

# TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2019 /3

MAY - JUNE 2019





## PICTURES OF TRAM NO. 260



Left: Saturday 23<sup>rd</sup> May 1964. Tram No.260, the second of two Museum trams to be moved that day from the Newtown tram barns to Len Southward's premises at Seaview, proceeds along Wakefield Street, Wellington. Note the un-braked rubber-tired wheel-set taking the rear weight of the tram through the tram-body king-pin. Gary Riggs waves from the front platform.

*Gary Riggs collection*

Right: A fine study of Tram 260 on a sunny afternoon at the Museum. 7<sup>th</sup> January 2018.

Tram 260 has been painted in the "Dulux Bandadrillo Red" colour which was standard for Wellington trams, as compared to the "one-off" Carnation Red used for the Shell trams, including 260, in 1964.

*Photo: Tommy Secker*



### Misleading photo colours – by Keith McGavin

Three photos of Fiducia No.260 – One on the cover, and two above. The cover photo when compared with the top photo above highlight the different colour renditions that can arise from 1960's colour photos of anything – in this case trams. In February 1964 tram 260, along with 244 and 257, were repainted for Shell Oil advertising and I personally can recall clearly seeing cans of Dulux Hi-Gloss Enamel "Carnation Red" in Newtown Tram Barns next to the three trams when they were being painted.

On the cover, taken in February 1964, 260's Carnation Red shows as darker and with a purple tinge – this is from an Agfacolor colourslide.

The top photo on this page – taken a few weeks later with Gary Riggs' camera (that's Gary on the tram platform) is from a Kodachrome colourslide. This looks to be a more accurate representation of the colour of tram 260 at the time.

The bottom photo on this page is 260 today (Tommy Secker's photo) painted in Bandarillo Red which we believe to be the traditional colour previously used by WCCT on all trams up until the final three repaints for Shell's advertising. And the colour rendition in this photo is excellent – that's how 260 looks today!

**Cover:** It's just after school closing time one afternoon in late February 1964, just over two months before the closure of Wellington's trams. Fiducia 260, just over 11 years old, stops in Hankey Street on the No.11 route to load schoolboys who have finished school for the day. Those boys will all now be in their late 60's or older! Does any reader recognise themselves or friends?

No.260 will continue on this route which abounded in sharp curves - from here into Hopper Street, Hopper Street left into Webb Street, and then right from Webb Street into Cuba Street and so down into the central city.

*Photo: Keith McGavin*

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MAY – JUNE 2019

Assembled by the WTM production team:

Henry Brittain & Keith McGavin

Published bi-monthly

Contributions welcome

– To Henry Brittain please, contact details below.

Photographic Editing and Formatting:

Keith McGavin

Email: [keithdmcg@gmail.com](mailto:keithdmcg@gmail.com)

Phone: 04 934 3418

Mobile: 021 147 3846

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

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

**Patrons: Mr Justin Lester, Mayor of Wellington, and**

**President: Mr Steve Porter**

**Mr K (Guru) Gurunathan, Mayor of Kapiti District**

**Ph. Mob. 0274 980 822**

**E-mail [fiducia239@gmail.com](mailto:fiducia239@gmail.com)**

### CONTACT US:

**Website**

**[www.wellingtontrams.org.nz](http://www.wellingtontrams.org.nz)**

**E-mail**

**[info@wellingtontrams.org.nz](mailto:info@wellingtontrams.org.nz)**

### POSTAL ADDRESS:

**P.O. Box 2612,  
Wellington, 6140  
New Zealand.**

### MUSEUM LOCATION:

**Whareroa Road (Queen Elizabeth Park)**

**MacKays Crossing, Kapiti, New Zealand**

**Ph.(when Museum attended) 04 292 8361**

### SECRETARY

**Mr Henry Brittain**

**Ph. 04 293 8929, Mob.0274 303 536**

**E-mail [secretary@wellingtontrams.org.nz](mailto:secretary@wellingtontrams.org.nz)**

### TREASURER

**Mr Michael Boyton**

**E-mail [treasurer@wellingtontrams.org.nz](mailto:treasurer@wellingtontrams.org.nz)**

**Postal: P.O Box 36, Upper Moutere, 7144, N.Z.**

### HONORARY LIFE

**MEMBERS:**

**Messrs**

**Henry Brittain**

**Michael Flinn**

**Keith McGavin**

**Allan Neilson**

**Barry Ollerenshaw**

**Ray Shand**

## From Steve Porter's Workbench

It was my intention this month to report on the FRONZ Conference which you will see from Henry Brittain's report on page 6 was held in Timaru with field trips to Pleasant Point Railway and Plains Railway. I did attend as did Henry, Mike Boyton, Trevor Burling, Barry Ollerenshaw and Alan Smith. Henry and Mike also had their wives with them. A very good turnout from WTM. I also took the opportunity to visit Ferrymead including the National Rail Museum, the Tramway Historical Society, Canterbury Railway Society, the Post and Telegraph display, and the Diesel Traction Group.

In the networking sessions (usually in a bar) but certainly during the informal parts of the Conference I was pleased to find that most groups are following the general line that our Board has adopted in recent years. Pretty well all groups have looked at what they are trying to achieve and are critically examining their collection of assets (rusting or rotting junk) and trimming down their collections to what they see as manageable in the mid to long term. At the same time one group has come into some criticism for scrapping stuff that at least one other group would have liked. We have and intend in the future, to ensure that things that have heritage value are, if we don't want them, quit to an individual or group who will safeguard the item for the future.

At our AGM in November members will be asked to consider the fate of tram 235. This will be considered in conjunction with the gifting of Fiducia 244 by MOTAT to WTM. I understand that the reason we have not been formally advised that our letter offering to accept 244 is that there is insufficient money in the MOTAT budget until their next financial year. I have advised my informant that we are ready to accept

244 and he in turn confirmed that he understands that the money (for 244's transport) will be in next year's budget.

As I reflect on recent events around our tramway, I see great progress and am pleased that by and large the work being done is that which the M & E Committee has prioritised or is normal building or tramway maintenance.

