

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC

Contact Details:		JULY 2005	
President:			
Henry Brittain	tel.	04-476-7278	
	e-mail:	henry.brittain@xtra.co.nz	
Secretary:		Postal Address:	
Graeme Moffat	tel.	04 905-6321	P.O. Box 2612
	e-mail	Graeme@digitalexp.co.nz	Wellington, N.Z.
Museum:		Museum Site:	
	tel.	04-292-8361 (opening hours only)	Queen Elizabeth Park
	e-mail:	info@wellingtontrams.org.nz	MacKay's Crossing
	website:	www.wellingtontrams.org.nz	Paekakariki, N.Z.

COMING EVENTS

Heritage Trolleys and Modern Transit - Saturday August 13th.

A presentation by Brent Efford on his WELL-TRACK Study Tour to the USA in 2003 on a Winston Churchill Fellowship. This looked at current developments there in urban light rail transit and in the renaissance of what Americans call "heritage trolleys" – and how these can co-exist.

Brent is a long-time Museum member in both Christchurch and Wellington. Amongst many other things he is the Environmental Sustainability representative on Greater Wellington's Regional Land Transport Committee, and Co-ordinator for Transport 2000+.

The place: Turnbull House, Bowen St. – the Museum Room, top floor.

The time: 7.30pm start

The cost: \$5 per person to cover supper costs and room hire

For catering purposes please let Richard Gray know (by Wednesday August 10th) that you will be there. Contact rmgray@paradise.net.nz, phone 236-6693.

AND MARK YOUR DIARIES FOR THESE DATES:

Wednesday 19 October 2005 – the AGM. Details and time etc. to be advised.

18 November 2006 – no, it's not too early to psych up for the 2006 COTMA conference, in Melbourne. This date corresponds with the centenary of the Melbourne electric tramway and celebrations will include a large turnout of vintage rolling stock, and will extend over a full week. As usual wives and partners will be catered for in the itinerary.

A most exciting time to look forward to, full of tramway experiences, not only in Melbourne, but Bendigo, Ballarat, and the other Victorian tramway museums.

Note your diary, and plan ahead. An occasion not to be missed .

LAST MEETING: The fish-and-chips get-together in the Workshop, with films screened in 239, was a good mid-winter's evening occasion. Thanks to all!

TRAM STATISTICS

Running sheets to gather these statistics began on 26/12/03. Each *Tramlines* updates the statistics from the previous issue; as time goes on this will give some useful comparative and trend data. Here are the tram operating statistics up to the end of June 2005 (18 months.) June was another quiet winter month.

	DAYS USED			
	Tram 151	Tram 159	Tram 238	Tram 239
YEAR to 24/12/04	19	52	3	115
26/12/04 – Mar 05	1	26	0	48
Apr 05	1	0	0	12
May 05	1	3	0	10
June 05	0	2	0	10
Total days in use (18 months)	22	83	3	195

	KILOMETRES TRAVELLED*				Total
	Tram 151	Tram 159	Tram 238	Tram 239	
YEAR to 24/12/04	364	945	12	2,817	4,138
26/12/04 – Mar 05	8	450	0	1,242	1,700
Apr 05	15	0	0	251	266
May 05	8	71	0	201	280
June 05	0	19	0	194	213
Total kilometres travelled* (18 months)	395	1,485	12	4,705	6,597

*Distance travelled excludes around depot area.

Here's a note from the January 2004 issue of the TMS Journal (Crich, UK):
 "Based on our experience with the first tram to receive a 'full' restoration way back in 1978, such a restoration produces a vehicle with an expected operating life of between 25 and 30 years before requiring another 'full' restoration. We

therefore get about 30 'tram-years' from each tram. We use between 15 and 20 trams each year, i.e. consume between 15 and 20 'tram-years' every year. We therefore need to complete a 'full' restoration at least every 18 to 24 months just to keep pace with the wear-out rate. But with the present resources, in the next few years we will achieve only about half this 'restoration rate'."

Our own KCET situation has less intensive use – but the basic maths of museum operation still apply. A challenge for our strategic priorities and developments.

