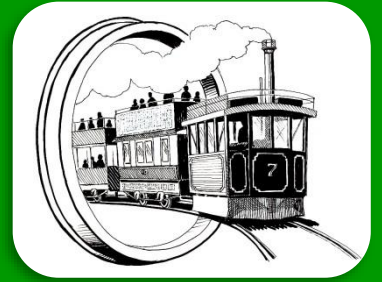


Ferrymead

Tram Tracts

The Journal of the Tramway Historical Society



Issue 50 – September 2020



Society AGM 2020
On the Road to Recovery – Reliance 410
Kitson Boiler Latest News

The Tramway Historical Society
P. O. Box 1126, Christchurch 8140 - www.ferrymeadtramway.org.nz

President's Piece – Stephen Taylor



Welcome to September and the official start of spring, although the last week or so of August was remarkably spring like here in Christchurch.

It was good to see a good turnout of members to the August AGM and I thank you for attending. I would always like to see more

attendees, but considering COVID etc., it was a good number who did turn up on the night. The "AGM" part of the meeting took longer than I was expecting, and so General Business got slightly "truncated" as it was standing between members and a late supper. And thanks to Phyllis Belworthy for providing the supper. And remember, if members have questions they want answered about the Society activities or plans – they can always talk to me direct or e-mail me at:

president@ferrymeadtramway.org.nz

Thanks for the support of those present who re-elected me as President. I can only assume that as the committee was re-elected mostly "as is" that the membership is generally happy with the way the Society is progressing. There are three changes to the management committee made at the AGM. Dave Sanders has been "elevated" (I think that is the correct word?) to the vacant role of Vice President – Administration. Plus I would also like to welcome Evan Batchelor who has agreed to join the management committee – and will bring a bit of a different "newbie" perspective on the way we do things. I have also been elected Treasurer: as I have been continuing in an acting role in this position which has been vacant since I was first elected President two years ago, and I decided to formalise this. However if we have a member who is interested in joining the Management Committee with a view to move into this role, I would be happy to assist with such a transition. Plus a non-change – I am pleased that the meeting confirmed Graeme Belworthy to stay on as Immediate Past President. This all means that the Management Committee is now "fully stocked" for the first time in a few years.

And now on to a couple of other matters. Firstly, as everyone is (or should be) well aware, we were plunged back into COVID-19 Level 2 restrictions in August. This has put a bit of a crimp in our "getting back to normal" plans – in particular for running the tramway. We had a most successful "Night Market" event in August – the first once since March, and this was followed by a relatively busy August "Steam Sunday" event. But back in COVID level 2, the Park has had to cancel these events for September as the numbers in the Park have had to be restricted back to 100 people again. So we have dusted off our COVID-19 level 2 policies as to how we run the trams, and as I am writing this, we are trying to fully understand how the "wear a mask restrictions when travelling on Public Transport" affect us and our operations. Current interim advice via FRONZ and NZTA is that we are not "public transport" and hence masks are not – yet – mandatory for passengers – though we are still expecting further guidance on this issue. This has been reflected in a traffic notice that has gone out to all drivers – including that we are strongly recommending that tram drivers do wear masks. This traffic notice will be reviewed as further guidance is obtained.

Secondly – we have successfully negotiated a lease for the Cranmer building, which means we can start thinking about planning how we make use of it. There is a bit of weather proofing and exterior maintenance necessary - but we need to plan for the best way to make use of the space available – and timing as it won't be able to all happen at once. It was agreed at the AGM that our October general meeting should be a planning meeting to get ideas and feedback from membership as to how this should best proceed. Dave Hinman is currently leading this work, and I expect he will have more to say on this elsewhere in this issue of *Tracts*.

And speaking of functions – don't forget the Society dinner being held on Sunday 20th September at the Garden restaurant. There is a further reminder on p.3 so please get in touch with Phyllis as soon as possible if you plan to attend. It is always a great opportunity to catch up with members – and their partners – in a different environment.

Regards,
Stephen

From the Editor's Chair – Fifty Issues!

From the Editor's Chair – Alastair Cross



Welcome to another edition of *Tracts*, and while it probably doesn't look any different than it usually does, this is a special issue. It's been five years, and fifty issues, since I took over the reins from Joe Pickering in September 2015, after his second stint as *Tracts* Editor. It certainly doesn't seem like five years, but

yes – that's how long I've been doing this!

