

# TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

NOVEMBER 2015

**WELLINGTON TRAMWAY MUSEUM INC.**

**Postal Address:**

P O Box 2612, Wellington, 6140  
New Zealand

**Website:**

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

**Email:**

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

**Museum Site:**

Queen Elizabeth Park  
MacKay's Crossing  
Paekakariki, 5034  
Kapiti  
New Zealand  
Ph. 04 292-8361

**President:**

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

**Secretary:**

Henry Brittain, Ph. 04 476 4155  
Email: [henry.brittain@outlook.co.nz](mailto:henry.brittain@outlook.co.nz)



Above: A "22E" truck (or bogie) frame from Ballarat, Victoria, being unloaded from a container at our Museum on 11<sup>th</sup> November. It, and other parts, are for our 1904 Wellington Combination tram No.17 currently under restoration in the Wairarapa. See story this issue.

*Photo: Mike Flinn*



**HAPPY CHRISTMAS TO ALL**



## IN THIS ISSUE

	Page
50 year celebration – 50 years since Tramway opening	2, 4
From the President	3
Coming Events	4-5
Our People	5
Recent Happenings – WTM Annual General Meeting	5
Tramway Topics	6
“Have you noticed” – from Trevor Burling	7
Passenger Traffic statistics for August, September, October and for 1 <sup>st</sup> quarter 2015/2016	8
Electrical Safety Notice	9
Books for Sale (Jim Bentall advert.)	9
Wellington Tramway History Spot – A Notice from the Past - Henry Brittain	10
Tram 17 Report - Trevor Burling	11-12
Funding Tram 17's Conservation - Keith McGavin	13-14
What to do if the Power Goes Off – a case study	15
Kiosk and Fiducia Centre Refurbishments	16-17
<b>AROUND THE SITE AND DOWN THE LINE</b>	
-Fiducia 260 Restoration	17-19
-Cycle Trail Crossing	20-21
-Barn Display and Cinema	22
-Barn Road One Overhead Wire Extension	22
McKays, McKay's, Mackays, Mackay's, MacKays or MacKay's? - it's Mackays	23
One of Many Power Boxes around Wellington	23
Scenes by member Gary Riggs from Fifty Years Ago	24

# 50 year celebration

## 50 years since tramway opening

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

### Names and Contact Details Wanted Please

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

If you do have any names and contact details of past members, Henry Brittain would love to hear from you. He can be contacted by email at,

[henry.brittain@outlook.co.nz](mailto:henry.brittain@outlook.co.nz) or by phone 04 476 4155

## From The President

Well the Annual General Meeting has come and gone and one of the outcomes is me having to put “fingers to the keyboard” and produce my contribution to Tramlines.

Thanks go to those members who attended the AGM and to those on the outgoing Board who did not seek re-election. To Bob Stott, a big thank you for all you have done as Vice President, Marketing & Operations and I am sure that you will continue to be a stalwart of the Tramway. (Thanks too to Jan for supporting Bob.) Another thanks goes to Matt Emery who is moving to Pahiatua to take up his first teaching job. Matt is going to stay part of the driving roster and in addition continue to look after our web page.

I am pleased to report that there has continued to be great progress on 260 and it now looks more like a tram now that it is sitting on the refurbished trucks. Plans are afoot to have the body painted. Grahame Kitchen is busy completing the internal wiring and the aim is to have the tram ready for our 50<sup>th</sup> celebrations.

Unfortunately Tram 17 will not be back with us until the New Year, but it will be worth waiting for as Greg and his team at The Wheelwright Shop are doing a fabulous job. As I write this column, some parts for the Tram 17 trucks are due for delivery from Australia and this will enable final drawings to be prepared ready for construction. More funds are required for this final stage of the project so if you have any fundraising idea, please let me know. The museum has joined the Give a Little web site. Check it out at:

<https://givealittle.co.nz/cause/gotram17>

Plans are well underway for our 50<sup>th</sup> Birthday on the weekend on December 19 & 20 so

make sure that your diaries are marked. It will be great to see as many members as possible on site for either or both days.

The Tram Barn interior has been rearranged to accommodate special displays and our new theatre with a big flat screen TV is now in operation. A big thank you goes to those whose generosity has made it possible.

The other event before the end of the year is the Christmas Dinner on the 5<sup>th</sup> of December. If you haven't done so already, let Marlene know or put your name (names) on the list in the Palace.

As usual, we plan to run trams daily from Boxing Day until Wellington Anniversary Day (and possibly until the end of January). We need a minimum of two people each day so if you are available let either Henry Brittain or Robert Vale know when you are available to assist. In addition on January 2<sup>nd</sup> and 3<sup>rd</sup> we will be having our “Kids Weekend” with extra attractions for visitors. January is the month in which we get most of our income so PLEASE give a hand so that the load is spread amongst us all.

On Saturday 23 January 2016 the new Te Ara o Whareroa trail (Cycle Trail) through the park will be officially opened and the Regional Council is keen to have the Tramway involved. This could be a busy day and so please mark your diaries and give some thought to being part of the day

Well that's all for this year and so on behalf of the Board, I wish all members and their families Season Greetings (yes Christmas and New Year is just a few weeks away).



