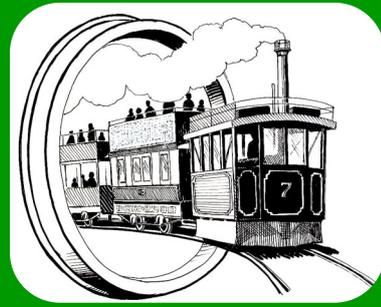


# Ferrymead Tram Tracts



The Newsletter of the Tramway Historical Society Incorporated

September 2022



In this issue:

Annual Society Dinner This Month.

Kitson project progress.

Dunedin Tram II retrieval in 1967.

Truck overhaul for CTL car 244.

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

*Contributions welcome. Please send to [tracts@ferrymeadtramway.org.nz](mailto:tracts@ferrymeadtramway.org.nz)*

*All contributions must be in by the 23rd of the month. Tracts released for distribution on 1st of following month.*

## Presidents Pontifications..

Stephen Taylor reports.

When you read this, we are in Spring – officially starting on the 1st September – and I am hoping this will usher in warmer and drier weather. This is after a particularly wet winter and it would be good to see some more fine weather.

I would like to start by talking about some of the outcomes from the recent Society's AGM, held earlier this week (as I write this) on Wednesday 24th August. As per the notice of meeting, this was held in the Board Room of the Christchurch South Library due to our usual meeting venue – the Ferrymead Lions building – being unavailable due to the Illuminate Light show at Ferrymead. We had a good turnout of members, and the meeting was following by one of Phyllis's suppers which was enjoyed by all. I am sure the (draft) minutes will be distributed to all in the fullness of time and that will provide an official record of the meeting, but there are a few things that I want to talk about here.

Firstly, election of officers. The roles of president, the two vice-presidents, secretary and treasurer had the incumbents all re-appointed un-opposed. (No major surprises there). However I gave notice that I will not be standing for the president's role at the next AGM as I feel that after five years in that role it is time for someone else to bring some fresh ideas to the role. So there will need to be some "changing of the guard" at next years' AGM which I think is good.

But there was real interest in the roles for the other committee member position on the management committee. We had ten people nominated for the seven positions available. Which means we had to have an election to determine these roles (for the first time in many years). I can report the incoming committee members as being Graeme Belworthy, Callum Brieske, Larry Day, Henry Deer, Steve Lea, Alan Roi and Matt White, and I look forward to working with you all. This is three new appointees and four existing members being re-elected. I would also like to thank the retiring members of the outgoing management committee – Sandra Cron, Alastair Cross, Jenna Crothers and Don McAra for their service and contribution to the previous years - and in three cases multiple previous years – service on the management committee.

Next, the Heritage Tramways Trust (aka HTT). With three of the existing HTT Trustee's giving notice that they will be standing down at the upcoming HTT AGM, the HTT was looking as though there would only be two trustees remaining and this would not be sufficient to keep the HTT going. I am pleased to report that after some discussion around the associated notice of motion at the AGM, at least three (possibly four) Society members have put their hands up to fill the vacant trustee roles. This is excellent news, and I expect to be able to report further on that in the next (October Tracts). I would also like to – record my thanks to the three retiring HTT trustees – Murray Hobbs, Charles Manning and Roger

Horton – for your many years of voluntary service as trustees of the HTT.

Regarding the annual accounts – unfortunately these had not been prepared in time for the AGM by Community Capacity Accounting. Apparently they have an increasing workload and also had a number of people off with COVID and other winter illnesses. Wearing my Treasurer's hat, all I could report on at the AGM is that the Society appears to be ok financially. Once the finances are available, these will be circulated to all members and also tabled/presented to a future Society general meeting for discussion.

As part of the discussion after the President's report was tabled, there were a number of useful discussions about progress on some Society projects – particularly on Cranmer and the need to increase our membership. It was also pointed out that the President's Report had a few minor typo's, spelling mistakes and corrections, so a replacement "Mk II" version - with the identified (minor?) problems corrected - will also be distributed to members when the annual accounts are available.

