

# TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2020/5

SEPTEMBER - OCTOBER 2020





**OFFICIAL OPENING OF THE RANGERS' CROSSING, 19<sup>th</sup> July 2020** *Photos below by Keith McGavin*



Above: Four trams at the Beach terminus. Standing in the foreground is our patron and Mayor of Kāpiti, Mr K (Guru) Gurunathan talking with Regional Councillor Penny Gaylor who is that Council's Kāpiti Constituency Representative. The trams are, from left, double-saloon 159, Fiducia 239, double saloon 151 and Fiducia 260.



Above: A group of WTM members about to take a ride to the Beach in tram 159. From front left: Delia McGavin, Colin Dash, Trevor Weaver, Allan Neilson, Michael McKeon and Phillip Austin.

**COVER PHOTO:** 19<sup>th</sup> July 2020: Greater Wellington Regional Council Chairman Daran Ponter eases tram 159 through the official ribbon and on to the crossing under the guidance of Wellington Tramway Museum president Steve Porter.

*Photo by Wayne Boness, Principal Ranger, Western Sector Parks, Greater Wellington Regional Council*

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Assembled by the WTM production team:  
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Published bi-monthly  
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**WELLINGTON TRAMWAY MUSEUM INCORPORATED – N.Z. Registered Charity No.CC38985**

**Owner and operator of the KĀPITI COAST ELECTRIC TRAMWAY**

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Mr Andy Foster, Mayor of Wellington**

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**HONORARY LIFE  
MEMBERS:**

**Messrs**  
**Michael Boyton**  
**Henry Brittain**  
**Michael Flinn**  
**Keith McGavin**  
**Allan Neilson**  
**Barry Ollerenshaw**  
**Ray Shand**



## FROM THE PRESIDENT'S WORKBENCH

- Steve Porter

Reports from both Operations and Engineering (elsewhere in this issue of Tramlines) cover most of the goings on around and about the site.

It is great to see members back and especially good to see that revenues from tram running have been quite good.

In the background is the very important task of ensuring that our Lease to Occupy (the land at Mackays Crossing) continues with Alan Smith, Henry and Keith leading the review with GWRC of the old lease and the putting in place of a new one.

I am sure that members will join with me in wishing Russell Jenkins a continued improvement in health.

Planning and execution of the replacement for "The Palace" is proceeding. With a deep feeling of "we've been here before" I have agreed to lead the rebuilding of the Airfield Crossing to replace a defective rail at this site as Allan has a major project on at home.

To minimise Operations downtime, it is intended to prepare all materials required before removing any rail. Once everything is ready the rail and sleepers in the crossing including the two transitions to the west will be removed and the track bed excavated and made good. The new rails and the transition will be installed and then a wooden deck similar to that at the cycle crossing constructed. A slight realignment of the airfield roadway, at the crossing, will improve sight lines as will the relocation of the Air Field sign and removal of the adjacent flax bush.

It was great to see a large turnout of members and friends at our delayed Mid-Winter Dinner. This event was held on 15<sup>th</sup> August at the Waikanae Club and I know that those who attended had a great time.

*Steve Porter*

President

2<sup>nd</sup> September 2020



Above: No, not running in multiple, - but a fine shot of our four operating trams waiting to officially open the upgraded Rangers' Crossing on 19<sup>th</sup> July. From front 159, 239, 151, 260. Photo: Allan Neilson

## MUSEUM PEOPLE

### PERSONAL

Russell Jenkins:

Our best wishes are extended to Russell who had a severe medical event in August resulting in acute surgery at Wellington Hospital. He is now at home recuperating under the watchful eye of wife Jenny and we are looking forward to seeing him back on deck as soon as he regains his health.

Another Russell, Russell Grigg, now of Blenheim, paid a visit to the Museum recently and it was good to welcome him. Back in 1969 and 1970 Russell worked with Bert Coombes in installing and setting up the mercury-arc rectifier power supply, as well as being involved over the years in many other projects. In more recent years he has overhauled or restored tram controllers, including those in tram 260.

Here (below) is Russell Grigg on the left, with another long-time member Barry Ollerenshaw, in front of Tram 17. 8<sup>th</sup> July 2020.

*Photo by Allan Neilson*



## NEW BOARD MEMBER

To fill the vacancy arising through Trevor Burling's passing, Trevor Weaver has been co-opted to the Board. Trevor is a skilled worker at the Museum with particular electrical qualifications and experience.

### UPDATE FROM BOARD MEETING OF 5<sup>th</sup> AUGUST

- Safety System: It was agreed that this be reviewed and reissued.
- WTM Lease: Our land lease, which expired in 2018, has been subject to ongoing discussions with the Regional Council. The Board considered a paper from the WTM working party (comprising Alan Smith, Henry Brittain and Keith McGavin) and agreed to endorse their recommendation which also took into account the Parks Management Plan currently being reviewed by the Regional Council.
- Tram 207: It was resolved to submit a funding application to Lotteries for the structural refurbishment of the tram body. (see page 18 – Ed.)
- Work Priorities: A list of priorities is being prepared for promulgation.
- Tram Driver Assessors: Russell Jenkins and Henry Brittain are to share the duties of assessing trainee drivers for full competence certification.
- Replacement Palace: Steve Porter is to consolidate plans to advance this project.
- Track Work: A survey is to be undertaken on the two areas that have been identified as needing attention.

### AUCTION WINNER:

Winner of the auction in the last Tramlines for the brand new copy of "Always a Tram in Sight" by Graham Stewart, published in 1996, is Tim Fraser of Whanganui who bid \$110. Tim is a volunteer tram driver for the Wanganui Tramways Trust

Congratulations Tim, and thank you to those who entered and to Graham Stewart who donated the book to the Museum.

## COMING EVENTS

### ANNUAL GENERAL MEETING

The 2020 Annual General Meeting of members is scheduled to commence at: **5pm, Saturday 7<sup>th</sup> November**, in the **Fiducia Centre, Tramway Museum site, Queen Elizabeth Park.**

Nomination forms, minutes of the 2019 AGM and Annual Accounts and reports of Officers will be forwarded closer to the day.

Note the date now!

### RAIL-EX MODEL TRAIN SHOW

**To be held over the weekend of 14/15 November at the Walter Nash Stadium in Taita.**

The Museum is having its usual sales desk and volunteers will be required so we would like to hear from members who are able to assist, even if is only for a few hours.

This is an important annual publicity outlet for the Tramway Museum.

Please let either Russell Jenkins or Henry Brittain know if you are available.

Henry: [henry.brittain@outlook.co.nz](mailto:henry.brittain@outlook.co.nz) 027430 536

Russell: [rjenkins@xtra.co.nz](mailto:rjenkins@xtra.co.nz) 0274 471 744

### MEMBERS' DAY, DECEMBER:

It is proposed to hold a members' day on a date to be arranged in December this year, to recognise 55 years of operations, and especially the achievements in the five years since our 50<sup>th</sup> anniversary in 2015.

More information will be advised in the next "Tramlines".

## RECENT EVENTS

### DINNER, WAIKANA E CLUB

The dinner at the Waikanae Club on August 15<sup>th</sup> was well attended with about 30 present, despite a number of intending participants who could not come at the last minute.

It was a very pleasant evening in good surroundings (a separate room for us) and was enjoyed by all.

