

# TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

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## ILLUSTRATED TALK by KEITH McGAVIN SATURDAY 8<sup>th</sup> SEPTEMBER 2007 ST ANDREWS ON THE TERRACE, WELLINGTON

Doors open 7.30pm for a 7.45pm start to conclude about 10.30pm

**All members and friends welcome to attend**

Admission \$5.00 to cover the cost of the hall hire and supper

Keith McGavin is going to present an illustrated talk entitled **"MY EXPERIENCES WITH TRAMS, 19..... - 1970"**. This will include memories of the early days with the trams still running, the genesis of the tramway museum and through to its first permanent buildings and power supply in 1970. At the conclusion of the meeting supper will be served.

RSVP by 7<sup>th</sup> September to allow for catering to:

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Richard Gray 04 2366693; mobile 0274 418896; or place name on list in the Palace; or email: [rmgray@paradise.net.nz](mailto:rmgray@paradise.net.nz)

## THE TRAMWAY DIARY

Saturday 18<sup>th</sup> August:- The 3<sup>rd</sup> Saturday of the month, so it's the next WORKING BEE DAY. From c. 11am through to 4.30pm when it's time to adjourn to the barn for "Happy Hour" (drinks and nibbles). Even if you can only do an hour or so, your help will contribute. Tasks include: Cleaning track screw spikes; lubricating point mechanisms; de-rusting overhead poles; paint "touch-ups" on 239 while our busiest car is undergoing maintenance; and general housekeeping in the Barn, Workshop, Palace and Shop.

Saturday 8<sup>th</sup> September: See page 1 for the details of our next members' meeting. Those of you who were present at Keith's last presentation, back on 5<sup>th</sup> July 2003 when he gave an entertaining talk on the "Last Days of Trams in Wellington", will not want to miss this latest instalment on the end of Trams in Wellington and how the Tramway Museum came to be developed and the personalities involved up to around about 1970. If you can't use public transport, then you can park on The Terrace or Bolton St. nearby, or in any of the church marked carparks **except** the one designated for the Minister.

The last Sunday of each month – SUNDAY FUNDAY at the Park.

The pattern of these is working out well, but success depends on the availability of plenty of rostered crew – see what you can offer to do to help out.

Saturday 6<sup>th</sup> December: The Christmas Dinner – diary this now, details to follow.

Wednesday 26<sup>th</sup> December: Daily tram operation begins, through to the end of January. This is our peak traffic season, with the highlight of the second **ANYTHING VINTAGE FESTIVAL** taking place over the three days Saturday 29<sup>th</sup> – Monday 31<sup>st</sup> December.

Wednesdays – "power off" work days, between around 10am and 4.30pm. These particularly suit retired members, but anyone is more than welcome to join us – there is always plenty of work to be done around the site and the fleet!

Saturdays and Sundays – our scheduled passenger service operating days, plus work on the variety of projects moving ahead around the Museum.

## OUR LAST SOCIAL MEETING

Saturday evening July 14<sup>th</sup> saw around 30 members gather in the very cold Barn for the Special General Meeting about fleet changes (see article on p.3), a fulsome Fish & Chip supper and a choice of two venues – "stalls" on the wooden seats of 133, or "circle" on

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the upholstered splendour of 239 – for the film programme. Never mind the cold – this was a most enjoyable occasion, with an exhilarating trip through the dark night down to the beach in 159 at the interval.

Many thanks to Graeme Moffatt for arranging the screenings.

### **The KCET tram Fleet – Proposed Changes**

The Special General Meeting on July 14<sup>th</sup> saw unanimous endorsement of the Board's recommendation to transfer Wanganui 8 to Tramways Wanganui Trust, and New Plymouth Birney #8 to MoTaT. In return our 4' gauge fleet will be increased by the transfer of "Fiducia" 244 from MoTaT to KCET – this will help us manage our passenger traffic in a way which reduces pressure on the currently-operating cars (see the article on Statistics later on in this issue of *Tramlines*).