I should also note that we have also planning to have a Society Dinner in September, and even had a vote at the AGM to agree the location – and there will be a notice about this elsewhere in this issue of Tracts. I hope to see many members there.

Next item to mention is the Illuminate Light Show being held at Ferrymead Heritage Park and the Society is running Christchurch Double Decker Tram #26 at this event selling "tram rides". I would like to thank all members who are involved – tram crew, ticket sellers etc, with a particular vote of thanks to Jonathan Day who has been the driving force behind the Society's involvement in this. Unfortunately, a number of nights have had to be cancelled by the Illuminate people due to wet weather – and we have also had rain on some of the nights we have run – but on the nights when Illuminate has run, the tram seems quite popular.

As I write this, Illuminate still has over a week to run so we can hope for better weather for the remaining nights. We have also "strategically placed" some of our buses for the Illuminate organisers as barriers to help direct people. I understand there will be a separate report on Illuminate – with pictures - elsewhere in Tracts.

And while I have no new members to report on for this issue of Tracts, I am pleased to report that we do have someone who has put up their hand to take over the role of membership secretary. Callum Brieske has offered to take over this role. Thanks Callum.

*Cover Photo: Don McAra doing a fine job Signwriting the roof boards for Cable car 103. Photo Editor.*

# **THS Annual Society Dinner.**

*At the*

**New Brighton Club**

**Thursday 29th September - 6.30pm onwards**

**202 Marine Parade, New Brighton.**

*Please RSVP to Graeme Belworthy on 02102325989 or  
gbelworthy@gmail.com by the 25th at the latest.*

*Note: As part of the Venue licensing conditions, all attending will need to be  
signed in if they are purchasing any alcohol.*

*Stephen Taylor has this in hand.*

*See you all there!*

## **THS 60th Annual General Meeting.**

This was held on Wednesday 24th August in the Board rooms of the South Library, Beckenham.

It was a good constructive meeting with many subjects discussed and good to see some new faces coming along.

Society Officers for the 2022-23 year.

President : Stephen Taylor

Vice President ( Administration ) : Dave Sanders

Vice President ( Operations ) ; Jonathan Day

Treasurer : Stephen Taylor

Secretary : Evan Batchelor

Committee: Steve Lea, Matt White, Callum Brieske, Graeme Belworthy, Alan Roi, Henry Deer, Larry Day.

A motion was put to the meeting regarding the future of the Heritage Tramways Trust. Three of the HTT Trustees, Murray Hobbs, Roger Horton and Charles Manning are standing down at the HTT AGM on September 1. The outgoing trustees were thanked for their hard work and persistence in keeping the HTT in good shape.

Murray Hobbs spoke about the busy year that the trust had workwise, Work includes restoration of CTB Hills Car 24, and some components of the Kitson Steam tram, and for CTL the Truck work currently being undertaken for THS owned 244.

Fortunately at the THS AGM there were a number of potential candidates that were open to the idea of joining the HTT Board as trustees, this will be finalized at the HTT AGM.

A discussion was held on the progress of the Cranmer building, George Wheallans has been doing plenty on the stripping out of the old chip board flooring in one of the two rooms off the display hall in the building, However it would be great if some more folks could get involved to progress this building a little faster.

The Meeting also had a discussion about the various Sub Committees of which need to have positions filled or just some new faces to get involved , These include Operations committee, Health and Safety Committee, Fundraising Committee.

The meeting concluded with a lovely supper kindly made by Phyllis Belworthy.

## Workshop Activities .

### Hills Car 24.

From the editors camera.

Work on 24 has slowed significantly in the last few weeks due to the lotteries grant funding running out.

However Murray Sanders and his team have continued on with the traction wiring and associated wiring for buzzer circuits, they have got one of the Traction circuit breakers mounted on the cab ceiling as it was in the early days . Hopefully work can recommence on the rest of the vehicle in the future when funding and manpower can become available.

### Dunedin Cable Car 103.

From the editors camera.

The Cable car continues to make good progress, Don and his team meet regularly on Wednesdays and Saturdays.