The tidying of the site continues and is noticed by our landlords. They do see it and pass good comments up into their organisation.

The return of 239 to service after some rotten timber replacement was achieved in the last period. I am pleased that when a difficulty with notching up 239 on the hill was experienced by one or more drivers that a solution has been found without increasing the maximum current the tram can draw (*see page 7 – Ed.*). The circuit breakers in mobile vehicles are set to protect the vehicle or, to put it another way, we do not wish to have a burnt-out vehicle just because we made it easier to drive.

And finally, all workshop members should take great pride in the progress being made with Tram 17. As we go further into the year the co-operative efforts being made on the tram must be applied so that any parts of the project that may otherwise fall behind are concentrated on. We all want to see this tram running, ideally later this year or at the latest next year.

**STEVE PORTER, President**  
**4<sup>th</sup> June 2019**

## NEWS OF OUR MEMBERS AND VOLUNTEERS

### NEW MEMBERS:

A warm welcome as new members to –

John Cook, and

Grant Johnson

- both of whom reside on the Kapiti Coast.

We look forward to seeing you on site and wish you an enjoyable and fulfilling membership of the Wellington Tramway Museum.

### GET WELL:

To our foundation member John Lawes who is recovering at home from a quadruple by-pass operation. We wish John a speedy return to full health.

### CONDOLENCES:

To Les and Graham Stewart on the death of Les's brother Malcolm. Malcolm was also Graham's nephew.

## NEW BOOK

We have received 40 orders for Graham Stewart's new book, "Trams on the Streets of New Zealand" and it is expected to be available mid-June.

Once we have finalised its cost we will be contacting those who have ordered and seeking payment.

## MUSEUM FINANCES, AND DONATIONS

The Museum's general funds were reduced during the periods without power in 2016 and 2017 – both as a result of trams not running, and the extra expenses involved in the new equipment required firstly associated with the 11 kV power supply and then with the total overhead lines refurbishment.

Prior to last Christmas general funds had sunk to a negative \$8,974 and the Board had instituted an austerity regime whereby only essential expenditure was incurred. By

30<sup>th</sup> April, mainly through traffic receipts and aided by members' general purpose donations, they had recovered to approximately \$15,500. However this is still well below a "comfortable" balance which would enable the Museum to proceed with many worthwhile improvement projects that are waiting in the wings.

Members' generosity has seen special funds grow over the same period. On the membership renewal form the Museum sought donations for:

- Tram 207 restoration
- Track Improvements - sleepers
- Amenities and Archives Building

Between Christmas and 30<sup>th</sup> April the Tram 207 fund grew from \$9,828 to \$13,222; the Track Improvements (Sleeper Purchase) Fund starting from Nil had a balance of \$1,695 at 30<sup>th</sup> April and the Amenities and Archives Building Fund attracted \$295 in donations.

A special 'thank you' is extended to all members who have so generously assisted the Museum financially over this period.

## TRAM No.207 RESTORATION

WTM is expecting to commission Leyton Chan of MOTAT, Auckland to jointly assess with our own expert members, and to fully document, the work necessary to restore Tram No.207 to operating condition. This will enable completion of 207's Conservation Plan – needed both to support a Lottery application for a grant to cover commercial restoration of the timber frame, and to enable us to plan the further restoration of the rest of the tram.

Ideally the Conservation Plan would be completed, and sufficient funds available, to make an August application to Lottery Environment & Heritage. \$30,000 - \$40,000 of WTM funds could attract a November grant of \$60,000 to \$80,000 (thus providing in total \$90,000 - \$120,000) and this would enable commercial restoration to commence.



## **TRAM No.207 DONATION APPEAL**

To this end please consider making a further donation to this fund. Tram No.207 is the only complete Mark II type Double Saloon tram in existence and your contribution will assist in getting this unique tram back into operation in a quicker time frame.

To make a donation please credit the Wellington Tramway Museum's bank account at ANZ Bank:

**06 – 0501 – 0075414 – 00**

with "Tram 207" and "Donation" as the "Particulars" and "Code".

Alternatively please post your cheque to the *Hon. Treasurer, Wellington Tramway Museum, P.O. Box 36, Upper Moutere, 7144, New Zealand.*

All donations qualify for tax credits.

Michael Boyton, our Treasurer, can also be contacted by email at [treasurer@wellingtontrams.org.nz](mailto:treasurer@wellingtontrams.org.nz)



Above: Tram No.207 on its last ever trip in Wellington. No.207 is in Wallace Street on a special hire on 14<sup>th</sup> September 1963.

*Photo: Keith McGavin*

## **AUDITED PERFORMANCE REPORT**

The audited Performance Report of the Wellington Tramway Museum Incorporated for Year Ended 30<sup>th</sup> June 2018 is now available on-line on the Charities Register [www.register.charities.govt.nz/charitiesregister/search](http://www.register.charities.govt.nz/charitiesregister/search) or on the Tramway Museum website at

[www.wellingtontrams.org.nz/members](http://www.wellingtontrams.org.nz/members)

If using the members section of the Tramway Museum website the password you need is: fiducia260

## **MID WINTER DINNER**

*Report from Henry Brittain*

This year's event was held at the Waikanae Club on Saturday 18 May where 31 guests had a very enjoyable and social evening. The food was of a high standard and members plus their partners were full of praise for the venue with a wish to return for future occasions.

## **2019 FRONZ CONFERENCE**

*Report from Henry Brittain*

This year's conference of the Federation of Rail Organisations of NZ (FRONZ) was held in Timaru over Queens Birthday weekend. WTM members attending were Steve Porter, Michael Boyton, Henry Brittain, Trevor Burling, Barry Ollerenshaw plus Alan Smith who attended some of the Conference sessions. An enjoyable time was spent including side visits to the Plains Railway Museum in Ashburton on the Sunday afternoon and Pleasant Point Museum on the Monday morning.

This year's Tramway Award went to the Dunedin Heritage Light Rail Trust in recognition of their endeavours in building a barn to exhibit restored Dunedin cable-cars.

See photo on page 8.

