

# TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2017 /4

AUGUST 2017



The overhead rehabilitation project: Contractors at work in the depot area carrying out the initial stringing of the running wire. That's Russell Jenkins on the ground facing camera. In the background Museum members are installing a back-stay stub pole. 19<sup>th</sup> July 2017.

Trams started running again for the public on Saturday 12<sup>th</sup> August after testing from the 7<sup>th</sup>. More photos inside.

*Photo: Keith McGavin*

# FROM THE CAMERA OF JAMES PATERSON, U.S.A.

Another classic photograph from James Paterson's collection from the late 1950's. We will continue to include photos from James' collection as space allows.



James Smith's corner – at the intersection of Cuba and Manners Streets in Wellington. It's 2.20pm showing on the James Smith clock and Railway Station bound Fiducia tram 258 is turning left into Lower Cuba Street – normally a rush hour only route 5 working. The normal in-bound route 1 via Manners and Willis Streets and Lambton Quay is closed to trams for some reason – we think because of trackwork in Willis Street. 258 is diverting from its normal straight ahead and will travel to the Railway Station via Lower Cuba Street, Jervois Quay, Whitmore Street and Featherston Street.

Double-saloon 204 on the right is on No.11 route and is turning from Manners Street into Cuba Street to head towards Webb Street. Remember the traffic officer directing traffic at this intersection, all day every weekday. He had to stand still in the small space between passing trams and from time to time had his hat removed by miscreant school pupils leaning out of the tram doorways.

Across the road is the three storey Royal Oak Hotel, very much a landmark until it was torn down in the 1980's.

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No. 2017 /4

AUGUST 2017

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Marlene Wilson

*This issue produced by Keith McGavin  
and Henry Brittain*

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### Current Regional Council Developments - Photos: Keith McGavin



Automatic Park Gate being installed.



Visitor Centre complex under construction.

## From Steve Porter's workbench

The work that has occurred since my last missive amazes me. *I made this comment in my last report but it is still as true.*

In the period June 12<sup>th</sup> to August 4<sup>th</sup> Broadspectrum staff lead by Craig Gillard have refurbished all the traction overhead support structure and replaced most of the old contact wire. The work was carried out on weekdays and required the presence of at least two society members every day. This requirement was met in the main by Allan Neilson, Colin Dash, Russell Jenkins and me.



**Above: On 7<sup>th</sup> August Fiducia 239 followed by double-saloon 151 venture out towards the mainline for the first time since the 11<sup>th</sup> June, to try out the new overhead. A pleasing result of the upgrade is that with the heavier weight contact wire and other improvements voltage loss over the line is considerably less than before.**

*Photo: Russell Jenkins*

The result is extremely pleasing to the eye.

Apart from the fact that some of the yard has had to be rewired with old contact wire and that road 5 (the track to the workshop pit road) is still to be wired the task is complete.

Testing of the overhead and then of 239 and 151 on August 7<sup>th</sup> has allowed us to be "back in business". The Tramway owes a debt of

gratitude to the staff of Wellington Cable Car Ltd and Broadspectrum for the provision of design, labour and materials which have culminated in the quality overhead we are now able to enjoy.

The removal of unsafe branches from two Macrocarpa trees has been completed by us in the case of the one near the front of the workshop, and by GWRC in the case of the one near the Kiosk.

The repairs to tram 159 have been completed and she is now an "in service" tram. 151 is

on workshop Road 6 where she will undergo body repairs a section at a time. The intention is to have her ready for service at little notice for most of the repair process.

The Board Meeting of August 13<sup>th</sup> 2017 has seen a few matters raised which are worth sharing with our members.

The Maintenance & Engineering Committee has been tasked with developing a set of

rules so that our members can carry out the potentially hazardous task of lifting heavy objects safely. These rules will address what equipment can be used to lift and move various items and will in particular attempt to ensure people are safe when tram bodies and components thereof, poles, rails and sleepers are lifted and/or moved.

*From Steve Porter's workbench continued*

Our annual Safety Performance Report has been placed with the New Zealand Transport Agency. The Rail Safety Assessment which is normally carried out in June or July has been deferred, at our request, and will now take place in the next few weeks. Please if you are requested to participate do so.

The need to recover the Brill 62E truck from under 185 (so that the two wheel sets and axleboxes are available for 17) has revealed the need to address what is going to go under 17 when it gets here in December, what is to go under 185, and what is to be done with the trucks that were under 159 and which are currently sitting on road 5 behind the pit. Maintenance & Engineering have been tasked with addressing these matters with a view to achieving a coherent outcome.

The continuing issue of the shortage of storage space for what we are trying to do was again canvassed. Trams 207, 235 and 238 will in the near future be moved out of the barn. 207 will go to Road 6 in the workshop. 238 will go to Road 1 or 2 in the Rear Storage Barn and 235 will be one of many items for the membership to consider at the AGM.

The Brisbane Dreadnought tram 133 continues to be a matter of discussion with Wanganui. The how and when of its departure is being decided by Wanganui but it seems that they will be able to take her away before 17 comes back to us. At this stage they intend to crane it from Road 4 onto a truck.

