

TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2021/1

JANUARY – FEBRUARY 2021

In this issue:

WTM's 55th Anniversary

Kiwi Blokes and Trams

Repercussions of a May 1957 Storm – 5 trams collide!



Wellington Anniversary Weekend
23-25 JAN 2021

Discover Kāpiti Heritage Group

Whatever the reason, if you are looking for things to do and see in Kāpiti, the Discover Kāpiti Heritage Group offers a collection of local museums that will keep you entertained for hours.

There are steam engines to see, world class cars, tram-rides, trains and aeroplanes, as well as art displays, and regularly changing exhibitions at the local museums.

PAEKAKARIKI STATION MUSEUM

Tilley Road, Paekakariki. Ph 04 905 8275
Paekakariki Station Museum is open 11am to 3pm.
Ngati Haumia and colonial cottage along with US Marines memorabilia plus Kakariki Books and maybe a cuppa, Railways Refreshment Rooms style.
www.stationmuseum.co.nz

STEAM INCORPORATED

219 State Highway 1, Paekakariki. Ph 0800 783 264
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www.steaminc.org.nz

WELLINGTON TRAMWAY MUSEUM

Queen Elizabeth Park, Paekakariki. Ph 04 292 8361
Take a ride on a Vintage Wellington Tram, then check out the exhibits and photographs on display in our Tram Barn. Open Saturday thru Monday 11am to 4pm.
www.wellingtontrams.org.nz

KĀPITI US MARINES TRUST

Queen Elizabeth Park, Mackay's Crossing, Paekakariki. Ph 04 905 8595
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www.marinenz.com

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Wonderful models and displays, see a history of Paraparaumu airport and general aviation.
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SOUTHWARD CAR MUSEUM

Otaihanga Road, Otaihanga.
Southward Car Museum is the largest and most comprehensive car museum in the Southern Hemisphere. This world class collection features more than 400 cars, motorbikes, planes and many more restored treasures.
Open Saturday, Sunday and Monday 9am to 4.30pm.
Adults are \$20, children \$5 with discounts for NZ seniors and special family rates.
www.southwardcarmuseum.co.nz

KĀPITI COAST MUSEUM

9 Elizabeth Street, Waikanae. Ph 04 905 6313
Local history, photographic collections, heritage Displays, vintage communication equipment and Lots more. A look at life as it used to be. Free entry Friday to Monday 1pm to 4pm.
www.Kapiticoastmuseum.org.nz

MAHARA GALLERY

20 Mahara Place, Waikanae. Ph 04 902 6242
Mahara Gallery is the district public gallery for the Kāpiti Coast. Open Tues to Sat 10am to 4pm.
www.maharagallery.org.nz

ŌTAKI MUSEUM

49 Main Street, Ōtaki. Ph 06 364 6886
Exhibitions feature different aspects of Ōtaki's history. Currently showing: 'As time goes by - the changing face Of Main St.' Also visit the Anne Thorpe Reading Room to view documents and photos from our collection.
Open Thursday thru Sunday 10am to 2pm.
www.Otakimuseum.co.nz

FRIENDS OF ŌTAKI ROTUNDA

Ōtaki Children's Health Camp, Health Camp Road, Ōtaki Beach. Ph 06 364 0180
Guided tour of unique buildings at New Zealand's First Children's Health Camp.
Tours Saturday 10am and 2pm.
www.Otakirotanda.org.nz

Kapiti Coast
Airport

KAPITI AERO CLUB

Kāpiti Coast
DISTRICT COUNCIL

visit 10
museums

www.Kapitiheritage.org.nz

COVER PHOTO: Late afternoon at the Museum on "Members' Evening", Saturday December 12th 2020. Six ex-Wellington City Corporation tramcars are out in the sunshine. From left they are Fiducia 239, Combination 17, Mk 1 double-saloon 151, Mk 2 double-saloon 207, Fiducia 260 (partially hidden), and Mk 1 double-saloon 159. Restoration of No.17 to operating condition is 90%+ complete. Restoration of No.207 is due to get underway in 2021. The two gentlemen partially obscuring the front of 151 are long time members Graham Stewart and Wilbur Dovey. *Photo: Mike Flinn*

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Assembled by the WTM production team:

Henry Brittain & Keith McGavin

Published bi-monthly

Contributions welcome

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WELLINGTON TRAMWAY MUSEUM INCORPORATED – N.Z. Registered Charity No. CC38985

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Allan Neilson

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Ray Shand

Best wishes to all. I hope all members, their families and friends have had a great holiday season despite the somewhat damp weather.

Tramway operations, as I am sure you will read elsewhere in this issue of Tramlines, are off to a great start with some plans for another near Twilight running day in February (*see advert. below – Ed.*).

In December we hosted for a day Clinton Pearce (Tram Works Ltd., Auckland) and Leyton Chan (Zitan Group) so that they and some of our 207 restoration group could confer and clarify what work was to be done on 207 by Tram Works and if funds allowed what other work might be authorised. The work will include the replacement of door and wall pillars, the renewal of roof bows except over the motorman's cabs and the fitting of new roofing materials. The replacement of pillar to floor brackets is also to occur as well as the replacement of the B end crown plate. If funds allow, floor repairs and replacement will also occur.

As is often the case the season has seen a general exodus (from the workshop) of maintenance folk. The few remaining members have been attending to the tasks required to prepare tram 207 for the start of its restoration. This work has included the removal of both apron plates and the air piping and brake valve from the B end platform. All four motorman doors have been removed from the tram. To facilitate the replacement of all four pillars on the left side of the B end saloon the below window cladding has been removed. It has been claimed that on a quiet day the sound of the grass growing is almost deafening. Mike Flinn with help from other members (and the contractors) has managed to keep the trams visible!

The Tramway is in good heart. Operations crews have a choice of four serviceable trams, and the track is in good order. A staff training programme is in effect with retiring drivers able to be replaced with new ones.

Steve Porter
President
8th January 2021

TWILIGHT TRAM RIDES are Back

Saturday 6 February (Waitangi Day) – 5 pm to 7pm.

SPECIAL
DISCOUNTED
FARES



Bring family and friends to the Wellington Tramway Museum
MacKays Crossing Entrance - Queen Elizabeth Park

Enjoy a late afternoon / early evening ride to Whareroa Beach
on one of our vintage Wellington Trams

Very Special Fares – Family \$12 Adults \$5 Children (5+) \$2

Kiosk Open for Cold Drinks, Ice Creams and Nibbles plus Sausage Sizzle & Children's Quiz

WELLINGTON TRAMWAY MUSEUM'S 55th ANNIVERSARY, 19th DECEMBER 2020

It is difficult to believe for some like me - but 19th December 2020 was the 55th Anniversary of the official opening of the first section of the (then named) Queen Elizabeth Park Tramway.

After the big commemoration of the Golden Jubilee (50 years) on 19th December 2015 this lesser anniversary has gone by comparatively unremarked.

However Mike Flinn has prepared a summary of the significant Museum achievements, events, and milestones of the last five years. These are many – his narration takes up nine pages of this issue. It is easy, when looking ahead at “what’s next”, to overlook what has been achieved: this is an opportunity to sit back, read the article, and reflect on the progress we have collectively made. See Mike’s article on pages 16 to 24.