### OFFICIAL OPENING OF UPGRADED RANGERS' CROSSING

Sunday 19<sup>th</sup> July.

Photographs of this successful event are elsewhere in these pages. The occasion was to mark the inauguration of the re-laid and vastly improved road crossing near the Rangers' Entrance.

Members and regional council and other invitees gathered at the tramway museum about 1.45pm before being taken by all four of our operating trams to the crossing site. Here speeches were delivered by Steve Porter our President, and by Daran Ponter, Chairman of Greater Wellington Regional Council. A ribbon was stretched across the tracks and Daran Ponter, guided in the cab by Steve Porter, drove tram 159 through the ribbon and the crossing was declared officially open!

Following this the assembled gathering re-boarded the four trams and were borne to the Beach terminus and then back to Ramaroa – near our tram depot – for afternoon tea. A most fitting way to celebrate the completion of this project.

### OVERHEAD EX KILBIRNIE BUS DEPOT

After the Wellington trolley bus system closed in 2017, the Cable Car Company removed all of the overhead from the streets. However the overhead in the depot was left intact as it was too difficult to remove as the withdrawn trolley buses were stored there and it was not possible to work around them.

The Bus Company has agreed to the Tramway Museum recovering all of the overhead and fittings and now that the last of the trolley buses has departed a work party will soon commence work on taking it down.



## LETTERS RECEIVED

*From Len Gunther, Victoria, Australia  
22<sup>nd</sup> July 2020*

### **Stuck in Australia.**

Hello gentlemen, as the heading above says I am stuck over here unable to travel due to the actions of some of the population who think the rules don't apply to them.

All of our family are still working as public transport is classed as an essential service.

I look forward to Tramlines coming so I can keep up with the goings on and I love the photos of Island Bay terminus - thank you Henry.

The photo of the tram on the back of the transporter on its way to the scrap yard reminded me of something that happened. It would have been possibly 1963 and I used to spend school holidays with my grandparents at Island Bay. I was at my grandfather's dairy at the terminus when that transporter stopped outside and the driver came to buy a drink. I asked him where he was going with the tram and he said I could go for a ride with him to see. We went to Stevens' scrap yard in Happy Valley. While they were unloading the tram I had time to walk around and look at all the trams that were there. Wish I had a camera back then. Sad to see what happened to them but you can't preserve every vehicle.

The work done at the crossing looks great. Wouldn't it be nice to get most of the track done like that.

Haven't heard any more regarding 244. Did it end up arriving? *(Still coming – Ed.)*

I can't see me getting over again this year but keeping fingers crossed. Keep up the good work.

Regards, Len Gunther

*Thanks Len. Great reminiscences and we hope the Covid-19 situation in Victoria continues to improve. - Editor*

*From Alan Smith, Lower Hutt  
13<sup>th</sup> July 2020*

### **Tram Disposals**

That was a great article in "Historic Corner" of the July-August 2020 *Tramlines*. I have a few recollections of those early 1960s tram disposals; some of these I now think may be more urban myth than reality. Still, here goes: any comments from readers to set the record straight will be helpful!

1. The £22/10/- price per tram (*i.e.* \$45 – *Editor*) which the scrap merchant (Stevens) paid the Wellington City Council (WCC) was the result of an earlier in-house calculation that when WCC broke up the trams themselves the value yield of the scrap after labour etc. costs was £22/10/-. So selling via Stevens saved the in-house WCC effort but achieved the same financial outcome. That price remained fixed through 1964 and the disposal of the last trams, including those sold to WTM (207, 235, 238, 239, and 260). *(Also 250, dismantled for parts – Ed.)*

2. WCC had earlier tried cutting some old Double-saloons into 3 sections before they left Kilbirnie Workshops. Perhaps these were the ones dumped at the Council tip at Houghton Bay (Ohiro Bay?).

3. The Hutt County Council (which then covered most of the region except for the city areas) from the mid-1950s prohibited the use of old trams as residences etc.; which may have been one reason why there was "limited uptake" to the sale by Stevens of whole trams for £85 including free transport. When Combo 17 was sold to Raumati in the late 1940s this did not apply - thank goodness for our current star restoration project!

4. The bogies were not shipped out as scrap but were sold as "second-hand tram bogies" to Japan as a way around the restrictions then in place on exporting scrap steel from New Zealand.

Regards, Alan Smith

# On Sale Now

## Wellington Tramway Memories



### 2021 Calendar

A selection of colour and black and white photographs taken when trams ran on the streets of Wellington  
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 to purchase at the Wellington Tramway Museum \$15 each**

**or**

**by mail within New Zealand \$20 (Including packing and postage)  
plus \$15 each for up to two additional copies to the same address**

**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**

**or**

**Send orders to WTM at PO Box 2612 Wellington 6140, New Zealand**



### BOOKS FOR SALE

The Museum has a number of books for sale – all brand-new and featuring a number of “hard-to-get” titles. For some titles only one or two copies are still available. If you are interested in acquiring any of these, or in obtaining further information, please see the details below.

#### Author Graham Stewart:

When Trams were Trumps	\$25.00
From Rails to Rubber	\$25.00
The End of the Penny Section	
1993 reprint	\$20.00
Fares Please	\$25.00
Napier's Royal Blue Trams	\$36.00
<b>Crossing Ahead (newly released)</b>	<b>\$30.00</b>
The Kelburn Cable Car	\$15.00
Around Auckland by Tram in the 1950's	
	\$25.00
Around Wellington by Tram in the 20 <sup>th</sup> Century	\$25.00
Christchurch, a Portrait of Yesterdays	\$10.00
A Christchurch Album – A return of trams to the streets of Christchurch	\$15.00

#### Other Authors:

Wellington Tramway Museum – the First 50 Years 1965–2015, by Keith McGavin	\$10.00
Kāpiti Coast Electric Tramway (souvenir booklet, 2019 edition)	\$10.00
Wanganui Corporation Tramways, 1908-1950 by Ron Alexander	\$25.00
New Plymouth Tramways, 1916 – 1954 by Don Rudd	\$25.00
A Ride down Memory Lane – the trams that served Wellington	\$7.50
Motor Omnibuses of Eastbourne	\$11.00
On the Buses in NZ, by John McCrystal	\$20.00
Trams: An Illustrated Anthology, by Dennis Gill (1 copy only)	\$25.00

#### Also available

“Tramlines” –colour printed art paper A5 size 2020 issues up to Jul/Aug

\$6.50 per copy or \$11.00 for two

*Postage and packing – please add \$5; overseas on advice.*

*To place an order or for more information please contact Henry Brittain:*

*Email [henry.brittain@outlook.co.nz](mailto:henry.brittain@outlook.co.nz)*

*Or by mail at Box 2612, Wellington 6140, N.Z. Henry will advise payment details.*

### YOUR HELPFUL REMINDERS FROM THIS ‘TRAMLINES’:

1. Note the Annual General Meeting details Page 6
2. Consider volunteering to assist at the Rail-Ex show Page 6
3. Order your 2021 Wellington Tramway Memories calendars now – for yourself and as gifts Page 8
4. Study the adjacent list of publications – add to your library Page 9
5. Consider a donation towards tram 207 restoration project, or another of our important projects (see below)
6. Public Consultation on Regional Council Parks – consider making a submission Page 12

### PLEASE SUPPORT OUR TRAM 207 RESTORATION PROJECT

- ❖ \$50,000 is required to support Lottery Grant application (\$23,000 already donated);
- ❖ Unique - the only complete tram of its type- see article P.18 this issue;
- ❖ Once the most numerous type of all Wellington trams;
- ❖ Has not run for 47 years (since 1973);
- ❖ Assist us to allow it to become one of our “front-line” trams;
- ❖ Donations qualify for tax refunds (WTM registered charity No. CC38985).