More detailed discussions are now under way with our colleagues at Wanganui and at MoTaT, and we will keep you informed of timings and other details. This reinforces the collective interests of our tramway museums, and we have done our bit towards the preservation of the two "number 8s" by salvaging their bodies from the outdoors in the 1960s and keeping them under cover since then.

The meeting also had an initial discussion about introducing a new category of "Friends of the Museum" membership, to broaden our base. This idea will be developed towards a recommendation for next year's AGM.

The photo below, from Allan Neilson, shows President Henry Brittain outlining the fleet change proposal to members at the SGM.

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## KCET STATISTICS

### TRAM STATISTICS

Keith McGavin has supplied the following statistics showing, tram days in use, kilometres run, and passengers carried. All of these have been compiled from the tram running sheets (except for passenger trips prior to YE 24/12/06 which came from the ticket waybills).

TRAM STATISTICS SUMMARIES						
Tram	151	159	238	239	Total	
DAYS IN USE						
YE 24/12/04	19	52	3	115	189	
YE 24/12/05	23	52	1	120	196	
YE 24/12/06	7	63	4	124	198	
YTD July 2007 (7 months)	16	50	1	86	153	
	65	217	9	445	736	
KILOMETRES RUN						
YE 24/12/04	364	945	12	2,817	4,138	
YE 24/12/05	518	886	4	2,868	4,276	
YE 24/12/06	88	1,424	27	2,728	4,267	
YTD July 2007 (7 months)	354	1,098	4	2,161	3,617	
	1,324	4,353	47	10,574	16,298	
PASSENGERS CARRIED*						
YE 24/12/04	not available				12,110	
YE 24/12/05	not available				9,668	
YE 24/12/06	167	3,787	0	7,965	11,919	
YTD July 2007 (7 months)	2,779	5,560	0	8,897	17,236	
					50,933	
*Note - a ride to the Beach and back = two passengers carried						