For newer members who may be interested in finding out more about the history of the Museum there are copies of my book, “Wellington Tramway Museum – The First Fifty Years 1965 – 2015” available from the Museum’s kiosk.

Keith McGavin

MUSEUM PEOPLE

NEW MEMBERS

A very warm welcome is extended to new Society members:

Linda Kennington, of Raumati Beach

Aidan Tavendale, of Wellington

Rob Riley, of Stokes Valley

Malcolm Bowman, of Waikanae

Jonathan Thompson, of Waikanae

(Linda Kennington is member Spencer Naith’s partner, and Rob Riley is a re-joined past member.)

To all our new members:

Welcome to the Wellington Tramway Museum and thank you for your support. We trust that you will gain good satisfaction from your membership.

ARCHIVE MOVIE FOOTAGE OF WELLINGTON TRAMS

from Alan Smith

Recently Nga Taonga - the New Zealand Film Archive www.ngataonga.org.nz included in its newsletter to supporters this link to some “then and now” street scenes in Wellington-

<https://www.youtube.com/watch?v=g8Yn8tOgg7A>

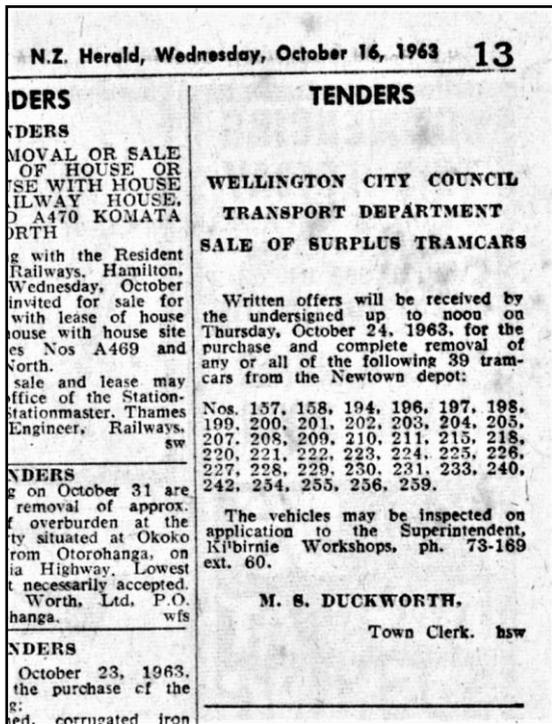
It’s just three minutes and mostly shows trams and pedestrians in Willis St, track repairs at Courtenay Place, and silver

Crossley trolleybuses in Roseneath. A fourth topic is the rebuilding into roads of the Wadestown tram cuttings in 1949; this segment shows earth and rail removal on the corner of Barnard St. and Lennell St. while a Double Saloon tram waits at the cut-back 1949 terminus.

Tramlines of August 2018 had a brief article about these 1949 works, which turned out to be the first stage of the 15-year job to replace all tram routes in Wellington. I have never seen any movie footage of the Wadestown line, although it must have been a great setting as trams wound up those sinuous curves, reserved tracks and stiff gradients. After watching this footage revealed by Nga Taonga, I am now in the curious position of having at least seen moving rails being dragged out of the cutting and passing a stationery tram there!

“Wellington Trams 1955 - 2020” is good sharp photography, black-and-white of course for the “then” and colour for now. No sources are given, but the Wadestown footage is clearly 6 years before 1955. Well worth a look. And of course Nga Taonga, now based in the National Library building on the corner of Aitken and Molesworth Streets - the lower end of the Wadestown tram route closed in 1949 - really is a national treasure and readily accessible on-line. Enjoy!

A Little Piece of History about Tram 207
by Keith McGavin, with help from
Graham Stewart



The above newspaper clipping from the NZ Herald of October 14th 1963 was recently re-found by Graham Stewart while searching his archives now housed at the NZ Railway & Locomotive Society premises at Ava (Petone). It records the calling for tenders in October 1963 for disposal of all but about 20 of the remaining fleet of tramcars – all except those required for servicing the one remaining tram service in 1963: Thorndon to Newtown. The contract for sale and removal of all these trams was awarded G R Stevens & Co. Ltd., Scrap Merchants, who had also been the successful tenderer in previous sales (as recorded in recent issues of “Tramlines”).

Tram 207 is the only one amongst those listed that was not scrapped – allegedly because Ian Little, our live-wire President of those early Museum days, sat in it at Newtown tram sheds to prevent G R Stevens's men from towing it away. I understand it had been included in the sale to Stevens, and then subsequently it was half promised that WTM could buy it - its historic significance being that it had been

the last one of the type in use. Being penniless WTM didn't front up with the 22 pounds 10/- asking price (i.e. \$45.00 – but approximately \$1,000 in today's money) immediately and very nearly lost it. Eventually the Wellington Branch of the Vintage Car Club of NZ sponsored it on behalf of WTM and it was saved. Now of course, restoration of this valuable member of our collection is about to commence.

‘DISCOVER KĀPITI’ HERITAGE GROUP, Anniversary Weekend - 23rd to 25th January 2021

See page 2 for details of this event.
There will be more visitors to the Museum than usual over the weekend, especially if the weather is kind. As a WTM member if you can help with extra assistance, either on tram operations or guiding our visitors around the museum display, we would be most appreciative. Rostered crews are as follows:
Sat 23rd Jan:
Barry Ollerenshaw (supervisor), Steve Porter and Graeme Hardie
Sun 24th Jan:
Henry Brittain (supervisor) Terry Knight and, Linda Kennington (11am to 2pm)
Mon 25th Jan:
Russell Jenkins (supervisor) Spencer Naith and Alan Smith
If you can provide additional help for part or all of any (or all) of these days please contact Russell Jenkins at: rjenkins@xtra.co.nz or Phone/text 0274 471 744.

Queen Elizabeth Park - future planning An update from Alan Smith

In the last *Tramlines* we included WTM's formal submission to the Greater Wellington Regional Council's (GWRC) *Parks Network Plan* (PNP) consultation; and backed this up with an oral submission during the public hearings in November.

Queen Elizabeth Park – Future Planning, cont.

On December 10 2020 the GWRC full Council approved this “new 10-year management plan for its regional parks which sets the direction for their evolution over the next decade. The *Toi Te Whenua Parks Network Plan* has at its core climate change action through its forest and wetland restoration work and park restoration and development through partnerships with mana whenua and work with community volunteers.”

The new maps and text of the adopted PNP will be uploaded to the GWRC website in January, possibly after the deadline for this *Tramlines*; so we will leave a fuller report back until we can reprint those maps for the interest of WTM members.

WTM reconfirmed to the GWRC hearings its commitment to informed participation in the *Master Planning* project which the PNP has set for QEP in 2021, including the setting up of a community stakeholders’ reference group.

