

TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2020/1

JANUARY – FEBRUARY 2020

In this issue:

Our Neighbours - Kapiti Aeromodellers

Sydney's New Light Rail

A Visit to Whanganui Tram Shed

Wellington Tramway Waiting Shelters



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Contributions welcome

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

Owner and operator of the KAPITI COAST ELECTRIC TRAMWAY

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Henry Brittain

Michael Flinn

Keith McGavin

Allan Neilson

Barry Ollerenshaw

Ray Shand

Cover Photo:

Saturday 1st February 2020 during the Xterra Wellington Festival sporting event.

Fiducia tram No.239 has just arrived at the Beach terminus and passengers are about to disembark.

A tram load of intending passengers is waiting for the return trip to take them back to the Xterra main HQ and car-park near the Ramaroa Centre.

See pages 9 to 11 for more details of this event.

Photo: Keith McGavin

FROM STEVE PORTER'S WORKBENCH

Progress continues with the placement of tram 17 on its trucks and the installation of its controllers and various other associated works. And members once again accepted the challenge of providing the required daily tram service from Boxing Day to Wellington Anniversary Day on January 20th. The Board and I are appreciative of the support given by members to this very important revenue earning period.

Tracy and I have had a break from the Tramway and visited several destinations around the North Island that we had wanted to see but had not had the opportunity of doing so. We set off on January 2nd to correct this. Travelling over the ranges from Ashhurst to Woodville (for the first time) I was struck by the ease of that route and the extraordinary number of windmills one meanders through. We continued to Hastings where we stayed overnight but our journey had been impeded by State Highway Two being closed by a serious incident about six kilometres south of Waipukurau necessitating a detour.

The next day we traversed the Napier-Taupo Highway and then travelled SH 1, 29 and 28 to Tauranga. Here I caught up with relations and in particular with my Brother in Law who had just gone into care with Parkinsons Disease with Lewy Body Dementia. It made me think of what lies ahead of all of us and how lucky are those who do not linger and have a sudden death.

Day Three we set off for Ellerslie via The Base (in Hamilton) where on day four we attended the Pop-Up Globe. Much Ado About Nothing and Romeo and Juliet were the two plays we saw. The Pop-Up Globe Theatre is soon to be taken on an international tour so if you have been thinking a visit was a good idea (and it is) go soon as it will not be in Ellerslie for much longer.

On day five we set off for New Plymouth (Bell Block). In New Plymouth we took in Pukekura Park. The lights display this year, while not as

extensive as previous years, is stunning and well worth a visit.

We also visited the Waitara Rail Preservation Society (WRPS) at Brixton (Taranaki). We had intended to traverse their line on one of the Motor Trolleys I had donated to them several years ago. In the event I instead helped get the three air reservoir tanks required for their Portland Dsa into the tank mounting bracket in their correct orientation.



Above: Waitara Railway Preservation Society - The reservoirs for the Portland Dsa and stalwart Denys Bettridge.

Some years ago WRPS bought two Dsg traction motors that had previously been obtained from the Railways by WTM and were in the Rear Storage Barn. They have two Dsg locomotives with one of them being at Smart Road (KiwiRail's New Plymouth yard) and the other is currently stopped because inspection has shown it needs considerable work to bring it up to a safe operating standard.

Since my last visit to WRPS there has been considerable track work done at the Lepperton end of their track. WRPS have for a long time owned all roads at Lepperton but rail access to those roads has been prevented

From Steve Porter's workbench, continued

by the signals protection at the Waitara end of the yard. During the year KiwiRail have cut the rail just north of the signal and this has allowed WRPS to slew their line behind the signal and connect it to their yard. Once it is ballasted WRPS will be able to have their locomotives go around their train at both ends of the line. This will remove the need to propel their trains for half of each journey.



The sand trap built by WRPS to KiwiRail requirements and the cut made in the track that used to connect the KR loop to the WRPS line. The line on the right is the Marton – New Plymouth main-line at Lepperton.

While talking to the various WRPS members I was reminded that whether you are talking to Tram or Train preservationists you find similar problems to be overcome and some new and often innovative solutions.

If you have not visited the WRPS at Waitara I commend it to you. It is a short line railway journey that travels through both rural and suburban scenery.

At the end of the workday on Wednesday 4th December 2019, the various members packed up and went home. No one could have anticipated that one of us would never come back to the site again. Sadly, Mike Vash had a motorbike accident on his way home and subsequently died in Wellington Hospital on December 6th. He will be missed.

The news of Trevor Burling's sudden illness and subsequent death on Saturday 25th January has just come to hand. I am sure members will join me in expressions of sorrow. Trevor was a long-term member of our Museum and was not only President for some years but also a leader in the restoration of Tram 260 and also of the near complete Tram 17. Our thoughts go to Marlene who generously loaned us Trevor so many times over the years.

Obituaries for both Mike and Trevor can be found on pages 5 and 6.

Steve Porter

President

NEW MEMBERS:

A very warm welcome is extended to the following new or re-joined members:

Graeme Hardie from Stokes Valley;
Terry Knight from Paraparaumu Beach;
Puneet Chopra from Aotea, Porirua;
Graeme Moffatt, re-joined member,

Paraparaumu. Graeme is a past Secretary of the Museum.

We trust you gain good satisfaction from your membership.

MAYOR OF WELLINGTON AS JOINT PATRON:

Andy Foster the newly elected Mayor of Wellington has confirmed that he is pleased to continue the tradition created in 1964, of the Mayor being a Patron to the Museum. We welcome Andy and look forward to him paying us a visit.