To donate please pay by internet banking or by deposit into WTM bank account 06 0501 0075414 00 referencing tram207 and, for a receipt, email your address to: [info@wellingtontrams.org.nz](mailto:info@wellingtontrams.org.nz)  
Or, post cheque to the Treasurer, WTM, P.O.Box 36, Upper Moutere 7144, N.Z.

## MARKETING AND OPERATIONS DEPARTMENT Russell Jenkins

We are “BACK IN BUSINESS” once again.

It has been business as usual since tramway operations “officially” recommenced on the weekend of 18 – 19 July.

The upgraded Rangers’ road crossing was officially opened on Sunday 19 July. The 1<sup>st</sup> Official Tram was driven over the crossing by Daran Ponter, Chairman of the Greater Wellington Regional Council.

It was great to see all of our operational trams taking part in the event.

Guests at the opening included our patron and Mayor of Kāpiti Cr K (Guru) Gurnathan plus a number of Councillors and senior Council officials from the Greater Wellington Regional Council. After all of the guests had been taken for a trip to the beach and back, an afternoon tea was served in the Ramaroa Centre.

Our normal weekend operations have continued with reasonable patronage over what is usually a quieter time of the year.



**Left:** Having broken the ribbon tram 159 becomes the first official tram over the crossing. Cr. Daran Ponter is at the controls. 19<sup>th</sup> July 2020.

**Photo:**  
*Russell Jenkins*

**Right:** Some of our official guests at the opening pictured in tram 159.

In front nearest the window is GWRC Councillor Prue Lamason, the Parks Portfolio Manager; in front in the aisle seat is Ms Amanda Cox, GWRC Manager Parks. Behind by the window is our patron and Mayor of Kāpiti, Guru Gurnathan and on the aisle is GWRC Councillor Penny Gaylor, Chair of the Environment Committee.

*Photo: Keith McGavin*





Marketing and Operations Dept. cont.

### Visit by MX5 Club

Various groups have visited since our re-opening. One was the local MX5 club which visited on Sunday 16<sup>th</sup> August. Here is what they had to say in an email to Henry Brittain:

*"I thank you and your crew so much on behalf of the Kapiti Mx5 Club, for hosting our visit yesterday. We all had a very enjoyable and nostalgic trip into the past, enthusiasm visible and palpable. Many members said they will bring their grandchildren. The tram ride was like a school trip!*

*Thank you for morning tea, a welcome sight on a chilly day, and for letting us sit there again for lunch. Just perfect.*

*Kind regards,  
Ceinwen and Godfrey"*



**The MX5 club visit to the Wellington Tramway Museum, 16<sup>th</sup> August 2020.**

**Above: A line-up of cars, owners and with double-saloon 159 in the background. Photo: Michael Boyton**

**Below: All on board Fiducia 239.**

**Photo courtesy MX5 Club**



## Covid-19

With the Covid-19 Alert Level now at Level 2, the Tramway is in full operation. However there are some requirements we are undertaking to reduce the chances of the transmission of the virus.

- Staff working in the kiosk should wear a mask and ensure that the counter surface is wiped down regularly and if necessary gloves should also be worn.
- Members and visitors are encouraged to scan the Covid-19 QR Code poster. These are located at the Kiosk and the Tram Barn.
- Tram staff should also be wearing masks and encourage passengers to do likewise. All tram contact areas, such as grab poles and grab handles plus seat turn back fittings are to be wiped down at the end of each trip before the next passengers board.
- Passengers and staff are to be encouraged to practise social distancing

and make use of the hand gel available in the kiosk.

By observing these measures, the Tramway is doing its part in preventing the spread of the virus.

## Grand Pacific Tours

Grand Pacific Tours have advised that all trips up until the end of November have been cancelled and tours for the remainder of the 2020 – 2021 season are dependent on the establishment of the “Trans-Tasman Bubble”.

## Tram Driver Training

Our Driver Training Programme has recommenced with 3 members currently under training. If any other members would like to train as a tram driver, or know of anyone among their friends who would like to “have a go”, please get in touch.

Remember to keep up to date with the Tramway on either our webpage [www.wellingtontrams.org.nz](http://www.wellingtontrams.org.nz) Or the

Tramway Facebook page



## PUBLIC CONSULTATION ON REGIONAL COUNCIL PARKS, from Alan Smith

Greater Wellington Regional Council is running its public consultation on the *Draft Toitu te Whenua Parks Network Plan 2020-2030* between August 18th and October 23rd this year. This will be followed by Public Hearings in November. The new draft Plan “sets directions for management of the regional parks network over the next ten years”.

The Plan is at:

<https://haveyoursay.gw.govt.nz/parksplan> and the 278 pages (17 of which are Queen Elizabeth Park specific) are a hefty chunk of words, statistics, bullet points and illustrations to take in. WTM is listed as a “Key Stakeholder” and we will be making a positive submission in this consultation process; it’s well worth some citizen input from individual members too. A lot of it is “obvious” in the context of climate change, population growth,

the managed retreat from farming activities, and the diversity across the Regional Council’s parks scattered between QEP to the north, Pakuratahi to the east and down to Baring Head in the south. But even a first quick read shows up some interesting initiatives, e.g. (on p.20) the proposed new bike and foot “trail”, the *Akatarawa Traverse*, to come over from Karapoti and the Akatarawa Forest Park down through Whareroa, over Mackays Crossing and then alongside the tramlines to the beach. All good stuff.

WTM started work within 20 years of the end of World War 2 and has a good working relationship with the Regional Council, council staff and other Park users; we contribute to the success and to the potential of Queen Elizabeth Park as a magnificent public resource. This latest Parks Network Plan consultation is another opportunity for us to build upon this.



## VOLUNTEER KĀPITI

For National Volunteer Week (21 – 27 June 2020) Volunteer Kāpiti ran a programme to highlight the work carried out by volunteers in the Kāpiti District. This happened to coincide with our recent project involving the upgrading of the Rangers' road crossing.

Each participating organisation was issued with a "Certificate of Appreciation" along with a citation describing the particular work being carried out.

The originals of the two adjacent documents were presented to the Museum at the Crossing work site, along with some cakes which members present enjoyed for afternoon tea.

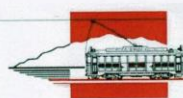
The citations for the organisations involved were publicised on Volunteer Kāpiti's website.

