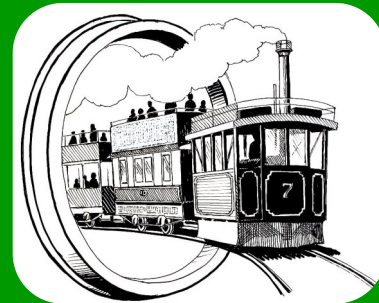


# Tracts.



April 2024

The Newsletter of the Tramway Historical Society Incorporated.



*D. L. A. Turner*

*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.*

# Tracts April 2024

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Operations Committee Chairman: John Honeybone.

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AGM date. 4th week of August 2024

Heritage Tramway Trust.

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## Society Monthly Functions.

We are always on the hunt for more function ideas

If you have a suggestion for a function that could be considered , please send it in!

Send it to:

[tracts@ferrymeadtramway.org.nz](mailto:tracts@ferrymeadtramway.org.nz)

*Cover Photo:*

*This month we have an excellent shot from Dave Turner of 24 stopped at Stop 14 on the evening excursion back on the 27th March.*

## Notices for April.

### THS Social Function– April.

This month's social function is to be the Society's annual review of Goals and Projects – particularly progress and priorities. And a chance for everyone to have input on these for the 12 months moving forwards.

If anyone needs a copy of the last Goals and Projects list, it can be downloaded from the home page of the Society's web site "ferrymeadtramway.org.nz" – on the right hand side of the home screen.

#### Venue:

*Ferrymead Lions building, start at 7:30pm on Wednesday 24th April.*

*Please bring \$2 as a contribution towards supper.*

### April Workday: Saturday 6th April.



An activity this month will be clearing away the burnt remains of Standard trailer 126 that is beside the Cramner building.

Alan Hinman is leading this cleanup and is seeking a few helpers to help carry the steelwork to the scrap bin and to tidy the ground up so the grass can be sowed again.

Give him a call on 0226040894.

### Case Front End Loader Disposal.

#### Disposal of Case Loader:

The committee agreed before Christmas to investigate the disposal of the Case Loader as it is too big and cumbersome to undertake most of the roles it was needed for on the tramway site. We were also finding that it was requiring more and more time and money to keep running with the limited members with the expertise to maintain it.

Following an expression of interest from Rural History it has been decided the loader will be gifted to them. They have the expertise and members to restore it to operational standards and maintain it. Following the work needed it can be made available to us if needed.

Part of the proposal is that the Rural History Society will also, in time, house and restore the ex CTB Leyland Lynx Tipper Truck and display it alongside the McCormick Deering tractor, already in their care. The Lynx Truck and McCormick Deering tractor will therefore be placed on long term loan to the Rural History Society.

### Secretary Role.

Sadly we had to accept Evan Batchelor's resignation from the role as Secretary of the THS, he has held the role for 3 years and has done a great job.

In the Interim, Callum Brieske is looking after the role until the AGM in August OR if we get a new candidate for the Role before then, please if you know of anyone that would be interested in the role at Secretary, Let them or anyone on the Management committee know. - Many Thanks!

## New Signs for the Village.

Editor writes.

We have had some new signs made for putting in the township on event days such as Night Market etc.

One sign to be placed beside the church stop, and the other beside the Moorhouse railway station stop.

Callum has come up with the design and these were put together by the Signage Studio.

These will live beside trailer 202 that is beside the roller door.



## Heritage Tramway Trust.

Dave Sanders writes.

Kia ora koutou

March completed already, 1/4 of the year gone!

Workshop update with another busy month, mostly spent getting the new equipment installed and running. According to our Workshop Manager – GWR, all equipment is now installed and operational although there is still some continuing tidying up required. This is particularly in the dust extraction and electrical distribution area's.

You will have noticed by now, the smart lean to on the "ring road" side of TBI. The new dust extraction equipment is installed, just not running yet.

We have also taken the opportunity to clear up the area where the bike stand sits, including new concrete.

It is an opportune time to raise a couple of important Health and Safety issues:

- Please be aware of our general safety requirements. Ensure you are wearing appropriate footwear when working on site. This is particularly required when our HTT staff are working. If you are just in and out then stick to the marked pathways.

- The second is an early "heads up". Please keep an eye on the safety notice boards of for an email. We are planning for a couple of health and safety events, including the two yearly Fire Training.