Through this and other on-going liaison, we will keep on asserting the importance of fire management plans able to meet the actual physical landscapes of QEP, especially after farming and grazing have ended, and able to meet the actual extra fire risks which climate change summers now bring. Recent experience at Ahipara (Northland) and Lake Ohau (Mackenzie Country) has shown the remarkable speed and ferocity of such fires in open windswept areas. The PNP wording about this now approved by GWRC is “A337: Develop a fire management ‘tactical response plan’ to guide ongoing fire threat management work e.g. firebreaks, ‘green vegetation’ firebreaks, defensible space, progressive restoration of native vegetation.”

The 2021 *Master Planning* project will also include “A344: **Mackays heritage hub (Heritage)** – Implement QEP heritage plan for Camp Russell military heritage at

Mackays Crossing, Tramway Museum and Kāpiti Stables”.

Disappointingly for us, and for QEP visitors, there was no move towards a Metlink train station at Mackays Crossing - consideration of “possible public transport connections” stays on GWRC’s “long-term” back-burner. However, the approved PNP does bring forward the *Akatarawa Traverse* shared (walking, biking, horse, or some combination of these) trail from the Hutt Valley to Mackays via Karapoti and Whareroa to being a short-term target.

FROM THE MARKETING AND OPERATIONS DEPARTMENT

Russell Jenkins

Happy New Year to everyone and here is hoping that 2021 will not be as bad as 2020. Here is hoping for no more lockdowns and life returning to a “new” normal.

Summer Operations

As is usual our summer operations are in full swing with trams operating daily until Monday 25 January. A big “Thank You” goes to all members who have come forward to ensure that the Tramway can operate daily.

So far, the weather has been kind and we have had good numbers of passengers most days.

As of Tuesday 5 January, revenue from tram fares and shop sales is around \$400 higher than the same time last summer.

Daily running during the Summer Holidays provides the Tramway with a large portion of its annual income, so here is hoping that weather for the rest of January stays fine and we have plenty of visitors taking rides to the beach.

Members’ Day

Members’ Day was held on Saturday 12 December and our 4 operational trams plus trams 17 and 207 were out in the sunshine to show the members and the general public what we have and what we will soon have to ride on.

Marketing & Operations, cont.

Twilight Trams

On the same day, with Queen Elizabeth Park open until later in the evenings during summer, tram services to the beach recommenced at 5pm with passengers making a gold coin donation for the late afternoon ride.

Over 120 people took the opportunity and rode to the beach and back. Trams ran at 15-minute intervals and some of the trips had around 30 passengers.

With the smell of freshly cooked sausages and meat patties (cooked by Master Chef Joe – Thanks Joe and Henry Brittain) the public were enticed into the Tram Barn for a look at the various exhibits.

Such was the success of the event; we are running another “Almost Twilight Trams” on Saturday 6 February (Waitangi Day) – see the advertisement on page 4. Members are invited to come along to help with running this event.

Tramway Calendars

Sales this year have been very good, and we have sold out. If you missed out on getting a 2021 Tramway Memories Calendar, then get in early when the 2022 Calendar goes on sale later in the year.

At Members’ Day/Twilight Trams, 12th December



**Above: In the tram barn – the barbecue in full swing.
Photos: Russell Jenkins**

Discover Kapiti Heritage

This coming Wellington Anniversary Weekend (23 to 25 January), 10 museums on the Kapiti Coast (including the Tramway Museum) will be open and visitors will be able to enter a prize draw.

For more information see the advertisement on page 2 and check out the Heritage Group’s web site www.Kapitiheritage.org.nz



**The unique line-up of Wellington trams on members’ day, 12th December.
From left they are Mk1 double-saloon 159, Fiducia 239, Combination 17, Mk1 double-saloon 151, Mk2 double-saloon 207 and Fiducia 260.
Photo: Russell Jenkins**

Marketing & Operations, cont.

Queen Elizabeth Park Festival

On Sunday 28 February, the Regional Council will be holding a Festival in the Park to highlight the park and its attractions. As one of the main drawcards to Queen Elizabeth Park, the Tramway will be operating as usual.

Please encourage family and friends to come to the park and enjoy a ride and a look around the Museum.

For more information check out the greater Wellington Regional Council's web site.

Tram Driver Training

Tram Driver Training will recommence in February and it is hoped that we will have additional drivers ready to join the Operations Roster within the next couple of months. If you are interested in undertaking Tram Driver Training, please get in touch with me by email at rjenkins@xtra.co.nz

Remember to keep up to date with the Tramway on either our webpage www.wellingtontrams.org.nz Or the

Tramway Facebook page 



Above: Trams on display on members' day, 12th December - the "nearly restored" tram 17, and the "next to be restored" tram 207. Photo: Mike Flinn

AROUND THE SITE AND DOWN THE LINE Mike Flinn

Tram 207

In the last issue of Tramlines (November-December 2020 No 2020/6) the Heritage Lottery Grant of \$100,000 towards Tram 207 was announced and this news led to a meeting with Clinton Pearce, the proprietor of Tram Works Ltd. of Auckland on 28th December. Tram Works Ltd. has in the past carried out substantial works for the Auckland Dockline Tramway and for

MOTAT. The favourable outcome from this meeting has led to a lot of action in preparing 207 to go to Auckland, possibly in February 2021.

Before Christmas the compressor, air tank and connecting pipe were removed from under the tram, the Controllers and Brake Pedestals were unbolted and removed from the end compartments, and the end steps and centre compartment steps were

Around the Site and Down the Line, cont.

unbolted and removed from the chassis sides.

All these items will be checked and upgraded where necessary including cleaning and repainting while the tram is in Auckland.

After the meeting further dismantling was done in January to give better access to the tram body framing which is the main activity in the contract. Both steel aprons were removed from the cabs and at "B" end the air pipes have been removed to give good access to the end pillars and help underfloor work such as replacing the crown plate that supports the controller and handbrake. Also at the "B" end timber panels on one side of the end saloon were cracked and will need replacing so the side panels were removed along with their support straps. All the screws were found to be much rusted, which gives us an idea of the conditions to be found in the rest of the body sides.



Above: The "B" end apron removed from tram 207, 30th December 2020. Photo: Mike Flinn

The saloon windows have been removed and the dismantled sections of saloon bulkheads have been taken out. The removed items have been stored in the Tram Barn or Storage Building until upgrading work can start.

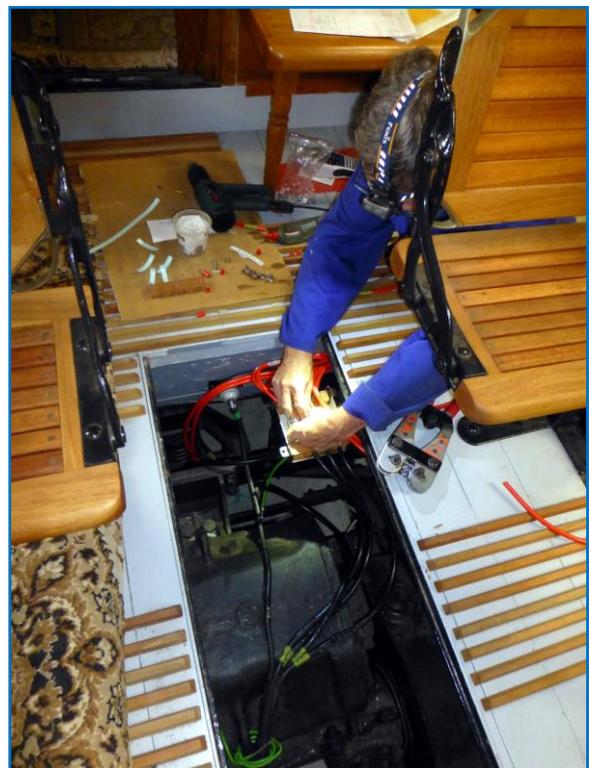


Above: Side panels removed from "B" end, seaward side, tram 207. Photo: Mike Flinn, 4th January 2021

Tram 17

Work on brakes and the electrical systems continued up until Christmas and after the break has now resumed.

