

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

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BE THERE – The annual WTM Dinner, Saturday 5th May 2007

A reminder of the annual mid year dinner on Saturday 5th May----to be held at the Fisherman's Table restaurant, SH No 1 just south of Paekakariki, commencing at 7.30pm.

Cost is \$27 per head for a 3 course set menu - copy of menu on Palace noticeboard.

Please advise Denys Peck [denysp@paradise.net.nz] directly of your attendance or indicate on the "attendance list" attached to the Palace noticeboard.- no later

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than Wednesday the 2nd of May. And there's the clue to "why May?" - to mark the 2nd May 1964 closure of Wellington's last tram route – 43 years ago!

EVENTS CALENDAR

APRIL		Working Bee	11am – 4.30pm
Wednesday 25		Happy Hour	Follows Working Bee
Anzac Day	Tramway operating	Sunday 29	
Sunday 29		Sunday Funday	10am – 3pm
Sunday Funday		AUGUST	
MAY		Saturday 18	
Saturday 5		Working Bee	11am – 4.30pm
Mid Year Dinner	'Fisherman's Table', Paekakariki	Happy Hour	Follows Working Bee
Saturday 19		Sunday 26	
Working Bee	11am – 4.30pm	Sunday Funday	10am – 3pm
Happy Hour	Follows Working Bee	SEPTEMBER	
Sunday 27		Saturday 15	
Sunday Funday	10am – 3pm	Working Bee	11am – 4.30pm
JUNE		Happy Hour	Follows Working Bee
Monday 4		Sunday 30	
Queen's Birthday	Tramway operating	Sunday Funday	10am – 3pm
Saturday 16		Mid School Holidays	
Working Bee	11am – 4.30pm	OCTOBER	
Happy Hour	Follows Working Bee	Saturday 13	
Sunday 24		Working Bee	11am – 4.30pm
Sunday Funday	10am – 3pm	Happy Hour	Follows Working Bee
JULY		Monday 22	
Sunday 8		Labour Day	Tramway Operating
Mid School Holidays		Sunday 26	
Saturday 14		Sunday Funday	10am – 3pm
Fish & Chips/Film Evening		NOVEMBER	
Saturday 21		Saturday 17	
		Working Bee	11am – 4.30pm

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Happy Hour	Follows Working Bee	Anything Vintage Festival 10am – 4pm
Sunday 30		
Sunday Funday	10am – 3pm	
DECEMBER		
Saturday 6		
Christmas Dinner		
Saturday 15		
Working Bee	11am – 4.30pm	
Happy Hour	Follows Working Bee	
Wednesday 26		
Boxing Day	Daily tram operation commences for Summer season	
Saturday 29		
Anything Vintage Festival	10am – 4pm	
Sunday 30		
Anything Vintage Festival	10am – 4pm	
Monday 31		

TRAFFIC AND PATRONAGE GROWS

- TRAFFIC AND PATRONAGE ON THE KCET SO FAR THIS YEAR

Sunday Funday

Denys Peck reports:

Just a brief update re our first Sunday Funday on February 25th, which from the Tramway perspective was a very good effort and hopefully will lead to an ongoing monthly event.

Total income for the day was \$869.50. Both trams 159 and 239 were used throughout the day as follows-

Tram 159 made 9 return service trips for 148 return passengers and

Tram 239 made 7 return service trips for 120 return passengers.

On Saturday of that same weekend, the total income was \$227.80 so it was a very successful weekend for the Tramway Museum.

Denys also reports on an unexpected event along the line that day:

“Near pole 52 tram 239 was nearly hit by a kamikaze plane from the model aeroplane club; it shot across the front of the tram [about 20m] just

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- missing the overhead and ended up in the scrub on the side of the road opposite, with just the tail visible to mark the crash scene. No parachutes were seen so it is presumed that the pilot did not have time to eject.”
- to which the inimitable Mike Secker’s response is well worth recording:
“Exciting stuff, Wing-Commander Peck. Maybe we need a fleet of radio-controlled model trams running on secretly and nocturnally installed track in order to mount a counter-offensive. Agenda item for next M&O Committee meeting?”

Saturday 24th March – opening of the MacKay’s Overbridge:

This major piece of SH1 engineering and re-alignment over the NIMT, with improved access into our area of Queen Elizabeth Park, was officially opened at 11.30 on Saturday morning 24th March 2007. Transit and the many other parties involved in this ceremony used our Barn as their base and for their refreshments.