## NEW ENTRANCE FOR QUEEN ELIZABETH PARK

The Greater Wellington Regional Council has been considering and finalising designs for enhancing the entrance to the Park including the potential to install an additional gate to avoid the bottleneck that occurs on busy days. As part of this redevelopment, they have expressed the desire to remove the trees that line our eastern boundary alongside the drainage culvert. Removal of these trees will significantly reduce the volume of leaves and other debris that accumulate around our buildings, including the gutterings.

## REDUNDANT TROLLEY BUS EQUIPMENT

Members Henry Brittain and Michael Flinn have been reclaiming redundant lightning arrestors from the withdrawn trolley buses stored at Kilbirnie. These are 500volt DC, and suitable for use on NZ Heritage tramway systems. Additional items recovered are used trolley pole fittings while Allan Neilson has recovered the earth testing equipment used to check the trolley buses prior to entering service, from the Kilbirnie and Karori bus depots.

## OBITUARY: KEITH KINGS, MELBOURNE

from Mal Rowe

Keith Kings passed away on Friday evening, 29 March, 2019. He was a pre-eminent Australian tramway historian. He was born in 1928 and many of his friends gathered to celebrate his 90th birthday last year.

Keith was a prolific maker of pictures and movies. His collection is in the safe care of the State Library of Victoria - which greatly appreciates Keith's careful documentation of everything he recorded.

Keith was very active in the cause of tram preservation, being an active member of the Australian Electric Traction Association, a founding board member of the Tramway

Museum Society of Victoria and an active supporter of many other museums.

Keith was the Executive Officer of the Council of Tramway Museums of Australasia from 1977 to 1986.

I was glad to have known Keith and grateful for his immense contribution to the history of transport in this country and his generosity in sharing his knowledge.

*Footnote: Many NZ tram enthusiasts over the years have been the recipient of Keith King's hospitality and friendship. R.I.P*

## FOR TRAM MOTORMEN – Tram Driving Hint

*Some problems have been encountered when driving up the hill towards the beach so here is some guidance that will help eliminate the high current surge caused especially when going from series to parallel either too quickly or when there is insufficient speed, thus resulting in circuit breaker tripout.*

*When coming up the hill towards the airfield level crossing it is necessary to slow down for the speed restriction between poles 48 and 49. At pole 49, commence or continue notching up in series at a measured pace; i.e. Taking every notch at say 4-5 second intervals. This should allow the tram to be in series 4 by the time it reaches the airfield level crossing. Then hold the tram in series until it reaches the next pole (No 52) after the level crossing, then start notching up in parallel at the measured pace. The time gap allowed while the tram is in series will allow speed to build up before the transition to parallel notching.*

*If the tram is going too slow at the airfield crossing or needs to start from this point it is probably wise to leave the tram in series until the top of the hill is reached.*

**Please note, Reporting on Tram Statistics is deferred until next month when we should have the figures for the full financial year to 30<sup>th</sup> June 2019.**

## LETTERS

From Ian Greig, Auckland to Henry Brittain  
(re March-April 2019 Tramlines)

*"Many thanks for the latest Tramlines, another very good edition, great photos and a very good section on Allen Street and Courtenay Place. I can't recall ever seeing a tram using Allen Street or even photos. I do recall seeing trams reversing adjacent to the "Taj Mahal" and laying over for a time on the Courtenay Place connection to the right before returning to the Railway Station.*

*The other historical articles were also very interesting.*

*As we all think of if only I had taken more interest at the time.*

*Thanks once again Henry, your efforts are much appreciated."*

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From Sir Roderick Deane, Wellington  
(extract). to Keith McGavin

*".....I am delighted to hear of the progress you and the team are making. I do admire the way you all work together for such a good cause. The stories the various trams can tell are fascinating.*

*I can still remember when the tram service ceased and how bitterly disappointed I was. I loved the trams and I thought they could be such a feature if preserved. The first day I came to Wellington as a youngster to attend VUW I rode the tram to Oriental bay for a swim and then back home again to the hostel. After rugby games at Athletic Park I would be one of those who hung on to the outside or back of a tram to snatch a ride.*

*I wish you and your colleagues all the best in your wonderful efforts to keep the trams alive.*

*Warm regards  
Roderick"*

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Above: At a visit to Pleasant Point Railway (with their Model T railcar) during the FRONZ conference. Front row, from left, kneeling: Michael Boyton, Barry Ollerenshaw; Back row: from left: Dot and Dave Hinman (THS), Trevor Burling, Stephen Taylor (THS), Henry & Lorraine Brittain and Jacqui Boyton (all WTM except where stated.) See Conference report page 6.

*Photo courtesy Michael Boyton*



**FROM THE MARKETING AND  
OPERATIONS DEPARTMENT**  
**Russell Jenkins, Vice-President**

Half the year gone and we are now “officially” in winter and after operating for extra days over the Easter Weekend, the April School Holidays and on Anzac Day, things are getting a bit quieter. At this stage the Tramway will not be open during the July School Holidays.

**“Western Movie “Production**

During the April School Holidays the Tramway became the site for a “Western” movie production.

A Wellington College pupil Ugrin Vuckovic is producing, directing and acting in a movie as part of his studies. He and some of his class mates along with their “Catering Manager” (his mother), spent an afternoon shooting scenes on Tram 151 as well as around the kiosk.

**Tram Barn Displays**

Keep a look out over the next few months as some of the displays in the Tram Barn are rearranged. Some high panels are to be erected in front of tram 235 to hide the rear area of the Barn from public view and to provide additional space for display posters. The plan at this stage is to have a series of panels illustrating the history of an original Wellington Tram (17) from its introduction into service in 1904, through to its recommissioning at the Tramway Museum.

The current display on the panels on Road 3 will be rearranged and the “Mock up” Tram 214 will be relocated and will face the Tram Barn front doors.

**Tram 214**

While on the subject of Tram 214, it is proving to be very popular with the younger visitors (and some of the older ones as well). The bell is being “well rung” and the control handles are being well used.



