

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

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ANNUAL GENERAL MEETING 8pm, SATURDAY 10th NOVEMBER 2007 TURNBULL HOUSE, BOWEN St., WELLINGTON

All members should by now have received the papers for this – contact the Secretary if yours have not yet reached you.

CHRISTMAS DINNER 7pm, SATURDAY 1st DECEMBER 2007 PORIRUA CLUB, LODGE PLACE (behind McDonalds)

This year our venue is the Phyphers Lounge at The Porirua Club. There is plenty of parking nearby – but don't park in the Club grounds. Or, of course, use the train or bus.

An excellent Christmas buffet, \$34 a head.

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RSVP by Thursday 29th November to:

Richard Gray 04 2366693; mobile 0274 418896, or email: rmgray@paradise.net.nz

THE TRAMWAY DIARY

Saturdays 15th December- The 3rd Saturday of December is the big **WORKING BEE DAY**. This is a focused burst to ensure that everything is ready for our peak summer visitor and operating season – from Christmas and right through January. Even if you can only do an hour or so, your help will contribute to getting us well prepared.

Sundays 28th October and 25th November: The last Sunday of each month – **SUNDAY FUNDAY** at the Park. Now well-established and important not only for our revenue, but for building the reputation of Queen Elizabeth Park as a visitor and family destination. The October 28th Sunday Funday coincides with Children’s Day and there will be many activities for children, including a petting zoo, air castle, horse rides all day etc.

Saturday 10th November: - our **AGM** at Turnbull House, Bowen St. (see front page).

Saturday 1st December: The **CHRISTMAS DINNER** – (see front page).

Wednesday 26th 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 29th – Monday 31st December.

Wednesdays – “power off” work days, between around 10am and 4.30pm.

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 September 8th: saw a good turnout of about 30 at St Andrews on the Terrace Hall for the presentation by long-time stalwart Keith McGavin. It was a very skillful interweaving of Keith’s personal interest in railborne transport, from the mid-1940’s days of the NZ Railway Correspondence Society, with the WTM story right through to now. Included were photos of the NZRLS hire of 238 to Miramar in 1957, and the landmark 1961 trips around the remnants of the Wellington system by the fledgling TPA in 151, 151 & 159 [including the classic shot of “Bodgie Bill” and fellow-members cleaning out the points of the Oriental Bay junction in Kent Terrace, disused since 1950] and 191 & 199. The earliest days at Southwards and at the Park showed how the decision was made in the mid 1960s to go for operating the trams – to garner fares, publicity and (most significant) advertising revenue – rather than start with investment in a Barn. The

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rough landscape, rough track, “Rotten Row” and those early buildings – the white shed, temporary barn and original Palace – all led in due course to the substation, new palace, barn and workshop. So Keith was really presenting about the 2007 building strategy and linking it to the past half-century history of the Museum upon which it is built.

Great stuff! – thanks Keith for an excellent and thought-provoking presentation.

SUMMER 2007-08 – How YOU can help

Andrew Surgenor reports:

The Tramways busy summer season is fast approaching. To ensure that this summer is a success for our tramway it needs your help.

The Anything Vintage festival will be held 29-31 December 2007. The last festival saw some of our busiest days ever. To ensure the event runs smoothly and to ease work load we need as much help as possible. Please ask you family and friends if they would like to help.

A request for date availability for the summer roster is attached to this copy of *Tramlines*. To ensure the roster is out in plenty of time for Christmas please complete and return to Andrew Surgenor **by Friday 16 November**.

THE BUILDING PROGRAMME

Keith McGavin reports:

Summary

- **Lottery Grants Board application in – decision in December**
- **Funding sought for:**
 - **Tram barn - re-roof, new side cladding and other renovations**
 - **Replacement for the rear storage building**
 - **A new Library, Archives, Research and Administration building**
- **Designs and specifications progressing – proceeding to building consent stage**

Following the adoption by members of the Museum’s ten year plan and its associated development programme, and the decision (following consultation with all members) that upgrading, renovation and completion of all current buildings should take precedence over new buildings, an application to the Lottery Grants Board has been made which, if successful, will allow us to proceed with:

- The barn (tram depot and display building)
- The rear storage building (servicing, and exhibit storage building)
- Amenities (a Library, archives, research and administration building)

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The Building Improvement Subcommittee was established to look at the detail surrounding proceeding with all these developments. It reported to the Board in September with a recommendation that we proceed to building consent stage for the following work.