The future storage of the Trackless tram, the New Plymouth trolleybus, Wellington trolleybus 91 and diesel bus 397 was discussed and the AGM will be asked to endorse or otherwise suggestions as to their disposition.



**Above: Ex Wellington diesel bus 397 and trolleybus 91 referred to by Steve Porter. This photograph also shows a Brisbane (4ft 8½ins gauge) pony wheel set being shifted from the barn to the storage area on 25<sup>th</sup> May this year. Photo: Keith McGavin**

Members can expect that the band saw and its motor, the Daimler Tower Wagon and the Cable Car Trailer (all currently stored on Road One in the Rear Storage Barn) will all be gone by years end. The band saw we will seek to sell, the Daimler will be transferred to a person or body that will be able to look after it better than we can, and the Cable Car trailer will go to the Wairarapa where she will be restored and modified to once again be a horse drawn tram, albeit on rubber tyred wheels.

With the major works involved in the refurbishment of the overhead all but completed we will be turning our attention to rationalising our storage. We need to ensure that there is sufficient space for storing "in service" trams in the barn, for working on trams in the workshop and for ensuring that we have all other trams stored safely in the Rear Storage Barn.

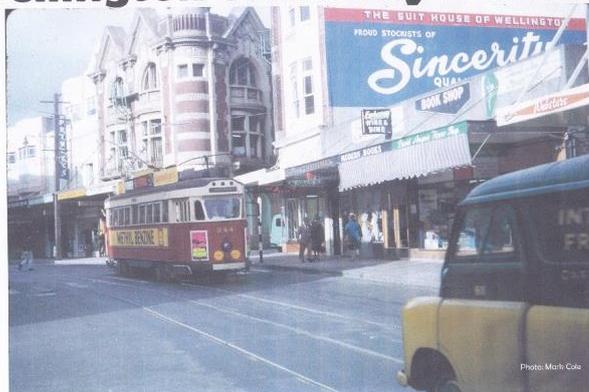
While there is great satisfaction in where we have got to there is a continuing need to facilitate the continuing preservation, restoration, and operation of our precious fleet of former Wellington Trams and the associated museum.

*Steve Porter*

*16 August 2017*

**ON SALE NOW**

## Wellington Tramway Memories



### 2018 Calendar

A selection of photographs of Wellington Trams taken over the years when trams were "Kings of the City Streets"  
Published by the Wellington Tramway Museum in aid of Tram Restoration Projects  
[www.wellingtontrams.org.nz](http://www.wellingtontrams.org.nz)

**A wall calendar featuring A4 size colour and black and white photos of Trams in Wellington plus a full calendar page for each month.**

**Available from the Tramway Museum \$15**

**or**

**by mail \$20 (Including packing and postage)**

**Send orders to PO Box 2612 Wellington 6140**

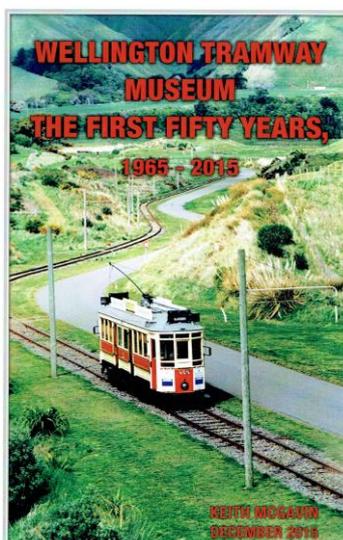
**or**

**email your order to [info@wellingtontrams.org.nz](mailto:info@wellingtontrams.org.nz) with your delivery address details**