**Russell Jenkins**

## COMING EVENTS

**Saturday 5<sup>th</sup> December 2015**

**Our traditional Wellington Tramway Museum Christmas Dinner**

**Venue:** Boundary Tap and Kitchen, Corner Raumati and Rosetta Roads, Raumati Beach

**Time:** Arrival time 6pm onwards with seating at 6.30pm and dinner at 7pm

**It is essential to book by Monday 30<sup>th</sup> November. There will be a booking form in the Palace to enter name and number in party. Alternatively you can contact Marlene on 04 299 1600 or email her on [m.scie@xtra.co.nz](mailto:m.scie@xtra.co.nz)**

**This is the Big One – Our 50<sup>th</sup> Anniversary since opening.**

**Saturday 19<sup>th</sup> December –focus on members and families**

**Sunday 20<sup>th</sup> December-focus on suppliers, commercial firms**

As well as inviting ALL of our members and families along to help celebrate “officially”, we require **as many helpers as possible** for Driving, Conducting, Shop Operations, Registrations and to act as Guides/Hosts.

If you are one of our qualified members and can help out on either or both these days could you please indicate by email or phone, **which days you would be available to help out**, and could you also give us a rough indication of timing. ie Mornings or Afternoons or all day. Once we have this information we can compile a roster for all activities.

On **both days** we will be open to the public from **10am until 4.30pm**

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

Phone 04 476 4155

Please sent us a reply by the **21<sup>st</sup> November** at the latest.

**50<sup>th</sup> Anniversary of the Opening of the first section of the Queen Elizabeth Park Tramway (now the Kapiti Coast Electric Tramway)**

**Saturday 19<sup>th</sup> December: for members, families and friends**

**Sunday 20<sup>th</sup> December: focus on organisations, suppliers etc. (members also welcome)**

If you haven't yet registered for this event you should do so now:

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

or phone 04 476 4155

All registrants will be provided with full details of the programme closer to the time.

**A broad outline for Saturday 19<sup>th</sup> December is as follows:**

- **Please go to the “Fiducia” Centre on arrival for registration;**
- **Refreshments available from 10.30;**
- **Trams running 10.30 to 4.30 – a full tram service (all our operating trams) in the afternoon;**
- **Upgraded museum display featuring 51 years of Wellington Tramway Museum development;**
- **Guided tours of the Society's facilities;**
- **New dvd's showing in our upgraded tramway cinema;**
- **Buffet lunch approx. 12.30pm followed by brief speech;**
- **Fiducia tram 260**

To Note for your Diary, continued

**Kid's Fun Weekend Saturday  
January 2<sup>nd</sup> & Sunday January  
3<sup>rd</sup> 2016**

**A repeat of last year's great  
effort – a fun time for all, and  
a fund raiser for the Museum.**

**Can you help? Please contact  
Marlene Ph 0274 851 888 or  
m.scie@xtra.co.nz**

**Saturday 23<sup>rd</sup> January 2016**

Official opening of the new Te Ara o  
Whareroa trail (Cycle Trail) through the Park.  
The Regional Council is keen to have the  
Tramway Museum involved.

## **OUR PEOPLE**

### **New members**

A warm welcome is extended to:

May Maloney and family, of Kapiti

### **Obituary**

Members will be saddened to hear of the  
untimely and unexpected death of Dave Carr on  
Monday 9 November, a long time stalwart of  
the Tramway Historical Society in Christchurch,  
the Heritage Tramways Trust and the Ferrymead  
Trust.

Although not a WTM member Dave had a long  
association with many members of the  
Wellington Tramway Museum and he will be  
missed by all of the many people he came into  
contact with.

Our condolences are extended to both his  
family and all members of the Tramway  
organisations he belonged to.

Henry Brittain.  
Secretary

## **RECENT HAPPENINGS**

### **WELLINGTON TRAMWAY MUSEUM (INC) ANNUAL GENERAL MEETING.**

The 2015 Annual General Meeting was held  
in the Fiducia Centre on Saturday 7  
November and was well attended.

Appointments made for the next twelve  
months were as follows.

President: Russell Jenkins

Vice-President Marketing and Operations:  
Marlene Wilson

Vice-President Maintenance and  
Engineering: Allan Neilson

Treasurer: Michael Boyton

Secretary: Henry Brittain

Board Members: Trevor Burling, Colin Dash  
and Steve Porter.

Secretary, Marketing & Operations:  
Henry Brittain

Secretary, Maintenance & Engineering:  
Appointment deferred.

Honorary Solicitor: No appointment made.  
However Robin Buxton, the previous  
incumbent, has agreed to act as Legal  
Adviser.

The commercial accounting firm of Signal &  
Associates of Blenheim will continue as our  
Auditor.

Outgoing members, Bob Stott and Matt  
Emery, did not seek re-election.

Our congratulations to those appointed and  
a big thank-you to those who stood down.



## WELLINGTON TRAMWAY MUSEUM (INC) ANNUAL GENERAL MEETING.

Continued:

### Tramway Topics Final Issue:

The AGM resolved to end the printed magazine Tramway Topics, and the final issue will be distributed before the end of this year.

Since the May 2014 issue came out the Editor has been unable to complete the next one due - issue #256; subscribers and the other NZ tramway museums have been kept informed that the magazine's future was under review.

Alan Smith, who has been involved in various ways with Tramway Topics since its first issue in 1962, is organising this final issue #256, which will include references to the many alternative sources now available for New Zealand tram information and pictures, in particular the on-line newsletters and websites of our museums, and The NZ Railway Observer which has been covering the overall New Zealand rail transport scene since 1944.

## SEAN MILLAR PUBLICATIONS CATALOGUE

Please note that emailed copies of this Tramlines are being accompanied with a copy of the latest Sean Millar publications catalogue. Many of the publications available will interest members.

### TRAMLINES PUBLICATION DATES

Please note that due to the 50<sup>th</sup> Celebrations this 'Tramlines' is dated and published in November rather than being published in October as would be usual. It is released in November so that we are able to bring you up to date on the events to take place in December 2015. (See page 4)

The next edition will be out in February 2016 which will allow us to bring you up to date with all the happenings of December and January.

