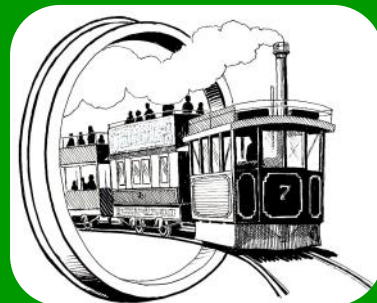


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

March 2022



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Vale John (Barry) Marchant.

City Tramway Extension Update.

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 Pontification -

Stephen Taylor reports..

This edition of my President's report for the March 2022 Tracts is being written in late February. We are about to dive into March which is the also start the last month of the Society's financial year, which means 2022 is now one sixth gone.

And as reported on elsewhere, I wish to also note the passing of long standing member Barry Marchant. This will be reported on in more details elsewhere in tracts, but I wish to record a one of my longstanding memories of Barry from when I joined the Society (almost 20 years ago) – among many other activities, Barry was generally involved in assisting the maintenance of the woodwork on tram bodies, and saw it as his particular mission to look after the varnish work on the tram window frames. I recall that there seemed to be very few weeks in which a tram window wasn't "missing" from one of the trams - having been removed to get a sand down and re-varnish or re-paint.

There has been a lot of progress on current Society projects and following is a quick summary that I have observed recently – much of which will be addressed in further detail elsewhere in Tracts.

1. The Kitson Steam Tram is progressing well with the mechanical components are currently being given a good overhaul, and work has now commenced on getting the wooden body refurbished.
2. Hills Car #24 is also progressing well with lots of visible progress being made, including replacement rocker panels are now permanently fitted, replacement motormans doors being made (the old ones had been damaged by borer), the "A" end motormans platform is being painted (to match the "B" end), and the axle boxes for the replica Peckham 14D5 trucks are being machined for fitting, along with a lot of other work that is less obvious.
3. Mornington Cable Car has had its main roof canvassed and this is currently being painted.
4. The floor in the refurbished main display hall in the Cranmer building is now at the stage where it is awaiting the Society obtaining further flooring material to allow this to be completed.
5. On the diesel bus front, bus #612 has been found to need a number of mostly minor issues addressed, the most major would be the need rust repairs around the rear door.
6. And the majority of the Society's Diesel buses have been relocated down by the Trolley Bus shed and most have had work undertaken to tidy up their exterior paintwork.

Cover Photo: a lovely painting by Don McAra, Trams passing each other outside the Exchange Building in Dunedin 1947.

7. Work on the Trolley Bus overhead is continuing with one major current focus being to re-work and tidy up the overhead above the turn-around at the Wood Hill end of the circuit by installing sweeps.

8. And we have another newly qualified tram driver – Richard Parsons, a recent "new member" who joined the Society in late 2021.

9. Plus we have a new member – George Wealleans – who has a long involvement in Ferrymead perhaps most notably with the P&T Society and also the 2foot Gauge Railway.

March General Meeting

The Next general meeting of the Society is planned for Wednesday 23rd March at 7:30pm in the Ferrymead Lions meeting rooms. This will be the Society's annual "Goals and Projects" meeting – where progress (or lack of it) on Society Projects and Goals will be reported on and discussed. And as usual, the meeting will be followed by supper and a social chat Entry through Gate A and theres a charge of \$2 for supper.

A particular focus of this meeting will be to look at ways to increase the numbers of tram drivers who are active and available to go on the roster to drive trams on the Ferrymead Tramway, to help resolve the current issues we have with no drivers available forcing the service tram days to be cancelled for a number of days in January and February (see my piece in the previous Tracts). And to hopefully come up with a plan – or plans - to turn this around.

Cranmer Building Update -

Update on progress in Cranmer – display hall area. We have got about as far as we can with the display hall building alterations part of the building alterations until we can obtain get some more replacement flooring material – the floor framing is now ready to go (other than a good sweep), but until we can get the flooring material, progress here will stop.