Above: “Cowboys at the Kiosk”. Pupils of Wellington College filming a Western movie at the Museum, 24<sup>th</sup> April 2019.  
*Photo: Russell Jenkins*

*From the Marketing & Operations Department,  
continued*



Above: Russell Jenkins at work on a re-arrangement of the display panels in the tram barn. Photo: Keith McGavin, 29<sup>th</sup> May 2019

### **Tour Groups Update**

Further to the news in the last Tramlines, plans are afoot to have representatives from leading Wellington Hotels visit the Tramway as part of a promotion for the “Trams, Trains and Automobiles” Tour being developed by Chris Evans from The Blue Train in Paraparaumu. Depending on demand, it is proposed to have this tour operating at weekends and occasionally on Wednesdays.

If you would like to see a promotional video, click onto the following link and have a look on YouTube:

<https://www.youtube.com/watch?v=Ba8TfOjGyl>



Above: Tram 239 under test (hence the open doors on the off-side) heads towards the Beach. Motorman Steve Porter, 29<sup>th</sup> May 2019.

*Photo: Keith McGavin*

### **Fiducia 239**

It is good to see Fiducia 239 back in service. A big thanks goes to everyone who has worked hard to get it back in service. We now have two Fiducias to run our winter services with 151 and 159 Double Saloons available as back-ups.

The date for our first visit from Grand Pacific Tours is getting closer with the first group of up to 20 scheduled to arrive on Friday 13 September followed by a group of up to 50 on Monday 16 September. At this



*From the Marketing & Operations Department,  
continued*

stage a further three groups are scheduled during the remainder of the month.

Having tour groups visit us is a fantastic opportunity for the Tramway Museum to be put on the "Tourist Trail" and provide a very good income to enable us to continue to develop. To be successful we need the help of as many members as possible.

The Grand Pacific Tours are scheduled to arrive at around 3.15 in the afternoon for us to provide an afternoon tea or coffee, a brief talk and a tram ride, so please give serious thought to offering your services.

The more members we have offering to assist the better the workload will be spread.



Denys Peck, our Shop Operations Manager, gives us a 'sneek peek' inside his lock-up store in the Museum office. 30<sup>th</sup> January 2019.

*Photo: Keith McGavin*

## 2020 Calendar

The preparation of our 2020 Calendar is well underway (yes I know we are only half way through 2019!), but it is planned to have it on sale by late September.

If anyone has black and white or coloured photos of trams in Wellington please email them to me at [rjenkins@xtra.co.nz](mailto:rjenkins@xtra.co.nz) and I will

put them into the "possible calendar photos file" for the 2020 or any future calendars.

Over the past 2 years Calendar sales have raised over \$2000 for the Tramway and given us good publicity. Keep your eyes out for their availability in late September.

## WANTED

### Male Mannequin (Current Members Not Eligible)

Seriously though, we have in our collection some original Tramway uniforms and it would be great to be able to display them.

If anyone knows where a Male Shop Mannequin may be available, please email me at [rjenkins@xtra.co.nz](mailto:rjenkins@xtra.co.nz)

### Tram Drivers Wanted

With increased business for the Museum from Tour Groups, the Tramway is looking for more tram drivers.

If any member is interested or knows of a friend or relation who may be interested, please get in touch with either Henry Brittain or Russell Jenkins with contact details.

## M&O Committee

If any members have ideas for events or other suggestions about the operational side of the Tramway, please get in touch with one of the committee members below.

Russell Jenkins (Vice President M&O)

Henry Brittain (Secretary)

Denys Peck (Shop Operations)

Robert Vale (Roster Organiser)

Robert Hatten (Committee Member)

If you would like to join us, please give one of us a call.

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





## WHEN DID THE LAST WELLINGTON COMBINATION TRAM RUN?

Conventional wisdom and official historical records indicate that the last of Wellington's handbrake cars, which included the Combination trams such as No.17, were withdrawn by 1954.

However our long time member and tram maintenance expert, Barry Ollerenshaw, maintains he was a regular traveller in one in 1957. Barry takes notice of such things. He is the son of a tram maintenance man who worked at the Newtown tram depot and so Barry was involved with, and interested in, trams from an early age. His 1957 memory is of a Combination tram being brought out of Kilbirnie depot regularly about 3.45pm each weekday. Barry, a college student at that time, would transfer at Kilbirnie from the Lyall Bay bound tram he was travelling on from the City to the Combination tram at Kilbirnie and travel on it to the stop near his home, where he still lives, in Park Road, Miramar.

Barry's recollection was that the Combination tram would return from Miramar on a city (Railway Station) bound run, return to Miramar, then go back into Kilbirnie Depot. It may have even done two return trips to the Railway Station from Miramar.

A singular feature of the particular Combination tram in question, says Barry, is that inside the long saloon there was no seating and no lining whatsoever. The bench seats had been removed and the ribs of the frame were showing. However the buzzers and the conductor's hand-bell worked and there were three rows of handgrips.

Question: So, what was this tram? It is known that seating was removed from some trams during the war so they could carry more passengers. Did this arrangement persist after the war on at least this tram, which was apparently used only for schoolchildren and workers in the rush hour.

*Can you recall anything that may add to or confirm these recollections. If so "Tramlines" would be delighted to hear from you.*

## HOW LONG HAVE YOU BEEN A TRAM FAN? from Robert Hatten

I have often wondered just when I first became fascinated with trams.

We lived in Nottingham Street, Karori, for my first nine years and this just happened to be the terminus for Karori Cemetery trams (a peak-time short working on the Karori line).

I therefore saw many trams in my early years, including travelling to school on a tram from 1945 onwards. They obviously left an impression.

Around this time my Dad made some small wooden toy trams for my brother and me, which had cotton reels for wheels. We used to draw lines with white chalk on the concrete paths, with loops and crossovers, and we would push the little trams along the "rails" making the appropriate noises.

My Father worked for a Company called J C Riddell Ltd and they imported Machine Tools from Europe. In 1947 he went on a business trip to Australia travelling from Auckland by flying boat and visiting Sydney, Melbourne and Hobart.

