

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

JUNE 2015

WELLINGTON TRAMWAY MUSEUM INC.

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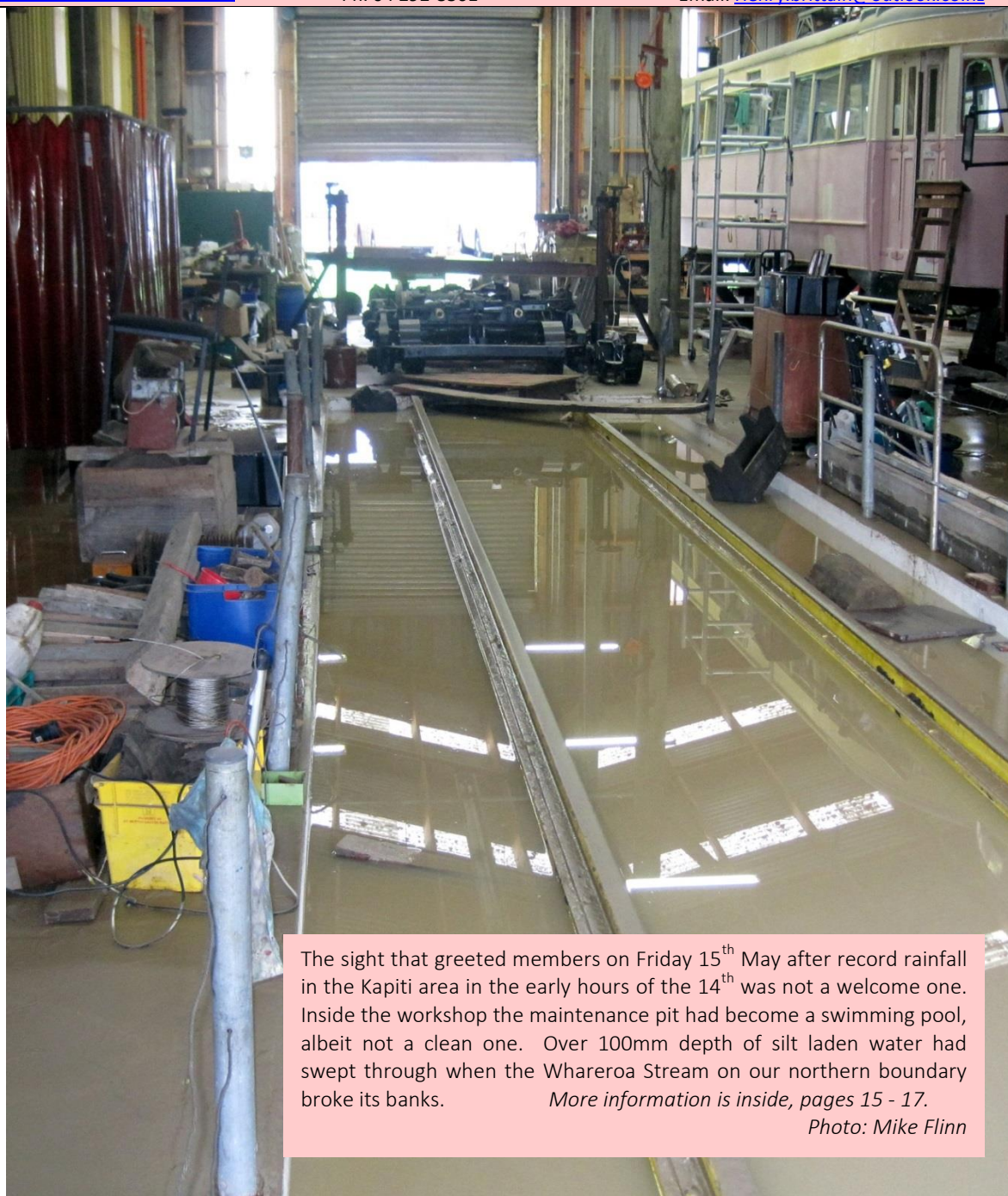
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The sight that greeted members on Friday 15th May after record rainfall in the Kapiti area in the early hours of the 14th was not a welcome one. Inside the workshop the maintenance pit had become a swimming pool, albeit not a clean one. Over 100mm depth of silt laden water had swept through when the Whareroa Stream on our northern boundary broke its banks.

More information is inside, pages 15 - 17.

Photo: Mike Flinn

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50 year celebration 50 years since tramway opening

On Saturday 19th December this year we will be celebrating 50 years since the official opening of our tramway - then known as the “Queen Elizabeth Park Tramway” (QEPT) which took place on Sunday 19th December 1965 at 2.30pm.

Names and Contact Details Wanted Please

We are keen to contact past members of the Museum and/or their families so that we can invite them to our commemorative celebrations on 19th December.

If you do have any names and contact details of past members, Henry Brittain would love to hear from you. He can be contacted by email at, henry.brittain@outlook.co.nz or by phone 04 476 4155

From The President

Well, halfway through 2015 – “doesn’t time fly when you are having fun”.