So what's changed in five years? Looking back at the first issue I wrote, *Tracts* was still very much in newsletter format as a continuation of Joe's style before I started to change things; Graeme Belworthy was still President and Stephen was still "only" Treasurer at that stage; and Ferrymead Heritage Park was planning for its big Fiftieth Anniversary bash over Labour Weekend. Beyond that, very little has changed: there is still an ex-Melbourne W2-class tram in the Tram Barn – though admittedly this time it's Restaurant Tram 411 and not 244 – and we're

still working on Christchurch 'Hills' car 24. No doubt Stephen will politely cough at this reminder and suggest I make a donation toward 24's restoration to help get it finished...

Has it been fun? Without a doubt! It's been a privilege to be your Editor for the last five years, with all the ups and downs it's brought: occasional procrastination and frustration, missed deadlines and contributors (who shall remain nameless...!) not meeting deadlines, unexpected discoveries and interesting stories. But, above all, a sense of knowing that even though I couldn't always contribute as much to the Society as I wanted, I was still playing my part. And in the end, I've thoroughly enjoyed myself, especially in writing not one but two Fiftieth Anniversary issues: the 2018 Ferrymead Tramway (steam operation) and the 2020 Ferrymead Tramway (electric operation) issues. I'm not sure if I'll ever be able to top these, I don't think we have any more major anniversaries for some time!

So where will *Tracts* be in five years' time? Who knows? One thing's for certain, we'll have to get 24 finished by then...

Enjoy!

Alastair

Notices

SEPTEMBER FUNCTION - SOCIETY ANNUAL DINNER - FINAL REMINDER

Date: **Sunday 20th September**

Where: Garden Restaurant, 110 Marshland Road Shirley

Time: 6PM meet for drinks, Dinner at 6.30PM

Adult Price: \$35.50 (*No senior discounts at weekends now*)

Names and numbers attending to Phyllis Belworthy by September 16th at latest.

Phone 03-3524872; Cell 0272270343; or Email trixiebell@xtra.co.nz

Note: if Covid-19 Level 2 restrictions are still in force it will be buffet food served at our table instead of help yourself.

WORK DAY: This is on for Saturday 19 September. Because at this stage we are still in Covid-19 Level 2 and a return to Level 1 is not yet confirmed, no catered lunch will be provided this month, so please bring your own lunch. Tea and coffee will be provided. Morning tea will be held at 10:00AM; Lunch at 12:30PM; and Afternoon tea at 3:00PM. There will be plenty to do, both at the tram barn site and at the Trolley Bus Shed. Among the tasks there will be: continuation of overhead works and tidying around the Trolley Bus shed, repairs to bus 410, and in the Cranmer building, preparing for the temporary storage of archival material as referred to on p. 5 below.

And, commencing at 8:00PM, we will again meet socially via zoom and enjoy chatting and showing some photos from around NZ and Australia. With Melbourne still in lockdown, Mal and friends aren't able to get about as much as we can but are welcome to be with us as we enjoy our virtual post work day get-together. The invitation to attend will be included in the email sending this issue of *Tracts*.

Notices and News

AGM REPORT

Twenty-three members attended the meeting, held on 19 August, a reasonable turnout considering Level 2 Covid conditions. There were twenty-seven apologies.

The recent passing of Joan Gillatt was noted with sadness. Ron and Joan, relatively new members, had attended Society meetings until quite recently and were very supportive of our activities.

The THS 2020-21 Management Committee comprises the following:

President: Stephen Taylor

Immediate Past President: Graeme Belworthy.

Vice President (Administration): Dave Sanders

Vice President (Operations): Jonathan Day

Secretary: Dave Hinman

Treasurer: Stephen Taylor

Committee: Evan Batchelor, Sandra Cron, Alastair Cross, Larry Day, Steve Lea, Don McAra, Alan Roi

Our newest Committee member, Evan Batchelor, who had only recently joined the Society, gave a brief background to himself and his interest in trams:-

"I grew up in a house with a copy of 'The End of the Penny Section' on the shelves, and visits to a fledgling Ferrymead in my early years meant I didn't have a chance really! A photo provided to me shows my brother and I on Dunedin 22 when I was six and it was a bit of a moment when my first solo drive was on 22 over forty-odd years later. (See photos on p.6 below.) A work posting has found me back in Canterbury and an older family means I can now devote more time to my hobbies. A driver experience day was the catalyst to joining, and I've been made so welcome by everyone here that when I was asked if I'd like to serve on the committee it really was a bit of a no brainer. I have a background in rail and found (to my surprise) that my wife's Great Uncle was Matthew Cable, General Manager of the Wellington Tramways and one of the designers of the Fiducia (which to this day remains my personal favourite). My eventual goal is to drive as many different trams as possible (all invitations gratefully accepted!) as well as eventually joining the driving team in town."