**and pay cost of purchase into Museum Bank Account **06-0501-0075414-00****

## **"WELLINGTON TRAMWAY MUSEUM THE FIRST FIFTY YEARS 1965 – 2015"**

**by Keith McGavin**



**Reprinted by popular demand –**

**The fascinating history of our Museum, captured in 48 pages, including 94 colour photographs, 7 tables and a map.**

**A4 size format.**

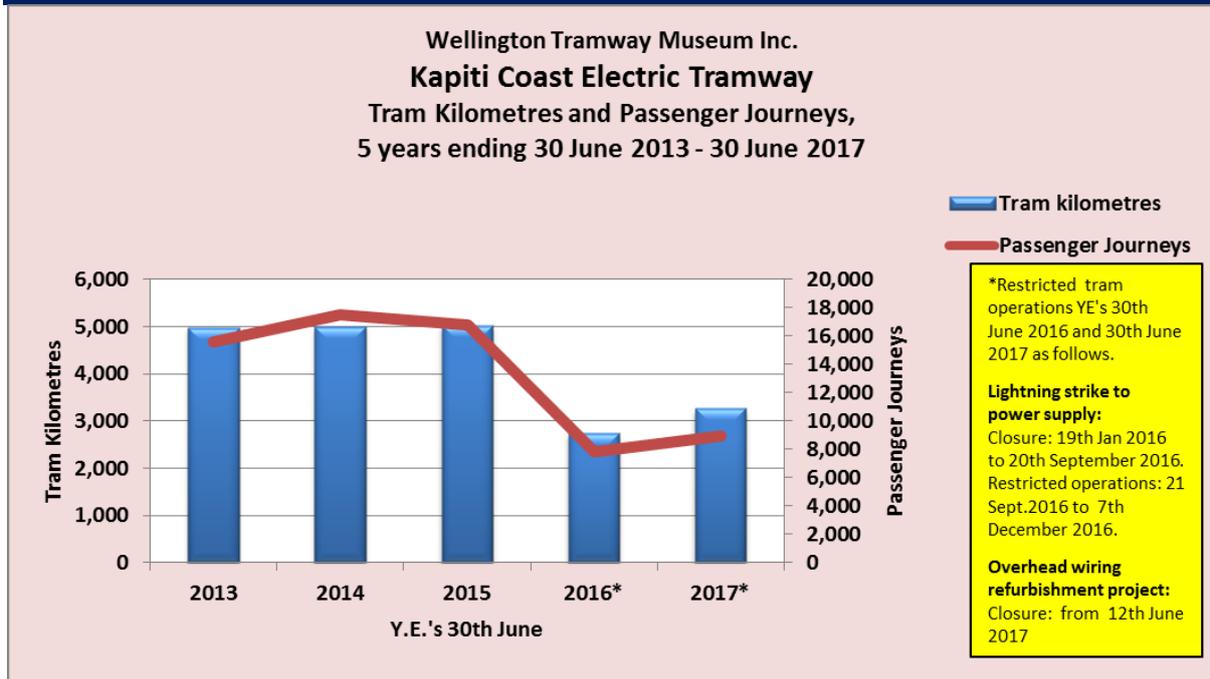
**Price: (postage & packing included):**

**New Zealand \$19.00**

**Australia NZ\$25.00**

**UK/USA NZ\$30.00**

**Ordering details as per calendar above. If book and calendar requested add NZ\$15.00 to the book price to arrive at total.**



The chart above tells the story. The disruptions to our tram operations caused by, first, the lightning strike of 18<sup>th</sup> January 2016 and second, the planned upgrade to our overhead system, have severely reduced our figures for tram kilometres run and passenger journeys for each of the past two years. Indeed this will continue into the current financial year, although to a lesser extent, with the loss of the whole of July and the first weekend of August. Details of the dates closed are shown in the panel on the chart.

We hope now for a bumper year to help replenish our finances – this would be helped if it would just stop raining! (Up to August 16<sup>th</sup> Wellington’s rainfall this year from January 1<sup>st</sup> was 33% more than average and sunshine hours were only 85% of average. I cannot locate figures for Kapiti but suspect they are similar.)

For the record figures for the year ended 30<sup>th</sup> June 2017 were as follows:

<b>Days trams operated</b>	<b>115 (incl. 11 non-passenger days)</b>	
<b>Passenger journeys</b>	<b>8,963 (a return trip is two journeys)</b>	
<b>Tram kms:</b>	No.151	1,443
	No.159	288
	No.239	1,506
	No.260	30 (non-passenger)
<b>Total tram kms</b>		<b>3,267</b>

**MEMBERSHIP**

On Sunday 13 August, member Len Gunther who lives in Melbourne called in and spent the day helping Mike Vash in the workshop. Good to see members from far away contributing to our efforts.

Congratulations to Past-President Trevor Burling, and Marlene, who celebrated their Golden Wedding Anniversary while in Hawaii recently.

## OPERATIONS NOTICE

With the resumption of services, operating members should avail themselves of the operating guidelines that have been promulgated regarding the new overhead; especially the relocated section isolators and also the altered arrangements for the electric overhead switch leading from the departure road back onto roads 1 and 2 leading into the Barn, also the new electric overhead switch leading from the departure road back towards roads 3, 4 and 5.

## COMING EVENTS

### Annual General Meeting, Saturday 4<sup>th</sup> November

This year's Annual General Meeting will be held on Saturday 4 November in the Fiducia Centre commencing at 5pm. Formal notice will be sent in due course but please mark the date and time now.

## FROM THE MARKETING AND OPERATIONS DEPARTMENT

Russell Jenkins

Well, since the last Tramlines there hasn't been much in the way of "tram operations" and as a result very little to "market".

There has however been a lot of work going on around the site with the upgrade of the tramway overhead and other essential maintenance.

It was great to see that following the completion of the renewal project (apart from Road 5, where the contact wire has yet to be installed that we are now BACK IN BUSINESS and by the time this edition of Tramlines is published, regular weekend running will have resumed.

Monday 7 August saw Fiducia 239 and Double Saloon 151 come out of the tram barn under power for the first time in two months. Successful test runs to the beach took place during the afternoon with the electrical expert (Alan Neilson) very pleased with the results. Our upgraded overhead certainly improves the performance of the trams at the beach end of the line.