Of course we also want to make sure that our visitors have a good time and will come back for more. So let’s make it our aim for the rest of 2015 to have fun and give our visitors a good time.

Remember, the cheapest form of advertising is “word of mouth” and by giving our visitors a good experience at the Tramway they will hopefully tell others and encourage them to come. It never ceases to amaze me that, despite us being at the Park for almost 50 years, some locals have only just become aware of our existence and didn’t know about the Beach and the other attractions that Queen Elizabeth Park has to offer.

On the subject of numbers, our Treasurer reports that at this stage of our Financial Year, our fare revenue is \$1 short of the same period last year but that our total revenue is down by 2.6%. It is tough out there, with a lot of competition for the discretionary dollar. So we will just have to keep trying.

The other major “event” in the past couple of months was the weather bomb that hit the region on 14 May. It was reported that 145mm of rain was recorded at MacKays. As a result of the stream at the back of our site bursting its banks both the Barn and the Workshop were flooded. Fortunately there was no serious damage sustained. Special thanks go to those members who helped with the cleaning up and with the removal of the silt left behind when the waters receded.

Robert Vale has circulated a crew roster for July, August and September and there are a few vacant slots showing on it. I encourage all members to check and see if they can assist him so that we have the desired Supervisor and two crew members on duty each operating day. If you are currently not on the operating roster but would like to join it, please make contact with Robert at Robert.Vale@vuw.ac.nz and offer your services. Any training required for Shop/Conducting duties will be provided. A once a month commitment to help museum operations is all that is required, so please give it some thought.

In the meantime, let’s all keep having fun and enjoy being part of the Wellington Tramway Museum.

Regards

A handwritten signature in black ink that reads "Russell Jenkins". The signature is written in a cursive, flowing style.

Russell Jenkins

COMING EVENTS

50 year Celebration

The celebration of the 50th anniversary of the opening of our tramway will take place on,

SATURDAY 19 DECEMBER 2015

The sub-committee organising this event is now:

Mike Flinn (Chairman),
Henry Brittain,
Robert Hatten,
Russell Jenkins,
Alan Smith and
Bob Stott.

Keith McGavin has stood down from it owing to other commitments and Robert Hatten and Russell Jenkins have joined the sub-committee.

It is planned as an afternoon for members, ex members, and their families to enjoy and reminisce. So mark this date on your calendar now.

We expect:

- Meet & greet members and ex members
- Special display covering 50 years of Museum development
- A possible tram parade

.....and lots more.

Tram 17's body back from restoration?

Tram 260 operational?

More information will be provided as planning proceeds.

We would like to track down and make contact with as many ex members and their families as possible. To maybe jog your memory here is a short (and random) list of names of some of the people (or their families) with whom we would like to make contact. We will print more names in later "Tramlines" this year.

Joe Macaskill 1970's

Gerry Transom 1970's

Noel Horne 1970-80's

Chris Rixon 1980's

Dave Stonyer 1980's

Keith Archibald 1990's

If you have contact details for any of the above could you please let Henry Brittain know, and we will register them for receiving information about our 50 year celebrations.

Contact Henry on:

Email: henry.brittain@outlook.co.nz or

Phone: 04 476 4155

If you know of other ex-members or their families could you also please let Henry know the details.

RECENT EVENTS

Kapiti Coast Biodiversity Project

The Fiducia Centre was the venue for the launch of a Kapiti Coast Biodiversity Project on 23 June.

The project aims to improve the environment for birds, fish, invertebrates and lizards and was launched by the Minister for the Environment – Nick Smith.

Those attending the function were invited to assemble "Weta Houses" that had been constructed by the Kapiti Coast Men's Shed. The houses will be placed around the park to assist with the breeding programme.

On behalf of the Tramway Museum, 3 Weta Houses were assembled by the President and labelled "Tramway" on their underside.



Above: Russell Jenkins with one of the Tramway Weta Houses

OUR PEOPLE

Get Well

Richard Gray is currently recuperating at home from having a pacemaker inserted after having a few falls at work. All going well all will be back to normal by the end of July.

Trevor & Marlene Burling are in Christchurch (resting??) looking after grandchildren and we hope have now fully recovered from their mishaps: - Trevor his car accident earlier and Marlene from having a fall while in the UK which meant she spent some of their overseas holiday on crutches. Trevor did say it was quite difficult to deal with their luggage on his own when they encountered venues that did not have luggage trolleys.

More good news. The Bentall's are now recovering well after Jim's surgery and Perdita from her surgery for an aneurysm after a fall.

Obituary

The Society extends its deepest regrets to Denys and Felicity Peck who lost their daughter and a grandson in a tragic car accident near Marton. Several Museum members attended the funeral, which was held in Wanganui.

Acknowledgement

Denys would like to extend his and his wife Felicity's heartfelt thanks to the Museum and also to all the individual members who have sent messages or attended the funeral in Wanganui of his daughter and grandson.

Where is everyone?