EDITOR



Mike Flinn, with occasional help from others, continues to perform the most valuable role of keeping our rail corridor tidy. There he is with the line trimmer on the 14<sup>th</sup> of August. *Photo: Allan Neilson*

## **"Have you Noticed" - From Trevor Burling**

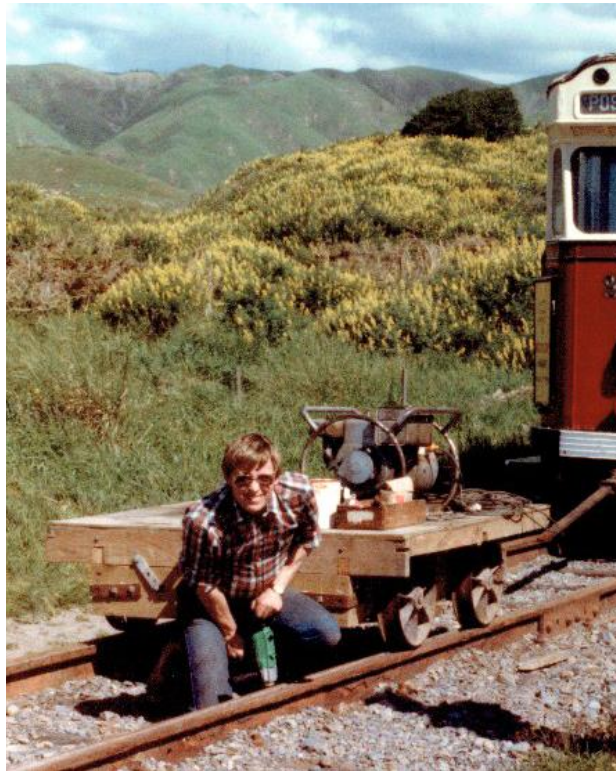
*A series of articles by Trevor Burling on behind the scenes members who do important jobs that keep our museum going for our visitors to enjoy.*

### **Michael Boyton**

Have you noticed the business of the museum runs smoothly with our income and expenditure accounted for accurately and transparently?

Michael Boyton, our Honorary Treasurer is the person who faithfully manages the Society's financial affairs. This means we can plan for and action capital expenditure and raise funds against our assets if required.

Michael now lives in Motueka with his wife Jacqui, but still takes a deep interest in Museum affairs.



**Photo by Keith McGavin - 1984**

The photo above is of Mike in his younger days, working on the 1984 track extension to the top of the hill. He would willingly turn his hand to anything and particularly enjoyed construction and maintenance of the track and overhead.

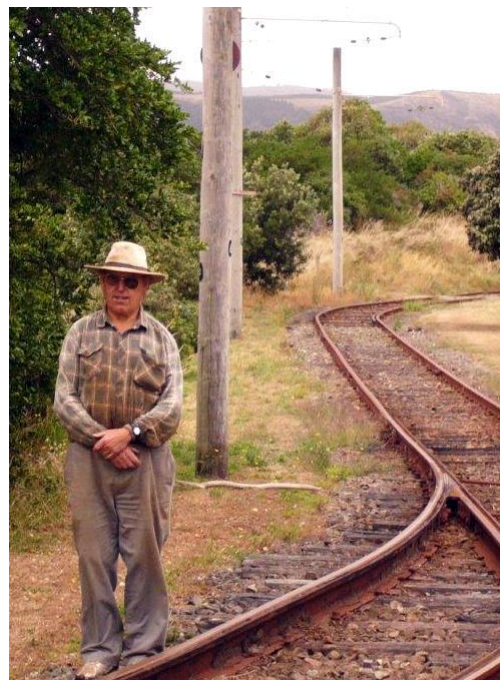
### **The late Charles Gibson**

The person in the adjacent photograph is the late Charles Gibson affectionately known as "Horse". Charlie "did" track work and is credited with constructing a large amount of the track to the Beach terminus. Sadly he passed away on 15<sup>th</sup> October 2006 after a short illness, but he is well remembered.

His work on the track was legendary. He was totally self-taught and in later years was capable of excellent judgement when using the jim-crow to bend a rail. The curves on the workshop end of the platform loop are one testimony to this.

Keith McGavin recounts that on one occasion in the 1970's when some VIP's were visiting, the then President, the late Saul Goldsmith introduced Charles with the words, "...and this is Horse". The response, to a clearly embarrassed Charles, was a hearty handshake with the words "How do you do Mr Horse"!

Charlie was a bit of a character and had an opinion (usually well considered) on most things and delighted in making seemingly radical comments on issues with the intention of winding up anyone who took the bait.



**The late Charlie Gibson ("Horse") stands by the siding turnout over the top of the hill, 15<sup>th</sup> March 2005.**

**Photo: Allan Neilson**



## PASSENGER TRAFFIC STATISTICS

From Keith McGavin

*This issue we cover the results for August, September, the first quarter of the year (that is, July to September) and finally the results for October.*

### August 2015

Despite this being a wet and cold month it was not as extreme as August 2014, with the result that visitor and rider numbers were up substantially on 2014 - and even higher than the five year average for August.

To the numbers: we recorded 629 journeys in August, 65% above last year's very low figure of 382, and 15% above the five year August average of 546 No.

### September 2015

This was a good and consistent month for the Tramway. Passenger journeys at 875 No. were 10% above the 793 No. recorded last year but were 5% below our five year September average figure of 924 No.

### First Quarter, July to September 2015 compared to same period last year

For the First Quarter of the financial year we achieved 2,049 No. journeys which is 508 No. (33%) ahead of last year's 1,541 for the same period. However last year (2014) was blighted by very poor weekend weather over the first three months and the total of 2,049 journeys we achieved this year is still 15% behind the five year average of 2,401 No. for this period.