Some of the tasks of recent have included the fitting of the newly made and painted apron panels, these are in a nice deep red similar the DCC Electric trams such as 11 and 22.

Some of the guys have been painting the pillars in the traditional plum colour and these are looking great.

One of the more notable features is the roof boards, Don McAra has been working hard on painting the Signwriting on them, (sometimes in freezing cold weather!) I must say this does look great and its good to see some traditional type signwriting being applied.

More next time.



*Top: Murray Sanders and John Ainsworth in the Cab of 24.*

*Mid Top: Bill and Marceliene drill a piece of wood for 103.*

*Lower Right: Richard Holland working on 103, and the new apron panels can be seen here.*

*Mid Right: Two of the team shifting a Bulkhead for sanding.*

*Lower Left: Don McAra starting out on the Signwriting, using a carbon copy paper to do the tracing onto the board.*

*All Photos the Editor.*



## Kitson Steam Tram Update - Alex Hunter reports.

Another month passes... and as I write this there is signs of spring on the way with daffodils starting to shoot up. First of all I would like to thank the team for their continued good effort over the last few weeks, it is much appreciated.

Earlier in the month saw the Kitson placed over the pit to allow the repairs to the well water tank under the boiler, this has some reasonably severe corrosion inside it, and we have taken this opportunity to get inside it and remove and treat the rust.

Callum Brieske has been doing the TIG welding repairs to it to allow the new inspection hatch to be fitted shortly.

Stephen Taylor has been busy making the new corner boards for the body, these are rather complex in their simplicity but they certainly look great, Stephen has got them all fitted up finally now, since then they have been painted by the HTT staff and really look the part.

The rotating bell for warning all and sundry that the Kitson is in the area, has been home to my workshop for a freshen up, it was still in reasonable condition, all that was required was a sharpen up of the pawls for engaging the rotating bell clapper.

The Side Skirts have had some attention, these had quite a number of dents and bent parts, the dents have been smoothed out and bent parts straightened, and they have been painted by the HTT staff. Additionally 1 of the 4 locking pins was different to the other 3 , a replica has been made and fitted and really looks the part.

The Roof water tank repairs, these tanks date back to 1929 and are of Arc welded construction. The repair of these has been quite a major job and has required a good amount of welding. Earlier in the month the first tank was cut open and the interior was sandblasted by the HTT staff, and then a new section of 3mm plate was purchased, and welded into place by myself, then the second tank was cut open for the same treatment, although the repair was slightly different and was only half cut open. Next a new piece of 3mm steel was welded in, next up it was painted with special tank paint on the inside to prevent any further corrosion and hopefully they last at least another 93 years..

Steve lea has been busy sorting bits on the bodywork, now that the tongue and groove sides are fitted, the many screw holes needed to be filled and sanded back, these have now been sanded back and the new boards are looking great.

Myself ive been sorting all sorts of odd and ends. One of the tricky jobs has been fitting the last bearing block for the reverser, this is in a tricky place under the boiler and I did feel a bit like a contortionist getting the bolts done up.

Continued next page.



Top Photo: Stephen Taylor standing proud of his Tongue and Groove panels he has made up to go in the corners of the body.

Mid : Stephen making adjustments to the panels.

Lower : The panels disassembled and Stephen and myself were sanding them ready for painting.

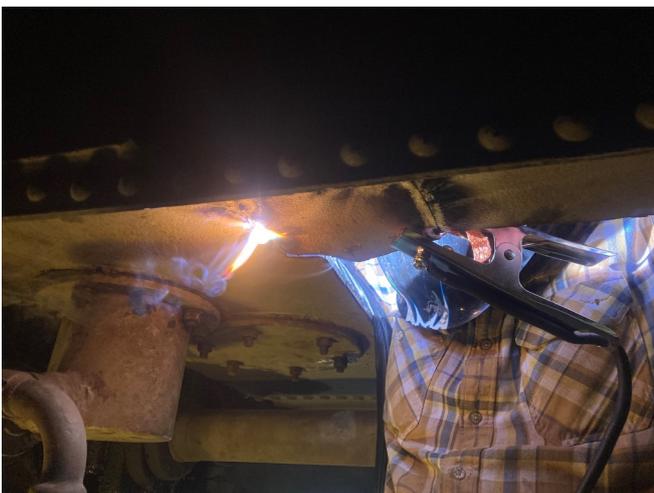
## Kitson Steam Tram Update -

One other job has been making the new guides for the water valves in the cab, these were Sheetmetal previously and did flop about a bit, now they rotate rather sturdily.