Evan was presented with his electric tram driver's Certificate at the meeting.

The pre-circulated President's Report and the Annual Financial Report had earlier been presented with most of the discussion and questions being on the financial report which had been explained by the

then Acting Treasurer, in some detail. Murray Hobbs, Chairman of the Heritage Tramways Trust, then tabled his report and gave a verbal presentation. He described how COVID-19 had resulted in significant retrenchment by Christchurch Tramway Ltd (CTL) and the Christchurch Attractions Group, and its impact on the HTT work programme. Hills car 24 and California No.1 will not be needed for the foreseeable future, threatening HTT financial viability. After much discussion and negotiations, CTL's decision to undertake the full restoration of Restaurant tram 411 to be followed by some repairs to Box Car 11, will provide work through to the end of 2020. The application (by THS) for lotteries funding for Hills Car 24 has now been lodged (particular thanks to Stephen Taylor) with a decision due in November. Murray also noted the close working relationship between the HTT Board and THS Committee and the great work by Dave Sanders with the combined Health & Safety Committee and COVID-19 matters.

Bus Barn: Progress has stalled because of the higher priority of other matters and the lack of a champion/project leader/fundraising team. There is a need to grow the bus group and it was noted that two potential new members with practical skills in bus repairs and maintenance had recently appeared on the scene, but it was also observed that there is a need to find new leadership in this area. Footnote: since the AGM there has been some welcome progress with a long-stalled bus project - see pp.7-8.

Ferrymead Trust: Dave Hinman reported on a meeting of Trust member groups hosted by the Trust and the Park Company. The Park has also been affected by COVID-19 and potential loss of grant income. There is a need to update exhibits and presentations to make them more interesting for visitors, and as part of this the Park is attempting to have more of the Society sites open every day and with guides and people to tell stories of the past etc. While the tram is already a living attraction by being an operating exhibit, this would be even better with more commentary/story telling by drivers. And of course not being open every day does raise the issue of having a tramway presence in some form on non-operating days. Our having obtained the Cranmer Building may help in this respect, but the need for museums to be interactive and hands on should also guide our thinking on the form of our future exhibition area - there will need to be more than just exhibits in glass cases!

Cranmer building: Further to Stephen's note above, it is pleasing to report that the THS now own the building and have a 30 year lease of the site (all of 277 Bridle Path Rd). The October (28th) general meeting will discuss the proposed uses, layout options and programme for repairing and altering the building, together with funding issues. Some interim storage is planned in the meantime, and preparing for this is planned for our next work day.

Wellington Solid State Rectifier & Transformer: We now have two sets, with the first being installed in the main substation, replacing one of the large mercury arc rectifier sets, and a non-functional transformer. The second set is a spare for now, stored in the same container.

Solar panels: The Canterbury Railway Society has erected solar panels on the roof of their workshop and has experienced considerable saving in electricity costs. Based on their experience, we are currently investigating the possibility of installing solar panels at our Bridle Path Road site. How this might be funded is still to be considered.

Newport Disposals: Dave Hinman gave a brief update on the progress with Newport (Melbourne) trams and spares disposals. COTMA is currently seeking applications for trucks which are becoming available. This is likely to be the last opportunity obtain both complete trucks and significant elements of trucks (e.g. motors) and we need to firm up our proposals and also think about how we might fund transport back to NZ.

Because time was getting late on the night, it was decided that one of the general business items, a discussion on "*what a member gets from a standard membership subscription*", would be the subject of a discussion paper in a future issue of *Tracts*.

RESTORATION REPORTS

Kitson Steam Tram Boiler – Alex Hunter

Greetings all, it has been a while since my last update, however there has been plenty going on in the background between organising materials or machinery to get it closer to operating.

On Monday 24th August, we had Cam Lill of CBL Contracting Ltd. come along with his Hiab truck and turn the boiler 180 degrees to allow the riveting to take place on the foundation ring of the firebox. We are very fortunate this service by Cam has been generously donated to the cause and this is most appreciated.