It is not surprising that with the 33% increase in passenger journeys compared with last year that there should be an increase in the kilometres run by trams. During the first three months 840 kms were recorded, 38 kms or 5% more than

last year. With the return of Fiducia No.239 to service the running has been shared over our three operational trams. Over the three months tram 151 ran 170 kms, 159 417 kms, and 239 253 kms.

### October 2015

For the first time this financial year passenger journeys for a month were lower than the same month last year – but only by 44 No. (3%).

Passenger journeys were 1,413 compared to October 2014 when there were 1,457. The decline can be put down to the absence of a chartered mid-week special this year and a slight drop in the October weekday school holiday patronage. Weekend and Labour Day traffic was higher than last year by approximately 9%.

At 1,413 No. journeys for October we were well below the five year October average of 1,701 No. A large school special would have fixed that!

### New Carpet Pieces for sale: (from Marlene Wilson)

*Kapiti Coast Electric Tramway has two pieces of new carpet left over from the carpeting of the Fiducia Centre.*

*The colour is a soft beige/brown. One piece is approximately 2m sq. and the other 4m sq.*

*Please submit your offer/s to [m.scie@xtra.co.nz](mailto:m.scie@xtra.co.nz) or call Marlene at 04 299-1600.*



## MAINTENANCE AND ENGINEERING SAFETY NOTICE

### To all volunteers at the Museum

#### *Electrical Safety Notice*

#### **Re power points in the Tram Barn**

*Modifications have been carried out to the Barn east switchboard (the one by the "Tramway cinema" seats) so that all the power points on that side of the Barn (including the new ones installed on the display partitions) are now protected by residual current devices (RCD's) installed on this switchboard. These devices trip the power from the protected power point if any leakage occurs and are designed to avoid inadvertent electrocution due to damage or insulation breakdown.*

*Buildings with built-in RCD's protection on the power outlets are as follows:*

- *Workshop*
- *Fiducia Centre*
- *Barn (east side power points only including partitions)*
- *Rear storage building*
- *Amenity (palace) – marked power points only*

*The Museum has some portable RCD to be used on all the other non-protected power points (ie those not fitted with RCD's).*

*As guidance it is strongly recommended that portable RCD's plugged directly into the non-protected power points should be used for any portable tools or appliances used outside or those used in the Barn (when plugged into power points installed on the west wall)*

*Allan Neilson*

*Vice President, Maintenance & Engineering*

## ITEMS FOR SALE

### BOOKS & BOOKLETS RELATING TO TRAMWAYS – mostly in England

1. "British Trams in Camera" by Julian Thompson. Ian Allan 1978
2. "Great British Tramway Networks". Light Railway Transport League. 1944
3. "Riding the Sheffield Line" by Bernard Mettam. 2005
4. "Tram to Supertram" by Peter Fox, Paul Jackson & Roger Benton, Late 1940's
5. "Heritage Trams" including many in museums in Britain. Dennis Gill. 1991
6. "Tramways of South Yorkshire & Humberside" (booklet). Light Railway Transport League. 1970's.
7. "British Tramways in Pictures" Pt 1. Sheffield Booklet. R J Wiseman. 1976
8. "London Transport Museum". Booklet. Covent Garden. 1970's
9. "Crich National Transport Museum". Booklet. 2004
10. "The Tramway Museum". Booklet.
11. "The Tramways of West Yorkshire", Booklet. Details of many local authority Tramway systems and Light Rail Transit Associations.
12. "When Trams were Trumps in New Zealand" by Graham Stewart.

Please contact Jim Bentall – 04 293-4289 to purchase the above.

**This issue – A notice from the past**

The Wellington Tramway management used to issue a weekly bulletin to traffic staff providing them with items of operational significance for them to note. The following is an extract of a 1932 item regarding the necessity of providing passengers with a smooth ride. Aside from the style of presentation, the 1932 item still applies to days tram drivers.

**WELLINGTON CORPORATION TRAMWAYS  
TRAFFIC DEPARTMENT****Weekly Bulletin, Friday 11 November 1932.****Starting Trams with a “Jerk”**

This is one of the best known ways to exasperate standing passengers. The motorman who desires appreciation and the regard of his patrons must use every precaution in starting his tram to avoid the vicious jerk which causes a standing person to grab wildly for the straps, the back of the seat, or the shoulder of the man or woman standing near, in order to maintain his balance.

The friendship, indifference or enmity of passengers depends very largely on the manner in which the motorman performs his work. The motorman who brings his tram to a jerky stop is not trying to please. On the other hand the man who brings his tram to a smooth stop, who accelerates gradually and who establishes a reputation for careful driving, earns the confidence and to a large extent, the friendship of the travelling public. These facts have been proved in this Service time and time again.

***We trust none of our tram drivers (motormen or women) earn the “enmity of passengers” through jerky driving (or any other means)!***

## TRAM 17 REPORT

### Trucks for Tram 17 -

*Preamble (Keith McGavin)*

*Tram No.17 ran on an earlier type of truck, or bogie, compared with those under our existing double-saloon and Fiducia trams. For true to type restoration of this tram the Conservation Plan demands that we fit the tram with trucks of the original type known as 22E trucks.*

*This is easier said than done. While we are fortunate that there still exists one example of these trucks on four foot gauge track (the Wellington double decker No.47 at MOTAT) the trucks, in effect, have to be built from scratch.*

This issue the focus is not on the body of the tram but the trucks. A rather important detail if we want to run the tram on our tramway.