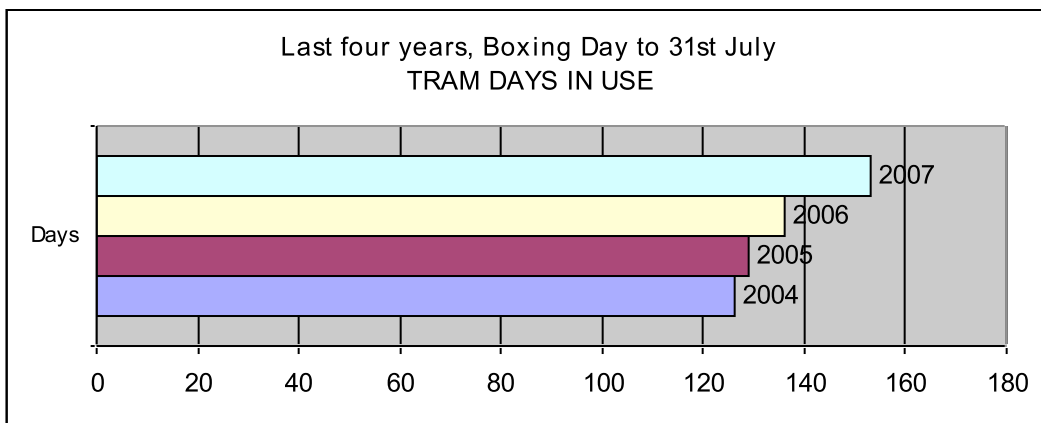
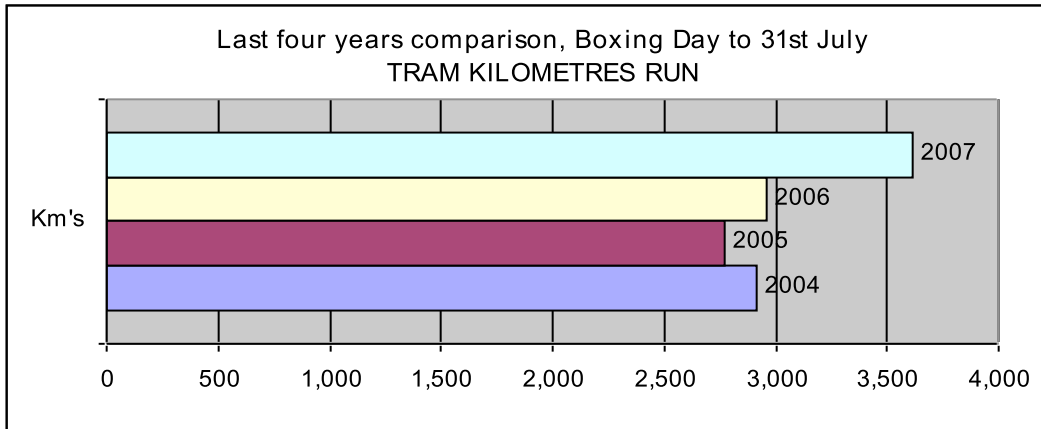
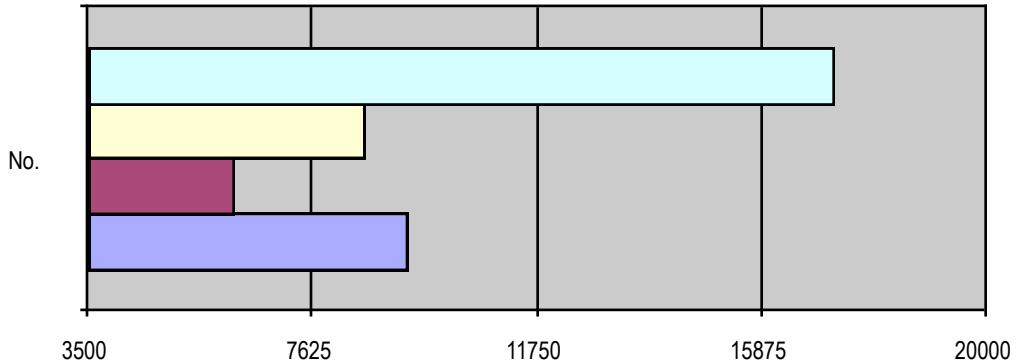
This year to date in comparison with the previous three years:

Here are charts showing the comparative position at the end of July for each of these statistics for each of the past four years. In each case the period is from Boxing Day to 31<sup>st</sup> July.

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Last four years comparison, Boxing Day to 31st July PASSENGERS CARRIED



As can be seen the increase in passenger numbers in this current year is truly staggering – but of course has mostly (though not entirely) emanated from the Anything Vintage Festival held at new year. The increase has been reflected to some extent by increases in

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more intensive use of the three trams we have available for service, and given their age and condition it is a continuous task to keep them serviceable.

It is very pleasing that despite the fare increase earlier this year passenger numbers have continued to hold up in comparison with previous years. The Sunday Fundays have assisted with this result.

Keith comments: while the increased numbers are most welcome and a tribute to those who have worked so hard to make it happen, we are working from an extremely low base. To be truly self sustainable long term we need at least another increase of this magnitude if not more. The service we provide needs to be continually improved if people are going to “come back for more”. And regular changes need to be made to what we offer the visitor.

### THOUGHTS FROM ABROAD

Among the many interesting documents coming in to the Museum is this latest Annual Report from our COTMA colleagues of the Perth Electric Tramway Society, Western Australia. It's a remarkably full report; but the “Conclusion” brings together a number of things which equally apply to us here. In fact, as Keith McGavin has remarked, PETS (also operating in a developing Park on the outskirts of the metropolitan area) is a good benchmark Museum for KCET, and well worth building the dialogue with.

.....

