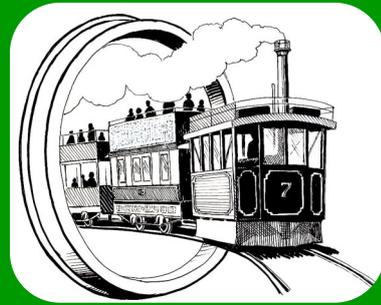


Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

October 2022



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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 Ponderings -

Stephen Taylor reports.

A somewhat “eleventh hour” contribution from me for Tracts this time. And apologies to our esteemed editor for the ongoing delivery delay – I had hoped to get this to him about a week earlier, but delays – and procrastination – have helped to delay getting this report finished and sent off to his inbox. And completely unrelated to this, I spend two weeks away on holiday in the middle of September, so it has taken me a few days to catchup.

Well, we are definitely in spring now – the blossoms, the pine pollen, the hay fever, a few warmer days and the start of daylight savings all indicate that the season has changed. But what has been happening around the Society? The contents of this issue of Tracts will help answer those questions. This also means we are now in October, which means (a) school holidays and the tram operating every day for that period and (b) the Labour Weekend “Event” at the park - which means we will need tram crews for running the trams. For all the tram drivers out there – please try and help out when John Harris sends out his requests for drivers for the tram roster.

It is also pleasing to report that one of the Society’s buses has been out on some charter work for a local bus operator and we hear that there are a number of other opportunities for bus charters out there which we are actively pursuing. This means that the buses operations will start to become a more regular feature of the Society’s operations again – as they were a couple of decades ago. And one of the Society buses and also a tram have appears as movie props in some recent filming that has occurred in the park.

Following on from the Society’s AGM – reported on in the last issue of Tracts – I am pleased to report that at our associated organisation the Heritage Tramways Trust (HTT) at their AGM at the beginning of September has four new trustees, three of which have accepted the roles of Chairman, Secretary and Treasurer. I understand that – Dave Sanders – the new chairman – will report on that elsewhere in this issue of Tracts. This means “business as usual” for the HTT which is a pleasing result.

And briefly, wearing my Treasurer’s hat, a quick note on the Society’s Annual Accounts that were unavailable for the Society’s AGM – the un-reviewed version of these have arrived. There are no major surprises there and I still feel the Society is in a good financial shape. And we have been promised we will get the fully reviewed version by end of October, at which point they will be send out to all members.

Another very pleasing update has been getting the Kitson steam

tram operational again and it looks and sounds great. With just a few minor tweaks and a few finishing touches, it is about ready to go back into service again. Well done to Alex Hunter (who took over from the late Mike Lawson) for leading a team over the last few years to get this finished. Alex will be providing more information elsewhere in Tracts about its official re-launch and some photographs. I expect to see a full report in the next Tracts about this re-launch event.

I would also like to repeat my comments in the previous Tracts about the Illuminate light show and my particular thanks to all the Society members who got involved. This finished up on 4th September and we understand the organisers want to run this as an annual event. I would also like to publically add my thanks to David Maciulaitis and Michael Leefe who provided and operated the EFTPOS payment facilities for us.

We are expecting to use some of the income we received from Illuminate to pay for some of the exterior refurbishment of Cranmer – particularly that of providing storm water spouting and drainage to help keep the building dry and waterproof. We were unfortunately turned down for a grant for this work.

Speaking of Cranmer – this has been a bit quiet recently. But I have a separate report in this issue of Tracts on recent progress on Cranmer and our plans for moving forwards elsewhere in this issue of Tracts.

The Society’s annual dinner was on Thursday the 29th September at the New Brighton club. This was advertised as being at their Tram shed Bistro restaurant – the building is on the site of the old New Brighton Tram Sheds. The venue is not quite what we were expecting – no advertising of the “Tram shed Bistro” or any photographs that we were expecting. But despite the lack of any tram shed ambience, it was a good evening and a good chance to catchup for a number of Society members and their partners.

