

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

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COMING EVENTS

Our 40th. Anniversary Celebrations - Saturday December 17th.

****2.30pm – re-enactment of our opening ceremony of December 1965**

A “must attend” occasion – see more details within

****7.30pm - Dinner at Southwards Car Museum, Otaihanga.**

\$40 per person, including some wine for the tables. (Note this restaurant is B.Y.O)

Please r.s.v.p. by Friday 5th December to Graeme Moffatt (see contact details above).

26th - 27th November 2005 – Our friends at the model aeroplane site down near the Beach are holding a major model aeroplane rally. We will be advertising the rally on our hoarding near San Sui, and suggesting visitors take the tram to the bottom of the hill (near the model aeroplane site).

3-4 December 2005. MOTORMEN REFRESHER COURSES, 3RD & 4TH DECEMBER, 10 am.

Please let Barry Ollerenshaw, Phone 04 388-8197, know which day you will be attending. If you are unable to contact Barry then please let Keith McGavin know, on 04 934-3418 or e-mail at keith.mcgavin@paradise.net.nz.

Please bring your tram drivers' manual.

The retraining starts at 10am. All motormen should attend one or other session in order to revalidate their licence in accordance with WTM's safety system.

The Barbecue will be fired up each of these days for lunch – sausages provided, but please bring your own extras.

Every weekend and Wednesday – you can help on the **repaint of 239** which must be ready for the big day – Saturday 17th December.

A special reminder for YOUR action in November:

Responding to the Vision for 10 Years from Now and the Building Development Programme. These were first presented at the AGM, and paper copies were circulated to all members later in October. **What do you think of these proposals?**

Please put your comments and reactions to these documents in writing to the Society by the end of this month (November 2005). Both the Vision Document and the Buildings Programme drafts are reprinted with this Newsletter, Comments in by 30 November (to any of the addresses at the top of this Newsletter).

2006: Sunday 22nd January (Anniversary weekend) - members' evening barbecue

March 2006 (dates to be decided) – Models' weekend at the Museum

2006, 17 – 26 November – Continue to psych up for the 2006 COTMA conference, in Melbourne. The draft programme and costs should be fully available by February 2006.

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40th ANNIVERSARY CELEBRATIONS - RE-ENACTMENT OF THE QUEEN ELIZABETH PARK TRAMWAY OPENING CEREMONY OF 1965

As highlighted on the front page this will take place commencing at **2.30pm on Saturday 17th December** – 40 years (less two days) from the original opening ceremony.

Councillor R L Archibald, Chairman of the Queen Elizabeth Park Board, declared the first section of the Queen Elizabeth Park Tramway open on 19th December 1965. This was a red letter day for the fledgling Museum with 235 all painted up and decorated with flags being used to “cut the ribbon”. Power was supplied by the old Leyland half-cab diesel bus No.247 the drive-shaft of which was connected by chain drive to a 500 volt d.c. generator installed in the body of the bus. The opening capped hard work by mostly youthful Museum members who had laid track and erected overhead – both of somewhat variable standard, for the first 200 metres or so of the line to the Beach. Vintage cars arrived in convoy to support the event, and tram 235 was led at marching pace down the line by the City of Wellington Highland Pipe Band.

40 years on, this will be marked by re-enacting the original event. Cr. Chris Laidlaw, who chairs the Regional Council's Landcare Committee (which took over from the old Park Board about 1990) will perform the ceremony. Tram 239 (newly repainted) will do the honours – cutting a ribbon as 235 did 40 years ago – and will proceed down the line with the official guests (as far as the Marines Display) following – once again – the City of Wellington Highland Pipe Band!!! The Vintage Car Club has been invited to support

the event as it did 40 years ago and it is hoped that a large contingent of Car Club members and their vehicles will be in attendance.

After the official trip afternoon tea will be served in the Barn, where it is planned to have a small display of memorabilia from 40 years ago.

This is an important event for the Museum – quite apart from it being a fitting commemoration of an historic event in the Museum’s history it is planned to get as much publicity as possible to help with our Christmas operations.

TRAM STATISTICS

Here are the latest Tram Operating Statistics. September 2005 was the first month since we commenced these records, 21 months ago, that the Double-Saloon have seen more use and run further (191 kms) than the Fiducias (106 kms). October 2005 saw more kms. travelled (ie more trips) than in each of the three preceding months. For example on Sunday 23rd October (the middle of Labour Weekend) 14 trips (53 kms) were recorded.