Most recently the Kitson has been moved into the paint booth to begin the bodywork painting, a job of which I am most looking forward to seeing it with paint on it.

The progress is good and we are tentatively looking for it to enter service on Labour weekend.

More next month.



Top Right : The roof tank cut open ready for welding.  
Lower Right: The tanks freshly painted.  
Top Left: Steve Lea applying filler to the screws on the body sides.  
Lower Left, Callum inside the Well Tank, TIG (Tungsten Inert Gas) Welding a patch into the tank, and next up is to clean out all the rust, a rather mucky job.. And then paint the inside.

## CTL Tram W2 244 Truck overhaul by the HTT.

From the editors camera.

Currently the HTT staff are overhauling the 2 Trucks for Ex Melbourne W2 244 currently operating on the Christchurch Tramway in the central city.

It is fitted with 2 of the Melbourne 1B type trucks of which are in worn out condition and will receive major work over the next 2 months.

So far the bogie frame has been stripped and sent away for sand-blasting and painting at Intergroup Ltd in Bromley.

4 wheelsets have been dug out of storage, they have been stripped and old tyres removed so the wheels can be reused on the new axles. The Wheel press ex Dunedin City Corporation Tramways ( Noyes Tool Works USA , 1903) was dusted off and did a sterling job pressing the wheels off the old axles.

The HTT staff have organised and fitted the new hornway hoops in the bogie frames.

All the brake equipment has been sandblasted and inspected for condition, all the brake components have had their old bushes removed and the holes have been reamed out to take the new case hardened steel bushes from a supplier in Auckland.

4 new axles have been made by Lyttelton Engineering and look really good, these are now on site at THS awaiting assembly.

4 new gear wheels and motor pinion gears are being made by the local firm Duralloy gears in Belfast, these will be delivered in mid September for assembly on the new axles.

An item that has taken a while to get to us is the new tyres, these have been supplied by Naeledi Ringrollers in South Africa, these are the same specification as the tyres currently running on Chch 178 and Invercargill 15.

The suspension beams have been checked and the ends where the weight is transferred to the axleboxes, has been built up with weld and machined back to original size.

Additionally 4 traction motors have been taken out of storage for overhaul and repairs, these are the GE247 type that is still currently used on the Melbourne streets on the SW6 modified cars, these are in good condition electrically, these will have the suspension bearing tunnels bored and new suspension bearing shells machined and fitted over the coming couple of weeks. The internal electrical work for the traction motors is being carried out inhouse by CTL staff.

This Project is taking good shape and next month hopefully will report a much assembled truck ready for installation.



*Top photo: The new hornways being fitted.*

*Mid top: the suspension beams in the paint booth.*

*Mid Lower: The wheels all ready for installation after the centres have been bored to take the new axles.*

*Bottom: the new tyres being offloaded at the THS tram shed.*

# Dunedin Box Car II.

From the Camera of the late John Shanks.

Recently some pics have surfaced of the recovery of Box car II.

Retired from service in 1955 in Dunedin and was moved to a farm in Pinehill, from there it was recovered for preservation in 1967 by the THS, restored to operate in 1986 and these days it's a regularly run vehicle on the Christchurch Tramway.

Enjoy.