- The barn was built in 1974 and it now requires re-roofing and a new west side above the concrete block walls. The timber façade above the main doors also need renovation and repainting, the gutter between it and the workshop building needs attention, and some possible mild corrosion of some of the structural members needs to be remedied. The western concrete block wall will be repainted, and an internal door will be installed between the barn and the workshop.
- The rear storage building needs to be fully enclosed; it needs an automatic sprinkler system, power and light reticulation and fitting, painting, and a concrete floor. It was built in 1980-81 and also needs re-roofing and to meet current regulations this roof would require a greater “fall”. Having costed this work in detail the sub-committee has ascertained that a new all metal kitset building of about the same size is actually a more economic option and the Board has decided, on the Committee’s recommendation, to go with this option. The existing building will be replaced with a six bay building and it is intended to lay tram tracks in the three western-most bays (roads one, two and three).
- It was intended to renovate and extend the Palace and, as a temporary expedient, to add toilet and bathroom facilities. However this proved to be hopelessly unrealistic given the age (37 years) of the current building. The existing “Palace” will remain but a new building will be sited on the east side of our property, in front of the workshop and barn, alongside road six. This is the position recommended in the master plan prepared by Athfield Architects and adopted by members. It is a position at once both handy to the workshop and barn, and offering a view of our public and operations area. The building will house the library, some archives plus research facilities, a meeting room, and the tramway’s safety and operating records. It will also have toilet, bathroom and kitchen facilities. The likely style of building is a ‘Keith Hay’, or similar, prefabricated house.

The Board accepted the Sub-Committee’s recommendations and work is proceeding on preparing the resource consent and building consent applications.

The Lottery Grants Board meets in the first week of December and will be considering the application. If successful, physical work will commence on the new buildings early in the New Year and the sub-committee is busy looking at all the detailed requirements of the work. A major project will be the emptying of the rear storage building to allow its removal and, if we are successful with our funding application, this is planned as our major work activity for next February and March.

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Meanwhile, Neil McDonald reports that a further Container has been acquired and is now set up in the rear compound as secure storage. The container housing the critical sprinkler system controls has now been re-roofed.

At the KCET – What’s happening now

Safety: Allan Neilson reports:

A 5km/h speed board has been erected on pole 4 so that speeds from this point to the terminus are at walking pace. This recognises the increasing risk of people and horses using the pedestrian crossing immediately east of pole 4 and the general increase of pedestrians congregating in this area. It is an issue also raised as an audit finding by our internal auditor and has been raised as a concern by some of our members.

Speeds departing the depot area should be held to 5km/h until a beach bound tram is past pole 4. Further speed boards will be erected shortly, while notices to horse riders and others entering or leaving the stables (the only way is across the tram track) urging caution have also been put up.

Safety of our vehicles: Barry Ollerenshaw reports:

While Fiducias have pole hooks, remember that Double Saloons do not. Here is the set practice so that the top of the destination boxes on 151 and 159 are not damaged by trolley poles being lowered - tie down the pole so that it is held approximately half way between the destination box and overhead.

Track relay at the main Arrival platform: Allan Neilson reports:

The opportunity of raising the sunken stretch here has been taken to completely relay this whole section. Progress has been weather-dependant; the present status is as follows;

The rails are back in general position with some sleepers installed. Difficulty has been experienced with matching up the curve rail to straight rail due to different rail cross section, but this problem has just about been effectively solved. The old fishplates were found to be unsuitable for use on these joints and are being replaced, together with special packing pieces. The work now remaining to be done is;

- ∞ some minor gauge correction to be done on straight part of track, and tiebars added
- ∞ accurately gauge curve with tie bars before permanently installing sleepers and a few solid welded spacer bars
- ∞ electrical bonding of joints
- ∞ sleepers packed so that the track is at the correct level in relation to the platform

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- ∞ additional river run fill added up to rail level
- ∞ surplus fill transported to the spot agreed with the Park Ranger at the end of the line.