	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 – Jun 05	2	5	0	32
July 05	2	4	1	8
August 05	0	2	0	9
September 05	2	6	0	7
October 05	3	1	0	11
Total days in use (22 months)	29	96	4	230

	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 – Jun 05	23	90	0	646	759
July 05	38	65	4	209	316
August 05	0	11	0	255	266
September 05	36	155	0	106	297
October 05	91	4	0	309	404
Total kilometres travelled* (22 months)	560	1,720	16	5,584	7,880

*Distance travelled excludes around depot area.

Your Assistance is needed

Graeme Moffatt is producing and directing a new tramway DVD. For this he is seeking volunteers in their 'normal' 1950's style clothing who could be at the Museum on Wednesday 30th November and 'sit in a tram'. If you can help or would like more details please contact Graeme on 04 905-6321 or by e-mail: gmoffatt@digitalexpo.co.nz

Report on the Annual General Meeting, 19 October 2005

A good meeting, with member satisfaction shown by the Officers and Board being re-elected for a further year. The re-formatted Constitution was formally approved. This AGM was also the first presentation of the Strategic Vision and Buildings Development Programme to members as the start of the consultation and comment phase (see above).

The unchanged Board for the next twelve months is therefore Henry Brittain (President), Allan Neilson (Vice-President Maintenance & Engineering, Keith McGavin (Vice-President Marketing & Operations), Graeme Moffatt (Secretary), Michael Boyton (Treasurer), Barry Ollerenshaw, Mike Vash, and Mike Secker.

TRAM CREWS

The next section covers notices and items of special interest to tram crews.

ROSTERS:

Keith McGavin will have the forms out for the Christmas – January rosters for our 40th summer season before long – this will be a season to remember so plan to be part of it now!

Our roster system is working well but, please remember, if you need to swap a particular day it is your responsibility to try to arrange a replacement. Only phone Richard Gray or Keith McGavin for help as a last resort. Use the list and phone numbers on the bottom of the roster sheet as a guide - you will find everyone is willing to help if they can.

Having arranged a swap please advise Richard or Keith of the new arrangements.

TRAMWAY POLO SHIRTS, SWEAT SHIRTS AND CAPS

Smart new navy blue polo shirts and sweat shirts, monogrammed with our name "Kapiti Coast Electric Tramway", are being obtained. Along with the alternative of the traditional tramway uniform these, while not compulsory, are strongly recommended for wearing by all crew members while on duty with the public. The sweat shirts and polo shirts should be teamed with tidy trousers – (not jeans or shorts).

The purpose of the new shirts is (i) to enable the public to identify tram crew personnel, (ii) to be reassured by them and (iii) to present a smart professional image to the public.

The short sleeved polo shirts will be the first item to become available. They will be available shortly for just \$10 each, (the cost being partially subsidised by the Museum). Sweat shirts will be \$15. Note that navy blue monogrammed polo shirts and sweat shirts will only be available to museum members who are rostered or assist with tram or shop operations. Other colours may be available later (at a higher price) from the shop for sale to the public.

It is also intended to produce a modern style cap which will be totally optional.

2006 CALENDARS – SALES PROMOTION

Tram crews are asked to promote the sale of the Museum's 2006 calendar – just \$4 – as much as possible. Good results have been obtained already by taking supplies on to the tram and promoting it to passengers.

TRAM RUNNING SHEETS (FORM 9A) –

Please complete the passenger numbers section:

There has been some doubt as to whether the **passenger numbers** portion on the reverse of the Form 9a Running Sheet has to be completed. **The Board recently considered this matter and decided that these numbers ARE REQUIRED.**

While some members find them irksome to complete, the Board considers that it is essential the Museum has records of the numbers of passengers carried on the Kapiti Coast Electric Tramway. And we can no longer regard the number of tickets sold as a reliable indicator (consider for example “all-day tickets”, and special hires where sometimes no tickets are issued).

In reaching this decision the Board took into account that our standing in the community, our ability to source charitable grants, and our influence on Regional Council decisions and those of other bodies, is influenced by the number of visitors (passengers) we have. Any understatement of these figures or, worse still, not being able to provide them at all, risks a loss of marketing leverage that we would otherwise have.

The number of passengers recorded should be calculated as follows:

- *If you have passengers boarding or alighting at intermediate points record the highest number during any part of the trip (in that direction).*
- *Do not count the crew (driver, conductor, and any motorman or conductor trainee), but do count any other people (members, work crews, VIP guests etc.)*

Passenger numbers will be collated and the Museum will start using them, and publishing them in Tramlines, as soon as we can see that they are becoming reliable.