Next up I have been in contact with Allan Familton, a well-known character in the traction engine and boiler repairs fraternity, to secure the use of the gap riveter and the supply of the ¾" rivets that will be

used to replace the rivets that were removed to allow the patch on the backhead to be installed. The gap riveter was picked up last week and will be put to good use shortly.

On Saturday 5th September, the magnetic base drill was set up and the holes were drilled for the rivets and stay bolts in the backhead. The next step is to put temporary bolts in place of the rivets to pull the seam tight together for riveting. Photos showing steam tram progress can be seen on p.11 below.

Mornington Grip Tram 103 – Don McAra

The cable car group reports the good news that the funding for the manufacture of the wheelsets for Dunedin Grip Car #103, applied for by Don last February, has now been deposited into the THS bank account. Two Dunedin Trusts, the Alexander McMillan and A.A.W. Jones Trusts, have kindly granted a total of \$27,000 to have patterns made for the wheels and runback brake ratchets. These grants were made on the understanding that #103 when complete will join the cable cars we have already leased to the Dunedin Heritage Light Rail Trust.

The grants were based on the cheapest quote received. This was from long standing railway engineering workshop A&G Price Ltd. When cast in steel of appropriate hardness, the wheels are to be pressed onto axles onto which the runback ratchets will be already keyed. Lawry Cooper has provided Price with the drawings and data needed. He is now in full consultation with the Price staff discussing the standards required for the best possible outcome. Price assures us that these will be the standards required by NZ Rail for whom they have continued to supply wheels over the years. They still work to maintain the standards they have used since the days when they turned out whole railway locomotives in days of steam.

The first deposit of \$8,000 has been sent to A&G Price which has enabled them to start work.. It will be a great day when we get #103 on to its feet so to speak. That will enable the building of the wheel and track brakes and lead ultimately to manufacturing the gripper mechanisms. As with Roslyn grip car #95, we have some ex-railway signal box levers to modify as levers for the grip man to operate.

This kind of work we can do ourselves and will entail help if possible from our own paid HTT engineering staffer, Bob Williams who has joined us since last February. Bob has a great history of railway experience as has had Lawry.

Photos of other work currently in progress on 103 can be seen on pages 10 and 12 below.

Christchurch Tramway Restaurant Tram 411 – Dave Hinman

The refurbishment of RT 411 is approaching completion, and as advised by HTT Chairman Murray Hobbs at the AGM is on time and on budget. Since our last progress report in the July issue, RT 411 has been turned around via the Square Shelter triangle. This was necessary because the scaffolding around the tram does not cover its full length and is needed to facilitate safe and easy access to the upper sides and roof. See photo on p.10.

Trolleybus Reinstatement Project – Alan Roi

At the trolleybus shed we have reconnected the exit wires that bring the buses out of the shed and onto the main line. This had been taken down to make it easier to remove the complicated arrangement at the front of the shed. As part of this rearrangement the isolators at the front of the shed were positioned further inside the shed and this gives us a slightly longer dead section when leaving the depot. The dead section ensures we won't be able to accidentally touch the overhead when opening and closing the front doors. Attention has now turned to the rear of the shed. The depot access points were always a low spot on the system, but before we can raise them it has been necessary to backstay poles on both sides of the line. The pole on the north side was able to be back stayed to a tree but the one on the south side is right outside the Idea Services gateway and could

not have a conventional stay wire. Instead we have used a practice common in Australia and erected a short bracket arm onto the pole. This is then stayed vertically giving us a stay without extending too far back.

Dave Sanders has been putting in a lot of time meggering overhead line fittings to test their electrical integrity. We are also cleaning up and painting more of the overhead line parts and they are being stored in the new racks in the overhead store. These parts are painted with two-pack paint and should be able to sit in the sky for a number of years. We are also having a big clean up around the grounds. We want the vicinity of the shed to look nice to encourage visitors to come and see our collection.

IN MEMORY OF – ANDY ROWE

Originally intended to be held last month, once again COVID-19 intervened and with the return to Alert Level 2, the function was postponed. The family have now advised that, subject to Level 1 returning in time, the function will take place, and at the previously arranged venue - **Steam Scene, McLean's Island on Sunday 18 October, commencing at 2pm.** Those who knew Andy are cordially invited to join the family in a celebration of his life.

INTRODUCING... EVAN BATCHELOR

As noted in the AGM Report on page 4, new Committee member Evan Batchelor has always had an interest in trams, including early visits to Ferrymead.