Recently I came across some letters that my Dad wrote home to Mum, and included in one of them was a note to me (see below). It mentions the double decker trams in Hobart, with a very good little drawing. I had just turned seven at the time. I obviously had an interest even at this early age.

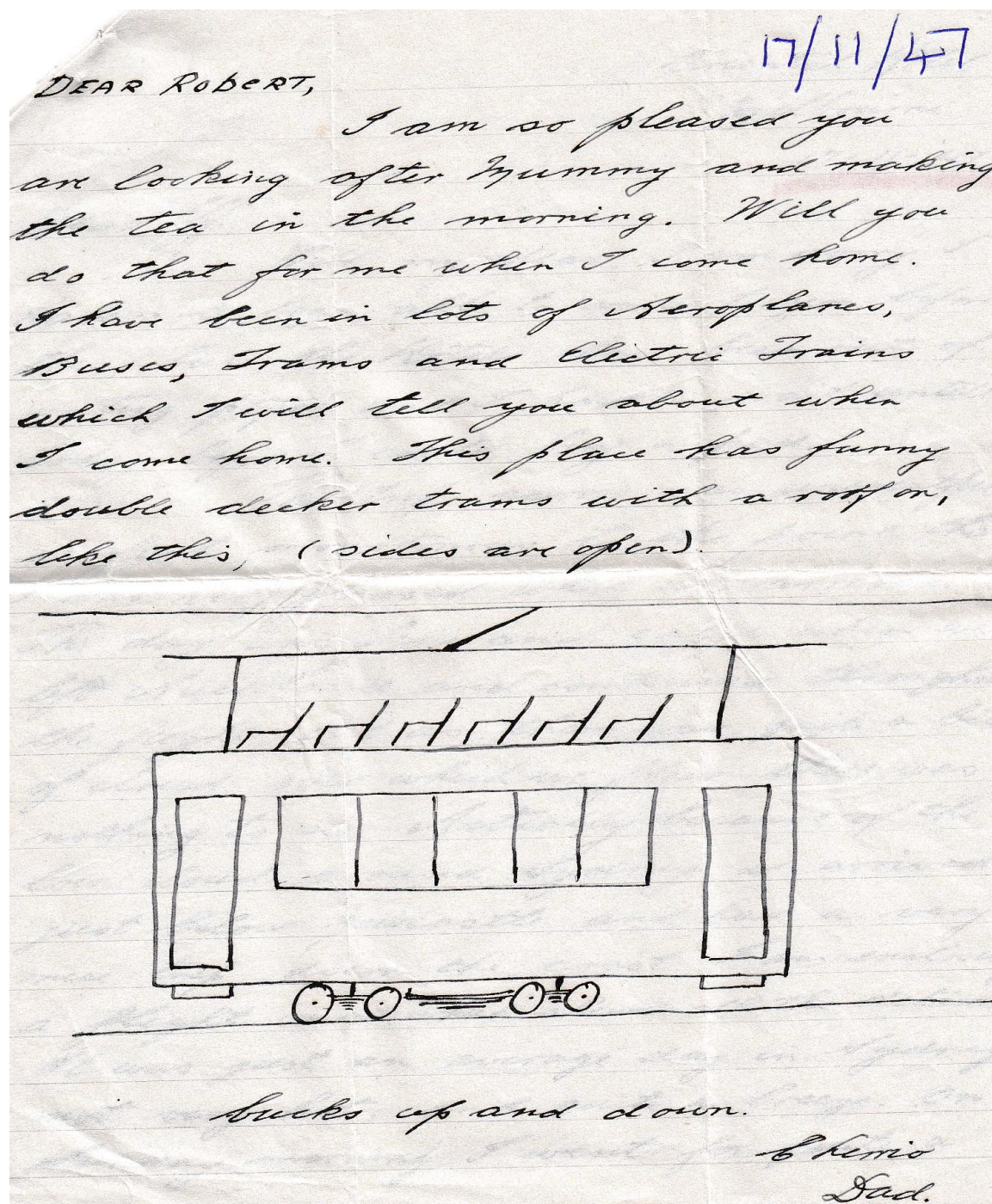
I also recall seeing lines of trams heading to Karori Park in December 1948 for the National Trolley Derby, which attracted thousands to the Park. It seemed to me at the time that every tram type available was being used to get the crowds to the Park. Oh to have had a camera in those days!!!

My tramway interest therefore goes back at least 72 years.

I wonder – do any others have stories of a tramway interest going back further?

How Long have you been a tram fan, continued.....

.....a letter to Robert Hatten, age 7, from his Dad visiting Tasmania. 1947:



Do you have recollections, reminiscences, or experiences to tell of Wellington's trams? If so "Tramlines would love to hear from you.

Please send any contributions to the editorial team c/- Henry Brittain.

Email: [Secretary@wellingtontrams.org.nz](mailto:Secretary@wellingtontrams.org.nz)

Or phone Henry to discuss on 04 293 8929 or (mobile) 0274 303 536.



## AROUND THE SITE AND DOWN THE LINE

From Allan Neilson

The following notes outline the maintenance work that members have been working on over the past couple of months. Through all this time Tram 17's restoration has been the priority project – this is reported on from page 15.

### Track –

- ongoing corridor vegetation control. Tree branches at pole 44 trimmed back;
- About every 2<sup>nd</sup> set of fishplate joints between poles 51 and 62 now have new bolts and nuts so the fishplates can be easily removed for cleaning up and lubricating;
- Some other fishplate bolt maintenance has been carried out where loose joints have been identified;
- Some spot tamping carried out on sleepers that were sinking;

- More work done to clear the track components storage stack down the line and collate items –see photo on Page 17.

### Buildings –

- Some roof cleaning commenced by water-blasting which was found to not be entirely successful. Investigation shows that it looks like treatment with bio-friendly sprays may be the way to clean the roofs.

### Overhead components -

- Overhead parts sort-out and cataloguing progressed.
- Overhead switch assemblies broken down for aggregated packing.
- Parts for the Beamish Museum (County Durham, England) and the East Anglia Transport Museum (EATM) now assembled for finalising shipping box sizes.
- Final order clarification from EATM just about completed.