The flooring material needed is 10 sheets of Strandfloor H3.1 1200 x 2400 flooring – it has a green "plastic" tongue (to match what we have used to date). It is currently out of stock with all the suppliers we have contacted – so if you know of a source with stock, please get in touch.



Vale - John (Barry) Marchant. 1937– 2022

Long time THS member Barry Marchant has passed away in his 84th year.

Barry could well remember the Christchurch trams in their final years and joined the Society in the early 1970s. His first task was helping restoration of Dunedin 22, our second electric tram which was completed by 1974.

His greatest achievement was to be the re-restoration of horse tram No.43. Barry commenced a further refurbishment of No. 43 in 1974 and this became a labour of love for the next 15 years.

In October 1989, in a ceremony which also commemorated 21 years of tram operation at Ferrymead, No. 43, now beautifully restored to its 1890s conversion condition, was recommissioned and its ownership formally transferred the Society from the CTB which had been absorbed into the newly amalgamated Christchurch City Council. To run a horse tram an important requisite is having access to a horse and Barry had not only joined the Ferrymead Clydesdale Society, active at Ferrymead at that time, but was also the proud owner of "Jock", one of several draught horses then at Ferrymead and used for pulling a variety of horse drawn vehicles.

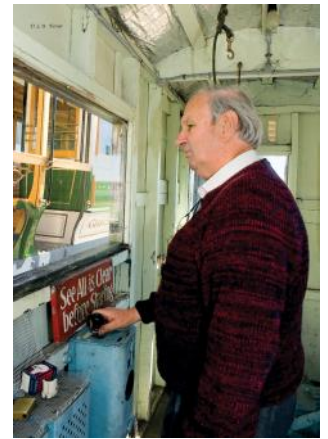
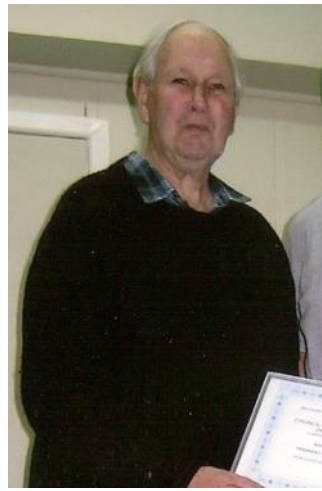
Barry was a skilled "old style" wood worker and after the horse tram was completed, he continued to work on tram restoration projects and was for many years been the "go to" man when windows needed repairing or replacing. He also began the huge task of restoring Double Decker No. 26, later taken over by the Society's paid staff employed by the Heritage Tramways Trust.

He has served on the Operations Committee including a period as Traffic manager. Barry was also involved in the organising and operating of many Wedding trams of which many hours of work went into each one.

He has helped develop the Society library and archive and established the first THS websites. For many years he also maintained the Society's membership data base and together with friend and fellow THS member Colin Loach was responsible for the posting out and distribution of Tramway Topics and Ferrymead Tram Tracts before the days when Tracts was e-mailed out. Barry and Colin shared a passion for tram modelling and between them they have recreated, at 1:32 scale, a whole fleet of Christchurch and other (mainly) NZ trams, including examples of those which no longer exist at 12 inches to the foot scale.

Barry has donated his model tramway layout and all the model trams he made to the Society, and it is intended these will eventually be displayed in the Cranmer building.

Barry's efforts were also recognized at the 2018 COTMA Conference in Perth with the Volunteer achievement award.



Barry's Model Tramway layout has been a feature at the Annual Model train show in Christchurch and a great advertisement for the city's full scale heritage tramways.

Recent projects have included repairs to the "Square Shelter", our former tram waiting shelter and ticket office from Cathedral Square, and some window repairs to trailer No. 126, acquired in 2016 and set up as a 1960s "bach" (holiday cottage).

He also had a quirky way of putting things, one afternoon when Myself and David Maciulaitis were in the tramshed at Ferrymead, Barry was about to head home as it was the end of the day, he announced to us both that he was off home to drive his 'St Martins Car'!! , of which David and myself still find that amusing.