Left, a young Evan poses on Dunedin 22 as a six-year old; Below, Evan reunites with 22 as a tram driver
Both photos: Evan Batchelor.

Below left, Evan's Tram driver certificate presentation at the AGM. Photo: Dave Hinman



On the Road to Recovery... 'Short' Reliance 410

It's been a while since a motor bus overhaul has featured in Tracts – probably the last bus to do so would have been either the Double-Decker or 'New' Reliance 452. Pleasingly, efforts are now underway to ensure another motor bus, AEC 'Short' Reliance 410, is returned to working order, as **Dave Hinman** reports:



No. 410 in 1991, resplendent in its THS repainted original (1958) livery {Photo: D.Kirker- THS Collection.}

As alluded to in the AGM report, it is pleasing to note some progress at last on getting Bus 410 mobile again. In 1991 it had been donated to the THS by Wyldes Motors Ltd. of Runanga, where it had served as a school bus for many years following purchase from the CTB. It was repainted in its original CTB colours and joined the THS operational fleet. By the early 2000s its motor was in need of overhaul and was removed and dismantled by bus section volunteers. But other priorities intervened, and work ceased. Eventually Dave Hansen persuaded Heathcote Valley local Dave Backhouse and his motor engineer son Shane to take an interest in the bus. With support from the late Dave Carr and Cam Lill, they took the dismantled motor away to work on it, only to find that some important parts were missing – two conrods and a piston! It was also later discovered that the radiator had been stolen from inside the bus. Fortunately, Dave Hansen was able to source the missing parts from Peter Rendall (Omnibus Society, Wellington) and in 2015 the overhaul was completed and the motor returned to the tram barn. It has remained there ever since, awaiting sufficient interest (and skill) in completing the task of reinstallation into the bus. Earlier this year, during a tidy up to allow for the Restaurant tram overhaul in Tram Barn 1, it was relocated to the eastern end of the Cranmer building, with a few other bulky items needing temporary storage.



410's overhauled AEC 470 motor, Cranmer building E. end, 29 Aug 2020 (Photo: Dave Hinman)

A couple of Saturday's ago, a qualified motor mechanic with a good knowledge of diesel engines commenced in the tram barn under the Community Work Programme and at last, here was an opportunity to make some progress with No. 410. Under the watchful eye of supervisor Graeme Richardson, the mechanic began some preliminary investigation and very soon identified that once again there were some parts missing. Most significantly (and necessary to find before the motor could go back in the bus) was its torque converter (fluid flywheel assembly) and a search that day - in

the bus, around the tram barns, and even a brief look in the trolley bus barn failed to locate it. Other people who had been involved previously, including Dave Backhouse, Dave Hansen and Cam Lill were contacted, and there were clear indications from some that the torque converter had been in the tram barn when last seen some years ago. But it wasn't until the following Friday afternoon when – breakthrough! Graeme R. thought he would just have another look in the back of the workshop where the motor had been disassembled all those years ago. A more thorough search of the shelves along the north wall, and this time – hidden behind a small steel cabinet since placed on the middle shelf was the missing, feared lost, torque converter!

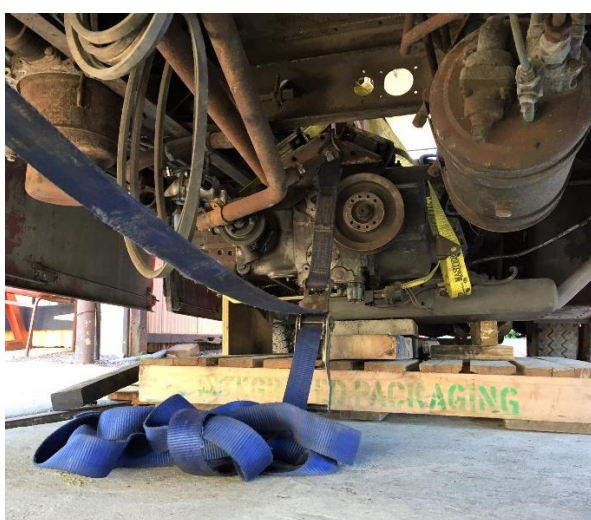


Tram 22 towing 410 into position



410 lifted for motor access (Photos: G. Belworthy)

And so the next day (Saturday), our mechanic was back on the job. Assisted by the THS outside gang (Graeme B, Peanut and Ken), not only was the torque converter re-attached to the motor, but the motor was reunited with the bus! With the assistance of Graeme Richardson's 4WD and tram no. 22, Reliance 410 was placed adjacent to the traverser and jacked and packed so that the motor could be manoeuvred into place with a pallet lifter. By about 4pm the motor was under the bus. As it would take a few more hours to bolt it in place and carry out other work needed while the bus was off the ground, work then paused for resumption the following Saturday. A great day's work and real progress made!