## CERTIFICATE OF APPRECIATION

### *Crossing Track Relay Project Team*

THANK YOU FOR YOUR OUTSTANDING CONTRIBUTION TO

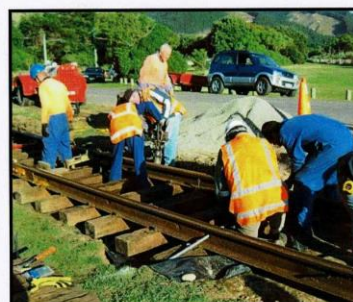
### Wellington Tramway Museum



WELLINGTON TRAMWAY  
MUSEUM INCORPORATED

PO BOX 2612, WELLINGTON 6140, NEW ZEALAND

Our story is about our volunteers who've been working with the Regional Council and its contractors. Right now we are rebuilding about 100 metres of tramway track to enable a new road crossing at the Tramway Museum in Queen Elizabeth Park at MacKays Crossing. Our volunteers are rebuilding and relaying the track; the Regional Council and contractors are working on the new road crossing. The work is skilled, and heavy. Normally our Tramway Museum volunteers attend the Museum once or twice a week. Currently though, they have been working on this project almost daily since 8th June when we all moved to COVID-19, Level 1.



A team of Tramway Museum volunteers on 10th June, preparing tram tracks for a new road crossing in Queen Elizabeth Park



The purpose is to create a new and permanent road crossing of the tram tracks for the Regional Council. This will give improved access to the northern portion of Queen Elizabeth Park and its completion will enable the trams to resume operating to the Beach for the first time since the March lockdown. Our volunteers value the preservation of heritage in the Tramway Museum and also the recreational opportunity it affords visitors who can ride an historic tram across the Park to the Beach. Both are valuable to the Kāpiti and wider Regional community and also to our many NZ and overseas visitors.

The Wellington Tramway Museum Incorporated, established in 1965, is a registered charity. It is governed and operated by committed member-volunteers who are preserving a significant feature of Greater Wellington's history in the recreational setting of Queen Elizabeth Park. Our members provide a heritage, educational and recreational experience for visitors who inspect the tramcars and displays close-up, and ride across the Park to the Beach.



[www.volunteerkapiti.org.nz](http://www.volunteerkapiti.org.nz) | #NVW2020



## AROUND THE SITE AND DOWN THE LINE

—Allan Neilson

It has been a busy couple of months.

### Trackwork - Rangers Crossing Relay:

As noted in the last Tramlines the rear entrance crossing by the GWRC Western Sector's Park office was completed and the first test tram ran across the crossing on Friday 3<sup>rd</sup> July.

### Trackwork – Tierod Manufacture and Installation:

A detailed track inspection was carried out on 4<sup>th</sup>-5<sup>th</sup> July as no trams had been running in passenger service since 21<sup>st</sup> March due to the Covid-19 lockdown. The track inspection identified some key locations needing tie-bars so some of a new batch of 25 pipe tie-bars made up by Colin Dash was installed in three locations.



Above: New pipe-type tie-bars being installed, 5<sup>th</sup> August 2020.

*Photo: Mike Flinn*

### Trackwork - Airfield Level Crossing Track Defect:

A rail defect was found at the airfield level crossing on 12<sup>th</sup> August prompting the need for urgent rail replacement so this work is now high priority and proceeding accordingly. A very slow 5 km/h speed restriction has been placed for tram

movements over the airfield level crossing until work is completed.

Three tram rails from the loop rail stack were identified and on 26<sup>th</sup> August were brought back to the depot. One of these has been selected for re-use at the airfield level crossing and is undergoing clean-up.



Above: Our rail lifting and moving equipment at the loop heading for the rail stack on 26<sup>th</sup> August. It comprises the "Tug" tow-motor and two wharf trailers – plus the digger which is loaded on the rear trailer.



Above: Three loaded tram rails head back to the depot.  
*Photos above by Keith McGavin*



*Around the Site and Down the Line, Cont.*



**Off-loading the rails ex the loop rail stack at the depot rail stack.** *Photo: Keith McGavin*

The necessary screw spikes and clips have been cleaned and are ready for use.

#### Other Trackwork

Other remedial trackwork spot repairs and bonding have taken place.

On 26<sup>th</sup> August the two 3-way points owned by the Museum were brought down from the loop storage area to see how they can be utilized for track connections from the Barn to the Rear Storage building – a non-urgent project but one where we may be able to display these unique items of trackwork sometime in the future.



**Above: Our digger making a heroic (and successful) effort to shift one of our hefty 3-way points.** *Photo: Keith McGavin*



**Screw spikes and clips cleaned and ready for use.** *Photo: Keith McGavin*

#### Tram Servicing

Routine maintenance checks as well as due annual tests were carried out late June/early July so that three trams were available for service recommencement, with a fourth tram, No.151, held for emergency use only.

#### Spare Tram Compressor

Grant Johnson has been continuing with the overhaul of a previously derelict CP 27 tram compressor.



**Both photos above: Dismantled parts of the CP 27 tram air compressor currently being overhauled.** *Photos: Keith McGavin*



### Tram 17

Electrical wiring work continues on Tram 17 at a steady pace with Trevor Weaver running this work. He now has the main traction wiring looms run from end to end.



Above: Looking down through the removed floorboards of the "B" end of Tram 17 showing the main traction wiring.

Below: Timber trunking has been constructed and installed under the long saloon seating to carry cables.

*Photos: Keith McGavin, 19<sup>th</sup> August 2020*



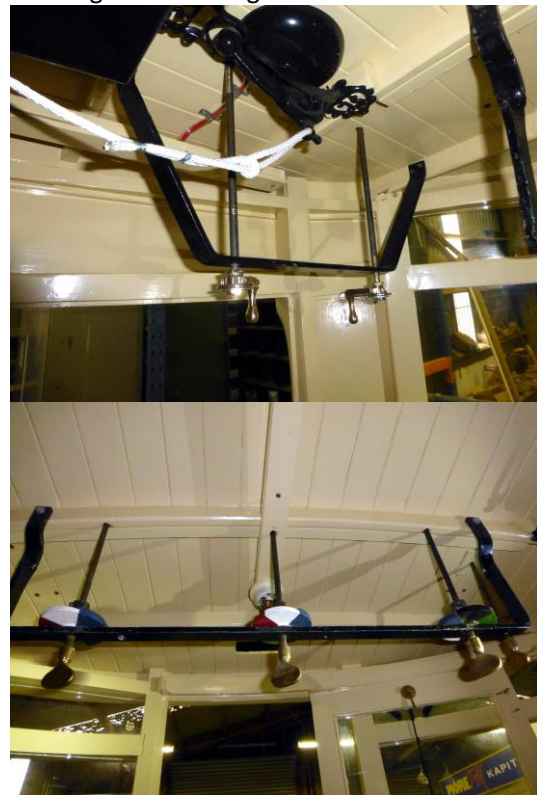
Various components are being made ready for Tram 17.



Above: The lightning arrestor being prepared for Tram 17.

*Photo: Keith McGavin*

In both cabs the emergency bell, plus controls for the number blinds, destination blinds and coloured light signals are now virtually complete while on the outside Neil Webley has been putting finishing touches to the route number and destination boxes, and with both Trevor Weaver and Neville Webley working on the wiring of these.



Tram 17 "B" end cab ceiling showing, top photo, the emergency bell and the two controls for the number blind. The lower photo shows the three brass controls for the coloured light signals plus, on the extreme right, the control for the destination blind.

*Photos: Keith McGavin*



*Around the Site and Down the Line, Cont.*



**Above: Tram 17 in the workshop, from "B" end. Note destination/coloured light signals and number boxes in position. 19<sup>th</sup> August 2020.**

*Photo: Keith McGavin*

Behind the scenes we are working to finalise the design of the new brake rodding parts for Tram 17. In addition the new handbrake pedestals and gearing are nearing completion at Tunley Engineering, Paraparaumu.