Up until recently we did not have any running gear for No.17, as the trucks would have been disposed of back about 1945 when the tram was withdrawn from service and went to Raumati South as a holiday home.

Several options for a set of trucks have been considered such as obtaining patterns from the UK National Tramway Museum at Crich. They had manufactured a set of Brill 22E trucks for London United Tramways tram No. 159.

Eventually we were advised by Clinton Pearce, who is associated with MOTAT in Auckland, of some parts of a 22E truck that were owned by

## CONTRIBUTED BY Trevor Burling

the Ballarat Tramway Museum in Victoria and that they may be available.

After investigation and inspection we have purchased the parts. They should give us a nearly complete truck minus wheels and motor and about 80% of a second one. We are supplying the motors and wheels from our own resources.

**On 11<sup>th</sup> November the parts arrived at the museum. Our immediate task is to assess the condition of the parts and determine what is missing if anything. (see photo on the cover of this issue of Tramlines).**

When an assessment has been done, we propose to have detailed plans and specifications drawn up. These plans and specifications will need to incorporate the specific types of motors, axles and wheels that we have and which differ from the original. We will then call tenders for the refurbishment,



**Above – The existing 22E truck frame – while in Ballarat, Victoria.**

**Photo: Trevor Burling**

manufacture of new parts and assembly of the trucks.

The original trucks were known as “Brill 22 Eureka” trucks hence the E suffix. The trucks we





**Above: Pile of truck parts stacked near truck frame in Ballarat**

**Photo: Trevor Burling**

have bought are Brush 22E trucks as manufactured by the Melbourne and Metropolitan Tramway Board (MMTB) circa 1928-29. Brill (American) and Brush (English) are the names of two large and competing firms back in the early 1900's.

There are some slight differences between the Brill and Brush trucks but these are not visible to the average observer.

We are also fortunate that the "Friends of Hawthorn Tram Depot" in Melbourne have detailed component drawings for the trucks. Fifty-five different drawings have been scanned and passed to us.

This will make the job of refurbishment of existing and manufacture new parts a lot easier, saving us considerable time and expense.

The acquisition represents a huge step forward for us and is an example of the value of our membership of the Council of Tramway Museums of Australasia (COTMA).

Once we have assessed the parts and written a specification we will apply to the Lotteries Board for funding. Lotteries has supported the body restoration and we hope they will look favourably on funding the trucks as well.

#### **Conclusion**

A major task for us is that the Brush trucks are 4' 8.5" gauge whereas Wellington's gauge is 4'. Some slimming down will be needed but that is not impossible because the outer frame is about

the same dimensions. The main gauge difference is accounted for with the dished wheels for the Brush trucks as opposed to the straight (non-dished) wheels for Wellington trucks.

More on this as we progress the job.

**Trevor Burling**



**Above: Nearly completed 22E trucks for London United Tramways (LUT) No.159 at Crich, U.K. This illustrates what ours will look like once they are assembled.**

**Photo courtesy Andrew Bailey, The Tramway Museum Society, Crich, UK**

As members and friends of the Wellington Tramway Museum I am updating you with funding details regarding Tram 17, our most ambitious tram restoration project.

### **BODY AND CHASSIS - NOW FULLY FUNDED**

Restoration and rebuilding of the body and chassis of Tram 17 at The Wheelwright Shop, Gladstone, in the Wairarapa is proceeding well and sometime in the New Year they will be completed and returned to the Wellington Tramway Museum for display.

Through the generosity of members and of the public, and with the support of the NZ Community Trust, Pub Charity, The Lion Foundation and the NZ Lottery Grants Board together with the allocation of funds earned through operations of the Wellington Tramway Museum this \$400,000+ portion of the project is now fully funded.

### **TRUCKS, MOTORS and CONTROL EQUIPMENT - FUNDING HELP REQUIRED**

The Museum has recently purchased a unique collection of 22E truck parts including one complete frame from the Ballarat Tramway Museum in Victoria, Australia. We have also commissioned Mr Leyton Chan, a mechanical engineer with tramways experience, to design and specify the trucks making use of these parts where possible (and otherwise using the parts as patterns for new components), using ex Melbourne Tramways motors - which we already have, - and Wellington style wheels.

This all represents a considerable investment by the Museum. As a result of the above commitments the fund of \$38,000 built up is virtually extinguished. A further \$200,000 is required before we can let the necessary contract to get the truck construction underway.



Early days – Tram No.17 in Adelaide Road

*Graham Stewart collection*

**So we are asking you again, generous members, for your help in this cause. Our strategy is to raise one-third of the required amount and seek the balance (with our very good case) from the Lottery Grants Board.**

***Success with this will undoubtedly see Tram 17 running once again – and won't that be great!***

## PLEASE GIVE A LITTLE

To help pay for the TRUCKS we have just set-up a GIVEALITTLE page.

You can find this at <http://givealittle.co.nz/cause/gotram17>

On this website you will find a brief story about Tram 17 and why it is so significant and, under "UPDATES" and "GALLERY" some photographs showing a little of its history.

For those of you who are not that familiar with GIVEALITTLE, it is a website and system established by the Spark Foundation, which is a charitable trust. It provides a means for individuals and organisations to set up appeals for donations to various worthwhile causes and projects.

**Important features are that it does not cost the individual or the organisation (i.e. in this case the Wellington Tramway Museum Inc.) anything and that 100% of any amounts donated are forwarded on (no deduction is made from them). Another important feature is that the donor receives by email an immediate receipt for the amount donated, and this receipt is valid for tax rebate purposes.**

As you can see on the page we are targeting \$200,000 as the total cost. A significant portion of this, it is hoped, will come from the Lottery Grants Board but it will still be necessary for the Museum to raise at least one-third (\$67,000).