Things have been fairly quiet on the Tram #24 restoration front recently. While some work is progressing in the background, the main focus of the HTT staff has been on other work – particularly refurbishing a pair of punts and a pair of tram trucks for Christchurch Attractions. I am planning in the near future we can sit down with the HTT and come up with a plan to get this project finished.

And finally for this issue of Tracts, I would like to welcome Graeme Richardson who has decided to re-join the Society as a member. Graeme is well known to most Society members being a past president of the Society and also the longest serving member of the HTT staff. Graeme’s membership was confirmed at the September management committee meeting.

Relaunch of the Kitson Steam Tram into service.

Saturday 22nd October - 10am

Outside Curragh Cottage in the Ferrymead Village.

All THS members are invited, and for catering purposes, I would like all who wish to come to RSVP, to Alex Hunter 02102205094 or ‘ashunter192@gmail.com’ by 17th Oct.

For those who are parking at the Trambarn end of the site, 26 will be going ahead to the village ahead of the event, departing at 9.30am

On the day there will be a couple of speeches and the cutting of the ribbon, followed by a cup of tea and scones provided by the Friends of Ferrymead folks at Curragh, Then all aboard for a ride. The kitson will be in steam all day and doing a few trips.

The Kitson will also be running on Sunday as part of the FHP event day.

Tramway Society Dinner

Held at the New Brighton WM Club.

On Thursday 29th September, 17 folks from the Tramway Society and the Heritage Tramways Trust dined at the New Brighton WMC.

One point to note is that the venue is located on the site of the old New Brighton Tram depot, of which was demolished some time ago.

This was organised by Graeme and Phyllis Belworthy, I would like to thank them for organising this, and we are all looking forward to the next one in 12 months time!

(Photo: The New Brighton sheds in 1945, a pic by Ross Mcqueen)



This month! - The THS Social BBQ.

Sunday 23rd October - 5pm onwards.

Location - at the Trambarn , 275 Bridle Path Rd, Ferrymead.

Sausages and Bread supplied,

And beverages such as Orange Juice and Coca-Cola.

All Welcome and bring a seat or blanket to sit on.

See you all there!

Did you know??....

By Ken Henderson.

THE MAGNETIC OBSERVATORY HAGLEY PARK

A visit to the last remaining building of the once extensive Magnetic Observatory complex in the Botanic Gardens is well worthwhile. The observatory opened 1901 and was used by the likes of Captain Robert Falcon-Scott, Sir Ernest Shackleton and other Antarctic explorers to help with magnetic surveys. The exhibits give a basic understanding of the work carried out by the early explorers and scientists. It is open 10 – 4pm daily and easily accessed from the car park .Interestingly when the tramways in Christchurch were electrified in 1905 variations in measurements were noted. In 1929 the observatory was moved to Amberley where it remained until 1977. Currently GNS Science run a magnetic observatory at Eyrewell.

In London there were observatories at Greenwich and Kew and with the introduction of electric railways and tramways were subsequently moved. The observatory at Kew was moved to Eskdalemuir in the borders of Scotland where it was thought there would be little chance of railway electrification following an offer from London United Tramway to contribute to the cost of the removal.



Cramner Display Building.

Stephen Taylor Reports -

It has been a while since there has been much of an update on Cranmer, but this article is intended to address that.

So, where are we at. Work is progressing (or planned to progress) on a number of fronts, and we are interesting in getting more members involved to assist with the work we need to do. Most of the work required at this stage is more around adapting the building to suit our needs, though we need to soon start working on planning for what displays we want to setup in the display hall area.

The first area we need to progress is ongoing weather proofing of the building. Until this is done, it holds up a lot of progress on the internal work. We had applied to a funding organisation earlier this year for materials to provide stormwater guttering and drainage to help with our plans to improve the weather tightness of the building. Unfortunately our request was turned down. This put a bit of a hold on progress as we didn't want to do too much more interior work – particularly to collection and display areas until the building could be made properly weather tight. We have decided to fund these materials ourselves using some of the ticket money we have gained from running the double decker tram during the Illuminate event to get things progressed. Once this is done, it is also intended that the exterior of the building should be painted.