Above: Overhead parts disassembled, sorted and to be packed for Beamish Museum. Photo: Mike Flinn



Around the Site and Down the Line, cont.

Operating trams -

- Routine maintenance of the running trams continued.
- 239 – was returned to service on the 29<sup>th</sup> May after being out of service for a period for body repairs. (See photo on page 10.) Some brake rodding readjustments were carried out to get the brakes working well and all the normal annual inspections and tests were completed to certify the tram for continued service.

Rear compound -

- More tidying up to make it easier to mow.
- Points and mates re-stacked.

Traction Substation -

- Some problems have been encountered with the battery charging system. These are being worked on.
- Preparations are being made to take oil samples from the main traction transformer for forensic testing to determine its condition.

**TRAM 17 RESTORATION – Keith McGavin**

22E trucks' construction continues at A&G Price Ltd., Thames and to the start of May the project was about 60% complete. Some of the sub-assemblies have been completed from newly manufactured parts and the main trucks' assembly is starting to take place.



Above: Truck assembly starting to take place, 8th May 2019. Photo: A&G Price Ltd.

Back at the Museum a team is working on various aspects of the restoration. Much planning work is going into the wiring of the tram, the placement of underfloor components and the detailed scheduling of the steps required to complete Tram 17 and have her returned to service.

The team working regularly on tram 17 includes Trevor Burling, Neville Webley, Colin Dash, Trevor Weaver and Grant Johnson with others helping as required.

**Destination Boxes, Coloured Light Signals and Number Boxes:**

There are two major aspects to this work the first being restoring the units themselves. The units were retrieved from early double saloon types that members obtained from tram bodies on farms in the Wairarapa in the 1970's! – the double saloon types being practically identical to those that used to be on Tram 17.



Above: Neville Webley at work on light fittings for the destination boxes, Tram 17, 1<sup>st</sup> May 2019  
Below: A partially restored route No. box for Tram 17, 8<sup>th</sup> May 2019. Photos: Keith McGavin



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

Fortunately our tram 151 currently in service is fitted with the same types – with the destination sign viewable from inside the cab via a periscope and mirror arrangement, so this provides a useful pattern.



Above: One of the two destination box and coloured light mechanisms, dismantled into its component parts.

*Photo: Keith McGavin, 10<sup>th</sup> April 2019*



Above: Inside the “B” end cab of Tram 17, 29<sup>th</sup> May 2019, Colin Dash test fits a bracket.

*Photo: Keith McGavin*

The second aspect is fitting the destination and coloured lights signals, and for that

matter the number boxes, to the roof of the tram and constructing and fitting the various brackets and rods that fit inside the cab or penetrate through the roof to enable the mechanisms to be worked.

This is proving to be a time consuming and exacting task. For a start the two cabs are different from each other (the “B” end cab drops down to a lower step and so is taller than the “A” end cab, meaning the rods and brackets have to differ, and fixing the brackets to the curved ceilings of the cabs to not a simple task either.



Above: Trevor Burling (left) and Grant Johnson on 29<sup>th</sup> May 2019 test fitting mechanisms associated with the destination box on the roof of Tram 17 “B” end. *Photo: Keith McGavin*

### **Controllers:**

As reported previously two BTH B510 controllers have been selected for tram No.17 and Trevor Weaver, assisted by others, is continuing to have these fully prepared for fitting into the tram. As well as the mechanisms the controller cases have been repaired and painted and controller tops are being cleaned to pristine condition.



Around the Site and Down the Line, cont.



Above: A controller top from one of the controllers in the process of being cleaned up 29<sup>th</sup> May 2019. And below: Similarly a controller case gets “the treatment” including a new panel to replace a rusted portion at the base, and repainting. *Photos: Keith McGavin*



**Brakes:**

Tram No.17 will be primarily a handbrake car, with the magnetic brake also available for use as required. Handbrakes on these cars were always much more effective than those on the air-brake trams, particularly the Fiducias, where the handbrake acts more as a holding brake.

The Museum obtained from Ballarat, Australia, two sets of “Ackley” brake mechanisms. These will require restoration but fitting these, as we propose, should make hand-brake application even easier and more effective than it would be otherwise. The “Ackley” brake was never previously fitted to tram No.17, but it is fitted to the ex-Wellington freight tram No.301 at MOTAT in Auckland.



“Ackley” hand brake components, to be restored and fitted to Tram 17.

*Photo: Keith McGavin, 1<sup>st</sup> May 2019.*



Left: Part of the track components storage stack. Points and mates details have now been identified and labelled. Mike Flinn is in the background.