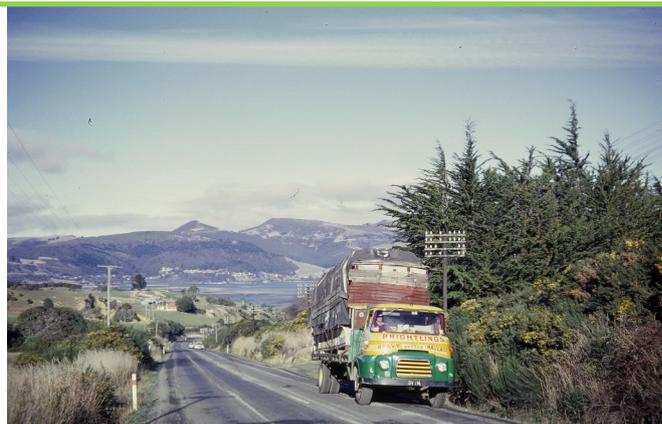
Loading up at Pinehill by a pair of Hamilton Cranes.



Temporarily placed at a trolleybus parking bay, awaiting transfer to Christchurch by Brightlings transport truck



On the back of a Spencer and Dunkley articulated truck.



Loaded on a Brightlings truck heading out of Dunedin



The Brightlings truck paused for a photo.



Arrived at the Ferrymead reserve, note the lack of houses.



Being offloaded by a couple of Brightlings Transport 'Hamilton Cranes' in the Ferrymead Reserve beside CTB Brill car 178.



Some time later its been moved from the reserve to go inside the newly built tram barn. Here the guys are removing the Tarpaulin off the roof to allow it to go inside.

## Mystery Solved!

Last month there was a picture of some tram rail in the street, THS Member Vern Campbell got in touch and told us where it is.

Location : Dunedin, Rattray St, across from the Duke of Wellington Pub,

Well done Vern.



## DID YOU KNOW? By Ken Henderson.

### Generating Juice for the Christchurch Trams in 1905

Electric Trams were introduced in 1905. The formal opening of the power house in Falsgrave St was officially opened on 5 June 1905. There were 2 vertical DC Curtis turbo generators each supplying 500kw. Two years later another 500kw set was installed. In 1912 a horizontal 1100kva Curtis alternator with a 1000kw was obtained but the boiler capacity was not increased. In 1916 the switch over to Coleridge power occurred and the steam plant was shut down but was retained as a standby under a contract with the Government the capacity being 1500 kw. The contract was in force until 1926 and in fact was often advised of impending trouble. Interesting to note it would take little over an hour to be producing power albeit at a reduced service, but fortunately the Lake Coleridge generating supply was becoming more stable each year.

Our society had a dream many years ago to build its own steam generating plant and a large supply of parts were obtained from factories with redundant boilers around Christchurch and elsewhere including Burnside in Dunedin. It became obvious that various legislations at national and local level would make the project unachievable along with of course the dollars required to go ahead with the venture.

## Bus Department Activites -

From the editors Camera.

The bus team of recent have been busy on many areas, but one of note is the repaint of Ex CTB bus 614, this is off down south to do some charter work in the near future and will look good in its coat of paint and new decals.

Only a few jobs left such as reattaching light fittings etc and no doubt a spring clean before it enters service.

Well done to Anthony Holliday and Jono Day and team for making it all happen. It looks great!

Photo: 614 left basks in the sun beside old classmate 612 at the trambarn after exiting the painting booth.



## **Illuminate Festival At Ferrymead Heritage Park.**

During August an Illumination Festival was held in the Township at Ferrymead, it certainly had good numbers for all of the evenings it operated, 2000-3000 people on average on the nights, a few nights were cancelled due to bad weather. However many people rode on 26 that was all lit up and looking great, on a night 26 carried on average 450-500pax. Many thanks to all the Volunteers to gave their time to run the tram service and Callum for organising the lighting for the tram. Here is some pics of the event.

( Photos by Stephen Taylor, Jono Day and David Maciulaitis)



## Then and now....

This month we see an interesting shot of Mk2 Hills car 171 at the intersection of Cashmere Rd and Barrington St during the 1932 Tramway Strike. It looks to be doing an unusual move as it's on the wrong side of the road of the double track. The Leyland bus looks to be heading on a journey somewhere. The two houses in the background have survived although these days there are big trees blocking the view.

(Top photo from the Ferrymead Photographic Society– Lower photo is the editor)