The rot started with Trevor & Marlene Burling – off to the UK on 20th April, now returned but in Christchurch until early July. Then Colin and Lin Dash – their departure was 29th April and have just returned, followed almost immediately by Alan and Carol Smith, also to the UK and due back early July. Henry and Lorraine Brittain were next – off to the UK on 24th May (again, due back early July) followed by Mike Flinn in early June and due back 20th July. And right now, just to keep us on our toes, Russell and Jenny Jenkins from 29th June and due back 3rd August!

Don't worry everyone; those of us remaining will see the Museum through come floods, sunshine or hail. Just expect double rosters on your return!

Keith McGavin

New Members Induction and Training

On 20th June Keith McGavin ran an informal induction and training session for new members. The idea was to provide some background on how the Museum is set up, an overview of how it operates and some familiarisation with the various buildings and facilities we have on site. In addition we spent some time on the intricacies of the kiosk operation, covering how to unlock "this fortress" and set it up, and the basics on how to set up the daily cash and operate the cash register. Three new members attended - Toni Tovmasian, Steve Porter and Ted Kendal.

A New Home for Bugsy

Bugsy has gone to a new home where he has three young boys to look after him, plus two friends to spend his days with - namely Ruth and Max.

Check out his new shelter. It sure beats sleeping under an old bus or the digger.

Near right: Max (the black one) and Bugsy.

Far right: Ruth.



FREDDIE THE FIDUCIA

By Jayden Charteris

My Name is Jayden Charteris. I am 18 and have been a member of the Wellington Tramway Museum since I was 15. Over my time at the tramway, trams have gone from being a hobby to a passion. This is due to the members at our tramway taking time out of their day to let my passion grow. So when our year thirteen (seventh form) English class had to write a speech I decided to do something I know and have a passion for and of course the first thing that came to mind was trams, and here is the result.

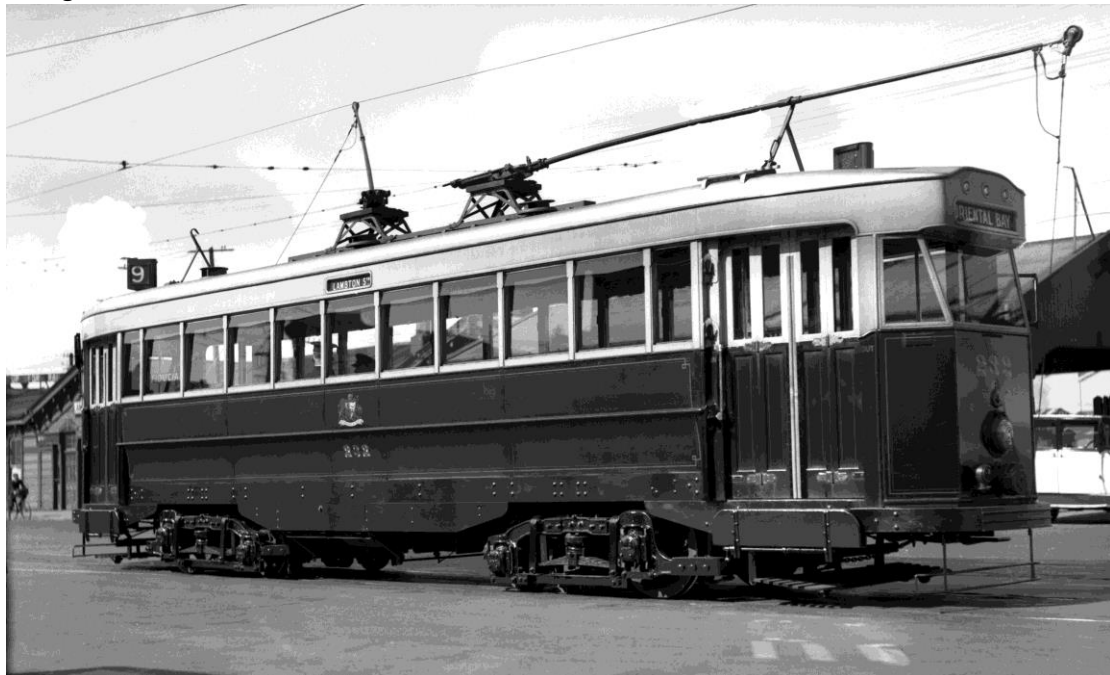
(PS Freddie is the prototype Fiducia 232).

“MY SPEECH”

Has anyone heard of Freddie the Fiducia?

No?

Well, he’s my personal hero; he’s like Thomas the tank engine but more useful. Not many children have heard of him today and he’s not animated, but his tale is more exciting than any writer could dream up. It’s about a town very similar to Gotham City. Freddie’s ancestors were steam, much like Thomas the Tank Engine, but evolved into electric. But Freddie is special, representative of a new age of heroes that are masterpieces of the modern age; they are quick, quiet, and efficient. He sounds invincible doesn’t he? But alas he is not and is untimely killed in an inferno. The tram’s story is not just a children’s book about a tramway icon. It is, in fact, the story of a new age superhero to rival any Batman, Superman or Wonder Women figure. Our hero and many like him were once always in sight in places as big as Auckland, Wellington and Christchurch and in places as small as Gisborne, New Plymouth and Wanganui.