It is easy to donate. Just go to the page <http://givealittle.co.nz/cause/gotram17>, click on "DONATE NOW", and follow the instructions. I hope that as many as possible of you can make a donation and help us move toward our target figure.

This is just another way to donate, and we hope that it widens our range of donors as the general public has easy access to it.

**Of course, you can still donate by sending an amount direct to:  
the Wellington Tramway Museum, P.O. Box 2612, Wellington; or  
by internet banking to the Museum's bank account which is  
ANZ Bank Account No. 06 0501 0075414 00.**

***And, don't forget, your receipts are valid for tax refund purposes.....***



## What to do if the Power Goes Off – a case study of what actually happened

### A REMINDER FOR DUTY SUPERVISORS / OPERATING CREW

One weekday during the recent school holidays Keith McGavin (who was Duty Supervisor and also on the crew) and Robert Hatten (crew) were busy operating the trams when electric power (230v and 500v) was lost. No other members were on site.

Here is what happened:

Power was lost at about 1.20pm. Tram became 159 stranded near pole 44 (barn side of hill) with Robert Hatten driving - no passengers – it was heading to Beach to pick up passengers left there earlier. Tram 239 was on backshunt (road 6) - just being shifted around to the departure road. Loss of power coincided with the arrival of a pre-booked group of 13 - pre-schoolers and accompanying adults.

Keith received a phone call from Robert, stranded down the line. Initially, not knowing whether it was a WTM electrical problem or wider poles were pulled down on both trams and the trams made safe. Keith then checked the substation - all "dead" but 11kv breaker still in. Attempts were made to contact the Ranger to check whether QE Park power was off but to no avail. Then phoned Electra (0800 number) who advised there was a major problem at Paekakariki and currently no estimated time for power restoration. Keith advised Robert (still with 159) of this by phone, and also advised the newly arrived group booking who said they would look around the Barn (in the subdued daylight!) and have a bite to eat and see what transpired.

Keith then took his car to the Beach and picked up the three stranded passengers, and also picked up Robert from 159 on the return trip.

Just after arrival back at the depot about 2pm we noticed the Barn lights come back on. So checked substation to find that mercury-arc was now going. The 500v breaker was then closed and tram power was restored - recorded in book.

Loaded all waiting passengers (including the Group) in 239 and Keith went as passenger, with Robert driving, as far as 159 at the bottom of the hill. Keith then took 159 to forward into the Beach siding, 239 continued its trip to the Beach terminus. As soon as 239 had passed the siding on its way to the Beach Keith returned 159 to the Depot. After that all was back to normal.

### **The main initial things to cover if tram power is lost are as follows:**

- **Make the trams safe;**
- **Look after passengers as far as possible;**
- **Ascertain whether it is a widespread fault or our tramway only (phone Electra who will know if it is a major fault);**
- **If it is a WTM fault (only) contact Allan Neilson or one of our senior members with electrical experience (Peter Hawke or Trevor Burling).**

Fortunately it is quite rare for power to be lost like this but it does demonstrate that it is handy to have someone in the depot or kiosk area whenever possible. Otherwise it could mean a long walk back to the depot, or a hitch-hike!

## KIOSK & FIDUCIA CENTRE REFURBISHMENTS



Photo: "KIOSK" by Marlene Wilson, 15<sup>th</sup> September 2015

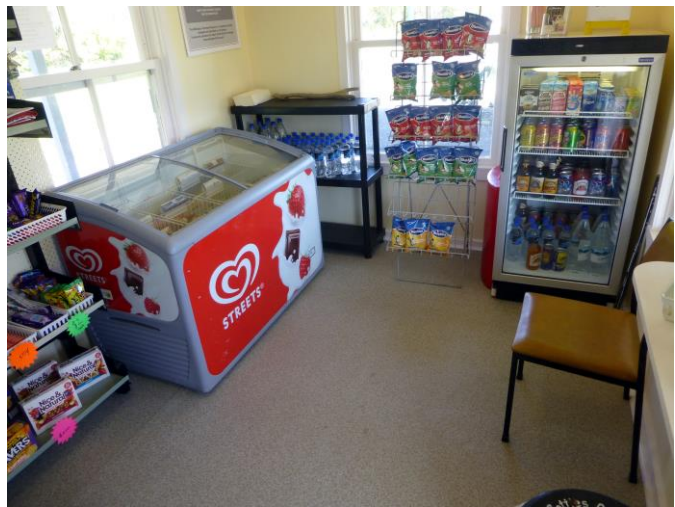


Photo: "KIOSK" by Keith McGavin, 30<sup>th</sup> September 2015

At last, after a lot of hard work the interior refurbishment of the Kiosk is complete.

**Not to be outdone the Fiducia Centre had a facelift, also with great results.**

Our first function in the re-carpeted and refreshed Fiducia Centre was the group of transport enthusiasts from Australia on 15<sup>th</sup> October shown in the two photos below. They were most impressed by this facility and had a great time taking many, many tram rides.