Dave Sanders has been working on getting our cataloguing system going as this needs to be in place before we move too much of our library and archives materials into this building. Dave is working on getting this setup with assistance from an intern from University of Canterbury and Canterbury Museum. In particular, we need a set of procedures on how we should be cataloguing items. It is intended that this work will evolve into cataloguing of our collection. Rata Ingram has volunteered to assist and has commenced undertaking some external collections/museum study to help bring a further level of additional professionalism to this work. I am hoping that I can persuade Dave and/or Rata to provide a bit of a writeup on this for a future edition of Tracts.

We are also looking at plans to replace/upgrade the electrical switchboard in the building. It does not meet our planned requirements and is definitely past its use by date. The plan is to both progressively move electrical circuits from the old board to a new one, and also to install a separate “sub board” in the display hall area to control most of the west end of the building.

We also need to replace the big sliding doors at the west end of the display hall. Only one opens and neither are weather proof. And unfortunately the track for the existing doors is attached to borer infected wood. The replacement door may be a sliding door, hinged doors or a roller door (possibly preferring the latter), but one major issue is that the door height and display hall rafters (at 3.3m) is a little low to allow us to get the vehicles we want to be able to get into the building. We are going to see if it is possible to raise the height of this door and the rafters – especially in the centre section of the display hall – to allow taller

vehicles entry, and if we can, this will likely impact on the door design!

We are putting together a small planning group if some of the people involved to look after progressing the ongoing work.

Other progress that may not have been visible and current ongoing work:

1. I have written up a high level “project brief” on our plans for Cranmer on a “room by room / area by area” basis to provide a summary of the work we are needing to undertake. This is expected to be a living document and be updated as work progresses and ideas and plans evolve.

2. Work on replacing the floor of the main display hall is virtually complete (and has been so for a number of months), but work is still required to finish screwing the floor down to the floor to the floor joists – not all the screws needed are currently in place. Next steps will then be to add skirting boards, and the sand and seal this floor.

3. As reported in Tracts previously, George Wealleans has removed the old chipboard flooring from the middle “south” room adjacent to the display hall. We are wanting re do the floor of this room with strandfloor (to match the main display hall) as soon as we can find a supplier with stocks of this flooring material. This room is intended to be able to be used for Society meetings as well as to house audio visual displays.

4. George Wealleans has commenced removing the partition wall in the middle of the building between the two rooms that are intended become the main library room. It is apparent this partition was added to later to make the original large room into two smaller rooms and we want to revert to the original design.

5. Callum Brieske has purchased on Trademe and donated 50 stackable upholstered chairs, and has also persuaded his previous employer to donate a surplus photocopier for Cranmer.

6. Henry Deer and Dave Hinman has been working away for many months on sorting and classifying a large collection of newspaper cuttings and associated items in our archives.

7. George has also cleared the old radio studio room next to the display hall. We had filled this up with filing cabinets and plan drawers. It is then intended to finish the lining of this room and replace the internal window and doors.

8. We arranged for the sprinkler pipes underneath the mezzanine floor in the east end of the building to be disconnected some time ago. This pipe now needs to be removed along with the associated mezzanine floor.

9. We have also been offered some rail from the P&T Society (ex 2' Gauge railway) what we can use to construct a short piece of tram track to line up with the west door into Cranmer. One the stormwater drainage has been done, we are then wanting to progress laying this track.

If you would like to be involved in any of the work described/ discussed above, can you contact either myself or Dave Sanders and make your interest known.

Illuminate Festival.

Over several weekends in August and September, the Ferry-mead Illuminate festival was held in the Village.

We were fortunate to have 26 as one of the attractions for the visiting public to ride on, and naturally the top deck was very popular, even in the rain there were some hardy folks that sat up there in it...

We must pass a huge thanks to Michael Leefe of the Canterbury railway society for the use of the Epos card machine for doing transactions. Of the tickets sold, at least 60% were paid for by card, the way of the future.

Also a huge thanks to the platform staff that did a great job of manning 26 and doing the loading and unloading of the tram and crowd control with great success.

Bring on the next one!!

(Photo by Laura Hunter.)