OBITUARIES: written by Henry Brittain

Mike Vash

Members were saddened to learn of the sudden death of Mike Vash who was involved in a motor cycle accident on Wednesday 4 December on the way home from the Tramway and his subsequent passing away on Friday 6 December from injuries received.



Above: Henry Brittain (left) and Mike Vash watch the unloading of Tram 17 at the Tramway Museum on 28th June 2018.

Photo: Delia McGavin

Mike was a long-time member of the Museum having joined in early 1966 and had been very involved since the early days at Queen Elizabeth Park when we were establishing ourselves. This included reclaiming rail from Newtown depot, dismantling the New Plymouth trolley bus overhead and other similar activities where his enthusiasm and technical knowledge contributed to the successful outcome of these ventures.

A person with strong views on how things were to be done, Mike was not backward in expressing these sometimes in a forceful manner. He always had the best interests of the Museum at heart and always strove to make sure the best outcomes were achieved

although sometimes his views on how this was to be done were at variance.

A funeral service was held for Mike at the Brooklyn Bowling Club rooms at Tanera Park, Brooklyn, across the road from his residence. A large number of Tramway Museum members were present plus many others of his friends representing the various interests he had.

Mike was very passionate about Double Saloon 207 and regarded it as "his tram" and it is ironic that we had just started to prepare the tram for restoration just before his untimely death. His interest in the tram will be recognised when it returns to service.

He will be missed.

Trevor Burling

Members were stunned by the death of Museum stalwart, Trevor Burling who died unexpectedly on Saturday 24 January. His death was a severe blow to the Museum coming so close to the death of Mike Vash in the preceding month. Trevor had been at the Tramway on the preceding Wednesday and his sudden death will leave a big hole in our ranks.



Above: Trevor Burling in 2015.

Photo: David Turner

Obituaries – Trevor Burling cont.

Trevor joined the Wellington Tramway Museum in 1982 after transferring to Wellington from Christchurch where he had been a member of the Tramway Historical Society. He had a special affinity for restoration and during 1984-1985 was involved in the refurbishment of 151 including re-canvassing its roof. After this had been completed he took on the massive task of restoring 260 which required an extensive rebuild. This was a real labour of love and it was not until the start of 2018 that Trevor and his helpers had returned the tram to full service.



Above: Trevor on the left, with Ali and Greg Lang from The Wheelwright Shop, alongside Tram 17 on 4th December 2019.

Photo: Allan Neilson

He will be most remembered with bringing tram 17 back to life. Trevor was one of a group who rescued 17 from Raumati South in 1986 where it had been used as a sleep-out. The tram languished in our storage building until 2008 after a Conservation Plan had been completed for its restoration in December 2007. After finance had been raised from a number of sources the tram was sent to the Wheelwright Shop in the Wairarapa where it was restored. Trevor was the Project Manager for this and played an important role in its restoration and subsequent return to Queen Elizabeth Park as a pristine example of a restored Wellington Combination Tram. Running gear was later manufactured and the tram was moving towards its completion. However Trevor did not live to see it operating on its own. Tram

17 will always be a memorial to his dedication and enterprise.

Aside from restoration, Trevor played an important role in the Museum's Management team. First appointed to the Board in 1985 he held a variety of positions including Chair of the Maintenance and Engineering Committee (1989/90) Vice President (1990 to 1997) and President from 2009 to 2012. He was still a Board member at the time of his death.

Very much a team man, Trevor enjoyed participating in all Museum activities sharing his experience and guiding and assisting newer members in the different aspects of tramway operations. In recognition of his long and dedicated input into the Museum he was granted Honorary Life Membership at the 2019 Annual General Meeting.

His experience and knowledge will be difficult if not impossible to replace and the Tramway Museum will be poorer off with his passing. A large contingent of members attended his funeral on 28 January extending their condolences to wife Marlene and her family.

Reg Todd

Older readers will recall Reg Todd who died earlier this year. He was a former head of Wellington City Transport having worked his way up from Tram Conductor, Motorman, Inspector, Chief Inspector and finally being appointed General Manager until retiring in the 1970's.

Although he trained as a Motorman his preference was to drive the sightseeing bus and he regarded Leyland Royal Tiger number 60 as "his bus".

In 2018 Reg visited the Museum and had no difficulty in getting behind the controls of tram 260 and demonstrating that he had not lost the art of driving a tram.

Reg donated a film of a tram trip from Karori into the City which included the very first trolley buses operating in Karori. This has been digitalised and is now in our archives.

A photograph of Reg appeared in the Nov.-Dec. 2018 of Tramlines (page 9).

MARKETING AND OPERATIONS DEPARTMENT

from Russell Jenkins

New Year Greetings to everyone and a big thank you to everyone who volunteered at the Museum over the holiday period.

It has been a good start to 2020 for the Tramway with revenue from our daily running from Boxing Day through to Wellington Anniversary Day (26 days) being the highest since 2016- 2017, when we ran through to the end of January (34 days). The average revenue per day was \$532. Add to this the income from four Grand Pacific Tours, along with donations in the various donation boxes, our total revenue has given a good boost to finances.

Let's hope the weather continues to improve as we have a busy few months ahead of us.

A Mini Invasion

It was a quiet Sunday on 12 January, when a visitor wandered into the tram barn and asked if it would be OK if a group of car enthusiasts did a photo shoot at the Museum. As it was early in the day and things were fairly quiet, I said "why not".

After a while I went out towards the kiosk and this is what I saw:



An aerial view of the "Mini invasion"!

Marketing and Operations Department, continued

Later when 159 came out to see what was going on, she was mobbed:



They then tried out the barn.... and gathered around 260 at the platform.