WHAT'S GOING ON

An update on current priorities and the near future. from Keith McGavin:

Improvements to the shop currently underway include removal of part of the internal partition to provide more selling space, the provision of an ice-cream freezer and a new drinks-cooler, and the introduction of credit card facilities. In addition all the signage has been reviewed and new improved signs are being obtained – the first of these being "KAPITI COAST ELECTRIC TRAMWAY" and "EST'D 1965" mounted on the barn façade.

Mike Vash has been working at the back of the property building shelving inside the container. All our valuable wood tram and overhead part patterns have now been sorted and placed inside and our stock of timber, plus as many timber tram parts that we can get in, are progressively being stowed inside. These will then all be fumigated to get rid of any borer.

Excellent progress is being made on restoring Fiducia 260 but more hands would be most welcome. Someone is usually working on the tram every Wednesday, Saturday and Sunday and they would love your help. Just turn up on the day or give Trevor Burling a call on 234-7199 to make organised arrangements.

The Board has determined that the next tram to be restored following 260 will be Double-saloon 207 and this will be followed by the Combination tram No.17. The Double-saloon currently resides in the barn in partially dismantled (and partially restored) state. The sooner 260 is progressed to completion the sooner we can make a serious commitment to No.207.

Later this year Fiducia 235 and the Combination tram, No.17, will be moved from the rear storage building into the barn. This will provide them with better protection, both from the elements and also, because the barn is sprinklered, from the threat of fire.

The Board has commissioned Athfield Architects Limited to prepare a scheme plan for future building development around the site. John Hardwick-Smith, a senior architect and director of the firm, has visited our site and the plan will be drawn up by him over the next few weeks. It will incorporate both short and long

term wants and needs. It will include a replacement for the “Palace”, provision for increased display or interpretation space, an extended workshop, provision to extend the tram barn plus proposals for enclosing and improving the rear storage building and landscaping. After consideration and approval of the plan by the Board it will be recommended to members for adoption. The individual developments will be prioritised and fund-raising will commence. This is a most important project – good development here will serve us well for years to come.

The Regional Council has produced a draft 5 year plan for Queen Elizabeth Park and the Museum will be putting forward some proposals for changes. Although it is a good plan in terms of generalised high-level objectives it lacks specific quantified goals as to what is going to be achieved over the period. In addition it fails to definitively allow for a rail platform at MacKay’s Crossing or for an extended tramway to Raumati South and/or to the South end of the Park or Paekakariki. The Museum will submit that these potential future tram routes must be allowed for (especially if a rail platform is not provided for at MacKay’s Crossing), and for stronger promotion of public transport access together with specific goals for activities and special events at MacKay’s Crossing and Whareroa Beach.

CUSTOMERS

We are not an essential service – all our customers can choose to come, and choose to return or to recommend the Museum to their friends. Denys Peck’s team has been improving our “front window” with the shop enhancements noted at the start of Keith’s report above. Our services have to keep improving too!

WHEN NO PASSENGERS ARE AROUND:

You’re sitting in the shop. Outside it’s cold, blowing a gale, raining, or all three. There’s not a soul around other than your colleague on the traffic roster; you’re cursing your luck at being rostered on the tram operating crew on such a day.

The weather forecast is for improvement later in the day so packing up is not an option. Here’s how you can make your day more active and enjoyable and at the same time help the Museum.

1. Take a closer look at your tram:

1. Sweep it out more thoroughly, or use the vacuum cleaner (don’t forget to use a residual current device, especially if there is dampness around).
2. Are the windows clean – inside and out?
3. Have the brass poles and controller tops been cleaned recently?
4. Has rubbish accumulated in the overhead trays (if a “Fiducia”) or in the cupboards behind the sliding doors (if a double saloon)?
5. Are the seats clean?