At this time we would like to pass our deepest sympathies to Rose and family at this difficult time.

Workshop Activities - February 2022.

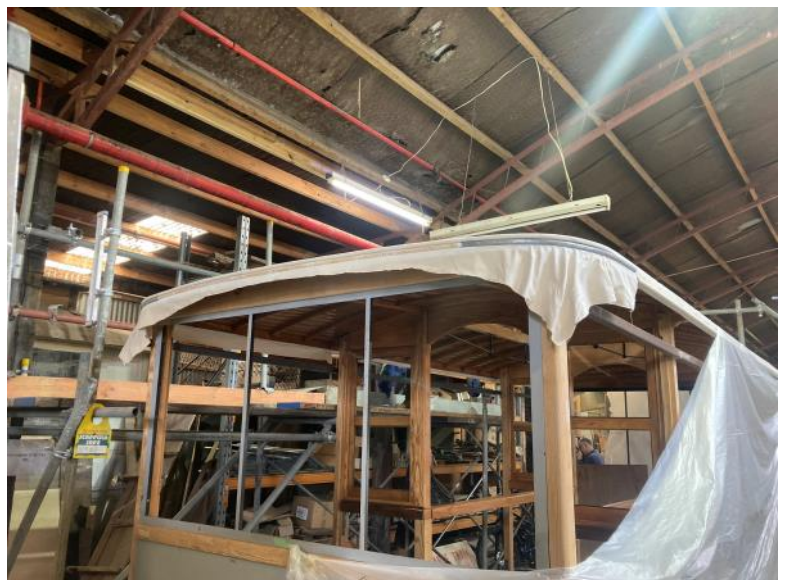
Cable Car 103 News -

Don McAra Reports.

The team is pushing ahead to complete the roof as soon as possible as the scaffolding is needed by the paid staff for upcoming repairs for other projects coming up shortly.

Four coats of undercoat, and several top coats of paint are being applied to 103's roof. The original historic clerestory roof vent, from the days when kerosene lighting was used in the gripman's compartment, is to be refurbished and added to by outside metal spinners and tinsmiths. Cleats will be installed for that to be screwed to. The bell is all ready to be set on the clerestory as well. The clerestory coloured glass will be installed only when the tram is set on its wheels, the main sides to the body completed, and the safety glass windows have been put in place. That is still some way ahead!

The Roof canvassing is all but complete and new Lead beadings have been made and installed on the main rood corners and looking really good.



Top right: Bill and Richard tacking down the roof canvas

Centre : The canvas on the end showing the new lead beadings on the corners

Lower Right: Showing the completed roof canvas, ready for trimming and painting.

**Valley Inn
Zoom Meeting.
Saturday 12th March.
8pm.**

**Details to come in an
Email shortly.**

**All Welcome!! Mal Rowe
has a presentation on the
history of Melbourne Drop
Centre trams of which have
an NZ connection!!**



Kitson Steam Tram Update - Alex Hunter reports.

Another month passes.. However progress remains steady on the repairs on the steam tram.

Since last month we have bolted on the right side cylinder, The top four bolts were easy to get in as access was no issue, but the lower 4 bolts were quite tricky to put in due to the location, I was fortunate to have some assistance from Callum Brieske, Callum was involved with the steam tram a few years back and has been involved more recently on the Trolley bus project, However he is keen to get involved with the operating so that is good,

Now that the Right cylinder is in place, the guide bar could be fitted, to ensure that the guide bar is in line with a cylinder bore a reference line must be used, either a piano wire pulled tight from the front of the cylinder to the back of the guide bar, or a slightly easier way that I used to do the Garratt locomotive guidebars in the UK, was the use of a straight surface ground bar. The ground bar method was used and gave a good result.