Workshop Activities -.

Cable Car 103 Restoration.

Don McAra reports.

Now that the destination boards, the bell, and the roof vent "topknot" (typical of cable cars from the days of kerosene lighting), are all in place, we have covered the whole roof with plastic as a dust sheet and a protection against the occasional possum piddles which are so difficult to remove.

Our attention has now turned to applying further paint work surrounding the spray painted aprons that grace each end of 103 below the window line. It is difficult to match the panels' smoothness painting the surrounding woodwork by hand, but by dint of sanding back, painting, sanding back again and again up to eight coats, all traces of the wood grain can be finally removed towards a mirror finish.

Don Clark has now started using his fitting and turning skills on installing the B end downpipes, Also, now that the roof is finally finished (it was a bit like building a boat upside down) Lawrie Cooper has reappeared to begin preparing to install the wheels at last. Some 40lb rail has been generously donated from the 2' gauge club that is now in recession at Ferry-mead so that 103 can sit thereon. We will keep you posted!

(Photos by the editor)



Kitson Steam Tram Update - Alex Hunter reports.

Well another month has passed and im glad that our work parties are starting to be in warmer weather in the shed!

First of all I would like to thank the team that have been beavering away on the project over the last month, your help is most appreciated.

Earlier in the month has seen a gap in the program for the HTT work and they were able to start on painting the Kitson body, the tram was moved into the paint booth on 31st August. Next up Brian , Mike and Graeme were on the job masking up the various components to allow it to be primed in Durepox primer, first colour to be painted was the White around the top gutters and end barge boards, on the same occasion was the grey skirts being painted.

Next up was the more tricky job of spraying the black framing, this was a bit challenging as it required 2 people to do the spraying, one on the inside doing the internal sides of the pillars and one on the outside doing the external black components.

Once the black was completed, more masking was fitted to cover all items except the panels that are being painted Green. I must say that the masking effort put in by the guys was very good and well worthy of an award alone!!

The green was applied and that has completed all the major components for painting, the masking was stripped off and it emerged from the paint booth on Saturday 17th September.

The paint system used is Resene Traffic, 2 part paint.

Additionally on the 17th we tested the repaired roof tanks, I am happy to report there were no leaks! Quite a relief considering the amount of welding that went into them. On the same day Graeme Belworthy lifted up the roof tanks for us with the trusty electric forklift, Callum and Steve Lea fastened the tanks down and checked the pipework fitted before it was having its final coat of paint sprayed on.

Other work that has been completed this month, I tackled the daunting job of derusting the tank under the boiler as it hasn't had paint on it in many years. I set to with a cup brush on an angle grinder, after this the tank looked rather good and I painted a coat of Resene rust gobbler (rust treatment) on the surfaces. And that hopefully will see it right for many years to come.

Another job that has been tackled this month is the repair of the Coke fuel bunker, this had significant rust around the bottom of it. Callum set to with his trusty plasma cutter and cut the bottom out, next up the box body was sandblasted by the HTT, next up Callum welded new sections of steel in and has made a lovely job of bringing it back to life. After the repairs the HTT staff painted it black ready for reinstallation.

A job that was started a few weeks back by myself was the manufacturing of the new piston rods, the old rods were quite rusted and worn and had become difficult to seal, a common practice these days among preservation steam is to have the rod surface hard chromed to prevent any rust, we have gone a slightly different route and have sourced some chromed shafting, these have been turned up by myself and made to fit. I did take them home at one stage to machine the slot in the tapered end of the rod for the holding cotter that keeps the piston rod firmly fastened in the crosshead. These have now been fitted back in and are looking great.

Saturday 24th September saw another great day of progress. This day we had 4 of us working on the tram. I finished off some of the piston rod detail, Callum welded in the studs for the belly tank inspection cover.