It was all good light hearted fun, and in a message posted on Facebook, the organiser wrote:

***"Jen Lundberg** We Enjoyed Every minute, thank you so much for being accommodating for us all regards Jen and Ian Mini Pic's New Zealand"*

Grand Pacific Tours

As at 1 February we will have had a total of 23 Grand Pacific Tours visit the Tramway bringing in 643 visitors. In February and March we are scheduled to have a further 17 groups visit, followed by another 8 tours in April before the season finishes with 3 in May,

This venture has been good for the Museum and the income will enable a number of

maintenance projects to move closer to being undertaken.

The small team working on the visits are enjoying them, especially the interaction with the visitors, but to spread the workload, they would welcome more assistance from members or member's families and friends. If you haven't done so already, please register your willingness to help with either Henry (email)

Marketing and Operations Department, cont.

henry.brittain@outlook.co.nz) or Russell (email rjenkins@xtra.co.nz).

Dates for Grand Pacific Tours are shown on the monthly roster and so if you would like to see what is involved, come and have a look. If you don't get the monthly roster, call either Henry Brittain (027 4303536) or Russell Jenkins (027 4471744) for dates.

Xterra Wellington Festival – 1 February 2020

It was a 7 am start for the 1st shift of the day on 1 February to get the first tram of the day ready to leave the Museum at 7.30, bound for the beach. And yes there were passengers on the first tram of the day. The second tram left 15 minutes later and our two Fiducias maintained a 15 minute schedule through to 4.30 in the afternoon.



The first shift of the day, ready to start work.

Xterra, a multisport event featuring Biathlons, Triathlons, Running and Mountain Biking was held at Queen Elizabeth Park. The event organisers arranged for the Tramway Museum to provide a 15 minute service throughout the day to carry competitors and spectators to and from events starting and finishing at Whareroa Beach.



Competitors and spectators boarding tram 239 at the Whareroa Beach terminus.

Throughout the day, Fiducias 239 and 260 ran a total of 36 trips and carried 382 passengers to the beach and 550 back to event headquarters at the Ramaroa Centre.

Double Saloon 159 did one return trip to help with the numbers of people wanting to get to the beach for one of the running events.



Two Fiducias, Nos 260 and 239, crossing at the midway loop. Xterra Wellington Festival Day, 1st February 2020.



Happy competitors, family members and friends ready to depart from the Beach terminus in tram 239.

All Xterra Wellington Festival photographs are by Keith McGavin.

Marketing and Operations Department, (Xterra Wellington Festival) cont.

To spread the work load, members worked in three shifts throughout the day. While it was a long day, it was a fun day and pleasing to see that our trusty fleet of vintage Wellington trams was able to cope with the number of passengers. The maximum loading recorded on the day was 58 passengers, which brought back memories on the loads from Athletic Park in years gone by.

Let's hope the event is on again in future years so we can do it again.

Facebook Advertisement for Drivers

In early December, an advertisement was posted on the Tramway Museum's Facebook page for Tram Drivers. I was unsure what the response would be but, in

the end, twelve people responded within a couple of days so the advert. was taken down.

Of those twelve, four have responded to an invitation to come and learn more about the role and another couldn't come on the day but is keen to learn more.

The net result is the possibility of an intake of potential new drivers, which is welcome news. Now all we need is to get a training programme in place and so the call is out for a suitable member or members to take up the challenge.

2020 Calendar

Have you bought a 2020 Tramway Memories Calendar for yourselves and your friends and relations? – see page 14.

AROUND THE SITE AND DOWN THE LINE

from Allan Neilson

With the Christmas – January period approaching as usual efforts were put into preparations for daily tram operation. Trams were serviced and annual track and overhead inspections were carried out in

addition to regular track corridor mowing, weed trimming and track greasing.

Back on 11th December advantage was taken of the recent tree removals to move the main driveway into the Museum eastwards slightly, away from the tram tracks. This will minimise the nuisance of stones and dirt being thrown up into the tram track groove.



Colin Dash on the digger, plus Steve Porter (left) and Phillip Austin, working on shifting our main driveway eastward, away from the tram tracks. 11th December 2019.

Photo: Keith McGavin



Above: The driveway shifted to the east – away from the tram tracks.

Photo: Keith McGavin

Tidy-up:

Over January considerable tidying up of the barn, workshop and various other areas has been carried out. In particular the northern end of the tram barn has been tidied up and re-arranged to clear the north end of Road 3 for the pending arrival of tram 244 from MOTAT (see photo P.13).

On Sunday 4th January Clive Davis with his Hiab truck helped us lift and reposition heavy items. The remaining heavy items on the rooves of the storage containers have now been removed and various surplus machinery items extracted out of container No.2. The surplus machinery has been accumulated for disposal – some items have been sold and the rest will probably go on the next scrap run.

Container No.1 (timber stocks and tram patterns) has been tidied including the removal of wooden tram body components such as roof bows.

Container No.2 (tram body components, many removed from tram bodies in the Wairarapa in the 1970's) was totally emptied, everything sorted and then restacked. Some parts from container No.1, the White Store, and from the tram barn have been re-stowed in here as well.

The sprinkler container has also been tidied up with the removal of old tractor hydraulic parts. It can now be used to store a few heritage tram parts as well as becoming our battery charging facility.

In addition a start has been made on accumulating and storing the multitude of parts held for Tram No.207 (the next tram to be restored). Body components for tram 207 are so far being stored inside Fiducia No.238. Other parts are currently held in "Marlene's store" and in the cab of tram 235. The storage of 207's parts is being documented.



Above: Tram doors and other items temporarily stacked along the Museum's perimeter fence during the rearrangement of the contents of container No.2, 22nd January 2020.