Next up the Crosshead was in need of attention, The crosshead is the part that the piston rod joins into and the little end pin from the connecting rod in the motion. The slide surface was worn on an angle, luckily this was rectified in the Milling machine and only a skim was required. The top slipper had a little to much clearance, this was set up in the milling machine and new holes were fitted in the right place, now fits much better.

Late in February, we were fortunate to have Bob Williams of the HTT machine the valve surface on the Left cylinder and it is looking great, Next up for that is to make the fitted bolts to hold the cylinder on the frame.

Saturday 19th October saw Steve Lea and myself working on various parts of it, Steve was busy refitting the various steam fittings back on the boiler and myself sorting various bits on the motion.

Saturday 26th February, I was reassembling the Valve gear on the Right side and Stephen Taylor made a good start on the bodywork by removing the screws on one of the plywood sides, now the framework can be made ready for painting and the new T&G boards to be fitted eventually. More to come.



Top photo Callum Brieske bolting the right cylinder back on.

Middle: The crosshead and piston rod assembly back in place.

Bottom: The crosshead being machined back straight again.

Chch Hills Tram 24 Update -

From the editors camera.

Tram 24's restoration continues to motor on. Most recently on the new trucks, the axleboxes have been machined to size by Bob Williams, he even used one of the more classic bits of machinery in the workshop to machine the inside surfaces, a machine called a Shaper, a long but enjoyable job for Bob. Graeme R has been busy making components for the Motormans platform doors, soon these will be assembled and fitted up before painting.

Other progress includes the 'A' end cab being prepared for painting and then receiving its primer coat of 'i440' paint. The Saloon end, both left and right side panels have been fitted, quite a tedious job as the screws are fitted from the inside framing and only hold onto a few threads each. Additionally the two GE K10 controllers have been dusted off again and work will recommence on the rebuild of them, this will include some modern materials, the Asbestos arc chutes will be replaced with a new fiberglass equivalent, currently in use on the K10 Controllers in 152. More next month.



Top Right: Bob Williams machining a brake lever casting.

Mid Top: Brian Fairbrass checking if the air above the window frame is square.

Centre: One of the GE K10 controller on the bench during the overhaul process.

Bottom Right: Bob using the shaper to machine the internal dimensions of the 14D5 Driving wheel axle boxes, these boxes internally take a standard bearing from the MMTB no9 truck driving axle.

Bottom Centre: Brian F and Mike Hobbs checking the ceiling space for stray seagulls after the platform components have been painted.

Bottom Left: Graeme R shapes one of the many filler panels that the Motormans doors have, each door has 4 panels. The old doors were a bit past it so new ones have been made from scratch.



Bus Department Activites - Alan Roi reports.

Overhead line upgrade:

The overhead crew have been working on the turning circle up by the railway. This overhead was installed many years ago and some of the fittings, particularly the wood breaks are showing their age. A small crew is preparing some sweeps to go in there and replace the current style of construction. The line crew have started installing the bases for the new sweeps and getting the alignment right. We are working on needing 5 sweeps to replace the current overhead.

CTB MAN Bus 612:

Man no.612 has been brought inside the trolleybus shed to have repairs done to the steps. The rear doors have been removed and the step pan removed. The next stage is to weld in a new section of framing and replace the steps and door. We will then repeat the process on the front doors.

Shed Lighting:

Callum Brieske has kindly donated us 8 interior lights for the main part of the shed and has been spending Saturday afternoons fitting these to the roof trusses. These make an amazing difference to the building interior. Thankyou Callum.

Tree Felling:

Late last year one of the poplar trees surrounding our neighbours, Idea Services, fell down damaging their verandah. At the beginning of February, arborists, The Tree People, came in and felled all the trees. The area looks so different and airy now.



Top Right photo: Larry and Jonathan Day examining the overhead alterations in the turning circle

Centre : The turning circle. Area. The Bases for the first sweep are installed in the area

Bottom photo : the tree people at work removing the trees behind the Railway headshunt.

Joe Pickering Celebration of life - Online Photo Album.

