

TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2018 /6

NOVEMBER-DECEMBER 2018



The steel foundry, A & G Price Ltd. Thames. Staff are about to pour molten steel preparatory to casting one of the four side-frames required for Wellington tram No.17's two trucks. More photos inside.

Photo: Leyton Chan

PICTURE FROM THE PAST



Above is Wellington tram No.55 shown here in Oriental Parade, c1914, as a single saloon with centre aisle (although a partition inside separated the smoking from the non-smoking area so perhaps it could be said to be a double saloon)!

No.55 was built as a six compartment Palace tram but was altered because of the Tramways Amendment Act 1913 which made it illegal for conductors to continue to collect fares from the side running boards. The conversion was carried out as a prototype for the other 27 members of the class (Nos.53, 54 and 56 to 80) but the design was found to be slow loading so all others were, starting in 1913, converted to an alternative design – i.e., drop centre, centre entrance and centre aisle trams. No.55 was later rebuilt to conform. All were fitted with Brill 22E trucks (as will our tram No.17).

Even though it was only for a short period from 1913 No.55 was Wellington's only bogie single saloon tram until the much later introduction of the prototype "Fiducia" No.232 in 1934.

Information from "Always a Tram in Sight", by Graham Stewart

Photo is detail from a "Wilson photos" postcard of Oriental Parade, supplied by David Critchley

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Assembled by the WTM production team:

Henry Brittain & Keith McGavin

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Contributions welcome

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From Steve Porter's Workbench

I am writing this after attending the end of year function at Finns in Paekakariki.

Well what a year it has been: We have:

- recovered a building from Les Stewart's Peka Peka property for later installation as a new "Palace" and archives building;
- with a generous loan from a member, purchased the stock of trolley bus overhead components, sorted them and are making them available to heritage groups worldwide;
- carried out countless inspections and made repairs and adjustments,
- replaced one exterior panel of 151 (five to go!) and returned her to service,
- made and installed in the track many gauge holding devices,
- replaced a door post in Fiducia 239 and nearly returned her to service (watch this space!),
- let a contract with A & G Price Ltd for the reconstruction of two 22e trucks for Tram No .17,
- supplied, after refurbishment, to A & G Price for inclusion into the 22e's, motors and associated parts, patterns, wheels and other parts.

Much deferred electrical work has been completed including the provision above workbenches of extra single-phase sockets, residual current protection in the Ticket Kiosk.

Completion of the trolley wire replacement was carried out in March.

The dummy motorman's compartment is well advanced but is looking for someone to put the final touches to it.

The rerouting of the sprinkler main (between buildings) was completed and the now pressure tight system is great.

The projects that we see as the priorities for the next period are: completion of 17, the

commencement of tram 207 restoration, correction of track defects, and the erection of the Palace replacement. (Name?).

The planning and funding for 17 is largely in place but for 207 we need to finalise the Conservation Plan, prepare a Restoration Plan and finally we need a Funding Stream so that we see a restored 207 within a reasonable period.

In the case of the replacement Palace we need an engineering design for foundations and then a building permit. The concrete slab and foundation will, subject to funding, be installed by a contractor. And then once funding is in place for the new interior (and additional exterior) cladding we should be able to erect the frame and complete the building ourselves.

As members will see there is much to be done.

I referred to the end of year function at Finn's in my first paragraph. I had hoped to speak at that function, but the acoustics were not good.

As we rapidly approach the end of the year, I would like to wish all members and their families a happy Christmas and a healthy and productive 2019. The Board and I appreciate the great efforts that have been put into both operations and maintenance during 2018 and look forward to 2019 being as busy and as successful.

Merry Christmas everyone!