Newly forged brake centre rods along with sheaves and pins have been received from Ian Neilson & Co., Onehunga and an order has been placed with a Queensland company for the special "twisted link" chain required for the swingle-tree chain.



Above: Trevor Weaver working on the wiring to one of Tram 17's motors, 16th December 2020.

Photo: Keith McGavin

Around the Site and Down the Line, cont.



Above: The new brake centre rods for Tram 17.

Photo: Keith McGavin, 2nd December 2020

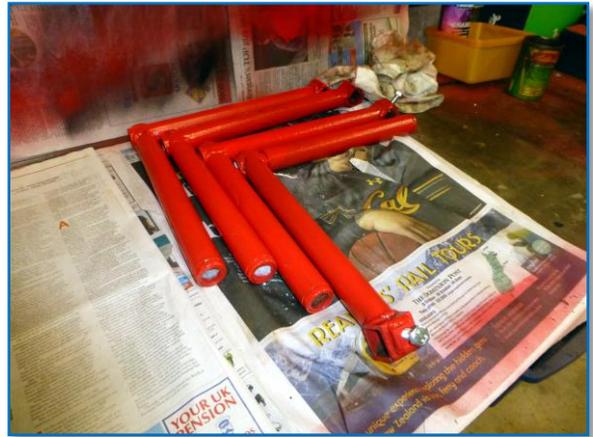
Below (2 photos): On 9th December Grant Johnson and Colin Dash were test-fitting the housing for the Ackley brake mechanism under the “B” end cab floor of tram 17.

The upper photo shows the work in progress and the lower photo shows the unit bolted in position under the floor.

Photos: Keith McGavin



Tram Lifting Jacks

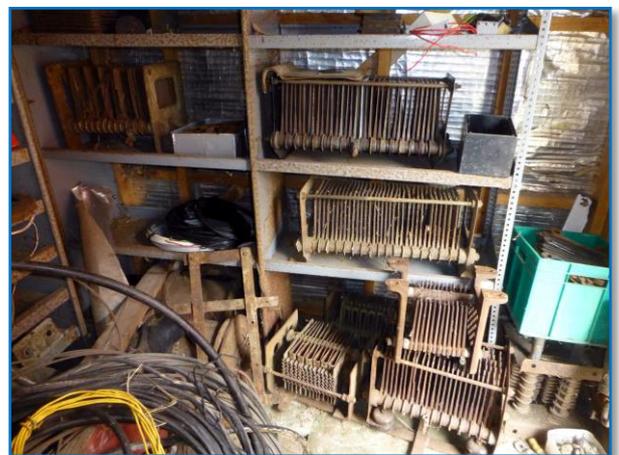


Above: Colin Dash has made up some new handles (shown) for use with our lifting jacks to replace the miscellaneous collection of old handles of varying sizes and efficiency that we have used up until now. All are fitted with a sleeve to ease turning.

Photo: Keith McGavin

Parts and Stocks Work

Most of the items have now been removed from the White Store pending its demolition and are now in Container No 2 (timber items) or Container No 4 (metal items) or the Electrical Store (resistance banks).



Above: A view showing a portion of the electrical store including tram resistance banks in various states of repair.

Photo: Keith McGavin

Medium weight items are temporarily under a tarpaulin cover in the compound with the intention that the section of racking removed earlier in 2020 from the Workshop be re-erected in the Storage Building to store them.

Around the Site and Down the Line, cont.

Still in the white store at present are three controllers, sections of air pipes, coil springs and Fiducia windows, all of which will probably go later to the Storage Building.

Now that sorting of tram parts is well advanced attention will turn to re-housing the large quantity of screw spikes for the track - this needs fine weather. More settled weather is here and start will be made soon.

Grounds and Track

Following on from the two level-crossing replacement works a further track inspection has been done and track greasing has been done through the daily operating period between Boxing Day and the Monday of Anniversary Weekend (25 January 2021) which is 31 days.

The wet weather during November and December delayed the annual weed spray contract work and put all the grass mowing and cutting behind schedule but we are catching up with the depot area now tidied and a start being made on the track edges and banks.

Perth Electric Tramway Society receives Trolleybus Overhead Equipment from former Wellington system.

from Bob Pearce, Secretary, Perth Electric Tramway Society (Inc)

The Council of our Society noted in a COTMA Report that recovered overhead material from the former Wellington Trolleybus System was to be made available from Wellington Tramway Museum for other Members of COTMA. Enquiries were made to obtain some of the recovered trolleybus overhead equipment for our proposed trolleybus loop at Whiteman Village and when told that material was available, a sketch was sent to Allan Neilson, Vice President, Maintenance & Engineering and discussions commenced in earnest.

The material was to include Section Insulators (SI), Trolleybus Crossings and Turnouts (Frogs), Sweeps (Segments) and the biggie, a Trolleybus Overhead Protection Unit (TBOP). {NB – the notes in brackets are what the material was called in Perth.}

We asked that the TBOP be supplied with its cabinet {It's possible that the unit will be used in a remote location to the car barn}, which of course added to the overall cost of transport. The artwork on the cabinet is rather special as well and will be kept intact.

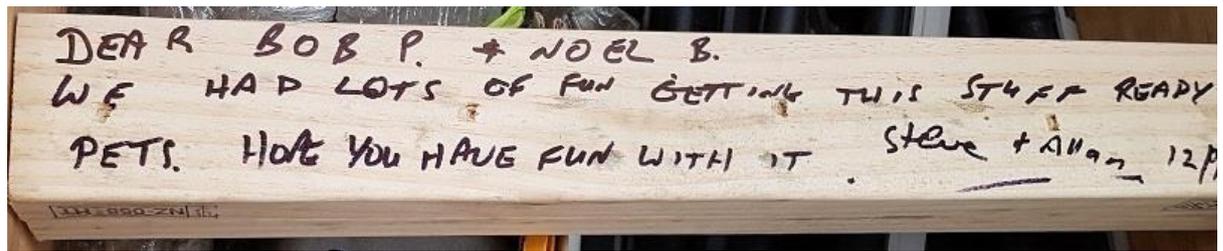
After the exchange of shekels, we engaged the services of Sadleirs Logistics (based in Perth) to transport the material from WTM to PETS. Allan and his team packed the

material in one crate, while the TBOP was mounted and secured to a pallet, both of which had to be made using timber suitable for import into Australia. The crate and pallet were despatched in October 2020 and arrived at Whiteman Park in November after its journey by ship and road, safe and sound.