Above: Our Hero – Freddie the “Fiducia” – The prototype No.232 at Wellington Railway Station - brand new in 1933. No.232 caught fire inside Kilbirnie depot in 1951, was badly damaged and was scrapped.

Graham Stewart collection

Freddie the "Fiducia", continued, by Jayden Charteris

The trams helped all at their own beck and call, from elderly women to young children with the greatest of enthusiasm and sparks from their boots, from the power deep within their souls. They were the strength of these cities, moving passengers and sometimes freight around the streets with little effort using electricity as their special power and making them eco-warriors before their time.

They also helped develop the cities that chose to adopt them; making previously inaccessible land accessible, meaning suburbs such as Wadestown and Seatoun were born. Along with this the greater town benefited from the creation of jobs: track layers, engineers, motormen, conductors and later conductresses, just to name a few. Not only are the trams economically important to the community, they are emotionally important to that city's people because unlike buses they had character. Some are majestic and carry a small smile, others are rugged workhorses with a feeling of importance.

Wellington was once a place of great industry being the capital of New Zealand. On the 30th of June 1904 Wellington became even more viable as a city when electric trams were installed. These trams shaped the city. Before they arrived the outskirts of Wellington was farmland, as the population increased the need for houses and land also increased accordingly, this meant that farmland was developed for houses and there became a reliance on trams as this was the only form of urban transport. Trams had a prestige in early New Zealand society none more so than the trams of Wellington, majestically gliding through the streets, moving swiftly like modern jet planes, with many children marvelling at the trams like children of today marvel at jet planes.

As jet planes have shown time and technology wait for no one, slowly the Wellington trams evolved into more modern designs that were made in Wellington for Wellington rather than being imported from England. These trams showed the character of the city. Originally they were rounded with wooden interiors like the rolling hills and forests that surrounded the city. Then, as the city became more modern, so did the trams. The final class to be built was the Fiducia class of whom Freddie was the prototype. Wellington's superheroes were named Fiducia as they were designed and began to be built in the great depression at which time the Council and tramways department wanted people to be able to hope, trust and have faith in the future. This is the translation of Fiducia.

This new breed of tramway superheroes was designed to the modern urban landscape of Wellington with sharp corners like the buildings they passed and had elegantly appointed interiors. The trams are the opposite of the modern buses that rule the streets of Wellington today. They have no majesty when they move through the streets. Although I have never been a eco warrior myself transport without fossil fuels is important because we must realise the importance of being self-sufficient with our fuel, otherwise one day we will not be able to move the masses if we have fuel shocks like we've had in the past.

Wellington and other towns alike owe today's city to the trams of the yesteryear, they paved the way for the other public transport that is still here today, like trolleybuses. These trolleybuses are the last of the majestic electric transport that once ruled Wellington and many towns alike in New Zealand. This poses the question why are we so archaic in New Zealand? Taking the trolley buses out of Wellington is going against our international 100% pure image. By introducing dirty diesel and unreliable battery buses, we are limiting our potential to become a tourist destination like Melbourne or San Francisco.

My pledge to you citizens of Wellington and in fact all New Zealand is to return our beautiful country to its former glory and lead the way to a fairy-tale where we relish our hero the tram and the villainous diesel buses are relegated to the scrap heap where they belong.

TOP MARKS JAYDEN !!!!!!!!!!!!!!!!!!!!! Editor

HAVE YOU NOTICED.....

Gus Weir - Submitted by Trevor Burling

Have you noticed the name on the official membership documents and subscription receipts? Gus is our membership secretary and has been fulfilling this role for at least the 30 or so years that I have been a member of Wellington Tramway Museum. This important behind the scenes job is essential to the smooth running of the museum and keeping our membership records up to date and accurate.

Gus has also been a regular driver on the roster participating in an activity he enjoys. His rapport with the customers and other staff is exemplary and he makes a large contribution to the success of the WTM. It's people like Gus who are the stalwarts of organisations like ours and keep the wheels turning so to say.



Above: Gus Weir in the cab of tram 239 when a very small gnome (seated on the controller) visited one day.

AMERICAN MEMORIAL DAY 2015

Text & photos by Russell Jenkins

Once again the Tramway Museum took part in the Annual Memorial Day Commemoration at the Marines Memorial on 25th May. The day dawned fine but cold and Tram 151 was again put into use as a waiting area for the Paekakariki School children while they waited to perform. (Photo below)



American Memorial Day, continued:

At the conclusion of the commemoration ceremony, the children were joined on the tram by four US Marine Guards from the US Embassy and there were many “high 5’s” exchanged. The newly appointed US Ambassador, Mark Gilbert, also came on board to mix with the children.

After disembarking from the tram, the Ambassador noticed the tram starting to leave on its journey to the kiosk with the Marines still on board. Ambassador Gilbert, displaying a good turn of speed, ran to the departing tram and leapt on board, leaving his security staff behind.

And so old 151 could briefly lay claim to being a “Diplomatic Vehicle”.



Above: After leaving the tram at the kiosk, the Paekakariki pupils performed a rousing haka for the Ambassador, his family and the Marine contingent.