Traffic: Keith McGavin reports:

September 2007 was another superb month for patronage. Copies of the detailed Excel worksheets of the statistics are filed in the Palace. Having five weekends in the month, a good Summer Funday on the 30th, and the Horse Barn opening on the 29th, helped boost the numbers. Even mid-winter August was good – double passengers (861) over 2006. To 30th September since Boxing Day (26 December 2006), 20,028 passengers were carried, compared to 9,646 for the same period in 2006 and 7,760 in 2005 (a 158% increase since 2005)! Grateful thanks to all who helped - and are helping.

Some important traffic notes from Denys Peck:

Calendars--Members are reminded that the 2008 one sheet calendar is now for sale in the Kiosk at \$3.40 each --member's price. [Note that the price to the Public is \$4 to the public] We do intend to sell these at Rail-Ex so members who want a copy should get their ones now. This is a limited edition and once they are all sold – that's it.

Tram crews should also note that there have been several price increases in the Kiosk and more maybe just before the holiday season - this is because the prices we buy at have increased and we do need to maintain our profit margins. Just have a look around when on duty at the Kiosk and familiarise yourselves with some of the price changes for more popular lines.

At close up time would tram crews please ensure that no rubbish or empty cans are left in the Kiosk as we have now been invaded by ants, particularly in the recycling bin as it seems that it's the sweet syrup they are after via the empty cans.

Following a recommendation from the M & O Committee, the Board has agreed with the proposal that we provide EFT/POS facilities in the Kiosk. This will be up and running in time for the busy summer holiday season and the intention is that those members that do the "shop duty" will obviously be trained up on it. Further details on our EFT/POS system will be advised to tram crews in due course.

Opening of The Stables (the restored MacKay barn next door to our Barn)

John Lancashire, Chair of Friends of Queen Elizabeth Park, writes:

This is a big thank you to all the Friends and supporters particularly Nikki and the sub committee who made the opening Barn Dance for the restored barn (Stables) in the Park

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a fantastic event. Probably over 300 people attended in total with lots of kids at the earlier part of the evening with many young adults coming through later until it is believed well into the small hours!

We are also very indebted to Jack Rikihana and his group who blessed the building and lifted the tapu ;to Margaret Shields who “opened” the restored building ;to Leon Kiel for arranging all the music ;to Betty Perkins who presided over the barbecue ; to numerous helpers on the day and on the Sunday tidy up particularly Jenny Rowan ;Nikki and her staff and Ross Jackson and Elizabeth from GW, and the Tramways group who kept the trams running well into the night . (Our crews were Trevor Bettany, Allan Neilson and Graeme Moffatt – Ed.)

Apologies to anyone I have forgotten and once again thanks— to Nikki who would have carried the can if anything had gone wrong (which it didn’t) and helped establish a precedent which should see a similar function held at least annually.

School Hire specials: Denys Peck reports:

Mid-week charters for schools are increasing as our marketing of these gains ground. A recent example was on Wednesday September 19th when around 120 students, plus teachers and parent helpers, from Waikanae School were on site. A good system has evolved: - the School group based themselves at the Beach, with tram 159 shuttling 4 groups (i.e. a reasonable tram load each) back to the barn to view the DVDs and other displays; as well as buy ice creams etc from our shop! That day resulted in tram hire of \$240 plus \$249.40 in shop sales. The park, with its open spaces and many attractions, as well as our tramway linking them, is ideal for this sort of day out.

239 returned to passenger service on October 17th after being “over the pit” since mid-year undergoing transplant surgery. 244’s failing Westinghouse compressor was taken out and replaced with the one from 244 sent down from MoTaT some time earlier for just such a standby.

Restoration:

Trevor Burling reports that **260** continues to be thoroughly restored down the back of Road 6 in the Workshop. It was interesting to realize last month, while Leyland Royal Tiger bus 255 was being worked on in the Barn by Mike Flinn, that these two WCCT vehicles entered city service at about the same time - 1952/53.

Colin Perfect reports that his Conservation Plan report on Combo **17** is proceeding apace, with a draft to go to the Board shortly. A [pair of Brill 22E trucks](#) will be needed for this

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car - the Wellington “Big Ben” 47 at MoTaT in Auckland has the exact model! Any suggestions for overseas sourcing would be welcomed.

