

~~PROPOSAL~~
FERODOISATION.

by "DICK KERR".

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Members are no doubt aware that, after exhaustive tests in Bourke-street, the Ferodo brake shoe has now spread to all other areas where cars with No. 15 trucks are to be found.

The question to be asked as to whether you like these shoes or not depends on individual taste. Most members will have made up their minds one way or the other, basing their conclusions on journeys made on cars fitted with the composition shoes, and from observations made from footpaths and safety-zones. Perhaps a few observations from the front platform might be of interest.

First of all - some of the advantages of using Ferodo shoes!

COST.

(1) Apart from their initial cost, it would appear that Ferodo shoes will work out cheaper in the long run. The life of a Ferodo is three times as long as that of a conventional cast iron shoe, or even more.

SERVICE.

(2) Although cars fitted with Ferodos are still adjusted in the same hourly basis as cast-iron fitted cars, the shoe replacement period is longer and less frequent thus releasing ~~the~~ pitmen for other duties.

NOISE.

This is possibly the most noticeable difference between the two types of shoes. Cars with Ferodo shoes are noticeably quieter than ~~cars~~ cars with cast-iron shoes, mainly because the incessant rattling of cast iron against the steel wheels has been eliminated. This rattling occurred every time a tram passed over any points, crossing, junction, rail joint, and even slight imperfections in the rail. Vibration or more correctly jarring, occurs with every rotation of a wheel which has a flat on it. Each time the flat passes over the ~~rail~~ rail, the brake shoe is jolted and again the offensive rattle is ~~heard~~ heard.

BRAKING.

For an exact comparison between Ferodo and cast iron shoes, it would be necessary to have a lengthy explanation by a qualified engineer as to the pros and cons of efficient braking, but from the point of view of a poor un-educated trammie, it would seem that ~~with~~ Ferodo shoes would be at least 60% better than cast iron one.

A tram with C. I. shoes travelling at, say, about 25 to 30 m.p.h. on level track may take about 80 to 90 yards to stop with 35 p.s.i. brake application, where as a similar tram fitted with Ferodo shoes would probably stop in about 50 to 55 yards under similar circumstances. Whether this is desirable from passenger comfort point of view, I'll leave it up to you!

Now let us look at some of the "so-called" disadvantages.

NOISE.

We have already established that Ferodos are quieter (generally) ~~than cast iron shoes, but what about the squeal!~~ than cast iron shoes, but what about the squeal! A driver attached to an eastern depot proudly informed me that he could play tunes with his brakes, depending on what pressure he applied. In defence of Ferodos, I would say that this squeal can be eliminated by careful braking according to the various conditions of the character of the approach to the stop.

~~FERODOSES~~
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SMELL

This is something quite new as far as tram braking is concerned. Recently I pulled up at ~~the Batman Avenue station~~

~~members~~ ^{members} standing at the stop. I asked him if he had heard me coming and he replied "Yes, and I smelt you, too".

DUST.

^{have} We always had dust from brake shoes so this is nothing new, but the type of dust from Ferodo shoes is certainly more cause for concern than cast iron filings flying through the air. The iron filings, being heavier, falls to the ground quicker and are therefore, less noticeable., but Ferodo dust seems to hang in the air, infiltrating into noses, eyes, mouths etc. and causing all sorts of irritations. Drive a Ferodo fitted car for some hours - then attempt to wash your face!

BRAKING.

The advantages were discussed some paragraphs ago and the disadvantages are slight in comparison. Its only a little bit of "Driver Education". The decision as to how much air to apply and when, depends on the driver's estimation as to the speed of the car. Having no speedo, this estimation is influenced by the noise of the car travelling over the track. When we reduce the noise level by fitting Ferodo shoes, all the usual calculations go right out of the window, and so some new system has to be found. It is apparent that most drivers are suffering from this trouble, and fanning of the brake is most noticeable. The passenger suffers again. It may take months before some drivers settle into "Ferodoisation".