*Above photos by Marlene Wilson*



Next were our own volunteers on Wednesday 25<sup>th</sup> October who enjoyed a BBQ lunch supplied by Henry Brittain and Marlene Wilson from Marketing & Operations. See photo next page

*The Fiducia Centre now that it's carpeted is a "NO WORK BOOTS IN HERE" area.*

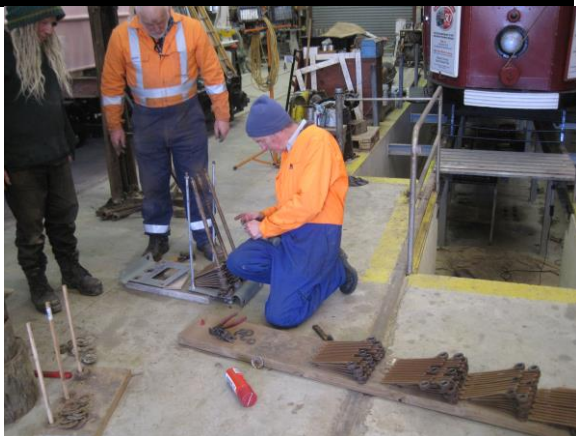




Above: Wednesday work-party members enjoy a BBQ lunch in the newly carpeted Fiducia Centre on 25<sup>th</sup> October, after leaving boots and dirty overalls at the door!  
*Photo: Marlene Wilson*

## AROUND THE SITE AND DOWN THE LINE

### Tram No.260 restoration progress



1. 26<sup>th</sup> August – Resistance grids being worked on.



26<sup>th</sup> August – Check of compressor motor.

*Tram 260 highlights in the last three months since the August Tramlines have included fitting resistance grids, compressor, air tank and air pipes, electrical work, and lowering the tram down on to wheels for the first time for several years.*



2. 2<sup>nd</sup> September. New beading installation under windscreen.



3. 2<sup>nd</sup> September. Installing a resistance grid

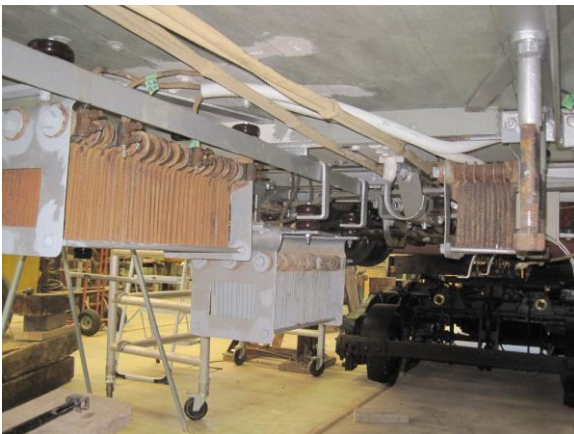




4. 2<sup>nd</sup> September: Allan Neilson – electrical work on controller



7. 16<sup>th</sup> September: Allan & Grahame – electrical work in saloon.



5. 12<sup>th</sup> September: All resistance grids installed.



8. 23<sup>rd</sup> September: Mounting the air tank.



6. 16<sup>th</sup> September. Preparing air tank & piping



9. 7<sup>th</sup> October: Mounting the air compressor.





10. 14<sup>th</sup> October: Lowering the tram on to its trucks. First time on wheels for several years!



11. 14<sup>th</sup> October – well and truly down!



12. 28<sup>th</sup> October - Grahame attending to the main light switches



13. 4<sup>th</sup> November: Bernhard – final sanding in progress before spray painting.



14. 4<sup>th</sup> November: Ted – preparing folding doors for spray painting

*Tram 260 photo credits:*

*Keith McGavin: Nos.4,5,7,8,9,11-15.*

*Mike Flinn: Nos. 1, 2, 3, 6, 10.*



## Cycle Trail Tramway Crossing

The Greater Wellington Regional Council is managing the construction of a new cycle trail North / South through Queen Elizabeth Park from Raumati South in the north, and Paekakariki in the south. Known as the Te Ara o Whareroa trail the route crosses over both our tramway and the adjacent Whareroa Road just over the Beach side of the summit.

To ensure appropriate standards were adopted WTM liaised with the Regional Council over the design of the crossing. We decided that prior to its construction we would re-sleeper the area concerned. This was done without interruption to tram services. The following photographs depict the project.

All photos this page 23<sup>rd</sup> September



1. The upper photo shows the location of the crossing. Note the array of Museum equipment (and Murray's truck).

2. Below: Removing old sleepers (Easy!)



3. Above: Sliding new sleepers into position (Easy!)



4. Above: Spiking (Even easier!)



5. Above: Well done everyone (after a not so restful day in an increasingly cold and drizzly southerly) : from left – Mike Vash, Allan Neilson, Murray Gibson, Keith McGavin and Steve Porter.

**Photo credits:**

**All photos on this page by Mike Flinn**





6. Above: Two days later, on Friday 25<sup>th</sup> September, a small team carried out further work. Two extra-long sleepers, insulated with plastic sheeting, were placed, one each side of the track, as shown, to provide an edge on each side of the crossing.



9. By 3<sup>rd</sup> October Regional Council contractors had made and fitted the timber decking for the Crossing



7. The section was then ballasted and packed up to sleeper top level.



10. We have stockpiled surplus ballast.



8. And trams were able to use the section the next day, Saturday 26<sup>th</sup> September



11. A view on 21<sup>st</sup> October showing the sealed cycle-way up to the crossing.

**Photo credits:**  
All photos on this page by Mike Flinn



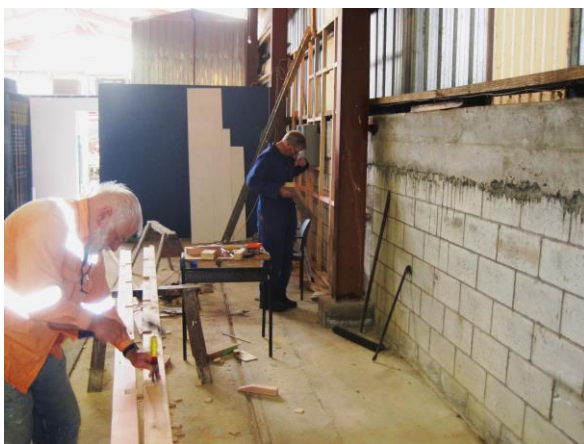
## Barn Display and Cinema Improvements

To provide increased display space the doorway into the traffic office in the Barn has been moved a couple of metres northwards. And to provide increased office security and a proper backdrop and mounting position for the new 50" TV for our cinema, a permanent partition has been built around the office.

