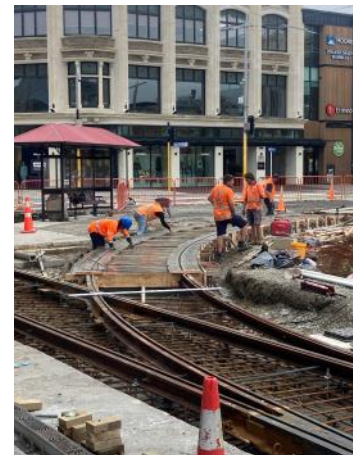
More next month.



CP27 Compressor field winding.

A few months back we had some fields fail on one of the many CP27 air compressors, these were 100 year old original ones with cotton insulated windings. With no serviceable spares or info to get new ones made, I did some research over the lockdown last year and put info together to make some inhouse.

The bottom photos show the field coils being wound their 361 turns of 1.5mm winding wire. Next up wrapping many layers of insulation in its various forms. They are nearly ready for installation and should see it running for the next 100 years. We cleaned up the original terminals and soldered them on. More next month.



Spotted on Facebook.

The editor spotted this fantastic picture on a page called ' Remembering Christchurch' . It is of a track gang working on the McCormacks bay Causeway in the 1940s

They look to be doing some track repairs, the guy behind the shield looks to be doing Arc welding and the worker with the stone grinder flattening it off, it would be interesting to see the Generator/welder set that is taking its power from the 600V overhead power, the Society has a similar setup on the 5W Beast works tram. Amazing stuff.

If anyone knows more about the Generator/welder set, let me know.



Tramway Strike in May 1932.

Dave Hinman sent me this photo of the Moorhouse Ave tram shed, what looks to be a chilly night during the strike showing the quite new English Electric trolley buses and a Hills tram being attended to before the service the next day.

