

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

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FUTURE EVENTS

Our traditional May Dinner – Saturday 6th May

Forty-second anniversary of Wellington Trams closure!

The place: Lonestar Café and Bar, 66 Tory Street, Wellington

The opposite side to, and down a bit from, Harvey Normans.

The time: 7.30pm for 8.00 pm start. Meet in the bar.

The details: An extensive “American” menu with a range of interesting sounding chicken, fish, pork, beef and vegetarian dishes. Most mains around \$25 - \$29. Licensed. Pay the restaurant on the night.

A great way to mark the end of a very successful tramway season. Partners and friends most welcome. For catering purposes, please let us know that you'll be there – by Wednesday 3rd May at the latest – so we can be sure to have the right spaces reserved for us.

Phone: Keith McGavin 934-3418
e-mail: keith.mcgavin@paradise.net.nz

FISH & CHIP AND FILM EVENING

A mid-winter celebration inside our Barn and Workshop at Queen Elizabeth Park

Saturday June 24th at the Tramway - Fish & Chips / Trams / Films
Details to follow but put the date aside now.

TRAM STATISTICS

We are holding over the next release so as to be able to include all of Easter in the February-April quarter. The Editor, as an old Statistics Department hand, would like your feedback on how useful this data is!

Some News Updates from the Kapiti Coast Electric Tramway

LINE TO THE BEACH REOPENED

Repairs to the damage to the overhead lines installation between poles 37 and 54 (reported on last issue) were sufficiently complete on Wednesday 22nd March to enable re-opening of the tramway for the full distance late that day.

The line is open for normal use. The experience serves as a useful reminder to motormen – particularly when the tram is drifting and there is no power noise from the motor – to glance regularly at the overhead wire in front of them. A tell-tale sign that the pole is off is that the wire is reverberating unduly.

Thanks to the overhead maintenance crews who worked hard to carry out the repairs – led by Ray Shand and including Barry Ollerenshaw, Mike Vash, Neil MacDonald, Allan Neilson, Henry Brittain and others – we now have a new pole 40, two new cantilever brackets (poles 39 and 40) and numerous other repairs throughout that length.

PERMANENT WAY

The quarterly track inspection was made on February 26th along with the quarterly pole inspection. Spot re-sleeping between poles 43 and 49 has reduced our stockpile and a new stock of ex-Railways sleepers from OnTrack was due to arrive for us on April 12th.

Adjustment welding to the open mate of the loop west points was made in March so that 159 was able to be used in through service to the beach starting from April 2nd. 159 had been restricted to the Barn-loop section only for some months while her freshly-overhauled bogies (in contrast to the running gear of all other cars) were showing some problems at these points.

DOUBLE-SALOON 151

This car is now on Road 6 in the Workshop receiving numerous minor remedial works plus preparation for a much-needed repaint.

HELPING WITH MOTAT's PROGRESS

The four ex-Wellington point sets sent by us to MoTat have now arrived in Auckland, where they are expected to be installed and in use on the extension works by later this year.

TRAFFIC

As revealed in our statistics, passenger traffic is on the increase – and of course both our “public profile” and our financial sustainability depend on the regularity of our passenger service operations. Attached as page 5 to this issue of **Tramlines** is a request for you – can you help out on crew duties through the next few months? If you've not already trained in the shop or in conducting, you are invited to volunteer – full training given. Further details on p.5

TROLLEYBUSES

No, not replacements – the 2 near the Barn are being temporarily held for the Omnibus Society!

MUSEUM VISION (TEN YEARS FROM NOW), AND BUILDING DEVELOPMENT PROGRAMME

Keith McGavin

Progress is being made -

Information on progress on these longer term issues in these pages has been sparse of late – mainly because the many and varied current activities (including the 40th anniversary re-enactment celebrations, and our busy Christmas operations), have taken pride of place in the reporting.

A power-point presentation, plus a presentation of the Master Planning Strategy (prepared by Athfield Architects Ltd.), were provided at the Annual Meeting last October and both were well received. Following this printed copies of the power-point presentation, together with the concept plan, were sent to all members under cover of a letter from Henry Brittain, our President, inviting members to respond with comments and submissions.

Consultation responses -

“Thank-you”, to all nine members who responded with written thoughts, ideas and opinions and to many others who responded with their comments verbally. No respondent disputed the idea of the ten year vision or the essential elements of what it contains. Many made the comment that it was timely and some expressed the view that it is a bit optimistic – but I believe we must keep our sights high. We can adapt as we go along as necessary.