**STEVE PORTER, President
10th December 2018**



RECENT EVENTS

Annual General Meeting

This year's Annual General Meeting was held on Saturday 17th November in the Fiducia Centre. Seventeen members attended and elected members as follows:

President: Stephen Porter
Vice President, Maintenance & Engineering: Allan Neilson
Vice President, Marketing & Operations: Russell Jenkins
Treasurer: Michael Boyton
Secretary: Henry Brittain
Board Members: Trevor Burling
Colin Dash
Joint Patrons:
Mayor of Wellington
Mayor of Kapiti
Honorary Solicitor: Ian McCulloch

No appointments were made to the two positions of Secretary Maintenance and Engineering and Marketing and Operations; it was left to members of the incoming Committees to make their own appointments.

The position of (Honorary) Auditor continues to be undertaken commercially.

As there were no nominations for a third Board member, it was left to the incoming Board to co-opt a member for this position if they considered it necessary.

Additional non-Board responsibilities include:

Funding Officer: Keith McGavin
Membership Secretary: Robert Hatten
Kiosk Manager: Denys Peck
Grounds Supervisor: Michael Flinn

Two long serving members, Michael Flinn and Allan Neilson, were elected as Honorary Life Members – this is reported on separately.

Welcome Home to Tram No.17 Saturday 13th October

On Saturday 13th October, the Museum held an afternoon tea to formally recognise the return of tram #17 back to the Museum after its refurbishment at the Wheelwright



Above: "Welcome home to Tram No.17" event. Following afternoon tea our guests, members and friends enjoyed a tram ride to the Beach and back on trams 159 and 260. Here is the group at the Beach, 13th October 2018.
Photo: Allan Neilson

Shop at Gladstone.

President Stephen Porter welcomed everybody and gave a short resume on how the tram was recovered from Raumati South and its storage at Queen Elizabeth Park before being dispatched to Gladstone where it underwent an immaculate restoration by Greg and Ali Lang. Mention was also made to the success of the Museum's efforts in raising the finance for all of this to be achieved and the President was fulsome in his praise to those who had put so much effort into the fund raising.

Invited guests included Patron, Guru Gurunathan, Mayor of Kapiti, Geoffrey Moss and son David whose family were instrumental in buying the tram from the Wellington Corporation Tramways in the 1940's, Greg and Ali Lang and current members and their families.

It was a fitting climax to the return of the tram and those attending were able to inspect and appreciate the intricate workmanship and dedication that made the venture so successful.

With the expected completion of the running gear in 2019, the next event may be the celebration of the tram returning back to operational status.

Christmas Dinner

Twenty-five members and partners or family attended this year's Christmas celebration which was held at Finns Restaurant in Paekakariki on Saturday 8th December.

It was a very pleasant evening and thoroughly enjoyed by everyone.

MEMBERS' NEWS

New Members

This issue we welcome two new members to the Society. They are:

Gordon Attwood, Highbury

Ian McCulloch, Wellington.

(Ian was appointed our Honorary Solicitor at the Annual General Meeting.)

We you both have an enjoyable and fulfilling membership of the Wellington Tramway Museum Inc. and we look forward to welcoming you at the Museum.

New Honorary Life Members

Elected

At the Museum's Annual General Meeting two long serving members were honoured with the granting to them of Honorary Life membership, Mike Flinn and Allan Neilson.

MICHAEL (MIKE) FLINN

Mike joined the Museum back in 1966 or 1967 and has been a tireless worker for the Museum ever since. As a Chartered Accountant Mike's first role on the Museum's Board was that of Treasurer which he took up in March 1968 and continued through 1969. He was then overseas for a time but was elected to the Board again in 1971 with his role alternating between Treasurer and Vice President through till 1979. He continued as a Board Member in 1980 and 1981.

From 1982 until 1990 Mike served as President and it was during this period that the tramline was extended, first to the siding just over the top of the hill in 1985 and subsequently to the current Beach terminus in 1988.

Members' News, cont.

In 1991 and 1992 Mike was elected as Chairman of the Maintenance and Engineering Committee and this was followed by another long stint as Treasurer through until 1999. He continued as a member of the Board in 2000 and in 2001 and 2002 was Vice President.