#### Digger:

A hydraulic ram on the digger has been serviced with new seals, so that the swivel function now works with better control.

#### Overhead:

We are finalising the overhead parts to go to Perth – a job that was interrupted by Covid-19.

#### Workshop Changes and Tidy-up

Some tidy-up of the workshop is in progress. Part of the racking on the south-east side has been dismantled with the intention of making more room for woodwork machinery. Neville Webley is sorting out the quantities of old screws held in the workshop as much of the stock is no longer used or needed. All glass jars are being replaced as they are seen as a workshop H & S hazard.

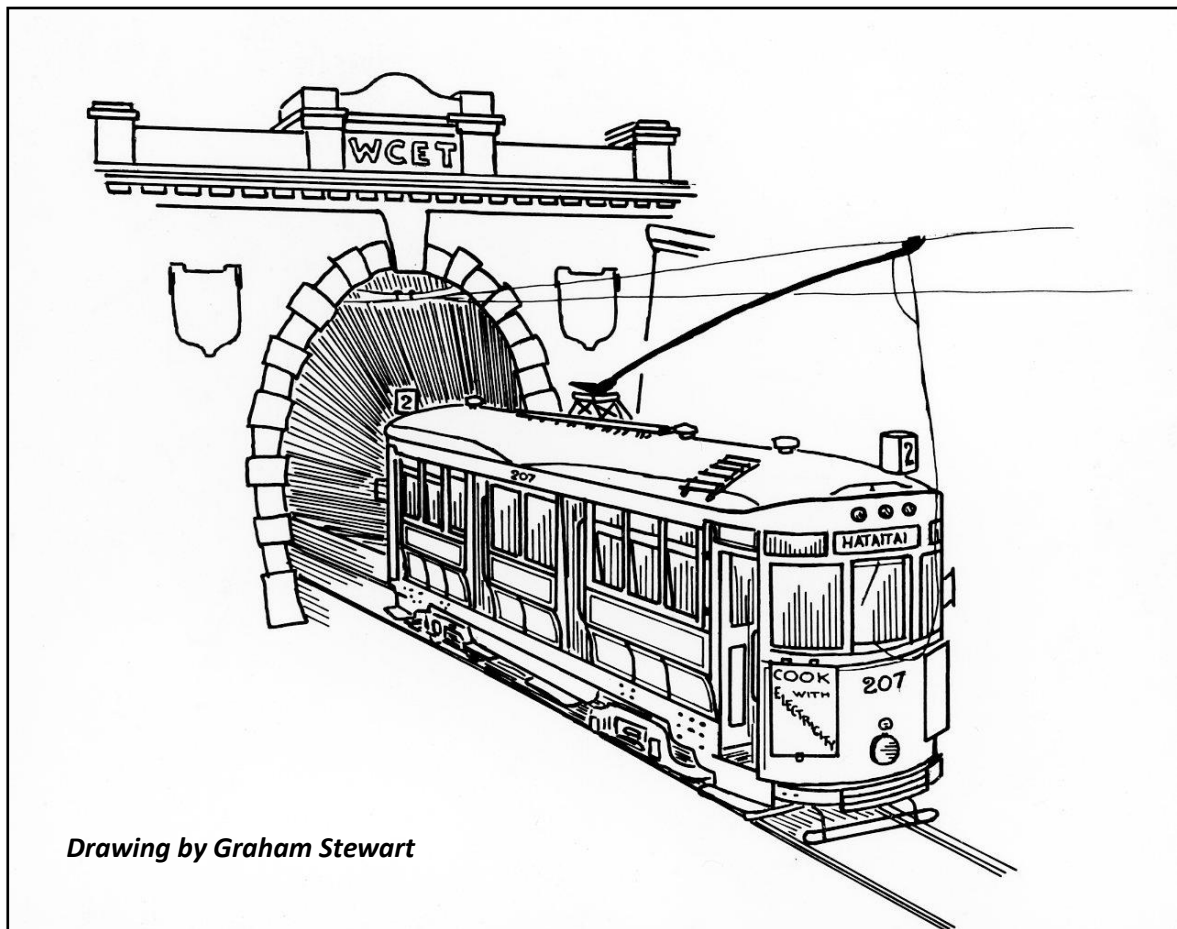
#### Tram 207:

Please see the separate article on this restoration project.



**Left – A photo by Dave Turner of trackwork (rail joint maintenance) on the Kāpiti Coast Electric Tramway.**

**Allan Neilson (foreground) and Brian Dawson on 14<sup>th</sup> September 2019.**



### *Introduction by Keith McGavin:*

**Plans for the restoration of Mark II Double-saloon Tram No.207 are gaining momentum.**

The Conservation Plan, detailed on page 7 of our May-June 2020 Tramlines, has supported an application to Lotteries Environment & Heritage for funding which if granted will, along with WTM's own contribution, cover the first stage of body restoration.

The first stage comprises all the structural components of the body – essentially the timber frame and the roof. If our funding application is successful the tram body will be taken to commercial premises off-site where

the following, mainly skilled structural work, will be carried out:

- Replace three rotten body pillars
- Repairs to several other pillars
- Replace two door pillars
- Making and fitting 30 new roof bows
- Supplying & fitting a tongue & groove roof
- Recanvassing the roof
- Supply and fit the timber trolley bridge
- Supply and fit the ceiling panels
- Replace two forehead fascias
- Replacing tie bolts or "L" brackets at bottom of pillars plus floor repairs as required
- Replace some motorman's cabins sills.

On completion of this work the tram body will be returned to the Museum and members will continue with interior and exterior body work.



## **Tram 207 – The Restoration Project**

**by Mike Flinn**

In earlier issues of “Tramlines” the tidying of parts and items has been reported with the intention of improving the use of space in Buildings and in the Storage Compound. This has included the identification of parts for Tram 207, being part of the overall work to assist in its planned restoration.

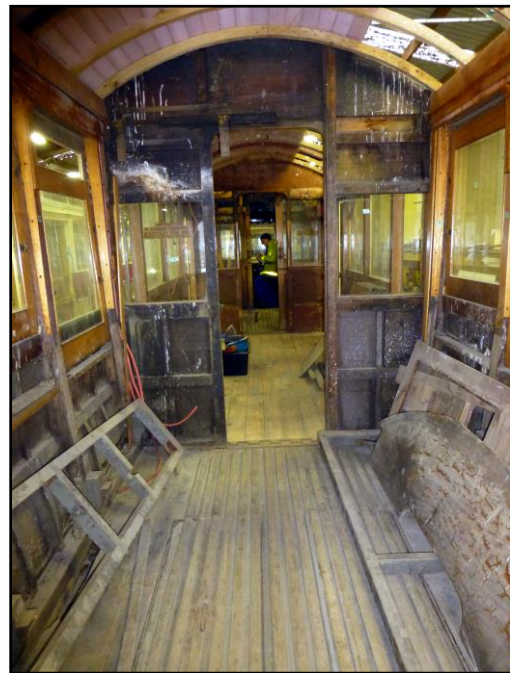
Tram 207 had reached the point in 1973 where it had to be withdrawn from service for upgrading. Restoration was started in 1976 and as recorded in the Museum’s 50<sup>th</sup> Anniversary book “some bodywork was carried out, one truck was reconditioned and a start made on another” before work ceased due to lack of resources and other work priorities.