Tram cleaning equipment is kept on the shelving on the west barn wall behind the cable-car on Road 1

2. Take a closer look round you in the shop:

6. Are the shelves fully stocked?
7. Are brochures in place and readily available?
8. Have the rubbish bins been emptied?
9. Is pricing of items clear and unambiguous – both to yourself and to the customer?
10. Would the shop floor benefit from vacuuming, and the walls to wiping down?
11. Is 'under the counter' tidy?
12. Outside, is the platform tidy? Is there any rubbish / stones / growth etc. to be cleared. Did you remove all spiders-webs earlier?

You can readily attend to these items, making use of tram cleaning equipment and materials as necessary.

3. Having attended to both the tram in service and the shop have a look in the barn display area:

13. At least part of the concrete floor will be accessible – does it need sweeping / clearing of leaves? Is there any axle-box oil that needs covering with sand?
14. Are the display cases on the west wall clean and in good order? Does anything require re-attaching or fixing? Is the TV / DVD player and the associated seating arrangement all set up properly, tidy and clean?
15. Is the brochure box on the west wall stocked adequately and cleaned out of accumulated leaves?
16. Is the King Kong tram exterior tidy and presentable?

4. Now have a look in the Barn at the other operating trams:

- ☛ As with the tram you are using, they may require sweeping, vacuuming, window cleaning, the brass may need cleaning, and a general interior tidy-up. (With the Supervisor's permission take the tram outside if it is not raining, for better light.)

By now it will either be time to go home, or the weather will have cleared and passengers will be arriving. In either case you will have had a much more satisfying time than sitting doing nothing, and the Museum will have benefited hugely from your efforts through the improved presentation to the public.

DO YOU SERVE IN THE SHOP?

How To Handle Donations Received At The Museum

☛ Recently a person, when buying some tram tickets on a Visa credit card, said, "please add \$25 as my donation". How should you, as shop attendant, handle a transaction like this (quite apart from offering a sincere thank you!)?

Answer:

1. Remember the credit card rule – whatever amount goes on the Visa or Mastercard docket must also be rung up on the cash-register (and vice-versa)
2. First, ring up the tickets, and the donation, on the cash register. Remember that there is a separate category key for “donations”. By correctly using this key you ensure that the Museum does not pay GST on the donation. The cash register will tell you the total value of the transaction.
3. Then press “Print Receipt”. A receipt will be printed for the customer – it will show details of the tram tickets purchased and the donation. It can be used by the customer as proof of a charitable donation for tax purposes.
4. Enter up and process the credit card docket in the normal way for the full amount including the donation. In the text of the voucher you may show the amount for the tickets and the donation amount on two separate lines and total them on the total panel on the voucher. However this is not essential. The quicker alternative is to just show the total amount - describe it as “tickets and donation”.

(Another point to note is that our credit card vouchers are not GST receipts. The cash-register receipts are our GST receipts and can be printed out in respect of any transaction where the customer wants a GST receipt. You must print it out before processing the next transaction. Just press the “Print Receipt” key.)

In the case being quoted the customer advised of his donation AFTER the tickets had been rung up on the cash register and while the Visa docket was being prepared. In a case such as this it is necessary to ring up the donation as a separate transaction on the cash register. It does not matter that the two transactions are then included on the one credit card voucher – as long as the total cash register amounts rung up agree with the docket.

LIFE CAN GET COMPLICATED CAN'T IT

The journals from other tram and rail museums we receive in exchange for *Tramway Topics* are kept at the Palace for browsing. They always make fascinating reading – and can sometimes alert us to trends which are likely to come our way in NZ before long.

An example is the report on the “Review Visit by the Charity Commissioners” to the TMS at Crich (UK) – see *TMS Journal* January 2004. It just seems to have added yet another depressing layer of administrative process, all for “good” reasons of course.....David Jones would be the best person to write about this!

The reality is that a new “Charities Commission” has now been established in NZ and before long it will be flexing its muscles in this sort of audit of “donations tax-

deductible” status. The start of the LTSA safety regimes a few years ago give some precedents to the sort of administrative work possible. Watch this space!

.....

Tramlines

An occasional newsletter for members of the Wellington Tramway Museum Inc. Contributions and notes always welcomed. Compiled by Alan Smith Alanesmith@xtra.co.nz