Several people have mentioned that 250’s bogies could go under 17. However this would require significant changes to the car as it doesn’t have a complete steel chassis; most is timber. In addition, there is no kingpin support for such trucks under the car (22E trucks supported the car on a curved slide mechanism fixed to the chassis’s side steel plates).

The Conservation Plan will note that, if air brakes are fitted, further modifications to the car will be required.

Spreading the marketing message: Denys Peck reports –

Rail-Ex 2007 - The WTM have been invited to set up a stand at this event this year. We have accepted the invitation and have been allocated a space of 2.4m x .75m being 1 trestle table. Our intentions are to promote the KCET and at the same time sell our publications and souvenirs - we will also have membership forms available for those that may be interested [and of course encouraged] in becoming members.

Rail-ex this year is to be held at the TSB Bank Arena, Queens Wharf, Central Wellington, on Saturday 17th November from 10am to 5pm and Sunday 18th November from 10am to 4pm. The organisers expect to have over 50 model layouts and trade stands at this years event and have also commented that some of the layouts have never been seen before in the Wellington area. The organisers will be publicising this event extensively throughout the Wellington area.

If any member wants to assist on our stand then please contact either Bob Stott or myself no later than the end of October.

SOME NEWS FROM OTHER FELLOW MUSEUMS

Western Springs Tramway, MoTaT Auckland:

Congratulations on their 40th anniversary of passenger tram running at MoTaT and 50 years of Auckland tram preservation, to mark the pioneering work of Graham Stewart and colleagues in the wake of the Auckland system’s closure in December 1956. It was in mid-1964 that construction began on the first 300m of tramway within the MoTaT grounds, while 16th December 1967 saw the formal opening for passenger traffic – with Wellington 257 amongst the cars in service that day.

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WST today continues to thrive with its dual-gauge tramway system and has become a great user on the “broad gauge” [relative to the Wellington 4’ track] of ex-Melbourne trams because of their good loading capacity. However, it was a bit surprising to read in the Australian *Trolley Wire* August 2007 issue that “SW6 885 has been stripped of components for use as spares for Wellington Tramway Museum’s ex-Melbourne car, 906”. ! Members, stay calm, we’re not regauging – it’s MoTaT which is meant!

Wellington Cable Car Museum

And congratulations to our colleagues at Kelburn which has won its second consecutive tourism award at the 2007 Tourism Industry Awards. The Museum won the culture and heritage subcategory at the awards ceremony in Auckland in a field of contenders mostly from Auckland.

Taieri Gorge Railway, Dunedin:

TGL has successfully won the tender for eleven passenger carriages recently in use on Toll Rail Tranz Metro’s Wairarapa services. The *FRONZ Journal* of October 2007 includes a fine photo of Tranz Scenic car A2242 squeezing through one of the TGL’s numerous tunnels on a clearance test. It is intriguing to note that these cars have been replaced on the Wairarapa services by the new SW cars which were built at Toll’s Hillside workshops in Dunedin!

SUMMARY – Remind yourself again of these

- ∞ **Every successive last Sunday – SUNDAY FUNDAY**
- ∞ **Each successive 3rd Saturday – WORKING BEE DAYS.**
- ∞ **Saturday 10th November the ANNUAL GENERAL MEETING at Turnbull House, Bowen St., Wellington.**
- ∞ **Saturday 1st December – the annual CHRISTMAS DINNER, at Porirua; r.s.v.p. to Richard Gray by 29th November.**
- ∞ **RAILEX, Saturday 17th and Sunday 18th November, at the TSB Events Centre, Queens Wharf – volunteers needed for our stand.**
- ∞ **ANYTHING VINTAGE festival, and 2007/8 summer operations – let Andrew Surgenor know by 16th November your availability for traffic duties. Check out the next sheet, and get this information to Andrew.**

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- ∞ Have you fully paid up 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 December. You can get it either by e-mail or through the post – the e-mailed version reaches you faster, and is cheaper for the Museum, but if you want to stray with print, fine. if your computer software has problems reading any of the e-mailed edition, just let me know and a replacement will be swiftly organized.

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, or our **Website** which is our instantly-updated Museum fact resource and notice to the wider world.*

Contributions and notes always welcomed.

Compiled by Alan Smith Alanesmith@xtra.co.nz, phone 04-566-3034 18 October 2007