*Photo: Keith McGavin, 8<sup>th</sup> May 2019*



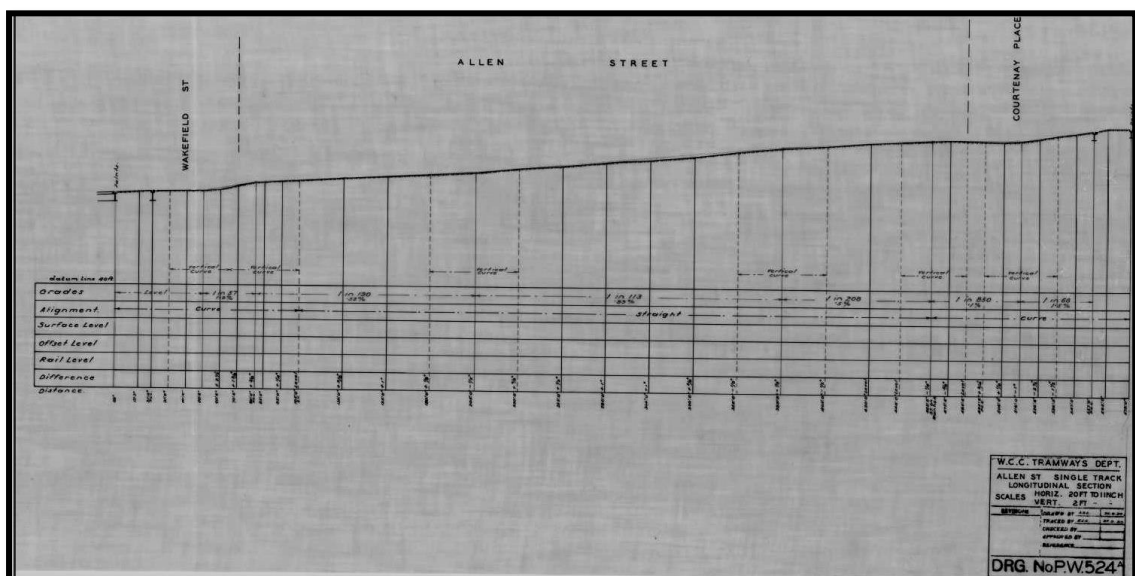
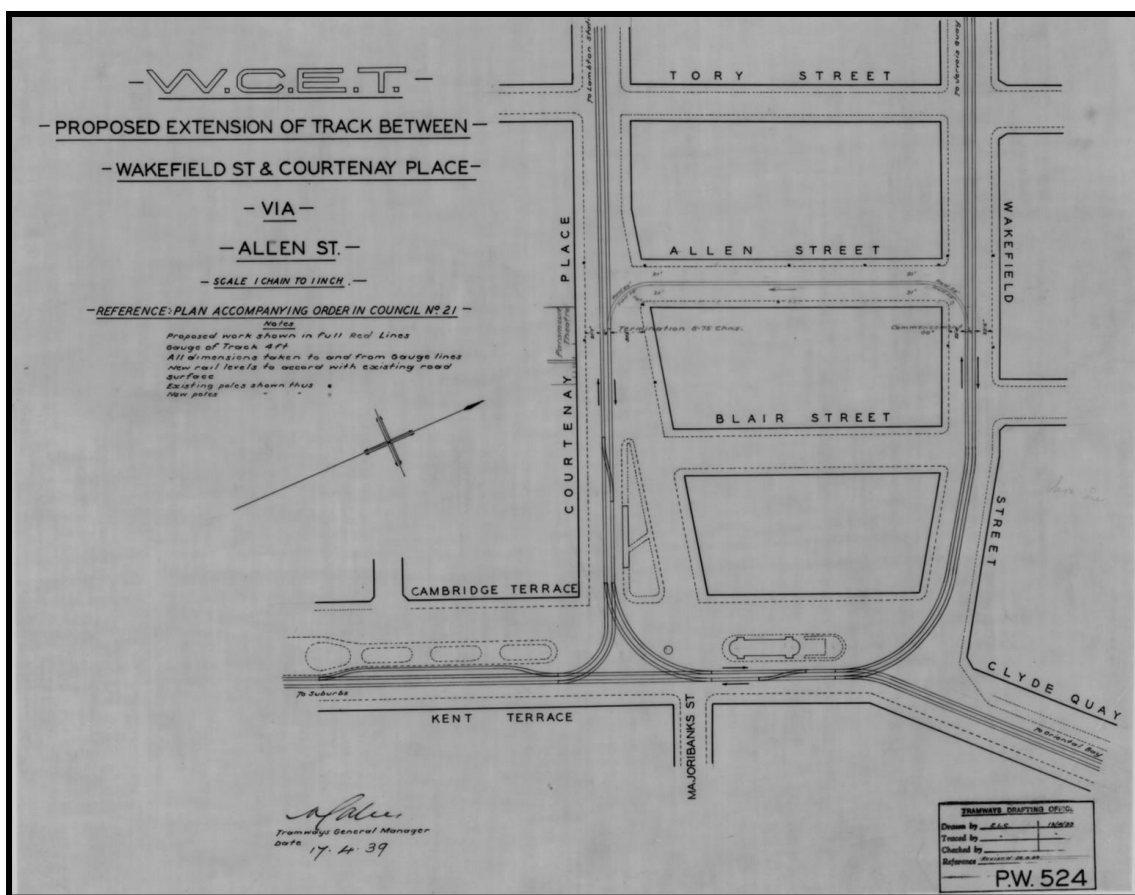
## HISTORICAL CORNER -1

### The Allen Street Line – more information from W.C.C. Archives

Research by Henry Brittain

Following up on the article in the March-April issue Henry Brittain has sourced these official plans of the Allen Street line – the Reference Plan accompanying the Order-in-Council and the Allen Street line in longitudinal section.

Please note scales shown on the plans may not be valid as the plans have been re-sized for publication.



## HISTORICAL CORNER -2

### Wellington's Tramway Service Vehicles

*Henry Brittain*

The maximum number of trams available for service on the Wellington Tramway system at any one time was no more than 220. To service and maintain these required a number of specialised support motor vehicles for not only for the trams, but also for the motor and trolley buses.

In the 1950's when the system was at its maximum size, the vehicle fleet apart from buses, comprised of four operable tower wagons with a further one held in reserve, breakdown vans, way and works trucks, a painters' van and two inspectors' cars. With the introduction of trolley buses in 1949 and the consequent need to maintain more overhead plus recover disabled vehicles, the number of support vehicles had been increased. These specialised vehicles were allocated to Kilbirnie, Cable Street or Karori depots so that they could be despatched to locations as and when required.

When the service first commenced in 1904, the overhead was maintained by a horse drawn tower wagon.



Above: Horse-drawn tower wagon, Wellington City Corporation Tramways, 1904.

*Author's collection*

By 1914 with the system starting to expand, the fleet of three Tilling Stevens buses were withdrawn from service. One of these was converted to a tower wagon and the other two to motor lorries to assist with track laying and maintenance. Then in 1938 the Tramways withdrew

four of their Daimler buses, cut back the passenger accommodation and mounted a lifting tower in its place while at the same time retiring the Tilling Stevens tower wagon.

These four Daimler tower wagons serviced the tramway overhead and in 1948 an additional tower wagon, mounted on a Chevrolet chassis was put into service to accommodate the expanding trolley bus network. At the same time the Tramways recognised the need to upgrade or replace the Daimler tower wagons and in the early 1950s they fitted a new Chev motor into one of the Daimlers to see whether this would extend its life. This experiment did not prove to be an economical alternative and the remaining three were not re-engined.