Don't forget that you can keep updated on Tramway activities by going to the Wellington Tramway Museum Facebook page or the Web Page [www.wellingtontrams.org.nz](http://www.wellingtontrams.org.nz) Both are updated regularly. Also, don't forget to buy a calendar (see page 6). All profits from the sale of the calendar go towards funding Tram Restoration Projects.

Finally – we need people to come and visit us so that we can continue to preserve and operate vehicles that are part of Wellington's Heritage. Do your part by telling friends and colleagues about the museum and encouraging them to come for a visit and a ride.

Remember - WORD OF MOUTH IS THE BEST FORM OF PUBLICITY.

**Russell Jenkins, Vice-President, Marketing & Operations**

[rjenkins@xtra.co.nz](mailto:rjenkins@xtra.co.nz) Ph. 04 239 9482

### BBQ re Overhead Project

A BBQ is being planned for late September as our thank you to all the Contractors and associated supporters involved in the overhead project. Members welcome.

### Kapiti Heritage Weekend

The Kapiti Heritage weekend will be held on 30<sup>th</sup> September and 1<sup>st</sup> October. Once again we will be one of the hosts.

### RAILEX

The Museum plans to exhibit at RAILEX, the model railway exhibition, this year. It is on 18<sup>th</sup> and 19<sup>th</sup> November at the Walter Nash Centre, Lower Hutt. Help in staffing our stand will be needed and appreciated. Please contact Russell Jenkins: [rjenkins@xtra.co.nz](mailto:rjenkins@xtra.co.nz) or 04 239 9482.

## AROUND THE SITE AND DOWN THE LINE – Activities of the Maintenance and Engineering Department

The June issue of TRAMLINES covered work on the overhead rehabilitation project up to the 20<sup>th</sup> of June. Work continued daily, weather permitting, throughout the rest of June, all of July and until the Friday 4<sup>th</sup> August when all wiring was complete with the exception of depot road five, leading into the workshop pit road. That final wiring will be carried out as soon as possible once the ground is dry enough for the equipment.

The following are some photographs of the work in progress (*all photographs by Keith McGavin unless otherwise stated*):



**Left:**  
5<sup>th</sup> July 2017

**The crew preparing fittings for the new overhead running wire at the cycleway crossing.**

**Right:**  
5<sup>th</sup> July 2017

**Alan Smith tackles one of the less glamorous side tasks – disposing of trimmed Macrocarpa branches.**



**Right**  
**19<sup>th</sup> July 2017**

**Rolling out the new running wire, depot side of the loop. The crew are attending to something in the wire – possibly a kink, or a join.**



**Left**  
**19<sup>th</sup> July 2017**

**Digging a further pole hole – this one for a restraining wire stub pole in the depot area. From left Colin Dash, Ted Kendal, Allan Neilson and Trevor Weaver.**

**Right**  
**19<sup>th</sup> July 2017**

**Contractors and members discuss the day's work and next steps.**





**26<sup>th</sup> July 2017**

Descending the hill to the Beach, adjacent to the siding, the crew is permanently attaching the new running wire (which was already temporarily tied in place) and dropping the old.

**2<sup>nd</sup> August 2017**

**Wiring the depot area – barn road 4**



**3<sup>rd</sup> August 2017**

Removing the old poles. In this case pole No.71, from the Beach end of the line.

*Photo: Mike Flinn*





Above: Fiducia 239 on its first day out testing the new overhead, Monday, 7<sup>th</sup> August 2017. 239 is in the rarely used siding which from 1985 to 1988 was the terminus of the line. The new overhead arrangement looks the part!

*Photo: Mike Flinn*

**OTHER WORK – TRAM 151**



Above: Tram 151 has been brought into the workshop for bodywork repairs. Having a preliminary look on 16<sup>th</sup> August at some rot affected timbers are, from left, Steve Porter, Trevor Burling, Bernhard Riddering and Ted Kendal.

*Photo: Keith McGavin*

**Introduction**

By Keith McGavin

Readers who have been following the restoration of Tram 17 may recall that the 2007 Conservation Plan, which WTM is working to, recommends the restoration programme be divided into three parts:

- **Restoration of the car body and chassis including interior fittings such as doors, seats, handrails and mouldings and the missing steel chassis members under one of the motorman's compartments. The work could include provision and fitting of the destination and route number boxes and main electrical wiring loom including wiring for lights, buzzers and destination and route boxes**
- **Provision of new or overhauled, Brill Eureka (22E) trucks and associated brake gear**
- **Fitting out of remaining signs, and completing electrical wiring, pole base and pole.**

We are currently well advanced with the car body and chassis – these should be completed and back at the Tramway Museum during December. See photos and description from Trevor Burling later in this article.

An enormous amount of work has gone into the provision of the Brill Trucks – see later in this article.

The third component, completion of all the remaining electrical and mechanical componentry will be addressed once the tram is back at the Museum.

Meanwhile, a newly discovered photo of Tram 17 in service has come to light.