At PETS' Car barn and Workshop complex the crate was opened and the contents inspected, and the TBOP cabinet also inspected to see what it contained. The Overhead and Electrical team will now sort and store the equipment in the spare parts shed ready for use.

Our sincere thanks go to Allan Neilson, Steve Porter and everyone at WTM for the help and assistance with the sorting, packing and preparation for transport.

I have included some photos of the consignment, as well as a photo of the material to be used for the overhead in the new car barn. This was imported from USA and was based on the fittings used by Christchurch Tramways at the car barn in the city. *(Photo of USA material not printed due to space consideration – Ed.)*



The message from Steve Porter (President WTM) and Allan Neilson (Vice President Maintenance & Engineering) to Noel Blackmore (Electrical and Mechanical Engineer Advisor) & Bob Pearce (Secretary). It was written on one of the cross member supports for the crate. There were three cross members, and they were used to keep the contents secure and held in place. It is planned to retain the cross member as part of our archive displays.



Above: The TBOP on its pallet after arrival. The artwork will be retained – the graffiti and label will be removed. The other side of the cabinet has artwork as well which is slightly different. That will also be kept.



Above: A section insulator in the crate with the TBOP behind, in the new Don & Laurie Car barn



Left: The consignment arrives. The Lindsay Richardson Body barn with WAGT E Class 64 is behind.



Above: The six o'clock swill in full swing. This 1967 scene from Wellington's Evening Post is of the Porirua Tavern. Similar scenes prevailed in pubs throughout New Zealand until six o'clock closing finally ceased in October 1967.

There are some aspects of Wellington's tramway history which no Museum can ever preserve - and it's probably good that this is impossible.

In particular, the ambience of crowded busy trams in city streets especially if it was raining, the wind was blowing (of course) and the crowds were mildly drunk while dressed in mildly sober garb, complete with hats and gabardine raincoats. For that, 1950's Wellington has to be re-imagined from photos, films and memories. Our working trams can provide the prompt for that, but never replicate the overall sensation - the past is indeed another country.

Good writing does it best. I recently came upon this brilliant set of words on p.173 of a 2018 novel *Women in the field, one and two* by Thomasin Sleight, published by the Lawrence & Gibson Publishing Collective, Wellington. Set in 1952, some first-time visitors from England are walking down one evening from the National Art Gallery to the St George Hotel:

"Behind them, the doors of a pub were flung open and a roar of voices surged out like a wave. Crowds of men began to pour out onto the footpath and into the street. Men in coats and hats, cigarettes hanging at the sides of their mouths, stumbling, drunk, waving erratically at an oncoming tram, which rang its bell urgently for them to clear the street ... on the road, the tram slowed, and a mass of men swept off the footpath and climbed on board. They squeezed in at the doors and hung off the rails at the back ... the bell rang and the tram drove on... "

Well, that could have been the *Cricketers Arms*, the *Panama*, the *Royal Tiger*, or any of the many other pubs between Buckle St and Willis St, all of which had by law to close their bars each night at 6pm - the infamous "Six o'clock swill" which lasted right through to October 1967. Doesn't it sum up a marvellous pen picture of those workaday trams in 1950s Wellington? And

Kiwi Blokes and Trams, cont.

our illustration literally is another pen picture: a cartoon by Neville Lodge, the esteemed cartoonist for the *Evening Post* right through the post-war tram era. Neville gave the original drawing of this and of several others of his tram-linked cartoons to Graham Stewart, and Graham has now generously donated these to the WTM archives.

These archives of tramway history are building up from a variety of sources. Another interesting challenge for the Museum's future is to organise and house them as a usable resource. They will join the Graham Stewart photos on display in the

Fiducia Centre, and the knowledge contained in our publications from 1962 onwards *Tramway Topics* and *Tramlines*, as another attraction for interested visitors and a source of information for restoration. And of course the WTM archive will secure the records of our own six decades of history as an organisation - longer than the working life of most of the actual original Wellington trams and tram routes. In our networked world, it all adds richness to the tramway documentation and pictures in those larger archives such as www.wellington.recollect.co.nz, www.archivesonline.wcc.govt.nz, www.natlib.govt.nz and www.railsoc.org.nz



Above: the Neville Lodge cartoon referred to in Alan Smith's article.

In December 2015 we celebrated the 50th Anniversary of the opening of the Tramway Museum in December 1965. Leading up to this we were working on completing the lengthy (35 years!) restoration of Tram 260, had created an improved theatre in the Tram Barn, and had carried out various improvements such as reroofing and repainting the platform kiosk. Away at Gladstone in the Wairarapa, Greg and Ali Lang were working on the restoration of Tram 17's body. During the Covid-19 lockdown in March 2020 I looked at my photos and movies of the large number of projects and activities that we had already completed since January 2016 and I thought a record of these over the five years would be interesting to members and visitors alike.

Since our 50th Anniversary in December 2015:

Early in 2016 the testing and introduction of Tram 260 was expected to proceed but the impact of a lightning strike on the substation on 18 January 2016 changed that and was the first of several unforeseen events that have been a feature from early 2016 to the end of 2020.

This summary of the five years will not detail the regular routine jobs and activities that back-up the tram operations. These include maintenance of the mechanical and electrical equipment on the trams, work on checking and maintaining the track and overhead, maintaining the Museum display and grounds, the regular cleaning of the trams as well as the weekly services of tram crews and the back-up work needed to support all these activities. Detailed here are the major projects and activities to extend

or improve the Museum for the future followed by smaller items, listed by years, which are also needed to ensure progress.

Tram 17

This restoration has been an on-going project and comprised several stages between 2014 and the end of 2020. It has been afforded top priority over other works as much as possible. Early in 2016 the body of No 17 was being worked on at the Wheelwright Shop in Gladstone in four sections. After the chassis was upgraded and painted and each section restored the sections were remounted on the chassis for the bodywork to be completed.



The upgraded chassis for tram 17 in the foreground, not long before it was moved back under the main saloon.

Photo: Keith McGavin, 27th July 2017.

This also included some wiring work by WTM members over a number of visits.

On 28 June 2018 the restored body of the tram returned to the Museum and was initially put on display on Road 3 in the Barn before being transferred later to Road 6 in the Workshop for members to start installing roof items and destination gear.



The restored body and chassis of Tram 17 on arrival at the Tramway Museum on 28th June 2018.

Photo: Mike Flinn

In the meantime, the Museum was awarded a heritage Lottery Grant towards the re-construction of two Brill 22E pattern trucks and it contracted the work to A & G Price Ltd. of Thames. WTM made up two consignments of items to go to Thames in the latter half of 2018 including two traction motors, wheels and axles and magnetic brake parts as well as patterns and other items. The work proceeded during 2019 in Thames and on 22 August 2019 the two completed trucks arrived at the Museum.



Museum members involved with the restoration of tram 17 pose with the Brill-type 22E trucks on their arrival from A & G Price Ltd., Thames, on 22nd August 2019.