Photo: Mike Flinn



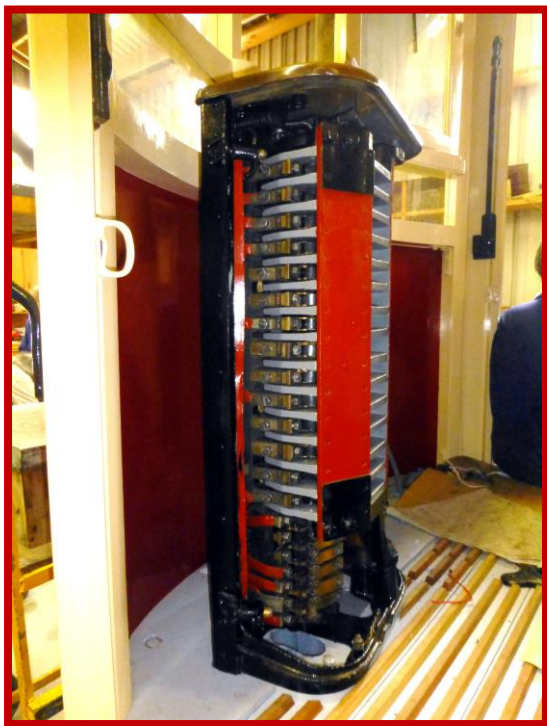
Above: The space cleared in the barn – the north end of Road 3 – for the arrival of tram 244 from MOTAT.

Photo: Keith McGavin, 22nd January 2020

Tram 17:

Work is picking up again after the Christmas – New Year lull.

With the sudden death of Trevor Burling on Saturday 25th January a meeting was held on the following Wednesday to discuss the way forward. Allan Neilson will now become the Tram 17 co-ordinator for all the work necessary to complete Tram 17 and get it commissioned for passenger use. The tram 17 sub-committee chaired by Keith McGavin will continue with overall responsibility of all facets of tram 17's return to service.



Tram 17 "A" end. Controller now in final position. Photo, Keith McGavin, 29th Jan.2020

The space available in the "A" end cab is very tight so placing the controller in the optimum position has proved challenging. The photo shows the chosen final positioning – there is just room for the door to open and close. A controller handle is going to be shortened so the motorman doesn't risk grazed knuckles every time the controller is operated!

MEMBERSHIP SUBSCRIPTION REMINDER

Thank you to all who have already paid their annual membership subscription, and for the generous donations many of you have included.

All annual subscriptions are now due and payable and must be paid by 31st March to retain continued membership.

If you haven't yet paid please consider:

- Subscribing to the colour-printed version of *Tramlines*
- Donating to one or more of our current projects

The renewal notices/invoices were attached / enclosed with the previous *Tramlines*. If you require another copy or have any other enquiry please contact Secretary Henry Brittain:

Email: secretary@wellingtontrams.org.nz
Phone: 04 293 8929 Mobile 0274 303 536

PUBLICATIONS

AVAILABLE NOW AT THE MUSEUM SHOP

'Napier's Royal Blue Trams 1913 – 1931',
by Graham Stewart (newly published) \$30*
*Members' price. \$36 to non-members

WTM Souvenir Guide, fully illustrated in colour
and b&w, 24pp \$10

2020 Wellington Tramway calendar
special \$10 (~~\$15~~)

WANT THEM POSTED TO YOU (WITHIN NZ)? –

-All three ordered by members - \$55 ~~\$60~~ total;
-Any two - add \$5 to above individual prices.
Any one: Napier book (to members) \$36,
Souvenir Guide \$15, Calendar special \$15 (~~\$20~~)

Email your order to
info@wellingtontrams.org.nz with details and
delivery address, and pay amount into WTM's
ANZ account **06 0501 0075414 00**

OR Send details plus a cheque to Treasurer,
WTM, P.O.Box 36, Upper Moutere, 7144, N.Z.

OUR NEAR NEIGHBOURS 'The Kapiti Aeromodellers' Club' from Alan Smith

Here is the first of a series of articles in Tramlines about some of our near neighbours at Queen Elizabeth Park. It's written by Steve Hutchison, the President of the Kapiti Aeromodellers Club whose site is reached by the level crossing over our tramline near the eastern descent from the beach hill. For further information, the Club's website is:

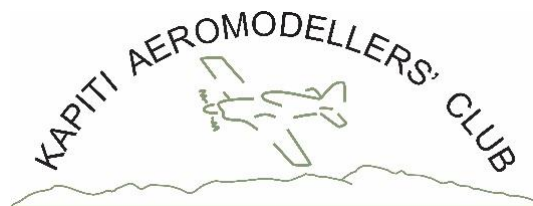
<https://kapitiaeromodellersclub.wordpress.com>

Model aircraft have probably been flown over the open spaces of Queen Elizabeth Park for many decades - indeed, I'm sure that a late 1960's issue of "Tramway Topics" reported that a lone model aircraft had one weekend come to a soft crash landing right by where our track gang was working on extending the tramline towards the beach. Things (both aeronautical and tramway) are more organised now..... we started work at our own museum site in January 1965.

On Saturday 7 and Sunday March 8 2020 Kapiti Aeromodellers Club is holding their 25th anniversary rally and public open days - more details on their website. Tram crews should be aware of likely extra car and pedestrian traffic at their level crossing over our main line on both days.



Tram 239 passes the entrance to the aeromodellers' site on 1st February 2020.
Photo: Keith McGavin



Model aircraft have been flown off Queen Elizabeth Park since 1986. The site at QEP was scouted after the field then in use on a Reikiorangi farm, was sold, and the club needed to move. The site currently used was not first choice. A more open site was originally sought but plans at that time for what is now the Expressway to cross the park meant the chosen site wouldn't be available.