Above: a Daimler tower wagon in Lambton Quay.

*Author's collection*

After the trams ceased in 1964 three of these Daimlers remained in service but in 1968 were replaced by two Bedford TK vehicles converted to tower wagons using the lifting gear salvaged from the Daimlers but with fitted a new tower. One of the retired Daimlers had already been donated to the fledgling Tramway Preservation Society (Wellington) Inc. (later, the Wellington Tramway Museum) and was used extensively to erect the overhead at Queen Elizabeth Park.

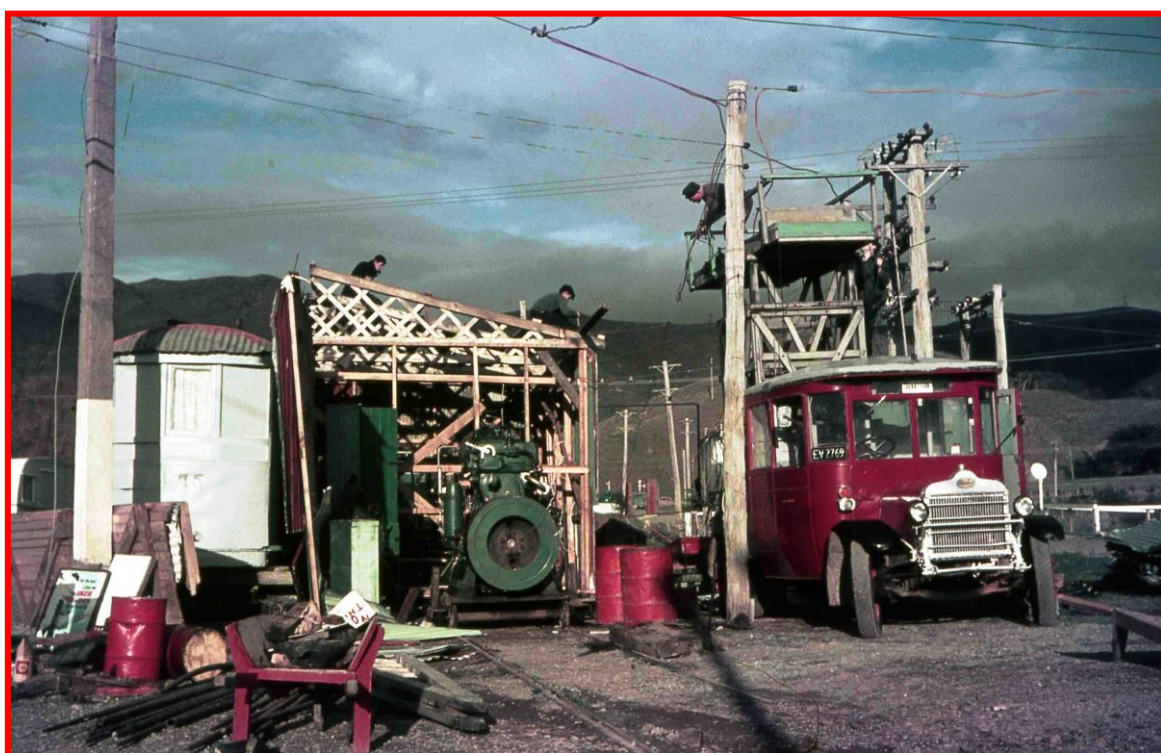
A fleet list as at 3 July 1946, but excluding the tower wagons, included the following vehicles.

- 2 Ford V8 saloon motor cars
- 1 Ford V8 light delivery van
- 1 Bedford Breakdown van
- Ford V8 truck
- Morris 8 van.

A 1964 review decided to retain most of the vehicles, with the exception of the breakdown van and one tower wagon. At the same time two tow trucks were purchased mainly for retrieving immobilised buses, mostly trolleybuses. These vehicles remained in service and were included in the sale of Wellington City Transport to Stagecoach in 1992.



Historical Corner – Wellington's Tramway Service Vehicles, cont.



Above: Top, a Daimler tower wagon passing tram No.215 in Onepu Road, Kilbirnie.

*Author's collection*

Lower: Wellington Tramway Museum's Daimler at work clearing up after the Wahine storm, April 1968.

*Photo: Keith McGavin*

Historical Corner – Wellington's Tramway Service Vehicles, cont.  
The Bedford Breakdown Van



Two photos showing the Bedford breakdown van: Top, in Onepu Road, Kilbirnie, opposite the Tramway Workshops and, Lower, attending to Tram 204 in Crawford Road after the tram had collided with a tower wagon!  
*Author's collection*



The following is the inventory of equipment required to be held in the Bedford Breakdown Van.  
This list is dated 4<sup>th</sup> July 1952:

4-4-52

- SPANNERS .

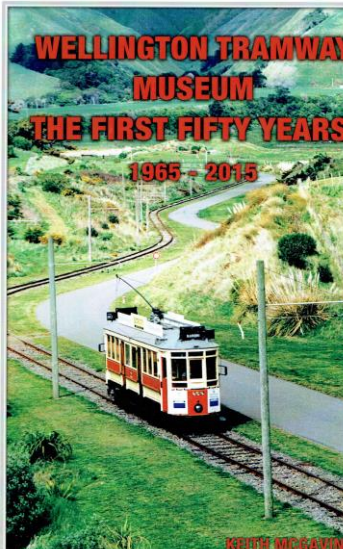
SPANNERS - DOUBLE ENDER.

- $$1. \frac{3}{8}x^{\frac{1}{2}} - 1, \frac{1}{4}x^{\frac{3}{8}} - 2, \frac{3}{8}x^{\frac{1}{2}} - 2, \frac{1}{2}x^{\frac{5}{8}} - 2, \frac{5}{8}x^{\frac{3}{4}} - 2, \frac{3}{4}x^{\frac{7}{8}} -$$

The list makes for fascinating reading and demonstrates the range of incidents and equipment failures that the breakdown van crew might be called upon to attend and at least clear the line.

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

by Keith McGavin



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