Morning tea was served to the guests in the Fiducia Centre, once again displaying that our museum and its facilities are an asset to Queen Elizabeth Park.

PASSENGER TRAFFIC STATISTICS

From Keith McGavin

April 2015

April was an “okay” month for us with 1,622 passenger journeys recorded. This would have been a small increase on last year but for the fact that last year a “Kapiti Festival” was held at the Beach on April 5th.

Easter was better than the previous year – 646 journeys compared with 549 last year but weekday school holiday business was down – probably due to poor weather (four days out of the ten we had fewer than 10 passengers)!

May 2015

Passenger journeys in May this year were down on May last year due to the fact that the School Holidays spread into the beginning of May last year (but not this year), plus last year we had some larger special charters than this year. Despite the Kapiti floods in the middle of the month (we lost one day’s operation due to these) weekend traffic was steady (678 journeys this year compared with 675 last year).

Passenger Traffic Statistics, continued:

Year to date since 1st July 2014 (Eleven months to 31st May 2015)

Putting all this together our passenger journeys for the 11 months to the end of May were 16,185 which is 525 (3%) lower than last year. The decrease has been in weekend patronage (especially early in the 12 months and in January when the weekends were dogged by poor weather) and school holiday weekday patronage, while we show increases from the statutory holidays and on special charters.



Above: A tram load of happy Morris Dancers descended on us on Saturday 20th June, marking the Winter Solstice (or as close as they could get to it at a weekend). Much merriment on board tram 159, plus music and dancing at the Beach while the pole was changed. It's groups like this that help make operations fun. They appreciate the opportunity of an historic tram ride and we appreciate their visit. By the way that's Conductor Porter in the centre background – the only soberly dressed person in view!

Photo: Keith McGavin

TRAM 17 REPORT

Trevor Burling

I paid the monthly contract inspection visit to Gladstone on 27 May to view progress on tram 17 and to discuss some details of the placement of fittings and deliver some blind remnants for Greg and Ali Lang to source some similar patterned material for new blinds.

Some significant progress has been made on the B end cabin - that is the one that drops down similar to the cabin ends on the double saloons. The A end is at the same level as the floor of the open section. This means that both ends look slightly different from the outside. I will illustrate the subtle differences in the next article on tram 17 progress.

The open section is nearly completed and will be left in place while the saloon section is completed. Once complete, the whole saloon and open sections will be dismantled and stored while the chassis is repaired and completed after which the upper structure will be erected in place ready for completion and finishing.

Tram 17 report, continued:

The following pictures (by Trevor Burling) illustrate the progress on the tram to date:



1. Above: Upper view of the B end motorman's cabin, showing the completed framework and centre sliding window (same as double saloon). The other windows have pieces of ply that are the same thickness as the glass. This is so the wooden batten pieces can be made and put in place for fitting when the glass is inserted in the frames.

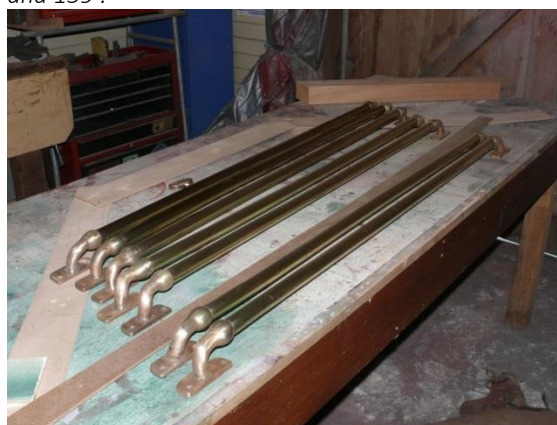


2. Above: Lower view of cabin front showing the metal beading placed to determine the position of the metal apron once ready to install.



3. Above: Internal view of B end cabin showing the No. 2 door open and the steel barrier in the down position to prevent anyone falling out the door. Also the No. 3 door (far side) and the steel barrier stowed and held by the securing socket at the top. (same as double saloons).

Note: The B end cabin is much larger than the A end and is a similar size to the cabins of 151 and 159.



4. Above: Some brass attachment ends have been fabricated to fit on the ends of some of the grab handles we supplied. Given the open section has barriers on either side to secure passengers, the rods had to be modified to accommodate the securing saddles of the barriers, allowing them to be raised and lowered as required.

Tram 17 Report, continued:



Above: The subsequent monthly inspection was made by Keith McGavin, Steve Porter and Bernhard Riddering on 19th June and further progress was evident. By this time the metal apron had been temporarily fitted to B end.
Photo: Keith McGavin



Above: New brass and other metal components have been manufactured for the blind mechanisms. The blind material is on order.
Photo: Keith McGavin

The 2015 conference of the Federation of Rail Organisations of New Zealand (FRONZ) was this year hosted by the Blenheim Riverside Railway (BRR) in Blenheim. The conference proceedings and AGM were held at "Clubs of Marlborough" in the central city, which is the marvellous facility building housing the local RSA Club and Workingmen's Club. There were some 90 attendees from all around New Zealand representing many of the kindred rail based museums and organisations. Wellington Tramway Museum was represented by delegates Michael Boyton & Barry Ollerenshaw.