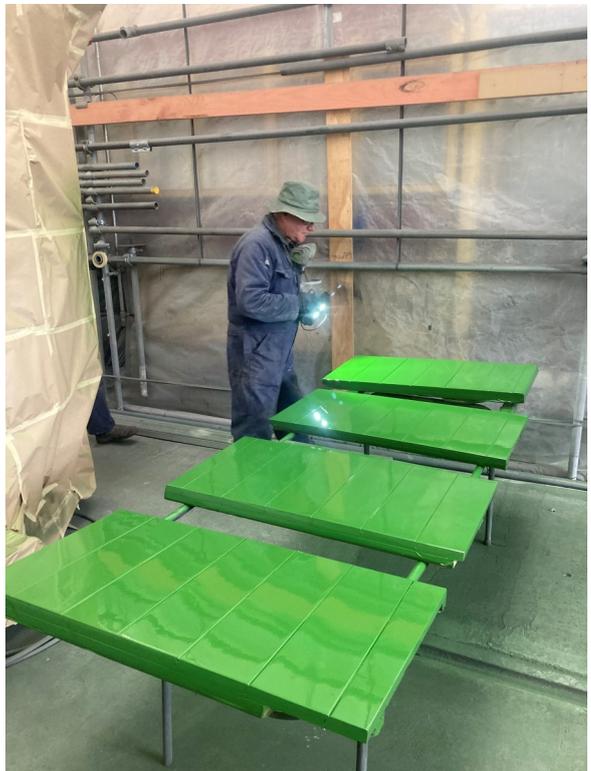
Steve Lea was keeping busy installing the pipework for the top tanks back down to the lower tanks, and fitting the rear foot steps that go up the back of the cab.

Now that the pistons were in, Stephen Taylor got busy and fitted the corner panels he made some weeks ago, these really look the part and its really starting to take shape.

On the same day the sign written '7' numbers were fitted, I had these done by Ken Logan of Logan Signs in Waltham, based on an old photograph from the Stuart Hobbs collection.

We are looking to launch it on Labour weekend Saturday, and will hopefully be operating it on the Sunday as well if all goes ok. More next month.





Top left: Brian and Mike start out on the masking .
Top Right: Primer has been sprayed on and preparation for the next layer of masking.
Mid Left: The black has been sprayed on.
Lower Right: Brian inspecting the panels for defects, im sure they passed inspection..
Lower Left: The masking job that certainly deserves some kind of award!

Bus Department Activites - Alan Roi reports.

CTB Bus 614:

Since bus 614 came out of the spray booth the crew have been busy refitting all the smaller bits such as numberplates, lights and windscreen wipers. The bus was taken through the testing station and needs a few minor jobs doing. These are currently being worked on. It is hoped 614 will shortly be in use.

Trolleybus parts area:

A crew mainly consisting of Ange, Lyn and Philip are pressing on with the building of shelves to store our bus and trolleybus parts. At the moment a lot of our parts are on the floor and we hope to shortly have these shelved in the parts room.

Dirt pile outside the shed:

Now that the weather has improved and the ground dried out Ange has been out using the CRS digger continuing to finish the levelling of the ground. We are grateful to the Canterbury Railway Society for making the digger available.

Charters:

Since 612 has returned to service, we have used this bus to undertake a number of charters including some where we subcontract to Bentley Coachlines. A lot of these are schools heading to play sport.

Buses used in Movies:

Recently CTB AEC New Reliance bus 452 was used as a prop in a movie. The CRS workshop had signs added to it suggesting it was a freezing works and 452 was posted in the shot. Then a few days later AEC Mk4 bus 290 was taken up to the Pump House in Tuam St here again it appeared in the movie.

Top and Mid Right: CTB 614 being put back together after the repaint

Mid and lower right: CTB AEC Mk4 290 on film duties earlier in the month.

Bottom Left: The CRS digger in action sorting out the final fragments of the infamous dirt pile..

(photos by Al Roi and A Holliday)



HTT Chairman Update -

Dave Sanders reports.

What an interesting and intense last couple of months we have had. Particularly in regard the ongoing governance of the Heritage Tramways Trust.

Whilst all this was happening the team at HTT continues at the usual to produce the highest grade work thanks to the continued excellence of Graeme, Brian, Bob and Michael in their respective areas.