Several times over the years there have been talks about moving the club site. One was to 'preserve the tranquillity of the beach', another to allow for the development of a golf course and motel and the once proposed motor-sport park also had members looking elsewhere.

Fortunately, those things never came to fruition, and the site remains active.

When the site was first taken up, there was no formal written agreement. That wasn't in place until the mid-90s. That Licence gave the club the right to use the site on a 3-monthly basis, with a 2 month notice period. Initial rent was set at 10cents per annum and revised in the late 90's to something a little more realistic.

Over the last 2 years, negotiations with GWRC have resulted in a Licence to occupy being granted for a period of 10 years, with right of renewal.

When modellers first starting using QEP they were a branch of the Paraparaumu Associated Modelling Club Inc. In 1995, the aeromodellers split from PAMINC and formed the Kapiti Aeromodellers Club Inc.

Aeromodelling activity has changed considerably since 1986. The club has always been

Our near neighbours – The Kapiti Aeromodellers Club, cont.

radio-control centric, but there were some free flight practitioners in the early days. There was little real formality on how members flew, and the circuit type flying we do today wasn't brought into place until later.

In the early days, the wind direction determined which side of the strip the pilots stood on. They only flew right hand circuits. In a westerly, the paddock over by the walking track was used for an East/West runway.

Over time, changes in Park activity, the use of, and aircraft approach to, Paraparaumu airport, safety concerns, Model Flying NZ requirements, H&S, means we now have a very structured approach to how we fly and the disciplines involved.

Like all such clubs, we now have an 'older' average membership age. Our membership numbers peaked around 6 years ago at 114 and is currently in the mid-80s. The decline has been through a number of members moving out of the area, younger members concentrating on their families and ill health etc. in the older membership. In saying that, we also pick up several new members each year.

Many members build their own models, although these days, many models are purchased as ARF (almost ready to fly) and simply put together. Improved technology means the hobby has never been more cost effective. Changes in battery technology and the subsequent development of small electric motors, has seen a lot of modellers go away from engine powered models to electric.

Models vary in size. A small club model will have a wingspan of around 1200mm whereas the larger powered models will have a wingspan of up to around 3.5 metres. Any model with a wingspan of 2 metres or more is considered a 'large' model. Such models are usually powered by 2 stroke petrol engines, similar to chainsaw types although specifically built for modelling and much lighter. For such models, engine capacities will range from 60cc up to around 200cc, depending on the model and intended use. The larger engines are

usually multi cylinder. The largest engine we have in the club is a 250cc, 5 cylinder radial 4 stroke.



Above: Large scale biplane. 2,2m span. 80cc petrol engine



Above: 3.5 m 200cc powered Xtra and a 1200mm electric powered Xtra.



Above: 5 m span glider. 1/3 scale model of a Kirby Kite.

Large gliders at the club will get up to a wingspan of 5 metres, although the strip starts to get a bit small for that size. With gliders, modellers operate from our strip with a small electric motor to get height or, just like the real thing, get towed aloft by a suitable sized model.

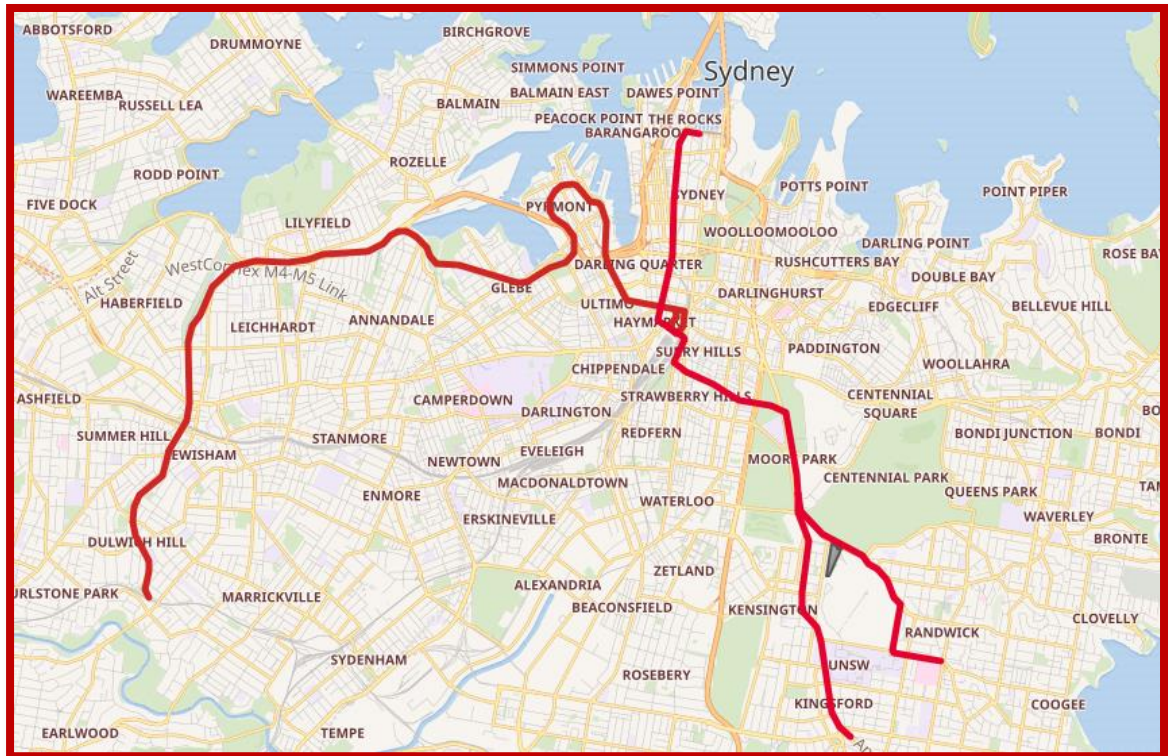
Model turbine jets also have a dedicated following these days, although our strip isn't suitable for the larger size models.