The cinema has been moved eastwards, from road three to road four, with the new TV mounted on the outside of the new back wall of the office. The east wall of the Barn at this point, about where the Brisbane (King Kong) tram used to be, has been framed up and clad with painted plywood sheets to provide a mounting point for a display of 50 years of Museum development (yet to come). Changes have been made to the electrical reticulation to suit the new arrangements.



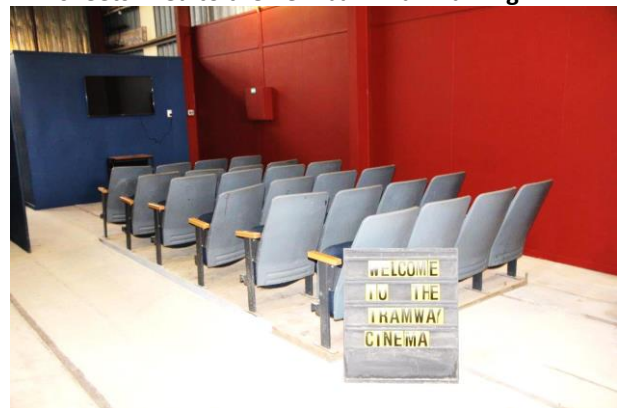
1. Above: 21<sup>st</sup> October – new wall around the office being built, and door into office moved.



2. Above: 30<sup>th</sup> October –the office wall has been clad and is being painted blue. To the right a start is being made on framing up the barn wall.



3. Above: 31<sup>st</sup> October, undercoated plywood sheets fixed to the new barn wall framing.



4. Above: 11<sup>th</sup> November. Red Display wall painted and completed, waiting for the display! New TV mounted on blue wall (of office) and "Tramway Cinema" moved into position.

**Photo credits:**

Nos. 1 to 3: Mike Flinn, No.4: Allan Neilson

## Barn Road 1 – Overhead Wire Extension



Above: Fittings erected at north end of barn road 1 by Mike Vash, preparatory to extending the overhead wire the full length of this road. Photo: Keith McGavin

## McKays, McKay's, Mackays, Mackay's, MacKays, or MacKay's (Crossing)

### It's 'Mackays Crossing'

The New Zealand Geographic Board (the Board) has issued its final decision on the spelling and the name to be applied in future to the area around our tramway museum. (See the article on this subject by Keith McGavin in 'Tramlines' February 2015.)

Here is the Board's decision as conveyed to us:

*"Tēnā koe*

*Having received no objecting submissions during the public consultation period from 28 May to 28 August 2015, the New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa (NZGB) under s.19(1)(a) and s.19(3) of the NZGB Act 2008 has officially altered the name of the locality MacKays Crossing to Mackays Crossing.*

*I have attached a copy of the gazette notice, 2015-In6231, which was published in the New Zealand Gazette on 29 October 2015. From that date, official documents including maps and charts are required to show the official name, Mackays Crossing.*

*If you wish to read the report that the Board considered for Mackays Crossing, this is available at the bottom of the page at: <http://www.lin.govt.nz/regulatory/place-names/place-name-consultation/13045>*

*The names Whareroa and Te Ramaroa have been added to the New Zealand Gazetteer as 'collected' Māori names, and are discoverable on the [Gazetteer webapp](#).*

*For your further interest, we have located an earlier, high resolution version of the 1859 Wainui-Whareroa sketch map Wellington*

*MISCW(D)11, and have uploaded it here: <http://imgur.com/a/HwTe8>*

*Thank you for your time.*

*Christopher Stephens  
Advisor, New Zealand Geographic Board Ngā Pou Taunaha o Aotearoa*

*Office of the Surveyor-General*

### One of the Many Power Boxes around Wellington



Above: A number of cabinets containing electrical equipment have recently been installed as part of an upgrade of Wellington's trolley bus network so that it meets current electrical standards. As a result of a Council sponsored competition each now carries a mural acknowledging the trolleybus and public transport network through Wellington – its history and future.

The above great example is in Customhouse Quay, alongside the Old Bank Arcade. The artist has featured the original Wellington "trolleybus" - the 1929 Thorndon - Kaiwarra (as it was spelt then) Trackless Tram bursting out of a brick wall. The body of this historic vehicle is currently being housed by the Museum.



**LAST PAGE PHOTOS: SCENES BY MEMBER GARY RIGGS FROM FIFTY OR MORE YEARS AGO**



One of the first Q. E. Park work parties, 1964. The foreground is approximately the site of the present "Palace".



A scene on "Opening Day, Sunday, 19<sup>th</sup> December 1965. Make sure you are present at our 50<sup>th</sup> – 19<sup>th</sup> December 2015.

*"Tramlines" is the bi-monthly newsletter for members of the Wellington Tramway Museum Inc. Its aim is to keep members in touch with practical notices and the details of current developments – it is deliberately kept modest in style and does not aim to compete with Tramway Topics, our journal of historical and general tramway record, or our Website which is our instantly-updated Museum fact resource and notice to the wider world. Contributions and notes welcomed.*

Text compiled by Marlene Wilson, [m.scie@xtra.co.nz](mailto:m.scie@xtra.co.nz), phone 04 299 1600. Keith McGavin is photographic editor and carries out the formatting. 14/11/2015. The next issue is due out in FEBRUARY 2016. Contributions to Marlene please.