At this point I would take the opportunity to thank the outgoing team very much for their sterling and competent service that have given us. Thank you to Murray Hobbs as Chairman, Roger Horton as Treasurer, Charles Manning as Secretary and Gary Webber.

We have a new team with two from earlier staying on the board. I have been selected as Chairman with Alan Hinman as Treasurer and Callum Brieske as Secretary. Another new board member is Nick Allen who joins Graeme Belworthy and Stephen Taylor. While we have been and remain to be in capable hands and while we are still getting our heads around our individual and collective responsibilities we have in effect hit the road running.

I thought I would start what I would like to be a regular item in Tracts with a bit about myself (to be followed in future months by the others on the team) and a quick review of what we have been working on over the past month.

I have been in the Tramway Historical Society for the past five years in a variety of positions and roles some of which I have only recently moved away from. I have been the Convener of the Health and Safety Committee, the Convener of the Buss Committee, the Electrical Officer and continue to be the Vice President Administration along with my new role as Chairman of the HTT.

I have been retired for a number of years after a forty plus year career in the High Voltage Generation and Transmission field. I started with the NZED in 1975 ended up as one of the Shared Services General Managers then a five year stint as a

consultant prior to my retirement.

With the THS I have been involved in many small and often administrative (or electrical) projects over the past few years and continue to serve you as a generalist in many areas including that of HTT Chair.

So, what has the HTT team been involved with over the past October Month? There has been ongoing work on the trucks for 244 (from the city) and work has commenced on restoration of two Punts from storage at Ferrymead. We have also been painting No 7 the Kitson which Alex Hunter is hoping to "launch" again soon. The work Alex and his team of volunteers and the HTT staff have done on this is work they can all be proud of.

Work has also continued on the Cable Car led by Don McAra but work on 24 has ground to a halt and will only be able to continue as funding allows. More to that next month.

I also took at the earliest opportunity to be introduced to the team at Christchurch Attractions. Stephen and I met with Sue Sullivan, Mark Small and Alex Hunter to overview our way forward and our view for that future. This was a very positive meeting where we defined our path together as we close out 2022 and move to 2023. One of the early decisions made by the incoming board has been to not seek a replacement for the Workshop Manager but to enhance the responsibilities of Graeme Richardson and have him report to the board directly with no middle man or bottle neck to slow progress. It is hoped that this streamlined structure will remove misinformation and help us to put out improved pricing options to our clients.

We are the one team - HTT staff, THS volunteers, the HTT Board and the THS Management Team - we have to work as one and find solutions to barriers – not build walls. More also on this as we move forward.

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

Heritage Tramways Trust.

From the editors camera..

The HTT has certainly got some reasonably interesting and varied work on at present.

A job that is making significant progress is the overhaul of 2 trucks for CTL tram W2 244.

Work of recent includes the White metalling of the axle bearings and the motor armature bearings. We are fortunate that these could be done inhouse by HTT staff.

Bob Williams has been busy doing all sorts of engineering components, he has been machining a part of the axleboxes, they have had the top pockets welded up to remove the wear, and these have been machined back to original size.

Additionally the Sheetmetal hornway wear plates on the sides of the axleboxes have been made by Priest Sheetmetal and have been welded on by the HTT staff.

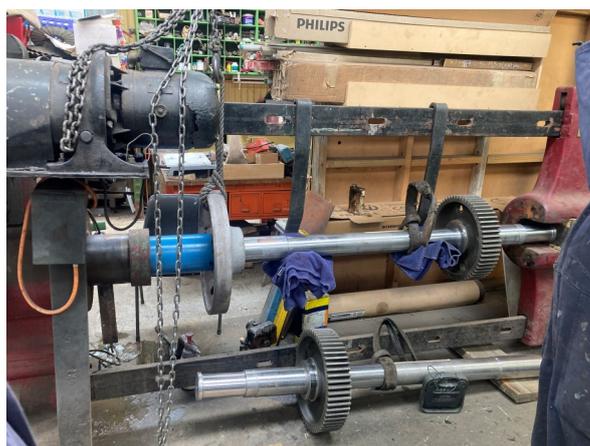
New Suspension Bearings have been cast for these motors as the old ones would not fit since the motors have been line bored. Bob has done a great job of these and soon these will be fitted