### *CONCLUSION*

**It is fair to say, I believe, that our Society, PETS, is probably now in its strongest position ever.** This relates to several important factors:

- ∞ Firstly, our **membership**, and the increasing level of active **participation** by members; also the fact that most of our new members this year have quickly become involved and are enjoying themselves being part of the team, both at work-days and on the traffic roster. The number of new members joining is also up, and more skilled members are coming forward to help in key areas. The **OGC** [Operations Group Committee] is clearly helping us reach this level of participation and member **satisfaction**.
- ∞ Secondly, our **financial position** is again very sound, and this has enabled some major projects with long-term benefits to go ahead, such as the acquisition of the spare parts from Melbourne, and the H cars from Adelaide – acquisitions on this scale would have been beyond us only a few years ago.
- ∞ Thirdly, regarding the **Tramway infrastructure**, there is no doubt that our main-line **track** is now in a better and safer condition than ever before, and while there is still some way to go with upgrading the **overhead** (especially with traction pole replacements), plans are well in hand.

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- ∞ Fourthly, we are in a very sound position in relation to our mandatory compliance with the legislation and recognised Standards for **Rail Safety Management**. This achievement has been recognised by the WA Regulator. Our safety record this year has been outstanding, in both the traffic and workshop / museum areas.
- ∞ Finally, we have an excellent **working relationship**, over and above the requirements set out in our Lease, with **Whiteman Park Management**.

So to the “doom-sayers”, who have said on several occasions when we have faced challenges since the late 1990s, that ‘*PETS will not be around in another five years*’, we can now say: “***So there!***”

As with everything in life, we live in a changing world, and we as a Society of tramway enthusiasts must **move with the changes, and adapt**. Clearly, we have done this well, so far, as a **team effort**.

**Positive and constructive input from members is always welcome; negativity helps no-one.** When something is as important to us, personally, as PETS is, then we will always stand our ground to defend it against whatever external (or internal) threats may develop. Not only do we owe this to our founding members, who achieved so much against enormous odds – we owe it to ourselves.

**For the Society to continue moving from strength to strength, we must – all of us – keep seeking new members who wish to contribute actively to the Society.** Our new members, and especially our growing number of very keen younger members, are the key to the Society’s future.

I reiterate here that it so very important that **all of us**, and especially our more senior and experienced members, **patiently** give every **encouragement and assistance** to our newer members when they tackle new and unfamiliar tasks, and always make them feel **welcome**. They will then happily return, and become a regular part of our team.

We must never forget that the **enjoyment** of our hobby is one of the key reasons we are here as PETS members, because of our shared passion for TRAMS, and we must ensure that we do not get bogged down and allow the “**fun**” to go out of it. **The Society’s future is in our own hands, and ours alone, so please keep these points in mind as we move forward.**

Finally, again,

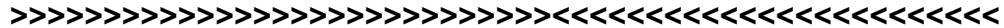
**A very big Thankyou to all members who have so generously given their time this last year to benefit the Society, in all areas and activities.**

*Michael Stukely*  
**P r e s i d e n t**

27<sup>th</sup> July 2007

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## ARCHIVES

At the back of the barn, over Road 4 (which was built slightly out of gauge) you'll find a new "second floor" in place, with a fireproof structure allowing our archives and papers to be brought together securely for the first time. Mike Flinn is heading up the work of putting these archive collections into a semblance of order, now that Mike Vash has completed the bulk of the structural work.

Please contact Mike if you have somehow acquired Museum documents over the years – this is our collective memory!

### SUMMARY – Remind yourself again of these

- ∞ **Every successive last Sunday – SUNDAY FUNDAY**
- ∞ **Each successive 3<sup>rd</sup> Saturday – WORKING BEE DAYS.**
- ∞ **8<sup>th</sup> September 5<sup>th</sup> May – talk by Keith McGavin at St. Andrews on the Terrace lounge. R.s.v.p. needed by 7<sup>th</sup> September.**
- ∞ **6<sup>th</sup> December – the annual Christmas dinner.**
- ∞ **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 around October. All contributions welcome, to [alanesmith@xtra.co.nz](mailto:alanesmith@xtra.co.nz)

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## 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.**

Compiled by Alan Smith [Alanesmith@xtra.co.nz](mailto:Alanesmith@xtra.co.nz) phone 04-566-3034 7 August 2007