Along with general workshop work, our staff have been:

- Completing repairs on one of the Punts (completed with the Punt back in the city),
- Almost completed work on the roof of Trailer #18,
- Warren has been continuing work with Don McAra on Cable Car #103,
- A start has been made on the advertisement boards for #24.

Going back to our new workshop equipment, if you are not competent to use the new equipment then don't. Training can be provided at an appropriate time.

I am sure that if you approached our Workshop Manager, then he would either help or make other arrangements for your work to be done. Our workload is beginning to increase, so do not be offended



Top photo: shows punt boat 'Elizabeth' ready to be dispatched back to the Punting people after Leighton has done some repairs on it.

Bottom photo: Shows Dunedin Trailer 18 after the roof has been painted by Heritage Craftsmen Brian and Mike.

Photos by the editor.

when a short notice plea for assistance is "put in the queue".

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

Ngā mihi nui

## Cable Car News.

Don McAra Writes.

Don Clark is recovering from Covid so no progress on the metalwork side. However, some sprockets and chains have arrived for the door mechanisms. The doors ride on steel bars suspended by brass brackets on which small wheels ride on the bars. The assembled mechanisms ensure that when one of the pairs of cabin doors opens the other one does too.

Each mechanism will be fixed to the inside top plate of the four outer cabin walls.

All the sixteen brass brackets and wheels have now been cleaned up by Murray.

Meanwhile paid worker and expert joiner Warren Crowe, has been working on the eight cabin doors which are well underway now. Soon the brass brackets will be fitted to the top of each door and other brass strips and fittings added. Warren is also working on the two remaining outer cabin walls to complete the set of four. Graeme Richardson is sourcing some timber for the cabin floors. I have tensioned the strong backs to ensure that the weight of the overhanging cabins can be supported by the chassis as a whole.



*Top Right: Woodworker Warren Crowe seen here with a set of doors that he has made from scratch.*

*Photo by Don McAra.*

*Mid Photo: shows the doors on the bench after they have been assembled.*

*Lower: shows the fixed door frame in place and ready to receive the sliding doors and mechanisms.*

*Photos by the editor.*

## Did You Know By Ken Henderson

Cranmer Square stop #15 in the city and Nursery Rhymes

You may well hear drivers in town talk about the three bishops who were burnt at the stake in 1556 on orders of King Henry VIII's daughter Queen Mary Tudor (Bloody Mary) who remained a staunch Catholic after he had led the Reformation of the Church with aid of the three Bishops (Cranmer, Latimer and Ridley).

Henry was married first to Catherine of Aragon and who did not produce a son and heir so Henry sought a divorce which the Pope refused, hence his move to support the Reformation of the church which challenged the authority of the Pope.

From all this comes the well known nursery rhyme which was written some years later and in different versions here is one:

*Mary Mary quite contrary  
How does your garden grow  
With Silver Bells and Cockle Shells  
And maids all in a row.*

The garden referred to graveyards that were increasing in size due the large number of protestants who met an untimely end. The Silver bells referred to an instrument of torture using a thumbscrew which was tightened against a hard surface the Cockle shells another instrument was attached to the genitals! The Maids referred to the guillotines.

Interestingly some records show that executions during Mary's reign was less than 300 whilst in her father's reign the total was in the tens of thousands for various misdemeanours. The rhyme Three Blind Mice is also associated with Mary's treatment of the 3 Bishops. Who said history was boring?

## The Christchurch 'Beetle Bus'

- in miniature!

David Jones Writes.

The Christchurch Tramway Board's first omnibus was also New Zealand's first electric battery bus. It was in operation from 1918 until 1922 when it was dismantled and the body extended and fitted to a petrol engine Leyland bus chassis. The chassis was a Walker Electric Truck with a 21 seat body built by Boon and Company of Christchurch who by this time had supplied numerous tramcar bodies to the Board. This is evident in the five piece windscreen reminiscent of a Standard trailer and the domed roof with a flat clerestory for ventilation. Its appearance earned it the nickname "Beetle Bus". The boarding steps stuck out at an acute angle that would today throw the girlies at licensing into a complete tizz. Marker lights are located both forward and rearward facing on the steps.

Orion still has a preserved Walker Electric Truck dating from MED days. Walker's were Chicago based and made electric vehicles between 1907 and 1942.