Keith McGavin reports:

That day, we took over \$800 in tram fares (and over \$1,000 in total). A typical scenario during that busy afternoon was: Tram 159 at the platform ready to depart for the Beach. Tram 151, on the Road 6 backshunt, will take its place at the platform as soon as 159 has departed and will leave for the Beach about 15 minutes later. En route it will pass 159 (on its return trip) at the loop. Fiducia 239 will move to the backshunt when 151 has vacated that area and, after changing poles, seats etc., will move down into the platform to load passengers as soon as 151 has left. It will depart for the Beach after 159 has arrived back and en route to the Beach will pass 151 at the loop.

In this way with three trams a regular 12 - 15 minute service can easily be maintained. Every tram passes another at the loop, and there is always a tram loading at the depot.

Fortunately for most of Saturday we had eight crew (six on three trams, a despatcher and a shop keeper).

The next day – **March 25th, was our second Sunday Funday** and was also very successful with tram and shop takings exceeding \$700 gross.

Easter (Friday 6th April – Monday 9th April)

Denys reports on a successful revenue achievement over the 4 days

Friday	=	\$319.70	[\$161.90]
Saturday	=	\$449.80	[\$215.00]
Sunday	=	\$708.60	[\$257.40]
Monday	=	\$428.20	[\$384.90]

Previous year’s figures in brackets as a comparison between 2007 and 2006.

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Keith McGavin comments,

“that's \$1,906.30 this year vs. \$1,019.20 last year - an increase of \$887.10, (87%), when all we have done is put the fares up by 25%! Other contributing factors - the new SH1 access, the brown tourist signs on SH1, & the publicity. As for the weather, it was dry last Easter too - might have been slightly nicer this year.

An accountant's way of looking at it is that last financial year we suffered a \$6,223 deficit on our Tramway Operations account (entirely depreciation). However this financial year (other things being roughly equal) the tram operations account should - judging by the figures over the "Anything Vintage" period, and the sort of figures we are getting now, - achieve a surplus. This means that there will be cash available for capital investment to replace our depreciating assets - and more.”

These results confirm the wisdom of the strategy to build synergies with other events at the Park so that there's a critical mass of things to attract visitors, i.e. the KCET as one of many attractions in the immediate area, as distinct from an end-destination in itself. At the same time, of course, we must keep improving our presentation as a destination, so here is more good news:

Graeme Moffatt reports:

“Our application to the Trust Charitable Foundation has just been approved at the amount of \$5338.22. This is for the purchase of a data projector and display panels, including signage and printed photographs to improve the museum display. This now means we can advance our plans to upgrade etc our museum display area.”

Working Bee Days and Happy Hour

Worth repeating this message from the last issue of Tramlines:

Generally Working Bee Days will be held on the 3rd Saturday of each month and will be similar to last year's "Clean Up days". The Calendar of Events and Activities sheet in this issue details these days. There are many jobs etc. that need to be attended to at the KCET and any time that you have available on those days to help would be much appreciated - so please turn up, maybe you will also learn a new skill. This is also a great opportunity for new members to come along and help and at the same time meet other members and just find out what makes the place tick. At the end of each "working bee" day there will be a "happy hour" and this will be an opportunity to socialise with WTM Members and swap tram and other stories at the end of the day. We hope that as many members as possible will turn up on these days so as to ensure the success of the "working bee" day.

You are still, of course, more than welcome to work on site on Wednesdays, weekends and public holidays when all sorts of projects are being carried out.

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The Working Bee days are just an extra opportunity, for new or returning members in particular to become more involved in on-site tasks.

The KCET tram Fleet – Proposed Changes

Henry Brittain reports:

There has been a generally positive reaction from members to the proposals summarised in the March Tramlines. We are now progressing details with our friends at Wanganui and at MoTaT. As our Constitution does not allow the proposal to be a Board decision, but requires a general meeting of members, we have earmarked this to be held in conjunction with a film evening in June or July. More details will be provided soon.

TRACK EXTENSION OPENING on the WESTERN SPRINGS TRAMWAY, AUCKLAND

This will be happening on Friday 27th April. If you can be there to share the celebrations with our WST colleagues, they will make you most welcome.

At 10.30am the Prime Minister, Helen Clark (who is also the local MP for this area), arrives at the Zoo tram stop and boards tram #44 to travel to the Aviation Terminus and join the guests in the marquee. (Note that the service tram #906 continues with the normal timetable terminating at the Zoo stop. Free rides all day and on Saturday and Sunday).

At 10.45 Jeremy Hubbard welcomes everyone and then Paul Bayly, MoTaT Deputy Chairman makes a speech and the invites the Prime Minister to officially open the tramline extension.