One of the jobs that the Editor is particularly happy with is the pressing together of the 4 axle sets with new axles and gear wheels and utilising old MMTB wheels that have been bored out, this was a slightly nervous situation as the tolerances for an interference fit are quite fine, for example the Axle surface that the gear wheel fits on is 0.1mm bigger than the centre bore of the gear wheel itself, so that's where the 40 tons is required to push it on, in approximately 2mm increments per 30 seconds. The nervous part was the fact that the 3 items were manufactured at different stages over a few weeks so there could be 3 differences in tolerances. But I'm happy to say all the various contractors did a great job and the results show. This job wouldn't have been done so easily without the use of the THS Wheel press, an impressive machine originally from the Dunedin Tram workshops. Noyes Tool company of Hamilton, Ohio, and dates back to 1903.

Now that the wheel sets are assembled, the outside diameter of the wheels need to be skimmed in the lathe to make sure they are round after the pressing. Bob has done this part.

Next up is the fitting of the tyres, these will need to be bored out to suit the individual wheels, most of the tyres will need around 10-12mm turned out of them to allow them to get to the correct diameter, in this case the tyres inside diameter will be 0.5mm smaller than the wheel, once this diameter is finished the tyres will be heated in an oven and will grow to be approx 0.25mm bigger than the wheel itself, then the wheel is lowered down into the tyre and as it cools the tyre shrinks and grips the wheel for the foreseeable future.

A reasonably important job is proof loading of the springs to check what their height is under load, then the appropriate shims can be added to get things to sit correctly and level, and also to have the right weights on each axle. Brian has been busy doing this. (Photo Captions next page)



HTT Activities con'd

Another job that has been going on for Christchurch Attractions - Punting on the Avon, is the overhaul of 2 of their punt boats, one of them has been in service for a good while and is having some woodwork repaired and some fiberglass repairs.

The second boat has been in storage for 11 years, and requires a similar amount of work to return it to service, these will also be painted with Resene Traffic paint of which has proven to be good quality in this application. Graeme Richardson and Mike Hobbs have been doing this work and its looking great. More next time.



Previous page Top photo— Bob Williams machining the top surfaces of an axle box.

Mid Top: Brand new gears from Duralloy Gears Ltd in Belfast Chch, they look amazing.

Mid Lower: Bob machining a side face for one of the bolsters so that it sits level in place.

Bottom : The Wheel press in action, quite an amazing piece of machinery and very useful.

This page— Top photo, Inspector Brian watching the gears being pressed on. I think he needed a cushion..

Upper mid, The 4 nearly completed axles ready to receive the new tyres. All photos by the Editor,



Monday Evening work parties.

A few words by the Editor.

An activity that takes place on Monday evenings is a work party to undertake maintenance of the vehicles and bits and pieces around the trambarn.

Recently activities have included maintenance of trailer 74 so it can be used for the night markets this summer and for going behind the Kitson steam tram, and servicing of Brisbane 236.

Other activities of recent have included some maintenance of the Society's Diesel bus fleet.

In order for the Society to keep up the good standard, it would be greatly appreciated any folks reading this could come along and spend a couple of hours on a Monday evening perhaps doing a bit of cleaning of one of the trams, or perhaps assist or learn about the tram maintenance and servicing. Or even just a bit of cleaning around the depot.

I'm not suggesting that we need to start new projects for the sake of it, but more to get people involved in keeping the existing fleet and facilities going into the future.

The evening concludes with a cuppa tea or coffee and a few biscuits!

Location: THS Trambarns

Time : 7.30pm – 9.30pm on Monday evenings.



Then and now....

A photo that was recently sent to Secretary Evan Bachelor, is of the Kitson taken on Church Corner by a visitor to Ferrymead , Graham Ahern. Taken in April 1977 of what looks like very recently laid track with no ballast .Below is the same location taken on Saturday 1st October by the editor of the Kitson on its first trip back to the Village after its reasonably extensive 4 year overhaul.