A number of members had ideas or opinions concerning individual developments and these have been taken note of and will be considered by the Development Sub-committee, and subsequently the Board, at the appropriate times.

First Implementation -

The first major implementation of the Building Development Plan involves, of course, determining the priorities of the building improvement works – there is no way that we can do them all at once (much as that would be marvellous).

In the papers sent out the building priorities were given as:

Stage 1: Amenities, workshop extension, roof repairs (barn & rear storage building), sprinklering of rear storage building

Stage 2: Enclosing the rear storage building, new entrance/interpretation area

Stage 3 Barn extension (northwards), traverser installation.

New Building Programme (Stage 1)

After very careful consideration, considerable debate, and taking into account views expressed in the submissions, the Board has decided to prioritise completion of the Rear Storage Building prior to embarking on a major workshop extension. This will tidy up our property and still provide the essential space (in workshop and barn) that we need to be able to have two trams under long term restoration at a time. It is also expected that this will be able to be “got underway” more quickly than a workshop extension.

In more detail the top building priorities decided on are as follows (together these form one improvement programme):

1. Essential current repairs (barn and rear storage building) and painting/repainting;
2. One or two additional storage containers to go with the timber and pattern container already on site – also a protective roof over the existing fire-sprinkler container and seismic restraints for the water tanks.
3. Completion of the Rear Storage Building including the installation of:
 - a. automatic sprinklers
 - b. a concrete floor
 - c. doors across the front (ie fully enclose)
 - d. electric light and power

This will bring the usability of the building up to that of the barn. We anticipate that the Museum's works vehicles (tower wagons, loader) two buses, and the Wanganui and New Plymouth tram bodies will be stored there.

4. A refurbishment and possible enlargement of the "Palace" – pending replacement in a few years.
5. Investigation of a low-stud-height add-on to the workshop building for housing plant & machinery, or, the incorporation of some workshop plant & machinery into the road 4 barn area with access from the workshop.

Management of this Project

A sub-committee (the Building Improvement Sub-committee) has been formed to manage this work. It comprises Henry Brittain, Allan Neilson and Keith McGavin – who are of course the President and two Vice-Presidents. Allan and Keith will keep members of the two standing committees which they Chair (Maintenance & Engineering and Marketing & Operations) informed as to progress, ideas and issues. In addition further members can be co-opted into the sub-committee. The sub-committee will report formally to the Board at each meeting.

Next Steps

There is still a lot of work to do before the major parts of this project can begin. There is investigation and resolution of a number of alternative ideas within the major proposals, there is fund-raising and there is detailed design work. However the project when completed will result in a major improvement to many aspects of the Museum.

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Tramlines

An occasional newsletter for members of the Wellington Tramway Museum Inc. Its aim is to keep members in touch with practical notices and the details of current developments – it is deliberately kept modest in style and does not aim at all to compete with *Tramway Topics*, our official journal of record. Contributions and notes always welcomed. Compiled by Alan Smith AlanSmith@xtra.co.nz. 16/4/06

OPERATING ROSTERS - Can you assist please!

For varying reasons three of our key operating crew members have withdrawn from all or part of the current rosters. Richard & I are looking for your help in filling gaps on the following days:

A copy of this notice is being placed on the wall in the “Palace”. To claim a day just write your name against the day concerned, or contact Richard or me.

Richard Gray 236-6693 rmgray@paradise.net.nz
Keith McGavin 934-3418 keith.mcgavin@paradise.net.nz

One additional day from each person will easily fill the available days.

Unless otherwise stated you don't have to be a qualified motorman. In most cases a motorman will be present so the requirement is for a second person to share motorman's duties and shop duties, or if not a qualified motorman, to operate the shop and conduct.

Day available	Comment	Enter name here
Sun 30 th April		
Sun 7 th May		
Sat 13 th May		
Sun 21 st May		
Sun 28 th May		
Sat 3 rd June		
Sun 11 th June		
Sun 18 th June	Qualified motorman required	
Sun 9 th July		
Sun 16 th July	Qualified motorman required	

To any new members, or members not previously trained in the shop or conducting, you are welcome to volunteer. I can provide the training you need and am at the Museum most Saturdays.

Your assistance is appreciated,

Keith McGavin