410's motor back under the bus, sitting on the pallet and temporarily tied. (Photos: D Hinman)

This coming Saturday (12th September) should see this part of the job completed. But there will be lots more to do before the bus can run again, including roof repairs and much work inside the bus, damaged after years in the open, including leaks in the roof. Volunteers are needed to help bring back this and our other buses into pristine condition.

TRAM DRIVING TIPS WITH DAVID JONES

A reminder that with the holidays approaching once again, offside gates, chains, and barriers, where fitted, are to be secured shut during service runs, and where circumstances demand, nearside gates etc. should also be secured. Large numbers of children on board, high spirited passengers of any age, etc. would suggest that you use your discretion and close the barriers on both sides of the tram. This is particularly important when travelling in either direction over the line linking Church Corner and the Square Shelter because of the faster speeds permitted on this part of the tram route.

Short Pole Replacement



On Saturday 29 August, the last of three traction poles near Cranmer were replaced because the overhead was too low for Double Decker 26 operation. These were original CTB wooden poles from 1905 which, because of ground level rot, had been shortened when re-erected at Ferrymead in 1970. 115 years near-continuous service is quite a long life – and its not all over yet!



Graeme Belworthy, Ken Henderson and Peanut, with the saw operated by Graeme R, and Ken's Ute with cable attached to guide the fall of the pole away from 'Standard' trailer 126.

Once felled, the pole was immediately recycled for its next use – as tram track trench edging west of the Cranmer stop platform! (all photos: Dave Hinman)

With this work now completed, Double Decker 26 is able to traverse the full length of our operating line in regular service. Thank you to everyone who has helped to make this possible!



From our Members' Cameras



ABOVE: As described on p.6, Restaurant Tram 411 has been turned around for the completion of its overhaul in Tram Barn 1. With Brian Fairbrass at right working on 411's end canopy apron and windscreen, Dave Hinman captured 411 together with glimpses in the background of the Christchurch No. 24 and Mornington No. 103 restoration projects. Photo: Dave Hinman.



ABOVE: Bill Perry at work shaping new roof ends for Mornington grip tram 103 with assistance from Don McAra and Richard Holland. In Don's words: "Originally we were going to have this done as outwork, but then with encouragement from GWR decided to have a crack at it ourselves. The roof ends of Hills Car 24 were done similarly. The disadvantage is that it ties up just about every g-clamp in the workshop until the job is finished, but at least we can save the cost of outwork. There are very small 1 foot radius curves involved at each roof corner, which meant thickening strips of ash down to 6mm each strip. They could then go around the curve without steaming and not snap. Six layers are needed to build up the necessary thickness of the rails which will then be scarfed into the roof's side rails." Photo: Don McAra

From our Members' Cameras



THIS PAGE: As reported by Alex Hunter on p.5 above, preparations are being made to rivet the backhead patch on the 'spare' Kitson boiler. From top left:

- The rotated boiler on a 'Sammy' truck back in Tram Barn 1, waiting for final riveting to take place.
- The boiler being rotated through 180 degrees, as seen from the deck of Cam's truck.
- The boiler being rotated by Cam's Hiab-fitted truck in the Council car park
- Details of the firebox foundation ring showing all the rivet holes waiting to be filled.
- The gap riveter on its pallet, waiting to be hung and put to work on the Kitson boiler.

Five photos: Alex Hunter.



ABOVE: Another view of the new roof bows being formed for Mornington 103, this time with Richard Holland checking the thickness of the newly-formed bow. Photo: Don McAra.

FRONT COVER: With the right timing, and the right weather, Ferrymead Bridge has become a popular spot for enthusiasts and tram crews alike to stop for photos at the start or end of the day. This was the case on Monday 6 July 2020 when motorman Alastair paused Dunedin 22 on the bridge for an impromptu 'photo stop' on the way back to the Tram Barns. Photo: Alastair Cross.

Ferrymead Tram Tracts is the newsletter of the Tramway Historical Society

The Tramway Historical Society

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