The Beetle Bus entered service in June 1918 and operated a feeder service from Islington connecting with the tram at Sockburn. Eleven trips were run on weekdays with three of those trips extended to Templeton. It was replaced in May 1919 with a Garford petrol bus and the Beetle Bus commenced operation on a weekend service to the Bromley cemetery. This service was discontinued in January 1922 and the Beetle Bus was broken up. Its body was reincarnated and extended and placed on a Leyland chassis and was used once again on the Islington service when the Leyland replaced the Garford.

I have been playing with toys since I wore nappies and lived in a cot. I had long wondered whether the 1:51 scale Matchbox Yesteryear Y-29 1919 Walker Electric Van could be fitted with a scratch built Beetle Bus body. Acquisition of a sample as easy and cheap with only a single rivet to drill to release the body. Without plans I had to make my own. Fortunately we have a square on photo of the Beetle Bus which allowed me to use the diameter of the rear wheel on the model in comparison with the photograph and scale up the rest of the body from there making an assumption that the body would be about 2.4 metres wide. Materials used were various styrene sheets, tubes, square sections etc, balsa for the roof and Krystal Klear for the windows. Adhesives used are MEK or similar for solvent welding styrene, super glue gel and Tamiya plastic putty as filler – all available from Acorn Models. Seats came from those discarded from another model bus butchering and our very own Henry Deer supplied the brass hand rails. Unfortunately I have no photo of the rear of the Beetle Bus so did the best I could.

Being bone idle, I chose to avoid the complexity of fitting



Both photos showing the Beetle bus in operation.  
Photos courtesy of the Christchurch City Council coll.

saloon window frames but instead to leave the windows open as per all the photos I have seen bar one. I suspect the windows either opened up into the roof like 178 or dropped down into the walls. The body is built by making a base plate for attaching the walls and a similar plate for the roof. To the roof plate is bonded with superglue or epoxy resin a piece of balsa which is shaped using sandpaper and sealed using weak dope. I used Krystal Klear – a form of PVA glue - for the front windows and it is applied by putting a blob on the end of a tooth pick and running it around inside the window frame and withdrawing the pick when a film has been formed. It dries crystal clear in a few hours! Great stuff for glazing those old toy train engines. Mudguards were made by taping strips of styrene to an appropriately sized socket and approaching it gently with a heat gun. I made all the stickers on the pc using basic office apps and the paints are Humbrol and Tamiya.

Job done – until I can find something else to butcher!

My thanks to Catherine, Princess of Wales for advice on tidying up the photographs.

50 cent coin courtesy of my wallet.

*The Right Side photographs by David Jones of the model version on the lower, and an unmodified truck up top.*

*Lower Left: is a photo in Bealey Avenue of a lineup of electric vehicles, that must have taken some organising as they were all different businesses! The Beetle bus is far left.*



## Bus Department News.

Philip Murphy Writes from Dunedin.

The cruise ship season is finally over for THS in Dunedin with 29th March being the last day.

Not such a busy season as last year.

During the down time, I managed to install replacement skylights with new Perspex in them.

620 is now looking a bit smarter now that both of the skylights have been replaced.

612 has only had the front skylight replaced.

Both buses will return north in due course for some well earned TLC.



*Photo shows the old and the new Perspex roof skylights.*

*Photo by Philip Murphy.*

## THS Social Function with Hills Car 24.

Editor Writes.

On Wednesday 27th April saw a very good turnout of THS members and partners to have a ride in 24 on the CTL system.

The evening started out in Cathedral Junction where the passengers stepped on and were taken for a trip around the circuit driven by the editor.

Onboard we certainly had an interesting passenger list, We had Russell Kent who was fortunate to drive 24 as a young lad in 1950, and others onboard that had been involved in the rescue of the body in 1968 from Horrelville. And also people that had been involved in the restoration of 24.

We made a stop at Tram stop 7 at the bottom end of High Street for 15 mins or so to allow for some photo opportunities and for people to have a look around.

Then we moved on to stop 14 at the Hagley park stop where we had Callum do an announcement on the Mic to advertise that the society is in need of people to come along to help in anyway they can to the Monday evening work parties and on Saturdays - all true stuff to be honest.

Then we carried onto the depot where we had a fantastic supper by Phyllis Belworthy and then the evening concluded.

( Photos on this page by DLA Turner)



24 in Cathedral Junction before the run.



THS members onboard and going through Cathedral Square.



24 at Stop 7– High Street , with the former Post office in the background, and to the right is a mural by artist Koryu, of two Japanese guardians of the Gods.