Steve Hutchison.
President: KAMCI

ONE YEAR LATE & ONE BILLION DOLLARS OVER BUDGET - Sydney's new light-rail

from Russell Jenkins

After several months of testing, the first section of Sydney's new light rail system, from Circular Quay to Randwick (L2), opened for traffic on 14 December 2019. The branch line to Kingsford (L3) will open in March.



Above: Sydney Light Rail - the new lines to which this article refers are on the right. The Dulwich Hill line on the left side of the map has been operating since 1997 with extensions in 2000 and 2014.



Sydney Light Rail Vehicle in George Street – Note the “3rd rail” that provides power to the vehicle.

ONE YEAR LATE & ONE BILLION DOLLARS OVER BUDGET - Sydney's new light-rail, cont.

For the section of line between Circular Quay and Town Hall the light rail vehicles collect electricity from a ground level power supply. The power supply is activated as the tram passes and deactivates when it has passed, meaning that it is safe for pedestrians and motor vehicles to cross over the tracks.

For the section from Town Hall to Randwick and also for the yet to be opened branch to Kingsford, conventional overhead wire is used and the tram uses a pantograph to collect power.



A light rail vehicle passing through Surry Hills under the overhead power supply.

The original design called for the trams to be 45 metres long, but before construction started, they were shortened and now they run in coupled pairs 67 metres long.

The depot for both the L2 line and the yet to be opened L3 line to Kingsford is near the Randwick Racecourse.



A light rail vehicle passing the Depot at Randwick.

ONE YEAR LATE & ONE BILLION DOLLARS OVER BUDGET - Sydney's new light-rail, cont.

At Circular Quay and Central Station there are three platforms, with the centre platform at Central used for trams running between Circular Quay and Central. During the day every 2nd tram terminates at Central.

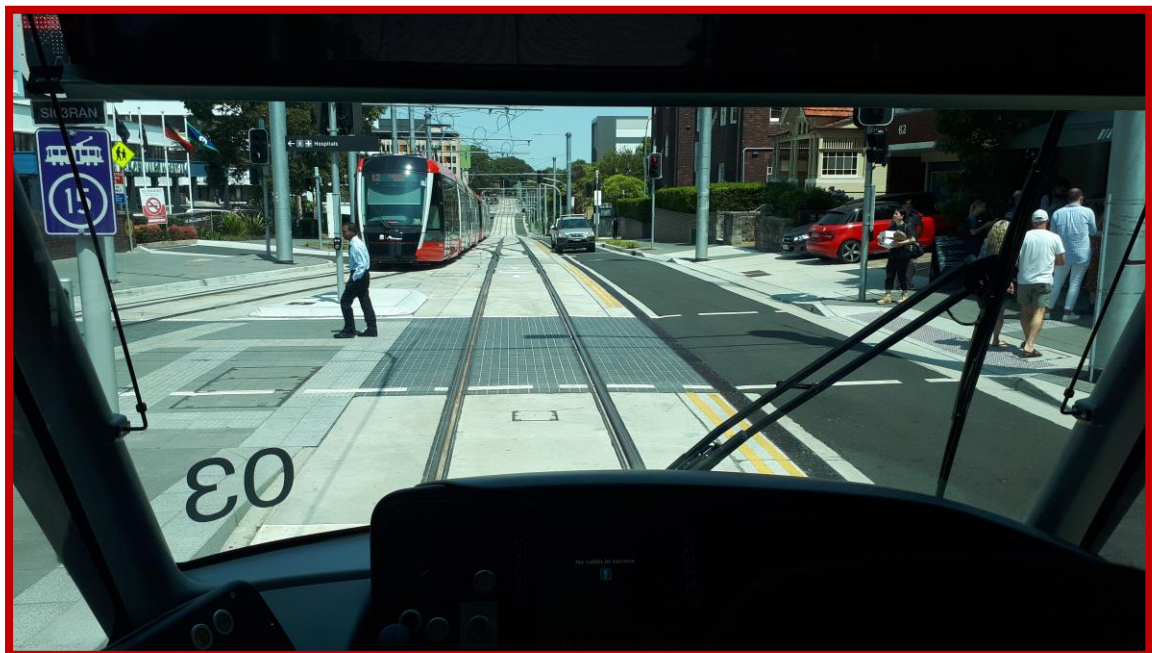
At the Moore Park and Royal Randwick Racecourse stops provision has been made for short running, with points and a storage siding installed.

The light rail runs on the road from Circular Quay through to the Moore Park Tunnel. It then



Circular Quay terminus

runs on reserved track through to the University of New South Wales and then back on the road to the end of the line at the Randwick Shops. A section of the reserved track is also used by buses.



Driver's eye view of a light rail vehicle leaving Randwick for Circular Quay.

The initial months have not been without incidents. A light rail vehicle broke down on opening day and, despite several months of trials, there have been a number of incidents involving both pedestrians and motor vehicles. There has also been criticism of the journey time being longer than was originally intended.

Despite all of this, the system appears to be attracting good loadings, especially between Central Station and Circular Quay.