**Above: A newly discovered photo of Tram 17 not long after its conversion from a box car in about 1913 or 1914. It is at the Island Bay tram terminus, looking south.**

*Photo sourced from Facebook*

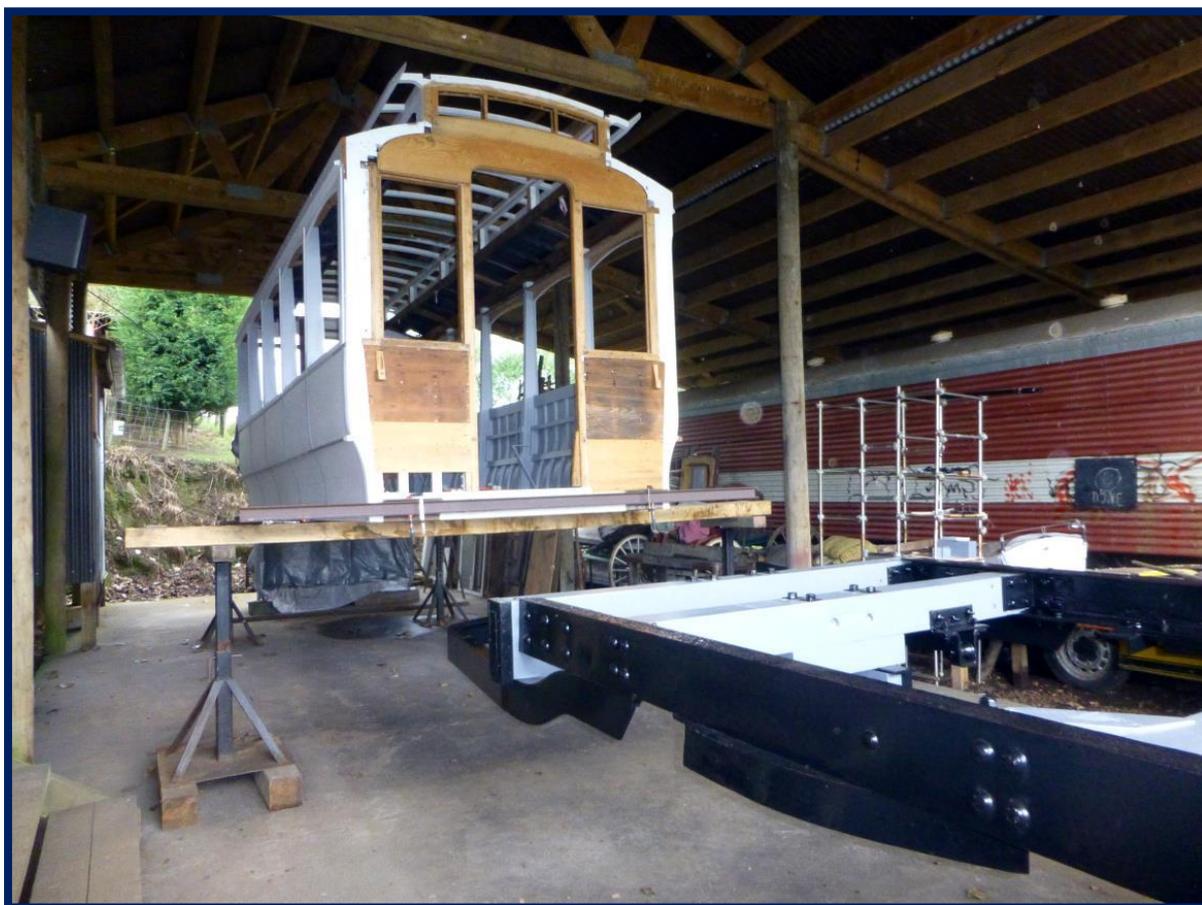
## **Restoration of the Car Body and Chassis**

By Trevor Burling

A visit to The Wheelwright Shop, Gladstone, on 27<sup>th</sup> July revealed that good progress is being made on Tram 17 in relation to placing the completed saloon section (the original box car of 1904) on the completely repaired and refurbished chassis. Prior to 1913-14 tram 17 as a boxcar never had a steel chassis. This was added along with the open section that converted 17 into a combination 2/3rds closed 1/3rd open style.

As the chassis framework was prepared for repair several areas of corrosion were discovered and had to be cut out and replaced with new steel.

All of this is now completed and during our visit the saloon section was raised up in readiness for the chassis to be moved under the body and attached. See picture below.



**Above: 27 July 2017. The saloon ready to be attached to chassis**

***Photo: Keith McGavin***

Once the open section is attached to the chassis, various other components currently in storage will be attached to the completed body.

These include the seat frame castings that fit into the pillars. The castings are ex-combination tram 31 which were acquired by Museum members in the 1980s during a visit to the remains of 31 in Wairarapa. The original castings on 17 were slightly different in that they were vertically straight whereas tram 31's castings are vertically curved, so some re-engineering has had to be done to the pillar bases to accommodate them. Fortunately the curved castings match the curved waist section on the saloon section.