Fred Gear has organised an online album that anyone can upload photos of Joe onto, these will be shown at a Celebration of life event to be held at The Valley Inn, Heathcote, at a date to be confirmed when Pandemic levels ease.

Copy and paste the following link: of which brings you to a One Drive folder :

<https://1drv.ms/u/s!AsNyg3SJIFRzgfEipsN9RVJHYhGPw?e=epLill>

Health and Safety Notes -

Dave Sanders Reports.

FORM 44 “THE Safety Guidelines” – Section 5 Accident / Event Reporting.

This section of our Safety Guidelines has been updated to reflect our need to make the reporting of accidents or events simpler and straight forward.

We have altered the following:

Section 5 Accident / Incident Reporting

NOTE: Completion of all or any of these forms are not necessarily to be done by the people in the incident but are required to be completed to the satisfaction of both the Safety Case Manager and Vice President Administration.

All accidents, injuries, incidents, near misses and damage must be recorded in the Occurrence Register and an internal investigation or review carried out (contained in the Occurrence Register at the drivers station – TBI).

All Minor injury or incidents must be recorded in the Occurrence Register and reviewed by the Health and Safety Committee.

In Events Where Major injury or damage occur – Obtain help / First Aid as required and summon outside help if required. Do not attempt to move a seriously injured person unless they are in danger of further injury. Comfort and give assurance to the injured person. Administer appropriate first aid if capable of doing so and only when qualified help is not readily available. The Health and Safety Committee must ensure all relevant facts and details are recorded on the accident forms IIA / IIB and 6I as required and as appropriate, WorkSafe has been notified for all serious harm injuries.

Notification shall be made to WorkSafe and/or NZTA by the Safety Case Manager in conjunction with the Vice President Administration.

To be clear, there are only 3 documents for our staff and membership to be concerned with:

FORM 7 – “Occurrence Register” for recording of all events (contained in the Occurrence Register at the drivers station – TBI),

FORM 11 / IIA – “Accident or Incident Report” for all Tram related events (available from the drivers notice board in TBI),

FORM 6I – “Non Tram Incident-Near Miss Event Report” for any event that is not Tram related (available from the safety notice board in TBI).

A copy of these Safety Guidelines are available to you by sending an email to - vpadministration@ferrymeadtramway.org.nz

Most of you will now be aware we recently moved to Phase 3 of the traffic light setting last night. Whilst signing in, vaccine passports, 100 people or less and mask wearing are still in effect, the guidelines around self-isolation / close contacts has changed.

If you test positive for Omicron, you must isolate along with your household contacts and notify others who you were in contact with while infectious. It is important to continue scanning in using the NZ COVID Tracer app. Or signing in as you do at present. If you have scanned in, you can upload your digital diary to the online contact tracing form. This will make it easier for you to identify people you may have been in contact with.

As Omicron surges, please do take precautions and take care of yourselves and others.

There is now a new QR code on Cranmer Building. Please scan in if you are working there.

David Jones
instructs Trainee
Motorman
Richard Parsons
on how the
Electric overhead
frog works.



Drivers Tip -

From Dave Jones, Motorman Trainer.

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.

City Tramway Extension -

From the Editors camera.

The Christchurch Tramway extension is making steady progress, since last month more overhead fittings have gone up in the air and the points in Poplar lane are in their final stages of installation before the concrete is poured around the last 20 meters of trackage. There is 4 pieces of rail away at Track Industries being bent to the various radiuses, when these return they will be thermit welded into place, quite an interesting process, looks like a mini volcanic eruption.

Additionally the new tram shelter has been installed of which will become the new Stop 7. this is a copy of the shelter in Cathedral Square, it has been painted black with a red roof to fit in with the surrounding buildings and neutral tone colours of the area. The other shelters at stops 2 and 11 still retain the Forest Green colour scheme and red roof.

On Sunday 20th February saw the running of the overhead contact wire, all of this is of K&N brand of Switzerland and matches the overhead line already running down Cashel mall and High st etc. The wire running was completed in one go with a number of evenings securing the wire to the various clips and sweeps. The Wire has been joined in to the existing network on Sunday 27th February.