2015 Delegates at Blenheim



Photo: DLA Turner

Conference opened with a welcome to all from President Grant Craig including a request for a minute's silent reflection in honour of FRONZ and GVR stalwart Paul Heighton who passed away in April. Paul had always been a strong supporter and advocate for FRONZ and Grant noted that Paul had attended every annual conference since its inception in 1972.

Marlborough Mayor Alistair Sowman then gave an opening address in welcome to Blenheim and the many attractions of his district. Following on, BRR chairman and local historian/educator John Orchard presented a most interesting and informative history of the railways and bush tramways of Marlborough, illustrated with many early photos covering a lot of 'small lines' that many people would have never known about.

Other topics on the first day were addresses by a management representative from the NZTA, followed by update sessions on Kiwirail, Quality Training & Assessment Methods, a national tramways update (Dave Hinman), Rail Heritage Trust and the Rail Maritime Transport Union.

The last session of the day splits into two groups, 'Railways' and 'Tramways', and in the tramway group we covered subjects including Charities Act changes and altered financial

FRONZ Conference report, continued

reporting, Workplace Health & Safety changes via the H&S Reform Bill, personal tram driver licences, the possible availability of electrical equipment becoming available if the Wellington trolleybus network is closed in 2017, a perceived looming shortage of qualified electrical expertise in the museums, the COTMA Conference 2016 to be held in Christchurch (weekend before Labour Weekend), "Tramway Topics" magazine, the likely promotion of drug/alcohol testing by NZTA among railed operators (the NZTA call this project "Clear Heads"), and vehicle (tram) insurances.

At the FRONZ AGM next morning, the current Executive, various Convenors and Auditor were unanimously reappointed for another annual term. In General Business, the President suggested that FRONZ and its activities were not being publicised well enough and the incoming committee will address this aspect on behalf of members.

One member, Stelvio Limited, which operates the "Denniston Experience", expressed grave concern about the activities of the Worksafe New Zealand 'High Hazard Unit' and explained how its activities had affected their business; it was suggested that Worksafe NZ be invited to present at next year's conference. The updating of the FRONZ Boiler Code will require a contribution of some \$500-\$1000 from groups with boilers; employing a consultant to undertake the necessary technical research and produce guidelines was agreed at the 2014 conference.

AROUND THE SITE AND DOWN THE LINE

Allan Neilson

Fiducia 239 Bodywork Repairs

239 was taken out of service on 29th April for some minor body repairs to solve water ingress problems.

Bernard, Murray and Ted got to work and stripped out the west side centre destination blind box, and repaired the woodwork frame.

Some careful shaping of wooden joinery pieces was carried out. Some minor

water leak repairs were also carried out to the number boxes and in addition a folding door leaf showing signs of serious rot was replaced. All repairs were completed on Wed 17th June, the flooding intervening to stretch out the anticipated time to complete this work.



Above – results of the first day's work, 29th April; window out, destination box and portion of letterboard around it removed.

Photo, Keith McGavin

Fiducia 239 Bodywork Repairs continued



Above: Interior view 6th May.

Photo: Mike Flinn.



Above: Interior view 3rd June.

Photo: Keith McGavin



Above: Ted Kendal applies finishing touches, 17th June

Photo: Keith McGavin

Flood

On the 14th May a weather bomb struck the Kapiti Coast with the MacKays area recording a record 145mm of rain within a 24 hour period, most of it in a period of two or three hours.

Major flooding occurred in the workshop and to a lesser extent in the Barn. After an initial 100mm+ surge the water level in the workshop settled to about 13mm above floor level and left a carpet layer of sludge behind.

A major clean-up effort was initiated. The Barn was less affected but virtually all of the concrete floor area needed cleaning to remove a thin layer. We were lucky that the water level did not rise high enough to affect any tram motors.

All said and done, although the clean-up has been a major effort and a distraction from our real work, we came off lightly and much better than many businesses and residents in Kapiti.

Flood, continued:



Above: The morning of Friday 15th May. Mud and slush everywhere; bins knocked over and materials moved.



Above: The paddocks next door fared no better. This is the view as waters receded, over 24 hours later
Both photos by Mike Flinn



Above: Barry Ollerenshaw hosing away silt in the pit one day later, on 16th May. The pit had been largely pumped out by that time.

Photo: Mike Flinn



Above: Washing on the line (wet painting rags drying out!)

Photo: Marlene Wilson, 17th May

Flood, continued:

Most of the flood water came from the Whareroa stream, over from the north-eastern corner of the property. Since then a stop bank has been built up at the location of the old ford crossing to help prevent a repeat of this.



Above: Mike Vash with our loader creating a stop bank at the old weir, where the Whareroa Stream broke its banks on to our property.

Photo: Keith McGavin, 27th May



Above: Damage was not confined to the workshop. Virtually the whole of the barn floor was covered with a fine layer of silt. Clean-up has been in progress; 20th May. Tram 235 is in the background.