Only recently has renewed action on restoration of the tram become possible. After a gap of over 40 years many of the people involved in the initial restoration are no longer active and the untimely deaths recently of Trevor Burling and Mike Vash have further reduced knowledge of the condition of Tram 207, the location of its components, and have reduced the skills available for its restoration among the membership. In that period of 40 years it was fortunate that the Barn roof was completed by 1976 to provide proper cover to minimise any further deterioration in the Tram.

Like Tram 260 it should be noted that Tram 207 has never been operated “over the hill” to the current Beach terminus.

To make a new start and help locate removed parts and components, a listing of locations where parts and components are stored has been made with the objective of identifying Tram 207 parts specifically and, for the first time, make a stocktake of all locations with stored items so that the future storing of parts and components can be made in the most efficient way possible.

So far nearly all internal parts and components off Tram 207 have been located and brought to a few locations.



**Above: Tram 207's interior from “B” end on 8<sup>th</sup> July 2020. Most loose parts have been removed to storage.**



**Above: The interior of out-of-use Fiducia tram 238 in which are stored many restored and unrestored parts from 207 including newly varnished timber panelling strips, plus the hinged timber seats and the seat frames from the centre saloon. 8<sup>th</sup> July 2020.**

*Both photos above by Keith McGavin*



**Above: Tram 207 in Lambton Quay, late 1950's or early 1960 (the tram's destination is "Lyall Bay", a route that closed on 30<sup>th</sup> July 1960.)**  
**Photo: Graham Stewart**

Initial stocktakes have been made of some locations and more detailed stocktakes of the Sub Station Store and the "White" body store are yet to start. The latter has stored within it many tram parts and components recovered from retired trams relocated within the Lower North Island by members

visits during the 1970's and 1980's, including Double Saloons. As the "White" store is at the end of its life, items in it will be removed and sorted and most relocated to either Containers No 2 or 4 where some space has been provided.



**Above: Some loose parts for tram 207 now stored in these cabinets and crates in "Marlene's store" within the rear storage compound.**  
**Photo: Keith McGavin, 4<sup>th</sup> March 2020**





**Above: Mike Flinn balances a wheelbarrow load of “207 seat squab” on its way into storage. 11<sup>th</sup> March 2020.**

***Photo: Keith McGavin***

As part of the Tram 207 preparation work an Excel spread sheet has been developed to list internal parts and components within each compartment for all Double Saloon tram models, distinguishing any items used in Mk 1 or Mk 2 versions only. A listing of items currently in Tram 207 has been made from this and as further removed items have been located they and their location has been added to give us confidence that we have virtually all the items that will be needed. External parts and components have also been listed and mostly traced but a full underfloor inspection is needed to identify major mechanical and electrical components and parts that have been removed so that tracing can start. From all this we can assess the likely amount of rebuilding work needed as part of the restoration.

### **Old Stock Journal Book**

During the recent Covid-19 lockdown I looked at the details in an old heavy bound journal book that we obtained several years ago. It was a record of Wellington Tramways parts and components, probably used as the Tramways main store record, which would have been supplemented by a card system detailing current stock levels, issues and purchases. The journal book has

pages with double the old foolscap width and shaped at the spine end to fit between straps in the spine. After information was typed onto the specially printed pages, including several columns with headings, the pages were inserted and a small key was used in the back cover to tighten the spine to hold the pages in the journal book. The journal book was made by Whitcombe and Tombs Ltd (No J1149) dated October 1928 with a page holding system called “Check Lock” by that Company.

Pages within the journal book record details of Part Numbers for Tram Trucks and Motors (e.g. Brill 21E, 22E, 39E and 69E), Controllers, Compressors and others and included are pages detailing body fittings as well as body castings and forgings. Also listed are pattern numbers which will be useful to help identify some of the unidentified patterns we have in store. During the lockdown I entered a lot of the information onto an Excel spread sheet for distribution to interested parties. It was interesting to realise that the information had been carefully and accurately typed onto the pages over 80 years ago, probably by a lady in the Tramways Office. Some of the information goes back to trams in service before 1914 and covers the Double Saloon and early Fiducia eras.

## MEET THE NEIGHBOURS PART 4-WHAREROA GUARDIANS - from ANN EVANS

### *Introduction by Alan Smith*

*This time we go to the other side of the [railway] tracks to learn about our near neighbours involved with restoring another bit of the old wartime camps areas but which is not part of Queen Elizabeth Park. When work started on building the Tramway Museum in early 1965 we sometimes used to park our work vehicles - crane truck Pete and tower wagon Sebastian - under the trees up there, out of sight and safe. Today Whareroa is a popular*

*spot for trampers and those who love the regenerating indigenous bush. This 1943 photo below from Archives New Zealand (ref WA, Neg. 444 National Publicity Studios) shows the Whareroa area and, closer, the main Marines camps at a time when thousands of men lived here at a perilous time in world history. Thank you to Ann Evans of the Guardians for sending us this for Tramlines – and congratulations to our fellow volunteers over there for all their great work.*



**Above: A 1943 view of the Whareroa area and the U.S. Marines' Camps including part of QEP.**

*Photo: Archives New Zealand (ref WA, Neg. 444 National Publicity Studios)*



### Whareroa Farm and Whareroa Guardians – a brief summary

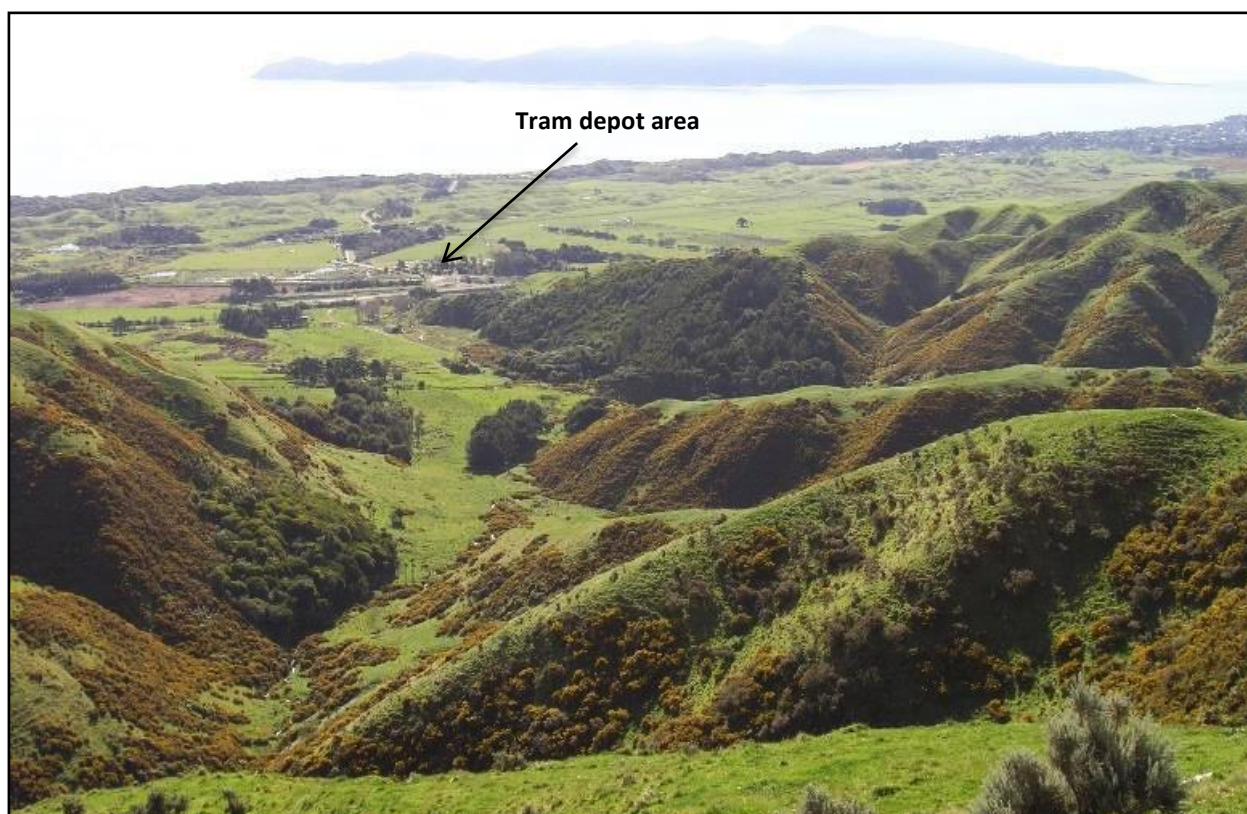
The land of Whareroa Farm was once used by Maori based at Whareroa Pa to grow crops. In 1859 Iwi sold the land to the government and it was leased to Alexander Mackay. He and his family cleared bush from the hills and farmed it, later buying the land. Mackays Crossing was named when the railway was put through, crossing the main road.