Above: 27<sup>th</sup> July 2017. The open section 17 ready to be attached to the chassis. *Photo: Keith McGavin*



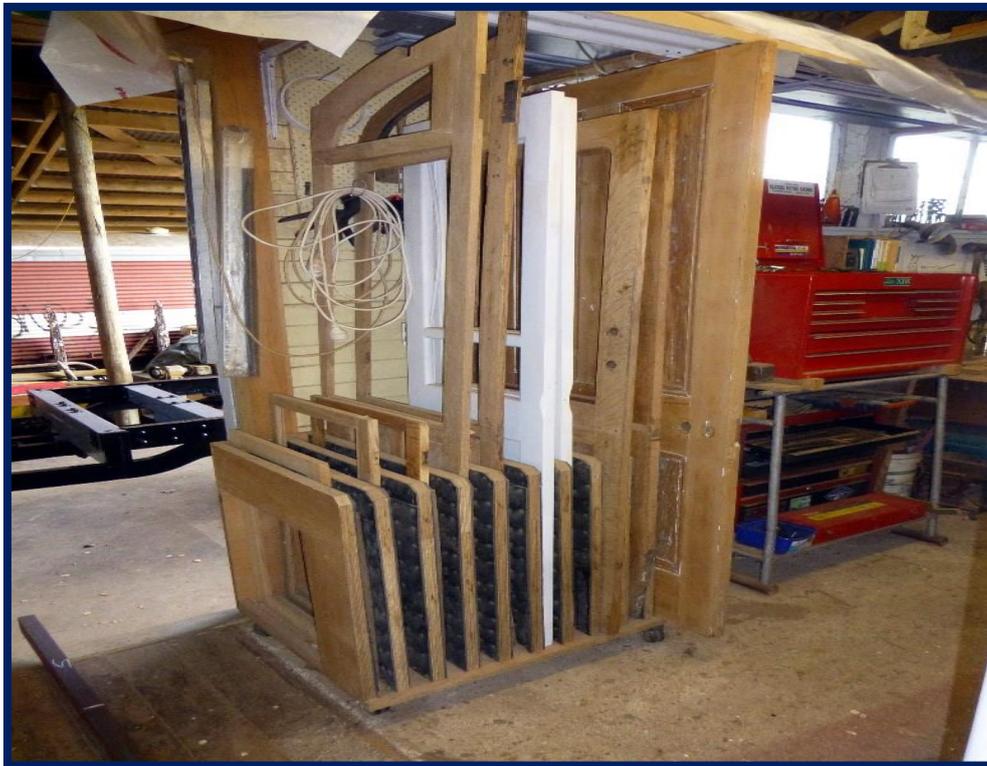
Above: 27th July 2017. Restored parts ready for fitting to the tram.

*Photo: Keith McGavin*

*Conservation of Wellington Tram No.17, continued*

The seats had to be made from scratch and designed from drawings of double saloon seats and hours of studying photographs to work out the style and supporting brackets. Some seats we had in storage were the source of material for all of 17's seats which had been removed when the tram was converted to a holiday home.

All of the fittings and doors are restored and stored ready to attach to the tram when appropriate.



**Above: Doors and bulkhead panels ready for fitting to tram**

*Photo: Keith McGavin*



**Above: Saloon section now attached to chassis, 8<sup>th</sup> August 2017**

*Photo: Allan Neilson*

*Conservation of Wellington Tram No.17, continued*

A visit to Gladstone was made on 8<sup>th</sup> August to determine the amount of electric wiring and identify wiring paths before the internal cladding is attached. The wiring, to be carried out by Museum members, involves lighting, buzzers and traction wiring. Now is the time to do the wiring before internal grooves and cavities are closed in.

On this visit the saloon had been attached to the chassis and final adjustments and details were being done before the open section was moved onto the chassis

Once the open section has been attached, we will spend a day of two running the cables for the lighting buzzers and traction.

Another job is to attach the destination and route number boxes that are currently being restored at the WTM workshop. The setup for the brackets holding the destination blind, colour light and route number winders will be similar to, but a lot shorter than, double saloon ones as the cabin roof height of 17 is lower. It also varies between the A and B ends.



**Above: An internal view of the saloon on 8<sup>th</sup> August 2017. The buzzer wiring groove is above the windows on the right. *Photo Allan Neilson***

The far end (B end) of this view shows the bulkhead framework between the saloon and motorman's cabin. This bulkhead is a duplication of the one between the saloon and the open section. This bulkhead was removed when the tram was turned into a holiday home. Fortunately we had a door that matched the centre one which was retrieved from another similar tram at some time.

The steel apron at the front of the cabin can be seen in grey including the holes cut out for the head and tail light. The one for the A end is in storage and will be attached once the open section is placed on the chassis.