Photo: Keith McGavin

NEW MODEL TRAM DEPOT DISPLAY



Above: An HO scale model of a typical tram depot complete with maintenance pits and a working traverser, donated to the Museum recently by tramway historian Graham Stewart. We have added the Wellington tram models for increased realism. Graham said he had the model made with just the framework of the shed so that people could view the interior and see the maintenance pits.

Thank you, Graham, for this kind gesture.

Photo: Keith McGavin

TRAM 260 Restoration

The flood clean-up slowed down work but good progress has been made on 260.

At the end of April the A End motor was re-assembled with its new bearings. It has since been fitted to the truck, awaiting final shimming and a running test under power.



Above: Colin Dash reassembling the "A" end motor, 25th April 2015

Photo: Keith McGavin



Above: Motor fitted to the truck, 10th June 2015

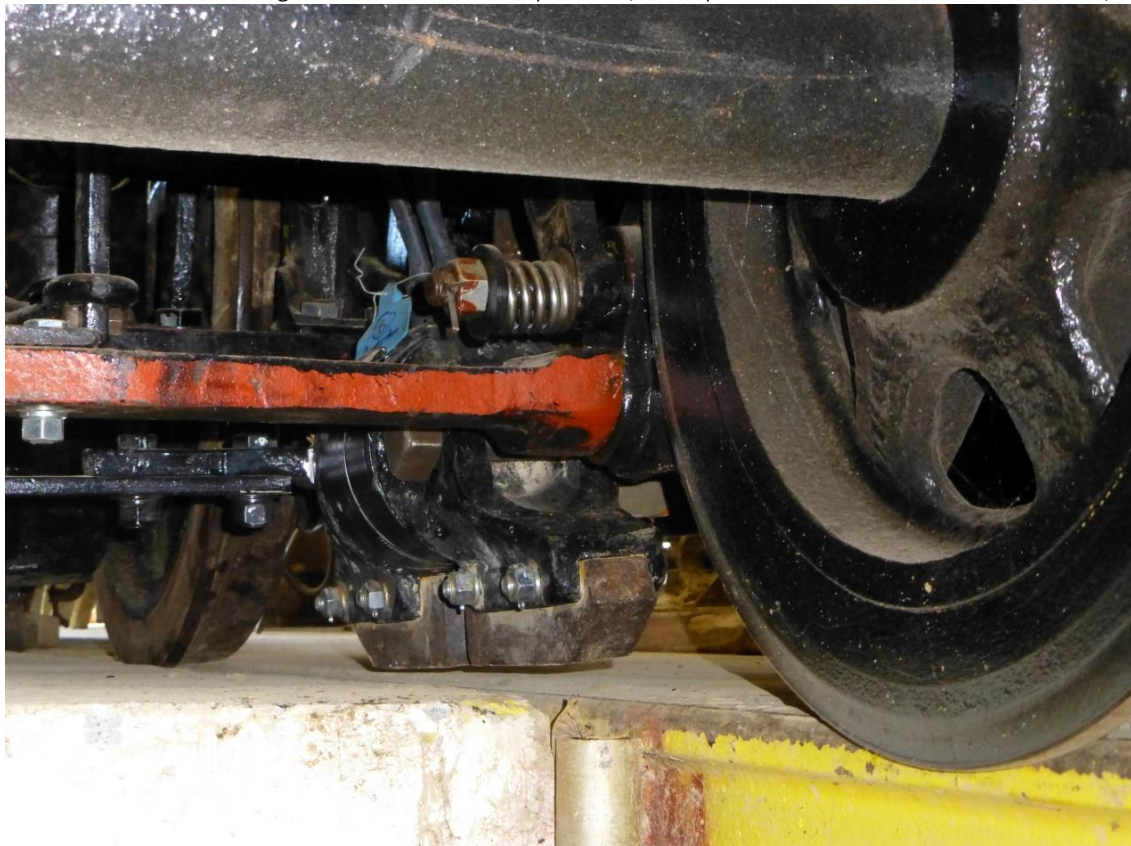
Photo: Keith McGavin

Tram 260 Restoration, continued



Above: Four rewind magnetic track brakes ready for 260, 25th April 2015

Photo: Keith McGavin,



Above: The magnetic brakes are now been installed in the trucks, subject only to final adjustments, electrical connections, and testing. This photograph shows one of the four.

Photo: Keith McGavin

Tram 260 Restoration, continued



Above: 260 - The brake cylinder being dismantled to remedy an air leak, 6th May. *Photo: Mike Flinn*



Above:and put back together again, same day. *Photo: Mike Flinn*

TELEPHONE LINE

A tree branch brought down the aerial telephone line circuit on the 10 June and Chorus gave urgency to having it completely repaired (they ran a new aerial cable wire) by Friday 12 June.

BRISBANE TRAM 133

Aka the King Kong Tram



Above: Fittings stowed inside tram 133

Tram 133 has been readied for its journey to Wanganui – all extraneous fittings have been removed, and a large quantity of items that had been removed from the tram when it was adapted for the King Kong movie and which we have been storing since have been stowed inside the tram.