Photo: Keith McGavin

After various items such as king-pins and king-bolts were fitted to tie the trucks and body together No 17 was towed out into the

Depot on 30th October 2019 to be successfully tested around various curves.

As at the end of 2020 the controllers and resistance banks have been installed, traction wiring is well advanced and the fitting of braking equipment is under way. Completion and testing of Tram 17 in 2021 is anticipated.

Power Supply

On 18th January 2016 a lightning strike caused damage in the sub-station that required replacement of the large 11kV circuit breaker. This took time to replace and it was 10th December before full operations could recommence. In the meantime, the opportunity to improve the overall power supply was taken by members in a number of ways. The damaged and redundant equipment in the sub-station was dismantled and removed and the transformer area was upgraded with a roof and new fencing. Next to that a covered and roofed secure storage area with a concrete floor was built for track items. New drainage pipes were laid around the sub-station and the negative return for the power supply was renewed. Concrete paths were poured to extend around three sides of the substation.



A covered structure was built to house the transformer, complete with storage area to the right.

Photo: Keith McGavin



Delivery of the new 11kV circuit breaker and switching unit on 9th September 2016.

Photo: Keith McGavin

A temporary portable power supply was used to test trams, track and refresh motormen for operations and to run restricted operations before the new circuit breaker was ready for service. After testing of the new equipment full operations resumed on 10th December 2016 in time to earn income in the busy month after Boxing Day. Also during this period of time a roof was put over the sprinkler container as it had developed several leaks.

Overhead Lines Renewal

Early in 2017 the opportunity arose through the Wellington Cable Car Company to have the Museum's overhead lines replaced and the system upgraded as a "Public Good". Such an offer was too good to refuse and negotiations soon identified the work to be done and a timescale for the upgrade. The Museum would provide most of the overhead lines fittings and equipment from its stocks for each span and bracket in the

network, which has over 90 poles. These parts had to be cleaned down and painted before use. Several pole holes had been dug for pole replacements in 2014 and sealed drums put in the holes until new poles could be erected. More poles were identified for replacement during this review and so the Museum hired a digger mounted auger to dig these holes and provided drums welded together to go into these holes with top caps to temporarily seal them. Several poles required back straining and this concrete work was mainly done by members. WCCL's contractor (Broadspectrum) provided its staff to remove the old wiring, put in the new poles, take out redundant poles and then erect the new wiring. Tram operations continued until June 12th then ceased for the overhead line replacement. They recommenced on 4th August when rain caused the ground in part of the Depot to be too soft for heavy vehicles. At that time the main item of work to be completed was the line into the Workshop Pit (Road 5) and until completion later (in March 2018) the Tug was used to tow trams in and out for maintenance.



New overhead at the hill siding being tested, 7th August 2017. Tram No.239. Photo: Mike Flinn

Wellington Tram No 86

Following an inspection trip to see Tram No 17 in Gladstone during 2017 a call was

made to investigate an old tram largely hidden inside a building that was sited adjacent to State Highway 2 at Te Marua, north of Upper Hutt. The tram was found to be the body of Tram No 86 which had been built in 1911. It had been sold by the Tramways sometime in the 1930's for a summer bach and had been used until recently. Discussions were held with the owners and as a result the tram was made available for removal. Late in 2017 work parties went to the site to clear around the tram and make it ready for transport to the Museum. Consequently, on 23 February 2018 the tram arrived at the Museum and was put away in the Storage Building. The original site was cleaned up for the tram owners.



The body of Wellington "Small Palace" tram No.86 arrives at the Museum on 23rd February 2018 from Te Marua, north of Upper Hutt. Photo: Mike Flinn

Some changes had been made to the body during its time as a bach but it is possible to rebuild it into its final form in service. The body had been mounted on a 2 axle truck (Brill 21E) which had originally been used on Tram No's 13 to 20 when delivered as "Box Cars" in 1904 before being rebuilt into longer trams as "Combination's" (No 17 is an example) following which a number of new bodies were built by Rouse & Hurrell in

Wellington in 1911 on the original 2 axle trucks. These became trams Nos 82 to 86. The new bodies had to be modified in 1913 to include internal gangways required by the 1913 Tramways Act for safety reasons and the rebuilt trams with a centre entrance and two saloons were called small "Palace" trams.

Restoration of this tram will require major work on the body and a new 2 axle truck but it is an example of the smaller trams operated by the Tramways before the First World War (1914 to 1918).

Tram No 207

After the completion of the restoration of Tram No 260 and having made good progress on Tram No 17, a decision was made to make the restoration of Tram No. 207 the next priority. It is a "Double Saloon" type and, although it is similar to No's 151 and 159 which are in service, it is the most complete example in existence of the Mk 2 version (Tram No's 162 to 229) which featured improvements such as destination boxes in the end canopies rather than on the roof and (in the case of many of them) leather padded seats in the saloons rather than timber slats.



Tram No.207 in service at the Museum, 1966.

Photo: Keith McGavin

In April 2018 Tram 207 was moved into the Workshop for assessment. It had been used in service at the Museum until it was withdrawn in 1973 for repairs. Some work was done on it but this stopped in 1976 due

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to pressure of other work and no further progress has been made since.

An assessment was made in 2019 on what restoration work was necessary on the body framing and roof. This work would be done by an outside contractor as the first stage of a complete restoration. The expectation is that the remainder of the restoration will be done by WTM in the Workshop. During 2020 parts removed in the original repairs were located and stored. In November the Museum was advised that Heritage Lottery Funding was approved for the body contract and since then items and components have been removed before the tram goes away. During this period these items and components will be inspected and be upgraded if necessary to be refitted later.



The interior ("A" end saloon) of tram No.207 in December 2020. *Photo: Keith McGavin*

Overhead Lines Parts

In 2017 overhead line fittings that were no longer needed were taken from our stores

and put to one side to improve the use of the store space. In Wellington the Wellington Cable Car Co. Ltd. (WCCL) was no longer required to maintain the trolleybus overhead and in 2018 the Museum bought its unneeded stock with the intention making it available for sale to other transport museums and operators. As a result, 16 trailer loads and one truck load of mostly new parts arrived at the Museum. Storage was found inside a container and in part of the Storage Building for many parts and outside space was found for parts that were galvanised for outside use. A catalogue was made up of the parts from WCCL plus the Museum's surplus parts. This was circulated to NZ and overseas museums. Subsequently there were enquiries from museums in NZ, Australia and the UK and the sales made to these museums in 2019 and 2020 have basically covered the purchase cost of parts from WCCL.



Traction overhead components sorted for despatch to the Beamish Museum, Yorkshire, England, for future use in a trolleybus circuit.

Photo: Keith McGavin, 29th May 2019

Trams in Service

In 2015 Tram No's 151, 159 and 239 were the service trams. Tram 260's restoration was just completed in December 2015 but after the power outage in 2016 and due to time pressure from other works and time needed to get the braking set up to standard it was late 2017 before it entered service to become the fourth operational

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tram. However, due to the other trams age all have been in the workshop for body work and repainting.