TRAM 238

This tram is in only fair condition and special rules are in place regarding its operation and maintenance. **The full particulars are placed on the notice-board in the Palace.** For operational purposes the rules amount to the following:

1. 238 may not be used to carry members of the public,
2. It may be used in daylight hours and in fine weather only;
3. In normal circumstances it may only be used on the main line only once a month, and only in the presence of, and with the authorisation of, one or more of the specified and experienced Maintenance & Engineering Department members (see the notice-board) and only during otherwise non tram operating times, unless otherwise exempted by special arrangement.
4. Any experienced motorman may drive the tram in the above circumstances – others may drive if accompanied by an experienced motorman.

Emergency circumstances: The Day Supervisor may authorise the movement of the tram, within the depot area only. If you (as a motorman) are called upon, or have the opportunity, to drive this tram please note:

- Sanding gear is inoperative
- Buzzers and lights are inoperative.

We all look forward to when 238 can join its sister 239 on the normal operating roster.

OVERHEAD:

The span wire by the Marine's Memorial has been replaced by a new side bracket arm. More good work by the overhead crews at McGavins Cr. will see a new bracket here too.

QUEEN ELIZABETH PARK – THE CONTEXT FOR THE MUSEUM

Henry Brittain and Keith McGavin spoke to the Regional Council sub-committee hearing submissions on the "Queen Elizabeth Park Draft Management Plan 2005" on November 9th. in the Kapiti Coast District Council Chambers in Paraparaumu.

Our submission noted that the Museum is celebrating 40 years since the opening of its historic tramway in Queen Elizabeth Park - with this length of experience our members have gained considerable knowledge and feeling for the Park. On many occasions over the years the Council, and before it the Queen Elizabeth Park Board, have planned, and eloquently described, the attractive, people oriented, recreational developments that are going to be put in place at MacKay's Crossing. We have had historic villages, golf courses, pop music venues, and various other plans all of which have come and gone.

None have been implemented. Operations like the Kapiti Coast Electric Tramway depend for their survival on having a cluster of activities to attract people to an area. For too long the Tramway has had to operate virtually alone. The recent move of the horse riding stables next to the tramway, and the development of the wetlands, are moves in the right direction, and already the difference is noticeable. But there is a long way to go.

A whole motorway interchange is being built at MacKay's Crossing for little other reason than to allow access into the MacKay's and Whareroa Recreation areas. It behoves the Council, we think, to focus planning attention on this area and do more than "allow" the development of recreational activities. The Plan needs to provide, pro-actively, for the recreational development of this area.

There is a superb opportunity, right now, to build a rail platform at MacKay's Crossing. Instead of "exploring opportunities" and "advocating for" improved public transport access – as in the draft Plan – the Council needs to state its position in the Plan. This is the Regional Council's Plan – not just the Parks & Forests Division's. The Council has a major stake in public transport: there appears to be no reason why it should not state that it is going to provide a rail platform here. Since 1981 there has been no public transport access. The opportunity exists to provide such access to all people in the Region.

The Draft Plan includes on p. 49 a map, "Draft Potential Future Developments". We consider that a possible future tramline to the Wainui area of the Park should be included on this map, as it was in the last Plan in 1993; and a similar line should be drawn on the map to link the N.E. corner of the Park, at Raumati South, with MacKay's Crossing. The possible future development of this area for recreation, plus its proximity to the proposed railway station at Raumati South, both support its inclusion. Tramline links through the

Park are a potential way in which a wider range of the public can be introduced to the variety the Park has to offer in areas not otherwise accessible except to walkers, horse-riders and cyclists, and without the environmental disadvantages of roads.

Overall we are happy with the overall thrust of the Plan and we are enthusiastic supporters of the overall philosophy behind the management of the Park. And we think the Ranging staff and office staff at the Council with whom we come into contact do a great job. But we do think that

- Real plans and objectives need to be set for the recreational developments at MacKay's Crossing and Whareroa, and included in the Plan;
- The opportunity to put a rail platform in at MacKay's Crossing needs to be taken, now, and
- The 'future plans map' needs to include possible future tramlines.

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THESE THINGS HAPPEN.....

Saturday 24th September at the Park was reminiscent of earlier days when there always seemed to be breakdowns or other problems. These are fortunately very rare nowadays.