Photos:

Keith McGavin,
17th June 2015

EX DSC LOCOMOTIVE TRACTION MOTORS OFF TO WAITARA, TARANAKI

Our two remaining ex Dsc locomotive traction motors have been acquired from us by the Waitara Railway Preservation Society who actually run a Dsc locomotive on their 7.2km ex NZR branch line from Lepperton to Waitara.

WTM acquired these motors when they became available from Railways quite a few years ago. It was considered at that time that they may if necessary be used in the future in our tram fleet. However, since that time, we have been able to source other more suitable ex-Melbourne tram motors so the Dsc motors became surplus to our requirements.



Above: One of the two motors being loaded into a covered truck for transport to Waitara, 17th June 2015.

Photo: Keith McGavin

LATE NEWS

Arbor Day at Queen Elizabeth Park

Greater Wellington Regional Council held its Annual Arbor Day tree planting on June 25th at Queen Elizabeth Park. There was a large contingent of school children from Raumati South School and Paekakariki School. Prior to all who attended leaving the meeting site the children entertained all with songs and hakas. It was then off to plant 1000 trees and flaxes along the stream on both sides. Although chilly it wasn't raining and in no time the job was completed. Marlene Wilson and Russell Jenkins attended for the Museum.

Murals on Power Boxes

Wellington City Council has commissioned a graphic artist to paint murals on all of its power boxes around the city once all of the trolley buses have been decommissioned. Wellington Tramway Museum has been allotted two of these boxes which will have trams from yesteryear, horse drawn trams and our trams that are in use today.

DUNEDIN TROLLEY BUS NO.1 OFF TO DUNEDIN

By Keith McGavin

Wellington Tramway Museum (WTM) has donated Dunedin trolley bus No.1 to the Otago Heritage Bus Society Inc. for long term preservation and restoration. This historic vehicle first arrived at the Museum on July 3rd 1966 having been purchased from Dunedin City Council for a nominal sum on behalf of the Museum by the late Ian Little, then President of WTM.

Following the seven Wellington trams and Wanganui tram No.8, the trolley bus was the next vehicle to be acquired by WTM for preservation

The story goes that during his visit to Dunedin Ian had been asked by the then WTM Board to investigate the acquisition of Dunedin tram No.55 for WTM. It was reported (by Ian) that unfortunately the body of tram No.55 was decaying more rapidly than expected and that transport costs were prohibitive. So Ian came back with a trolley bus instead! A full history of Dunedin trolley bus No.1's trip to and arrival in Wellington is to be found in "Tramway Topics" of August 1966. Suffice to say its arrival created considerable controversy amongst Museum members, the official line being that "it is an item of tramway interest" thus meeting our constitutional objectives, and that the "Wellington" in Wellington Tramway Museum Inc. refers to the location of the Museum – not to its content.

Over the years since Dunedin No.1 spent many years at Ian Little's Foxton trolley bus museum on loan but with Ian's passing it was returned to WTM. It is fitting that the vehicle is now being transferred back to its home city for preservation. It is only with the late Ian Little's enthusiasm that it was saved from the scrap heap all those years ago.



Above: Dunedin trolley bus No.1 is "driven" on to the low loader by the truck driver in the bus cab using a remote controlled winch, 26th June 2015.

Photo: Russell Jenkins



Above: Having been winched on to the low loader Dunedin trolley bus No.1 is ready to depart from our Museum site, bound for Dunedin.

Photo: Russell Jenkins

OVERHEAD – Painting the steel poles



Mike Flinn has now virtually completed the programme for repainting the steel overhead poles. This is one of the last ones to receive attention, on 9th May. Photo: Keith McGavin

TRAM 17 TRUCKS

Assisted by the generosity of members the Tram 17 Trucks fund now stands at about \$18,000.

Can you assist further? We would greatly appreciate your contribution to Tram 17 Trucks Fund, Wellington Tramway Museum, P O Box 2612, Wellington 6140, NZ

– or pay directly into to the Tramway Museum Bank Account 06-0501-0075414-00. Please identify the payment with your name and “17 Trucks”.

Behind the scenes members of the Tram 17 sub-committee are gathering details and planning the project including sourcing various components and determining appropriate motors, gearing and wheelsets.

With your help there is every chance that the trucks will be built in 2016.

DONATIONS & 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's current key projects include the restoration of tram 17 and completing the restoration of tram 260 – including overhauling its trucks. Donations towards these projects, or for the general purposes of the Museum, would be very gratefully received. Note that all donations to the Museum are deductible for tax purposes (Wellington Tramway Museum Incorporated – Registered Charity No.38985.) Please send any monetary donations to the Hon. Treasurer, Wellington Tramway Museum Inc., P.O. Box 2612, Wellington, New Zealand.

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 – it is deliberately kept modest in style and does not aim to compete with Tramway Topics, our journal of historical and general tramway record, or our Website which is our instantly-updated Museum fact resource and notice to the wider world. Contributions and notes welcomed.

Text compiled by Marlene Wilson, m.scie@xtra.co.nz, phone 04 299 1600. Keith McGavin is photographic editor and carries out the formatting. 25/6/2015. The next issue is due out in MID AUGUST. Contributions to Marlene please.