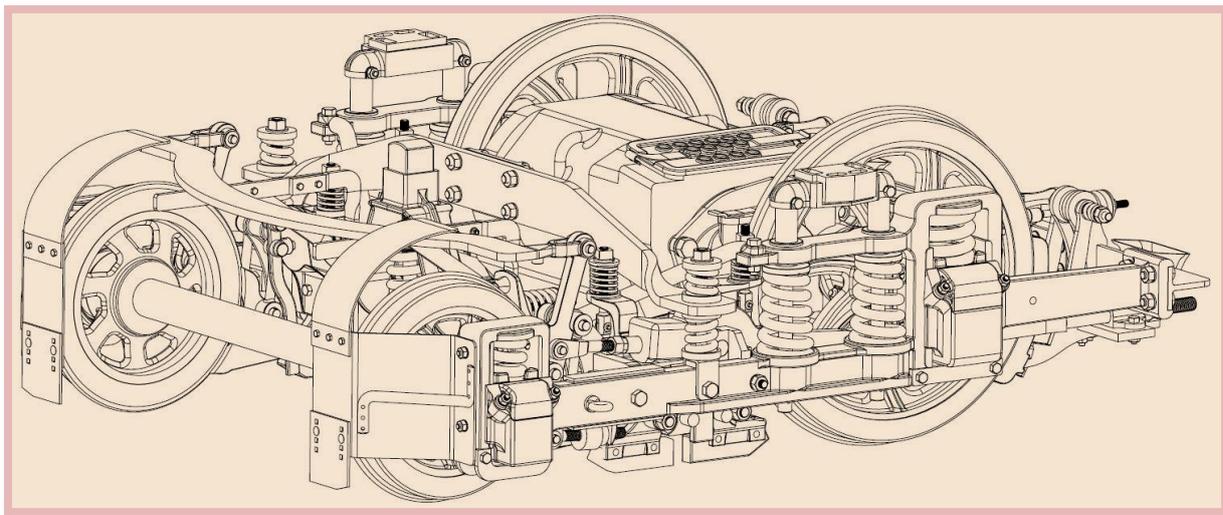
**Late News** – the open portion of tram 17 has been moved on to the restored chassis and as at 17<sup>th</sup> August is being lined up for full reconnection to the saloon portion. The “A” end cab will be next.



**Above:** Photo by Greg Lang (The Wheelwright Shop, Gladstone, Wairarapa) 17<sup>th</sup> August 2017. The open portion (at the rear) has been moved on to the restored chassis and is to be lined up with the saloon.

## **Provision of Brill Eureka (22E) trucks**

By Keith McGavin



**Above: An isometric image of one of the two proposed reconstructed Wellington-style 4 foot gauge 22E trucks for tram 17. Wheels, axle-boxes, magnetic brakes and some other components will be original Wellington ones, the motors will be GE247's ex Melbourne, some other components will be original 22E ones obtained from Ballarat while the balance will be manufactured new, either from original Wellington patterns (held by the Museum) or from plans.**

*Image courtesy Leyton Chan*

First of all, a big vote of thanks to those members and supporters who are financially backing our bid to progress the construction of these trucks. You have been generously helping with donations and loan pledges to cover the financial gap between the two-thirds limit which is the policy limit that the Lotteries Committee will normally not exceed, and the total cost.

Meanwhile the Museum is continuing to seek the support of members to put in place arrangements to ensure we can commit to meeting up to one-third of the total project cost. More support is needed before this project is a “goer”. If you can help, or if you would like details please contact me, Keith McGavin, at [info@wellingtontrams.org.nz](mailto:info@wellingtontrams.org.nz).

The only satisfactory tender received for constructing these trucks, (work described in detail in the June Tramlines), was from A & G Price Ltd. which submitted its tender on 20<sup>th</sup> July. But on 26<sup>th</sup> July it was announced that the 148 year old company was to be liquidated. This was the owner's decision – the liquidation came as an unpleasant shock to both the managers that had submitted the tender and of course to the staff!

This is a temporary setback for the project as tenders will now have to be recalled, and our application to Lotteries for a grant deferred until the next round commencing in February 2018.

### **Fitting Out**

The third and final part of the project will be the final fitting out of Tram 17 with electrical and mechanical gear. This will be carried out at the Tramway Museum and comprises fitting of major electrical components such as the controllers and resistance grids and completing the wiring, and the fitting of mechanical items such as the hand-brake.

# A LITTLE NOSTALGIA FOR THE OLDIES – inspired by Mike Boyton

## 1. POLE PLACEMENT OVER THE YEARS



Left: Method No.1- By hand!

From left: the late Colin Perfect plus Mike Flinn, Phillip Austin and Ray Shand show how it is done. 22 September 1979. This was a pole for the original rear storage structure, now demolished.

*Photo: Michael Boyton*



Method No.2 – with the old loader, the pole chained to the bucket hoist. “Just drive forward – she’ll go up!” 1984 during line extension to the Beach.

*Photo: Mike Flinn*



Method No.3 – using the more advanced equipment! This is “Overhead Refurbishment 2017”. Of course over the years cranes have been hired on many occasions – not all poles were erected by hand or by improvising with our own equipment! *Photo: Allan Neilson*

## 2. WRECKING TRAMS



Above: WTM members Mike Boyton, Phil Austin, the late Colin Perfect, and Peter Beale taking a break while dismantling ex-WCCT class leader Double Saloon 161 at West Street, Greytown, Mid-1978. Tram parts procured on these expeditions are proving very useful in the restoration of No.17.