A VISIT TO WANGANUI TRAM SHED

from Keith McGavin

On Thursday 30th January I had the opportunity to spend time at the Wanganui Tram Shed where I was hosted by Pat Seconi, one of the Wanganui Tramways Trust's members.

Inside the tram shed, which is close to town alongside the river, are two trams: Wanganui No.12 – a four wheeled California Combination type tram (open at both ends and with a closed saloon in the centre), and

also Brisbane No. 133, still made up as New York No.193 (the King Kong tram). Brisbane No.133 was donated by WTM to the Wanganui Tramways Trust and was moved there in October 2017.

The tram shed is open for inspection, and for tram rides on No.12, every Sunday afternoon.



Above: Wanganui Corporation Tramways No.12 (left) and Brisbane No.133 – dressed up as New York No.193 – in the Wanganui tram shed on 30th January. Souvenirs and mementoes of Wanganui's trams are well set up inside the shed to make it attractive to the public.

In addition to Wanganui 12 and Brisbane 133 the Wanganui Tramways Trust has two other tram bodies both of which came to them from the Wellington Tramway Museum.

The first, Wanganui No.8, was obtained from a property in Whanganui by the Wellington Tramway Museum back in 1965 and although strenuous efforts were made to restore it, particularly by the late Bob Cornish, it gradually deteriorated until the Museum managed to house it under cover

in the old rear storage building about 1982. Wanganui No.8 is a 4-wheeled California Combination, of the same series as No.12.

The other tram body is that of New Plymouth No.8. This is also a four wheeled tram but this one is a "Birney" safety car – of a type introduced in America in the 1920's with safety features such as "dead-man's airbrake" to facilitate one man operation. The Wellington Museum obtained this tram body about 1968 and it

A visit to Wanganui tram shed, cont.

unfortunately suffered similar deterioration to Wanganui No.8 as a result of being out in the open with no cover until the early 1980's.

The Wanganui Tramways Trust has these two tram bodies stored away offsite in an old and very large wharf shed (a great historic building in its own right) out

towards Castlecliff and Pat very kindly offered to take me there.

The shed is no longer used as a wharf shed but seemingly as a storage shed for everything the Whanganui City Council has no current use for but "might need one day". The tram bodies are safely stored, right back in a rear corner of the shed. To get to them is quite a feat in itself, let alone photographing them.



Above: The two No.8's are stored in the far corner of a Whanganui wharf shed behind other stored and surplus items. Wanganui "California Combination" No.8 is on the left and New Plymouth "Birney" No.8 is on the right.

Despite trams closing in 1950 Whanganui, surprisingly to me, still has some remnants existing of its tramway days. An example is this shelter, on the Aramoho Park route. I would like to thank Pat Seconi for taking the time out to show me around. It was a very enjoyable day and I wish the Tramways Trust every success in the future.

Right: A still existing old Wanganui waiting shelter on the Aramoho Park route – now used by buses.



HISTORIC CORNER

from Henry Brittain

1. Wellington Tramway Waiting Shelters

Waiting shelters were an integral part of the tramway system and regarded as a necessity in Wellington's often fickle weather. Wherever possible the Council placed tram stops near shop verandas. However, where this was not feasible, they constructed stand-alone shelters, some quite elaborate and others more basic.



Above: An example of a tram stop under a shop veranda, the Tramway's preferred option. This one was in Coutts Street, Kilbirnie.

Photo: James Paterson

The earliest reference I can locate is an article in the "Evening Post" newspaper dated 6 June 1906 reporting on a meeting of the "Island Bay Rate Payers Association" demanding that a shelter be erected at the beach terminus and that double track be provided for the entire length of the Parade to avoid delays in tram operations. The terminus at this stage was devoid of any buildings and people visiting the beach and adjacent racecourse were exposed to the elements. The Council must have accepted their request as on 1 February 1907, they called tenders for construction of a shelter.

Waiting shelters were also used as a source of revenue for the Tramways. A report I have dated 1 November 1928 contained a list of 33 shelters and only six of these did not contain advertising. It is interesting to note that a separate waiting shelter for ladies was provided at Courtenay Place.

In addition to leasing sites to commercial premises, the City Council also used notice boards inside the shelter to advise of

timetable alterations and other public notices.

There are shelters initially constructed for the tramway system, still in use for the current bus service. One at the old Oriental Bay tram terminus built in 1904, although now no longer in use, has been preserved because of its heritage value. Other shelters include another at Oriental Bay by the Wishing Well (1940) one at Highland Park (1924), Post Office Square (1910), another at the main entrance to the Botanical Gardens plus a replica one at the Orangi Kaupapa stop in Glenmore Street.



Waiting shelters at Oriental Bay (above) and Orangi Kaupapa Road (below)

Photos: WCC Archives



From the 1990's onwards the Council contracted out maintenance of shelters and quite a few of the older shelters that served both trams and buses were replaced with more modern glass shelters.

Many of the original shelters were very ornate but constructed of wood and have mostly been replaced. One older style shelter was re-located from Rongotai Road to Cambridge Terrace when the eastern suburbs tram service ceased and is now used for taxi passengers.

Historic Corner continued: Wellington
Tramway Waiting Shelters

In 1956, a City Councillor placed a paper before the Council proposing a one way street system to accommodate the buses that were to replace the trams. As part of this proposal, he advocated using the saloon part of withdrawn double saloon trams as a shelter to be placed on the street at various stops where there were no shelters. This proposal was not adopted.

It is interesting to note that the existing shelter and toilet in the island at the Miramar shopping centre, although no longer in use for transport purposes, was constructed by the Miramar Borough in 1908 as part of their contract with the Tramways for operation of the system.