Its certainly quite an exciting time looking at it all progress.

More next month...

Top right : Contractors installing the various bits of track and pointwork on the intersection of Poplar lane and High St and Tuam st.

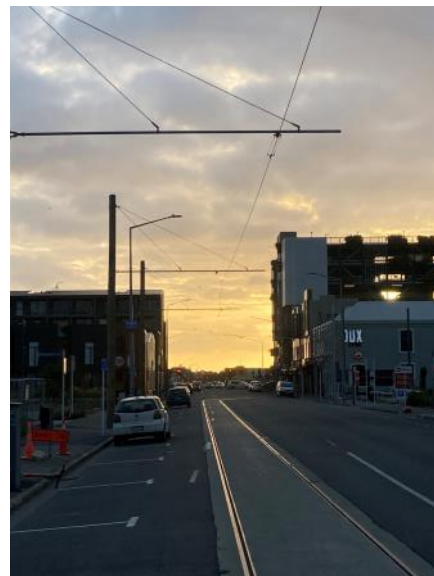
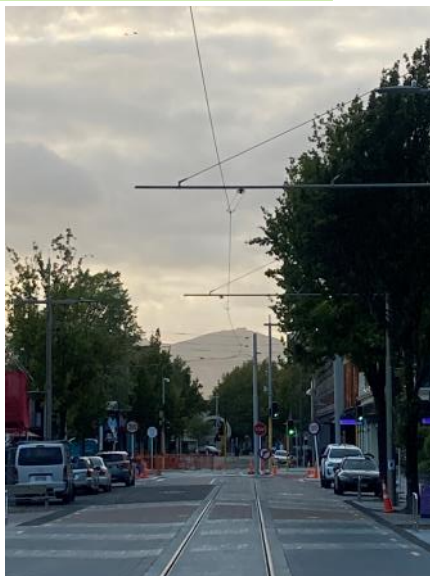
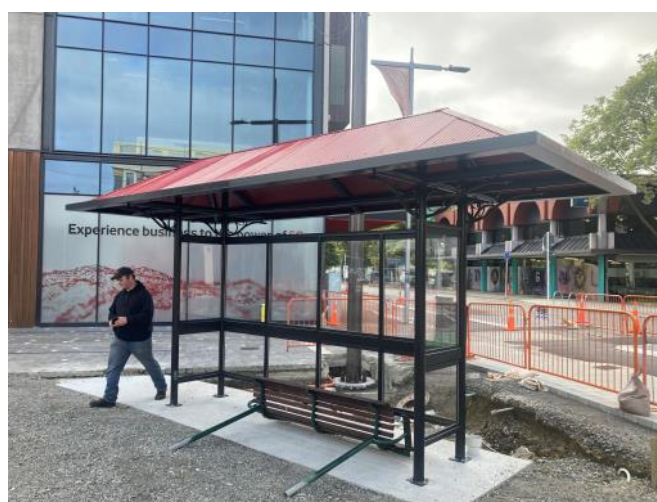
Upper middle : The new shelter for stop 7 looking great.

Lower Middle : Contractors rolling off the drum of new contact wire.

Bottom left: : Looking north up Poplar lane with all the overhead hangers and sweeps in place

Bottom Middle : Looking south east along High st showing the new overhead.

Bottom Right : Looking east along Lichfield st with all the overhead fittings in place



A blast from the past...

Our 1881 Kitson Steam tram operated for a day on the
Christchurch Tramway in October 2003

*Photo : Coming up to the points in Cathedral Junction, the tram is passing under a track crane that was being
used to build the building structure while keeping the tramway operating.*

Photos: D Hinman



Mystery Location of Photo of Kitson 7 and trailers.

We've been trying to locate the spot this photo has been taken, any thoughts please contact the editor.

(I was wondering if its corner of Moorhouse and Fitzgerald avenues)

Photo : THS Collection.