When the last Mackay died intestate in the late 1930's the land passed back to the Crown. Initially it was proposed that a TB hospital would be built there – the complex sewage structure close to the Tramways shed was built for that purpose (*please see note at end of article – Ed.*). However, the development of an

effective TB drug, streptomycin, meant a new sanatorium was no longer needed.

World War II was happening and there was a need for sites to build camps for US forces to train and rest in New Zealand, to support their campaign in the Pacific. Camps Mackay, Russell and Paekakariki were rapidly built and for 18 months these lands were occupied by US Marines, 1942/3.

After the war the land passed to Lands and Survey who managed Whareroa. At that time the lands on both sides of the highway – the current Whareroa Farm and the land in QE Park were all farmed as one unit and known as the Whareroa Sheep and Whareroa Dairy Units. The Dairy Unit became QE Park in early 1950's and the Sheep Unit was to contribute funds towards the park.



Above: Looking down on Whareroa, with Queen Elizabeth Park in the background.





**Above: Native Forest at Whareroa**

Whareroa was an “open farm” and visitors were welcome, several tracks were established and marked including the country’s first disabled board walk. Regular school trips occurred and there was an elaborate open day in 1983 when trains between Wellington and Paraparaumu stopped at Mackay’s Crossing (the site of the old Wainui Station) *(Please see note at end of article – Ed.)*.



**Above: Lands & Survey disabled track – it disappeared in LandCorp time.**



**Above: Family Mountain Bikers**

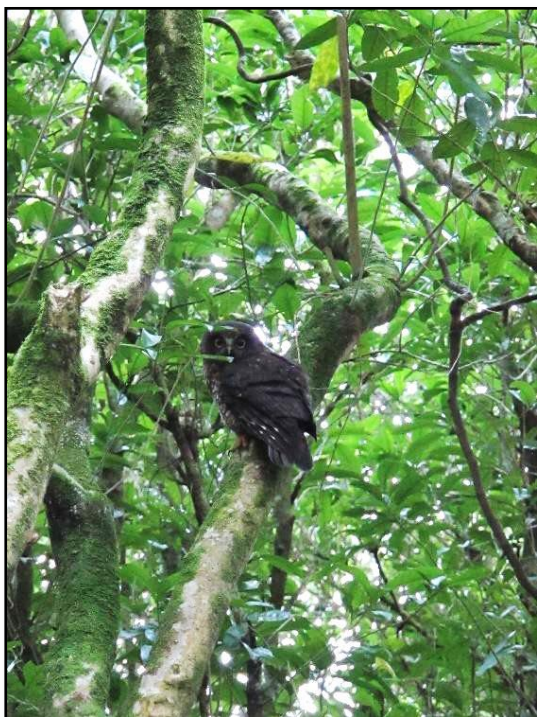
In 1984 Rogernomics hit and Whareroa Farm was divided – the land to the, seaward side was allocated to the Dept. of Conservation (DOC) and the 1,000 acres to the east allocated to LandCorp. Whareroa Farm was closed to the public. In 2003 rumours emerged that this block of public land was to be subdivided into lifestyle blocks and sold. Negotiations were proceeding between LandCorp and a local developer. However, a strong community campaign over 18 months led to the land being transferred to DOC in August 2005 and Whareroa Farm Recreation Reserve came into being.



*Meet the Neighbours, Part 4 – Whareroa Guardians cont.*

The Whareroa Guardians Community Trust was formed in 2006 to work with DOC with three aims: to protect and restore the native forest and streams, to develop recreational opportunities and to support best practice farming as a link between town and country and to demonstrate food production. About a third of the land is now grazed and the remainder retired; this is gradually being restored by the Guardians or allowed to regenerate through gorse. Possibly some of this steep land may be planted in natives under the 1Billion Trees initiative.

Whareroa Farm Reserve has several significant blocks of native forest and the hills climb to 320m. It connects QE Park to the Tararua foothills and is a corridor from mountain to sea for birds and humans.



**Above: Ruru at Whareroa**

Since 2007 the Guardians have run regular working bees on the first Sunday morning of the month with extra sessions during winter planting season. To date over 60,000 natives have been planted and several

kilometres of tracks for walkers and horses established. DOC and Kapiti Mountain Bike Club developed tracks for mountain bikes.



**Above: Riparian Planting**



**Above: Relaxing after moving two new picnic tables into the Dell.**



**Above: One of the many Streams**

We have subgroups of volunteers who meet regularly for pest and thistle/gorse/blackberry control, bird monitoring as well as mowing the Guardians' tracks.



*Meet the Neighbours, Part 4 – Whareroa Guardians cont.*



**Above: Volunteers trying out the new dunny shelter.**

Funding for plants, signs and fencing is raised through application to various charitable sources and from subs and donations.

The Guardians have also restored an old DOC caravan from Kāpiti Island (with the help of Menzshed Kāpiti) and an old dunny from the Tararuas as quirky shelters and facilitated donations for picnic benches and seats. A Cairn was built by volunteers to mark the community involvement in saving the farm, and the stone wall at the entrance.

Our latest project is to establish safe sites at the Cairn for lizards to be relocated to, when developments are damaging their existing homes. This involves planting suitable plants and intensive pest control and monitoring.

Many hundreds of volunteers, including school groups, have been involved in the last fifteen years. Their work is much appreciated.

The reserve is now used by thousands of visitors each year – walking, biking, running, horse-riding, picnicking, bird watching, painting and just being there.