Tram 260 at the Beach terminus, 16th December 2017, with its passengers posing for a photograph. This was tram 260's first time in passenger service since 1980. Photo: Russell Jenkins

Tram 159 was the first to be repainted in 2016, followed by 151 in 2017 and 239 in 2018. As a result, there are now four operational trams looking smart, with 151 on restricted use.



Finishing touches being applied to tram 239 prior to it re-entering service after some body repairs and full repainting. Photo: Mike Flinn, 13th March 2019

Upgrade of Level Crossings

Early in 2020 the Museum was approached about upgrading the level crossing at Pole 21 which gives access to the Greater Wellington Regional Council (GWRC) Offices and the Queen Elizabeth Park farm. This would require a lot of planning and work as it required rail replacement and track work. The benefit was that the occasional flooding of the track after rain would be cured. In March 2020 several rails were selected and cleaning down had started when there was a complete Covid 19 lockdown between 22 March and 20 May when no work at all was possible. Preparation work started again as soon as possible and with the crossing given temporary top priority for work time. With good cooperation from GWRC and its road contractor we were able to complete the upgrade of the crossing by the target date of 30 June.



The upgraded level crossing at pole 21 on the occasion of its official opening by the Chairman of Greater Wellington Regional Council on 19th July 2020. Four trams wait to take guests to the Beach.

Photo: Keith McGavin

This was a major job for Museum members involving a lot of physical work with sleeper replacement, fixing of rails to sleepers and ballast spreading and packing. After testing on 3rd July the tram service resumed immediately after tram and track tests.

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Not long after the tram service recommenced a track inspection picked up a serious rail fault in the Level Crossing leading to the Aeromodellers area near Pole 51. This crossing upgrade also required rail replacement and track work but on a smaller scale than the first one. Rails were prepared and fixings were ready for the upgrade to start by 30 September. A temporary crossing was provided using sleepers across the track. By Sunday 4th October the rail and track work was completed and the tram service could resume. The new crossing deck was built on Wednesday 10th October allowing new access to airfield cars so that the temporary sleeper crossing could be removed.



Tram 159 approaches the new aero-modellers' crossing deck on 11th November 2020.

Photo: Mike Flinn

Tram Operations, Tours and Special Events

In 2017 we were approached by Grand Pacific Tours (of Australia) to be a calling-in

spot for their Tours taking overseas visitors through New Zealand on their way from Rotorua to Wellington. Once or twice a week in the season a tour would arrive in the afternoon and after a cup of coffee and a biscuit plus a tram ride and viewing of the Museum the visitors would continue on to Wellington. This started in 2019, needing several members to look after the visitors in the Fiducia Centre, take them around the Barn and provide a tram crew. This provided very welcome extra income for the Museum until Covid 19's impact stopped the tours in March 2020.



Grand Pacific Tour Group passengers enjoying their tram ride to the Beach in tram 159 on 20th November 2019.
Photo: Keith McGavin

Occasionally special events are held in the Park where trams are provided to transport people between the car park areas and the beach. On 1 February 2020 an event for athletes was held (Xterra) where the Museum provided three trams for the service which started at 7AM. During the day nearly 400 people were taken to the beach and 550 brought back, giving the Museum welcome extra income.

Other Activities and Projects

2016

While the power supply was being replaced the opportunity was taken to renovate a

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track point outside the kiosk where one joint needed attention and the track was sinking. It was decided to pull out the point and replace ballast and sleepers, reset all the joints and add additional ballast up to the rail tops.



Reinstating a point on the re-sleepered and newly ballasted track-bed adjacent to the kiosk – 29th June 2016.

Photo: Mike Flinn

2017

On 17th October Brisbane Tram No 133 was transported to Wanganui to the care of the Wanganui Tramways Trust. This freed up space allowing a rearrangement of displays in the Barn including returning the Cable Car and Trailer to Road 4.



Brisbane tram No.133 – in its New York “King Kong” guise – loaded and ready to depart for Whanganui. No.133 is currently on display in the Tramways Whanganui Trust’s tram depot on Moutoa Quay.

Photo: Mike Flinn

2018

A leak in the Automatic Building Sprinkler system was detected in 2017 and after investigations it was found to be under the concrete floor of the Storage Building. In 2018 new pipes on the sides of the Storage

Building and the Barn plus a new underground pipe between these buildings were needed to ensure pressure could be maintained.



A trench being dug for a new water pipe for the automatic sprinkler system – between the storage building (left foreground) and the tram barn (background). *Photo: Keith McGavin, 23rd May 2018.*

After negotiations with the Museum of Transport and Technology (MOTAT) in Auckland it was agreed that Wellington “Fiducia” Tram No 244 which was surplus to their requirements would be transferred to WTM. This has not yet happened but is expected to take place in 2021.



Part of the interior of Fiducia tram 244 which is to be transferred from MOTAT, Auckland, to WTM.

Photo: Allan Neilson, 12th July 2018.

Member Les Stewart and his wife Helen offered a steel-framed building on their property at Peka Peka, north of Waikanae, for removal (as a donation to the Museum)

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in 2018 and it was decided to accept it with the plan of utilising it as a replacement for the current member's amenities building (called the "Palace"). It is larger in size than the "Palace" and space would be available for a library and archive area to be included. The building was dismantled by members and brought to the Museum where the components are currently in storage. Bushes and scrub has been cleared next to the "Palace" for the building site but the time needed on other projects plus funding considerations has delayed progress until 2021.



The building at Peka Peka that was dismantled by members in 2018 for re-erection at the Museum as members' amenities, and for the housing of the Museum's library and archives.

Photo Keith McGavin, 30th May 2018

2019

A replica tram front for children to play in was started in 2017 and was finished and included in the Barn Displays from 2019.

During the year a Rectifier Set and Circuit Breaker were acquired for use when the current mercury- arc rectifier has eventually to be replaced.

2020

The driveway into the Museum was widened on the eastern side to stop vehicles running on the tram line to prevent it being affected by stones and mud.



The replica tram front in the Museum display area alongside the cable-car, 3rd April 2019.

Photo: Keith McGavin

As can be seen from all the items narrated in this potted history the Museum has been very busy during the last five years. It will be a challenge to continue developments and improvements at this rate over the next five years.

Members

All the foregoing developments and progress of the Museum have only been possible through the devoted and sometimes super-human efforts of our members, all of whom are volunteers.

We continue to welcome quite a number of new members to our Society but sadly, over the past five years, a number have passed away. These include the following keen and active contributors to the Museum:

<i>Guy Vincent</i>	<i>1 November 2017</i>
<i>Marlene Wilson</i>	<i>30 January 2018</i>
<i>Dennis White</i>	<i>10 February 2018</i>
<i>Jim Bentall</i>	<i>12 July 2019</i>
<i>Gus Weir</i>	<i>27 August 2019</i>
<i>Mike Vash</i>	<i>6 December 2019</i>
<i>Trevor Burling</i>	<i>24 January 2020</i>

We remember with gratitude their contributions to our Museum's development.

END.