But on this day, about 3.20pm, the depot received a phone call from motorman Gus Weir to say that his tram (239) returning from the beach was stuck on the curve just below the beach siding and had no traction power. Brent Efford - a member of the Regional Council Land Transport Committee and fellow tram enthusiast - was the only passenger. Usual "over the phone" tests were carried out but the problem was not solved.

159 was already waiting at the platform with a load of passengers so it travelled down to the Beach siding, with maintenance crew members on board. As it had passengers it returned to the depot leaving the maintenance crew to try to get 239 going. The maintenance crew had no luck and 159 (with no passengers) returned to 239 and was coupled up for the long (and initially steep uphill) tow back to the depot.

239 was destined to be placed over the workshop pit (road 5), meaning some complicated shunting including running 159 around 239 at the depot loop and reconnecting behind, getting 238 off the workshop pit, and moving 151 off the back of barn road 2 to make way for 238. From being a very quiet Saturday afternoon at the Museum there were suddenly trams moving in all directions. In the midst of all this 159, in connecting up behind 239 decided to blow its notch 1 resistor. While it could still be used temporarily (from notch 2 only) it meant that two trams had suffered significant defects within an hour of each other (and it left only 151 available for service the next day). Hurry up 260!

Moving the trams and assisting with all this were motormen Weir, Gray, Moseley (who had just called in to visit!), Ollerenshaw, McGavin and Harris.

The rest of the job went without incident. 151 to road 1 for service on the Sunday. 238 to the back of road 2, 239 over the pit, and 159 (temporarily) to the front of road 2 but destined for workshop attention as soon as possible. 239's fault was to do with the "A" end pole switch - the first time a pole switch has caused this sort of problem.

It's very strange how these things invariably happen late in the day when people are starting to think about packing up!

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SOME NEWS FROM OTHER MUSEUMS

Wellington – Cable Car Museum:

Superbly-restored Grip Car 3 returned from the Wairarapa in October to its new home in the new extension. It is now well wrapped up while completion work goes on around it. The extended Museum, with new access to #3, is due to open on December 5th.

Australia – as reported in *Trolley Wire* August 2005 issue.

p.39: Report from Brisbane Tramway Museum Society, Ferny Grove:

Many of you will remember the shocking colour of the paint on the floor of #65. Ken Howard was all for painting it a nice shade of grey but was over-ruled as we had to keep with the original colours. So, we computer-matched the original colour from a sample only to find out later from John Power that at the Milton workshops they tipped all the left-over paint into a big tin and when a tram floor needed painting, the apprentices were each given a dipper of the brew and told to paint floors. No two floors were ever the same colour. [*Editor's note:*A cautionary tale for all conservators and painstaking restorers]

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PERSONAL NOTES

Happy Birthday Noel! Noel Donaldson's 80th birthday was celebrated with in a surprise party for him on site at lunch-time on Saturday November 12th – his wife, Ngaire, has to take some of the responsibility for this! Some 15 members were present and Noel was presented with an autographed copy of Graham Stewart's book "Wellington – Portrait of the Region". Is Noel the "senior" actively driving motorman in New Zealand?

Sincere congratulations to Richard Gray on his recent engagement to Sally – certainly not a surprise, but very pleasant news.

John Francis died on September 23rd. John was an active member from 1992 to 1997, and on the motorman roster until 1996. John was an electrician by trade and was also active in many other organisations including Birthright, Lions and Probus.

Graeme Butler died in late October after a long battle with cancer. Trolleybus 301 was parked outside the Cathedral during his funeral, in recognition of Graeme's vital role in Stagecoach on the design and development of 301 and her fellow new-generation trolleybuses now coming into service.

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LATE NEWS:

Shop refurbishment continues:

Patrons of our shop won't know themselves – there's almost sufficient room to swing a cat! The new counter made by Denys Peck has been installed in its new position, and new shelving has arrived and is being installed. Souvenirs for the Christmas trade are on order.

And... arrangements have been made for member Barrie Marsh and his wife Keren to operate the shop daily from 26th December to the 8th January. This will provide a far better service to the public and enable us to run with a motorman and conductor on every tram over this busy period. Full details with the roster requests shortly.

And so does tram 239 repainting:

As at 16th November preparation is complete and we are ready for undercoating Saturday. Thanks everyone for your fantastic help on this project – but we still need assistance over the next few weeks until completion.

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 16/11/05