*Photo: Mike Boyton collection*

## 3. A TROLLEYBUS TOUR



Above: A trolleybus trip in November 1977 organised by the late Colin Perfect with B.U.T. No.18 newly out-shopped from the paint shop. From left: Phil Austin, Barry Ollerenshaw, Bob Hall, Peter Hawke, the late Kevin Hawke, Mike Boyton, the late Colin Perfect, Alan Lang, driver Peter Hawkin, and the late Ray McIntyre.

*Photo: Mike Boyton collection*

In the early 1940's New Zealand was totally committed to supplying people for the war effort. The country's tramways were all affected by staff losses and as a consequence Tramway Management in all of the main centres decided to recruit women conductresses to assist with the heavy traffic loadings that were being experienced. The heavy loadings came about mainly because of severe petrol rationing and also because of the influx of American troops in many of the main centres.



Above: Wellington's initial intake of twelve conductresses while undergoing their training.

*Photo from the Henry Brittain collection*

Wellington's initial intake of conductresses commenced training on 22 June 1942 and was soon integrated into the roster. They were provided with a distinctive uniform comprising of cuffless slacks, blue shirts, and with a maroon tie worn under a styled jacket with standard WCCT silver uniform buttons.

They were very quickly accepted by passengers and the practice of employing Conductresses continued right up until the trams were withdrawn in May 1964.

A 1951 letter has come to light (reproduced on the next page) – a reference from the General Manager of Wellington Tramways Department to Miss Lorna Rose McAdam who had resigned to go and work in England. This shows the high esteem in which at least some of the conductresses were held.

T.H.25  
*Wellington City Corporation*  
CABLE ADDRESS: "GENERATOR"  
TELEPHONE NO. 47-225  
P.O. BOX NO'S (TRAMWAYS 390  
ELECTRICITY 1667)  
IN REPLYING  
PLEASE QUOTE  
Tramways Dept. & Electricity Dept.  
50-58 Cuba Street,  
Wellington, N.Z.

LBH/MT

12th December, 1951.

TO WHOM IT MAY CONCERN.

Miss Lorna Rose McAdam joined the Wellington City Corporation Transport Department in January, 1948. Prior to that, she had served for six years with the Auckland Transport Board.

Miss McAdam has this week resigned her position as a Conductress, in order that she may visit England, where she intends to work.

Her record is 10 years as a conductress, four of which were in Wellington.

The names of few conductresses come to my notice; but hers is associated with excellent service backed by a character far above the average.

She could, in my opinion, be employed in any position of trust; and she will serve her employer faithfully.

*H. Brittain*  
GENERAL MANAGER



Above: A reference provided in 1951 to a conductress leaving to go and work in England.  
(Henry Brittain collection)

Above: Two conductresses walking through town in uniform. Note that the tie does not appear to have remained compulsory.  
(Henry Brittain collection)



Above: Double saloon 228 at the Karori terminus with the conductress and motorman posing for the camera.  
Henry Brittain collection

## THE BREADTH OF THE 4FT.

*Member Alan Smith wrote the following interesting letter, with the above title, that has been published in the March-April 2017 issue of "Narrow Gauge World".*

Congratulations on the Glasgow Subway articles in NGW117 and 118. The Subway's 4ft gauge was used more widely than on the Bradford area trams – Blackburn and Accrington in the north of England used it, as did Reading and the Dartford Hospital system in the south. 4ft. gauge diesel trams lasted in Karachi, Pakistan, until the 1970's while Wellington in New Zealand ran 4ft. gauge electric trams until 1964.

So, the Glasgow subway was in good company and New Zealand still runs 4ft. gauge electric trams in museum settings, including mixed with 4ft. 8½in at Auckland's Museum of Transport & Technology.

Today – and into the future – the Glasgow Subway and the Wellington Tramway Museum's

Kapiti Coast electric Tramway (KCET) look like forming an exclusive club of working 4ft. gauge only lines. At the time of the Subway's mid-1970's renewal project tentative moves were made at the Wellington Tramway Museum to secure some of Glasgow's surplus bogies but nothing came of it – which isn't surprising considering the logistics alone.

Today the KCET is passed regularly by former BR Mark II coaches running on New Zealand's standard 3ft. 6in gauge main line. In fact for some years the re-gauged Mark II's were in effect the standard NZ rail passenger car; most have now been replaced by suburban electrification using Spanish CAF and Korean Hyundai Rotem/Mitsui EMUs and are available for resale to interested narrow gauge aficionados!

**Alan Smith  
New Zealand**



Above: With the impending expected closure of Wellington's trolleybus system on 31<sup>st</sup> October it's fitting that this Tramlines should finish with a photograph of two trolleybuses on a special tour of remaining routes. This took place on 10<sup>th</sup> August and the two buses, 2-axle prototype No.301 and one of the first of the standard 3-axle variety, No.332, are shown here at the Newtown reversing loop – used by trams until 2<sup>nd</sup> May 1964. *Photo: Mike Flinn*

***"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 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.***