A different style was also used by the Miramar Borough at the Seatoun tram terminus. However this was demolished when the trams ceased in 1958 allowing the road to be re-aligned for trolley buses.



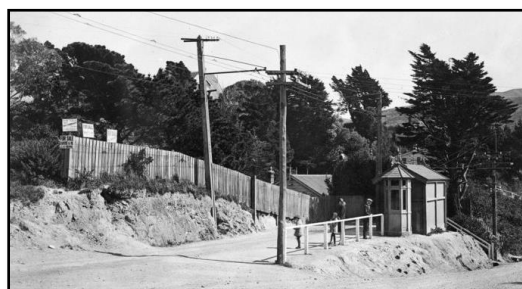
Above: Fiducia tram No.248 at the Seatoun terminus, showing the waiting shelter that was demolished in 1958. Photo: Alan Bellamy

Today's shelters, which are made up of three glass sides, are owned and managed by private contractors.

The following photographs show other examples of the wide variety of building types that made up Wellington's tramway shelters:



Above: Double-saloon tram No.119 at the Newtown Park/Zoo terminus showing the waiting shelter. Photo: Alan Bellamy



Above: Wadestown terminus with shelter in 1929, complete with adjacent phone box. Photo: WCC Archives



Above: Katherine Mansfield shelter, Molesworth Street. Photo: WCC Archives



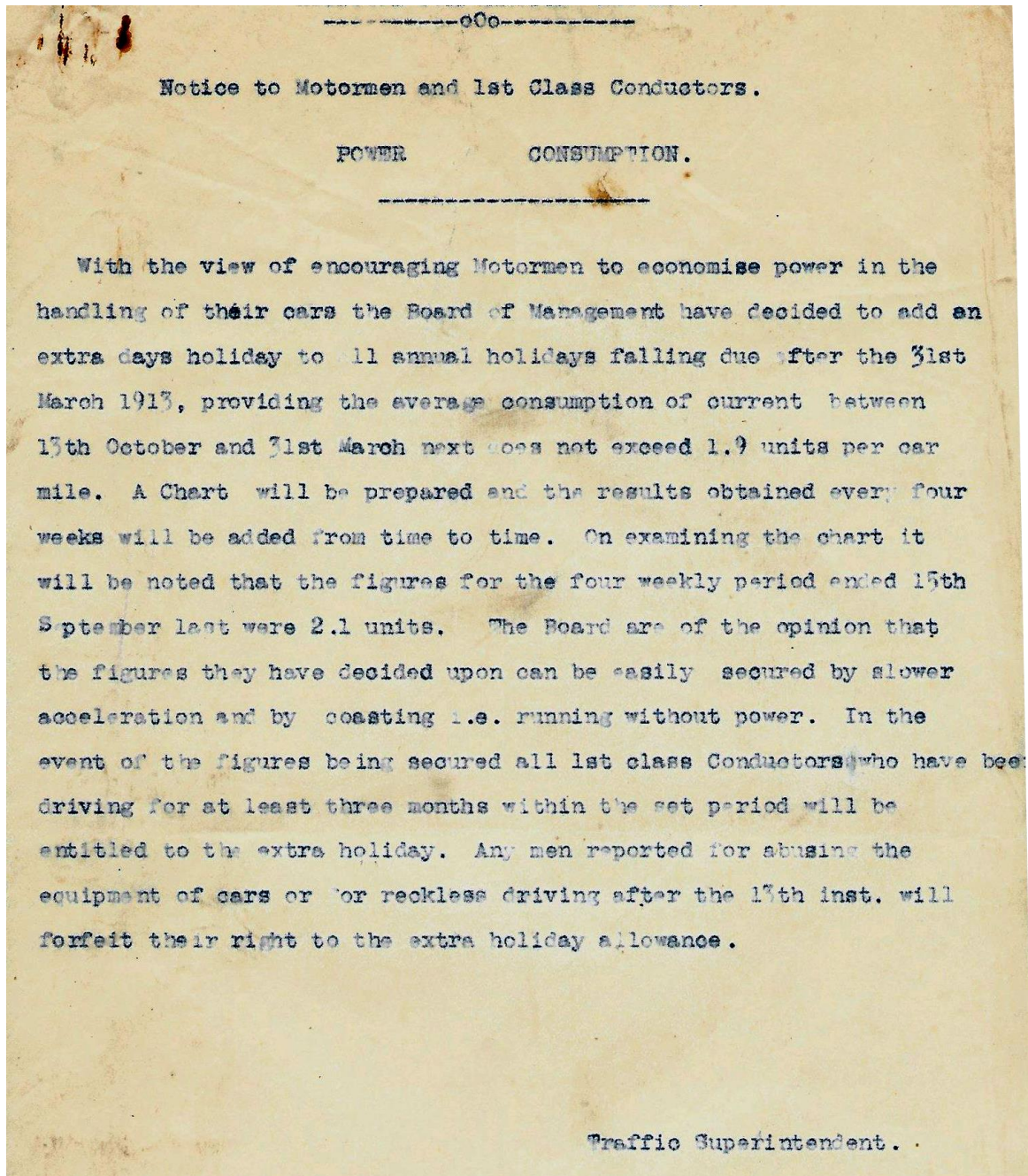
....and finally (above) and on a different scale, the large waiting shelter at Courtenay Place. Photo: WCC Archives

HISTORIC CORNER

2. A 1912 memo. From the Traffic Superintendent

from Henry Brittain

The following is an interesting 1912 memorandum to all motormen and first class conductors:



Nothing is known of the result of this initiative of the Tramway's Board of Management. Did the motormen receive an extra day's leave – or not?

"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 2.