## Traverser Repairs.

Editor writes.

Several months ago the traverser power supply line that runs the full length of the pit.

This has been a bit hit and miss for alignment and the pickup head that is mounted to the traverser had been dewiring and causing some issues during operation.

Callum came up with a neat idea to re mount the track with some new mounts, these mounts were of his own design and 3-D printed. Since these brackets have been fitted the traverser has been operating much better.

Additionally the boarding that covers the pickup and track was a bit worse for wear, new boards have been made up by the HTT staff and sealed up with a special wood preserver to seal the end grains.



Top photo: Callum installing the new hanger system (Photo Ken Henderson)

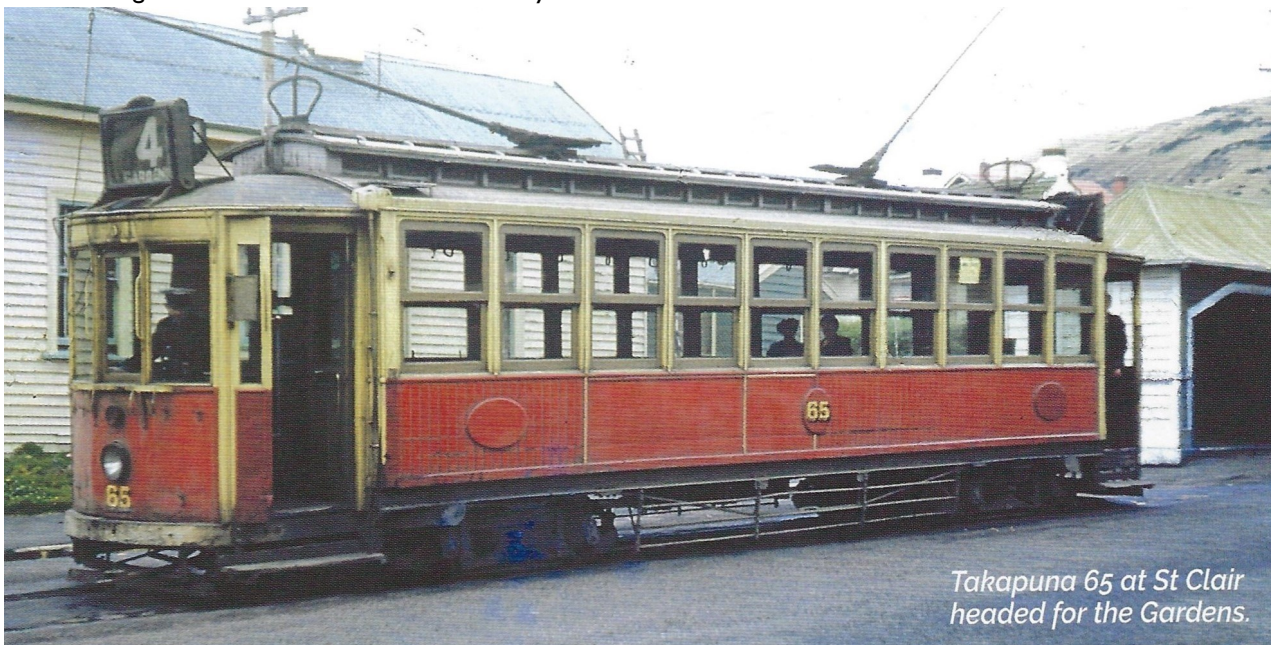
Lower Right: The new system, its even got 'THS' printed on the end of the hangers.

Lower Left: The new boards being installed.

## Takapuna 65.

This shot was sent in by Stephen Taylor of Takapuna 65 in Dunedin. Hopefully soon we can update on the status of 66. This photo would be one of very few colour photos of the Takapuna trams in their final days. This scheme will be likely the colour scheme that 66 will be restored to.

Photo from Hugh Ballment's "An Illustrated Tramway Atlas of Australia and New Zealand" book.



Takapuna 65 at St Clair headed for the Gardens.

## Then and Now...

This month shows a much changed scene, The corner of Colombo, High and Hereford Streets, a Brill car towing a Standard trailer and a converted electric double decker trailer, just gone over the points and getting ready to engage parallel for the run towards Sumner. (Photo courtesy of 'Remebering Christchurch' on Facebook.)  
The lower photo is from today, Brill 178 just departing Stop 9 on the CTL system.