In October 2020 the Museum was approached by Mrs Val Fernandez who told us that she had a retirement citation that had been presented to her Grandfather, John Moir, in 1911 upon his retirement as the President of the Wellington Tramway Union. It had a picture of Wellington Combination tram 28 and was signed by various representatives within the Union. I forwarded a copy of the citation to the current Tramways Union and although they think that they have no records of this time, they have invited us to call in and go through their records to see what they have. I also forwarded a copy to Wellington City Archives and they have undertaken to see what they have in their records. Anything that comes to hand can be published in a future edition of Tramlines. The date of August 1911 is interesting as the big Tramway strike took place in Wellington in 1913 and John Moir's successor would have been involved in this and the associated disruption it caused.



HISTORIC CORNER

Repercussions of a May 1957 Storm

by Henry Brittain

On the night of Tuesday 7th May 1957, Wellington was battered by a southerly storm which left a considerable amount of debris lying on the streets. City Council work crews commenced clean-up operations the next day. However they could not complete the job as rain was still falling most of the day.

By Thursday 9th May the weather had cleared and trams were returning to their respective depots after the morning rush hour. Car number 172 was returning to Newtown depot via the number 11 route and had stopped at the corner of John Street and Adelaide Road. Another tram, 219 which was following behind failed to stop and collided with the rear of 172. A number of motor vehicles drew up behind 219 - and then 185, which was also travelling to Newtown, ran into the rear motor vehicle. 213 which was following 185, ran into the rear of 185 and then a following tram 142, ran into the rear of 213.

So we had five trams, all in John Street, being involved in a rail related accident. However as the trams were mostly empty, there was no personal injury to any passengers and the crews also escaped injury. After the site had been cleared, 172, 219, 185 and 213 were removed to Kilbirnie depot and 142 returned to service as it had not suffered any material damage.

As was normal practice, the Tramways Administration set up an inquiry to ascertain how the series of accidents had occurred.

Damage as recorded to each tram was detailed as,

172: B end bumper bent in centre, head light glass broken, superstructure above rear cabin including destination glass broken and sanding mechanism damaged.

219: B end bumper scratched, headlight broken and superficial damage to indicator lights on top of cabin superstructure.

185: Heavy damage to B end motorman's compartment and right hand side of passenger compartment. Left hand door of motorman's compartment torn off and motorman's window shattered. Bumper scratched but not out of alignment.



Above: Tram 172 in Kilbirnie Workshops after this accident.

Photo: James Patterson



Above: Tram 219 swings from Aitken Street into Mulgrave Street.

Photo: Graeme Bennett



Trams 185 (right) and 151 in Lambton Quay.

Photo: James Patterson

Historic Corner, cont.

213: B end bumper slightly bent left of centre, headlight glass broken, gong and lifeguard damaged. The A end bumper only received scratches when hit by 142.



Above: Tram 213 at the corner of Cuba Street and Vivian Street. Photo: Graeme Bennett

142: No structural damage as bumper absorbed the impact.



Above: Tram 142 at the Aro Street terminus. Photo: James Patterson

As part of the inquiry, tests were carried out on each tram to ascertain whether there were any mechanical issues that may have contributed to the accidents. Test results were reported as follows:

172: A end no damage, wheel profiles good, sand boxes full. Not possible to conduct brake tests. Noted that emergency brake has not as yet been fitted. Licence suspended pending satisfactory brake test.

219: A end no damage, wheel profiles good, sandboxes full. As the tram was mechanically complete brake tests were carried out on the B end using three styles of stopping, (i) air/magnetic, (ii) air, and (iii) magnetic. It was established that the tram did not comply with the regulations and its licence was also suspended.

185: A end, brake profiles normal, sand boxes full and sand mechanism serviceable. B end, one driving wheel profile out of shape, sand mechanism serviceable, sand boxes full. Braking tests showed that tram met regulations and could be returned to service after body repairs have been completed. It was noted that an emergency brake had not been fitted.

213: Sand mechanism satisfactory, sand box full, one tyre on trailing wheel not normal. Braking tests showed that tram met the required standard.

142: not inspected.

It was noted that while wear was evident on some rails, the rail was considered to be in fair order.

Findings of Enquiry:

- (a) A reduction occurred in normal adhesion between the wheels and rails to such an extent that an application of brakes caused wheel shear and loss of control.
- (b) Motorman unable to recognise above conditions and correct it by restoration of rotary motion to wheel, the application of sand to the rail and reapplication of brakes under conditions of applied adhesion.
- (c) Contributing cause may also be found in apparent failure of motorman of 219 to warn oncoming motormen of track conditions. The southerly storm could have resulted in the depositing of leaves on the track and creation of greasy rails.

Historic Corner, cont.

(d) Blue gum and Pine trees located in Hansen St. and adjacent to the south end of John St. should be removed immediately to prevent debris accumulating on the track.

Comment:

The results of the enquiry seem benign judged on today's standards. There was no mention made of any action taken against any of the staff. Trams running into the rear of other trams were not an uncommon occurrence and even although this was a multiple vehicle incident, it did not seem to be regarded as all that serious.

Footnote: 185 was subsequently patched up and returned to service. It first went into service on 18 Feb 1927 and was withdrawn from service on 28 November 1960 after the closure of Lyall Bay. 185 was purchased along with other redundant trams by Stevens Scrap Merchants and the body on-sold to a farmer in the Wairarapa where it was found by WTM members and removed in 1976 to Queen Elizabeth Park where it is currently in storage.

MEMBERSHIP RENEWALS for 2021

These were due on 1st January and have been coming in at a good rate.

Just a reminder, if you haven't paid yours yet, we ask you to please attend to this as soon as possible. You should have received by email or post a renewal notice with the previous (i.e. Nov.-Dec.) Tramlines.

Rates are \$50 p.a. for ordinary members and \$30 p.a. for Beneficiary, Junior and Family members. The option of a colour-printed "Tramlines" of each 2021 issue posted to you is an additional \$40.

If you can include a donation to the Museum as well this would be most appreciated and will help us further our Society's progress. The two specific projects for which funds especially sought at present are:

*The Tram 207 fund, and
The Amenities & Archives Building fund*

If you need another renewal form please request one from Henry Brittain:

*Email: secretary@wellingtontrams.org.nz
Or phone: 04 293 8929*

BEQUESTS TO THE MUSEUM

We are very grateful for the donations that many members have made to the Wellington Tramway Museum over the past years, and especially for the larger donations that some members have generously made. There are also numerous donations of material of various kinds to add to our archival collection for which the Museum is very grateful.

The Museum has also benefited on a number of occasions from monetary bequests that members, who are sadly no longer with us, were kind enough to make provision for in their Will. However not everyone makes a Will, though doing so eases the administration of a person's affairs after their passing.

If you are considering financially supporting the Museum out of the proceeds of your estate, we encourage you to formalise the bequest (and any other such arrangements) by making provision for it in a Will. If you would like to talk in confidence about this, please call Treasurer Michael Boyton, by e-mail first up at: treasurer@wellingtontrams.org.nz or phone 03-526-7777 (Michael will call you back to save tolls' costs).

"Tramlines" is the bi-monthly 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 and it also includes articles on matters of historic tramway interest, especially Wellington. Please also see our website and Facebook page which are our instantly-updated Museum fact resource and notice to the wider world. Contributions and notes welcomed. Contact details are on page 3.