The P.M. makes a speech and then unveils a plaque which is on the end of the shelter. Jeremy presents the P.M. with a gift and invites guests to stay for refreshments and have a tram ride.

By this time James Duncan will have assembled #44, 11 and 248 at the Aviation Terminus for the guests' tram rides. #100 will also be there, and other trams may be on display on the second line. After the three trams commence their trips #906 will then operate right through to the new terminus.

At 11.15am Jeremy takes the P.M. on a tour through the Aviation pavilion and workshop before the P.M. departs by car.

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THOSE WELLINGTON TRAMS AT MoTaT

Rather to the embarrassment of the *Tramlines* Editor, it is now confirmed by both Graham Stewart and John Lawes that the dates when these cars were moved to Auckland are on record, mainly in *Tramway Topics* for July 1964 (edited all those years ago by one Alan Smith).

47 left for Auckland on 25th July 1962

301 was moved north on 15th May 1964

135, 244, 252 and 257 – the bodies left Newtown on 28th May “the bogies following by train”

KCET STATISTICS

Keith McGavin has prepared some very interesting graphs and data showing traffic, tram usage and revenue trends. The first of these will be published in the next issue of *Tramlines*, but for now here is Keith’s narrative summary of the 2006 year and 2006/7 summer:

For the year just finished, to 24th December 2006

Tram kilometres for the year to 24th December 2006 (we always conclude our statistical year on Christmas Eve!) at 4,267 were almost the same as the previous year (4,276). Once again tram 239 ran the highest distance with 2,728 kms while 159 ran 1,424 kms. Tram 151 which was being refurbished during most of the year ran just 88 kms while 238, not licensed to carry passengers, ran 27 kms.

Tram 239 was in use on 124 days in YE 24th December 2006, 159 on 63 days, 151 on 7 days and 238 on just 4 days – a total of 198 tram days which is just two more than the previous year’s 196 days.

We commenced recording passenger trips on the Running Sheets from the beginning of YE 24th December 2006. For the year 11,919 passenger trips were recorded.

For the period 26th December 2006 to 31st March 2007

This was our busy Summer Season with both the ‘Anything Vintage’ Festival over New Year, and the first two of our Summer Fun-days – at the end of February and March, included. The “Anything Vintage” period was so busy that at times tram crews did not record passenger numbers or even trips so we have had to

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interpolate figures based on the fare takings and the tram service we know we ran.

Tram kilometres for the period at 2,310 are 28% higher than the same period in 2005/06 (1,802). Tram 151 was back in service for January 2007 and has run 315 kms. However once again 239 saw the most use, running 1,309 kms while 159 ran 682 kms and 238 just 4 kms.

Tram 239 was in use for 52 days over this period this year, 159 on 27 days and 151 on 13 days. Tram 238 was run on just 1 day (a test trip). The total of 93 days is 16% higher than the previous year's 80 days.

It is in passenger trips that the most striking effect of the festival, the Sunday fun-days and the busier summer days is seen. For the period this year an impressive 13,002 passenger trips have been recorded, compared with 5,751 in the same period in 2005/2006 – an increase of 126%!!!!

A result of this increase is a striking increase in the average passenger loading per tram. For the period from 26th December 2006 to 31st March 2007 the average passenger loading per trip has been 10.7 passengers. (13,002 passenger trips divided by the number of tram trips (=2,310 kms / 1.9 (single trip distance in kms)). For the same period the previous year the average was 6.1 passengers per trip. These average numbers may seem low but the trips do include all tram running including the test trips each day, motorman training and maintenance testing. To achieve a 10.1 passenger average some trips, especially over the Anything Vintage Festival period, were extremely full.

CENTENARY OF THE HATAITAI TRAM TUNNEL:

John Lawes writes:

"Has anything been planned by the City Council or the Tramway Museum to mark the centenary of the opening of the Hataitai [Kilbirnie] tram tunnel in April? I would be pleased to make a small contribution towards the cost of a plaque or whatever to mark the occasion....."

SUMMARY – Remind yourself again of these

- ∞ **Every successive third Saturday – WORKING BEE DAYS, concluding with 'happy hour'**
- ∞ **Every successive last Sunday – SUNDAY FUNDAY**

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- ∞ 5th May – the annual Mid-Year Dinner, at the Fishermans Table
- ∞ Have you renewed your subscription yet?
- ∞ Joining in the work at the KCET is always enjoyable and good company – as rostered crew, work on weekends and public holidays, and the regular Wednesdays “overhead power off” days.

NEXT ISSUE

The next Tramlines will come out in mid-year. All contributions welcome, to alanesmith@xtra.co.nz

Tramlines

Is 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.

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