New volunteers are welcome to join us. Just come along at 9am on the first Sunday of the month or email us at

[whareroa.guardians@gmail.com](mailto:whareroa.guardians@gmail.com) to go on the mailing list

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**Editor's Footnotes:**

1<sup>st</sup> page of this article: RE the concrete sewage structure – WTM records suggest that this was built for the Marines – perhaps using plans already on file.

2<sup>nd</sup> page of this article: Re Wainui Station: This was located near the now closed Lynches Crossing, several hundred metres north of Mackays Crossing. It was closed in 1900 when a Maori settlement in the area moved to Paekakariki – see “West of the Tararuas” by D.G. Hoy, Page 53.

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In the previous issue I covered the disposal of withdrawn trams stored at Kilbirnie depot. While many of the trams were being broken up, others were on sold for use as sheds, sleep-outs and other various uses. Local body restrictions were being tightened at that time, especially in City areas and tram bodies in urban areas were discouraged. Consequently those being sold tended to end up in more rural settings.

Stevens were advertising trams delivered free within 100 miles from Wellington as part of the purchase price with many of them being sold to residents in the Wairarapa.

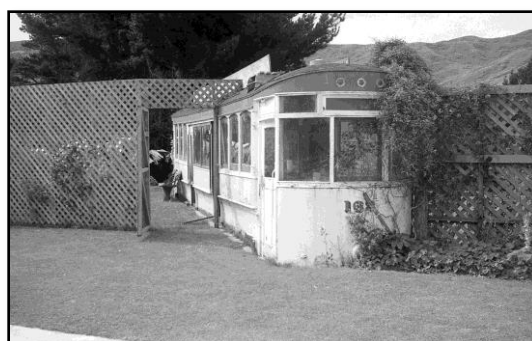
I do not have an exhaustive list of where all of the trams that Stevens sold finished up however those I know of include,  
Wairarapa: 152, 161, 162, 165, 175, 178, 185, 188

Manawatu/Kapiti Coast: 119, 145, 170, 176.

Tram 119 was donated to the Child Welfare Home at Levin, 145 to the Otaki Health Camp and 176 to a playground at Paekakariki, all trams specifically for children to play in.

In the next edition of *Tramlines* I will cover those trams disposed of from the Newtown Depot. The following photographs illustrate the final resting place of some of these trams.

119, at Levin Welfare Home in Kimberley Road  
145, at Otaki Health Camp  
162, at Tinui, Wairarapa  
165, at Mikimiki, being demolished by WTM members.  
178, at Masterton



**Above: 162 at Tinui, Wairarapa**

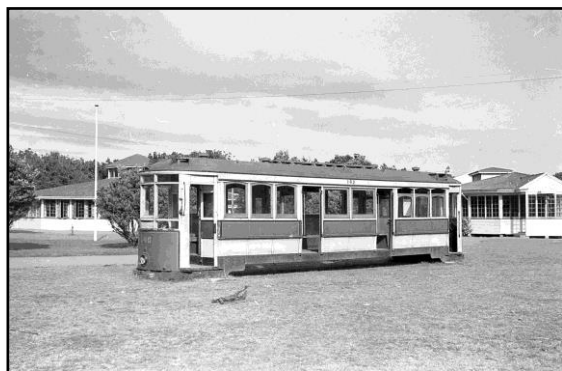
*All photos this page by Graeme Bennett except 165 which is by Mike Boyton*



**Above: 119, Levin Welfare Home, Kimberley Road.**



**Above: 165 at Mikimiki, north of Masterton – being dismantled by WTM members.**



**Above: 145 at Otaki Health Camp.**



**Above: 178 at Masterton**

## **Back Page -**

### **50 YEARS AGO AT THE MUSEUM**

**from Keith McGavin**

1970 was a big year for the Museum. Although it was the fifth year of tram operation since the opening in December 1965 at that time all the trams were still stored in the open and powered by DC power from a problematical motor-generator set. Top priority was given to the establishment of a permanent power supply - the first permanent building was of concrete block to house the mercury arc rectifiers.

#### **Major Events:**

##### **Inauguration of the Mercury Arc Installation**

First movement of a tram under power supplied by the mercury arc was Tram 239 at 3.43pm on Monday 15<sup>th</sup> June.

Official Opening of the Mercury Arc Installation by Sir Francis Kitts, Mayor of Wellington, Sunday 30<sup>th</sup> August.



**Above: Installing the 11kV transformer.**

**The new amenity building arrived** – “the new Palace” (i.e. our current building) and replaced the old “Palace” – an ex-Wellington Palace type tram, No.75

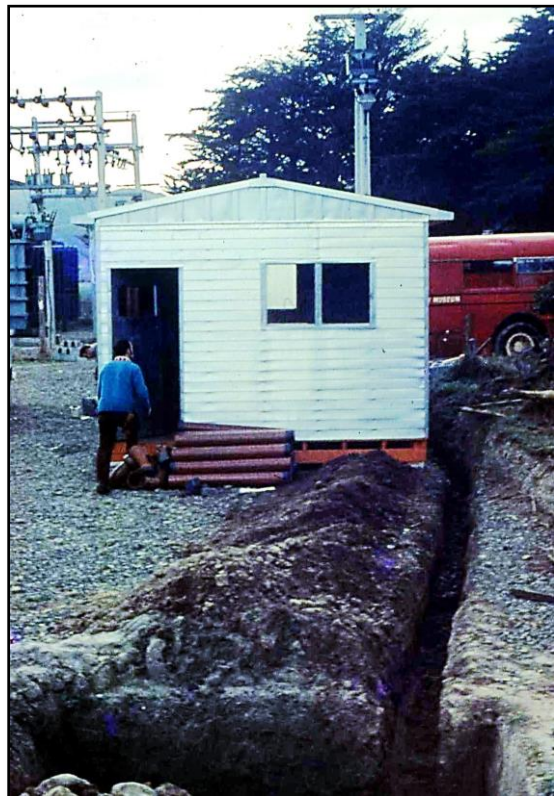
#### **Other 1970 Events:**

- A “Traffic Control Station” ex Paekakariki, surplus to the Ministry of Transport’s requirements, and donated to the Museum. (This is now a small storage building within the rear storage compound but over the years has seen a number of roles including that of ticket sales office.
- Track, including a double crossover,

***“Tramlines” is the bi-monthly newsletter for members of the Wellington Tramway Museum Inc. Its aim is to keep members in touch with practical notices and the details of current developments and it also includes articles on matters of historic tramway interest, especially Wellington. Please also see our website and Facebook page which are our instantly-updated Museum fact resource and notice to the wider world. Contributions and notes welcomed. Contact details are on page 3.***

uplifted by members from the approaches to Newtown tram barn and moved to WTM on 16<sup>th</sup> and 29<sup>th</sup> May.

- The 1926 Vintage Dennis Fire Engine (nowadays with the Vintage Car Club) set up as a centrepiece of a display at Coastland’s Shopping Town, Paraparaumu, 9am to 9pm Easter Saturday – and manned by members.



**Above: The “new Palace” arrived on 6<sup>th</sup> July –a Skyline shed. Note the waste water sump. Members built the floor and lined the ceiling and interior walls plus built the foundations.**

- Dismantling of the old “Power House and One-tram Barn” and also the old “Palace” tram was underway.
- Tram 207 – Rewiring of buzzer and lighting circuits was completed, and tram 238 – repainting completed.
- An on-going project was the rearrangement of the depot tram tracks.