Mike Flinn, on 31st October this year, is seen hard at work keeping the Museum grounds tidy.

Keith McGavin photo

Mike has been a regular volunteer at the Museum over the years putting in uncounted hours towards whatever key project was underway at the time. In recent years he has taken on the unpaid and voluntary role of "grounds keeper" and it has to be said that our site and the right of way has never looked so tidy. This often sees Mike at the Museum not only on Wednesdays and Saturdays but frequently on other days as well. At present he is also master-minding and organising the sorting of the overhead parts from both the Cable Car Company and our own stocks and, determining what is surplus and organising

along with Allan Neilson the sale of the surplus stock to other Museums.

That's well over 50 years of loyal service to the development of the Museum and to its administration including 34 years on the Board in various positions including eight as our President.

ALLAN NEILSON

Allan was on the scene in January 1991 when he is recorded in "Tramlines" as being jointly responsible along with Trevor Burling and Peter Hawke for "Electrical Matters". It didn't take him long to become fully involved and in November 1992 he was



Allan Neilson pictured at the Museum on 18th July 2018.

Keith McGavin photo

elected as Chairman of the Maintenance & Engineering Committee. He has continued in this position – renamed as "Vice-President, Maintenance & Engineering in 2004 – for an unbroken

Members' News, cont.

period of 26 years. Allan has managed and progressively established improved standards for our maintenance and engineering procedures over the years and has been at the forefront of many of our major projects. He has also been very active on our Safety Committee and is our contact person with NZ Transport Agency.

As an electrical engineer Allan has taken personal responsibility for our power supply and overhead system and was instrumental in arranging and managing our two recent major on site projects: restoration of our

tram power supply after the 2016 lightning strike and the overhead rehabilitation project of 2017.

The award of honorary life membership to Mike and Allan is clearly justified and was strongly supported by members at the AGM.

Honorary Life Members of the Museum are currently Henry Brittain, Mike Flinn, Keith McGavin, Allan Neilson, Barry Ollerenshaw and Ray Shand.

FROM THE MARKETING AND OPERATIONS DEPARTMENT

Russell Jenkins, Vice-President

We are now “officially in summer” although the weather has not been very “summery” on occasions. Here is hoping that the weather patterns bring more favourable conditions over the holiday season that will encourage more visitors to the Park and hopefully to the Tramway.

The Christmas - January period is a very important time for the museum as our daily running from Boxing Day to Wellington Anniversary Day brings in substantial revenue to support our operations.

It is a time when ALL members can help out in some way to ensure that the workload is spread around. Even if you are not a regular member of the operations team as a Driver, Supervisor or Kiosk Worker, having extras around to interact with visitors is very important part of our operations. On behalf of the M&O Team I ask that you consider coming up to give a hand over the Christmas - January period.

Since the last issue of Tramlines, we have had a couple of charters, both on the same day. One group was from Palmerston North and the other from Johnsonville /Newlands. We have had very positive feedback from the visitors and the day was very successful revenue wise from fares and good sales of souvenirs from the kiosk. If you know of a group who may be interested in paying us a visit, please get them to contact the museum via our website contact address or by contacting either Henry Brittain or myself.

RailEx 2018

The Tramway had a stall at the recent RailEx Model Railway Show in Taita. In



Saturday afternoon at RailEx 2018, Taita, 24th November. Denys Peck (left) and Alan Smith are in attendance. *Photo: Keith McGavin*

From the Marketing and Operations Department, cont.

addition to sales of souvenir items including Tramway Mugs and our 2019 Calendar, it was a good opportunity to remind people of the tramway and what we have to offer. Thanks go to all of those members who helped staff the stand over the two days of RailEx.

GWRC Video Shoot

On 16th November a video crew was at Queen Elizabeth Park shooting a video promoting the Regional Council's Summer Holiday Programme and asked for a tram to be available.

The scene with the tram featured children on bikes cycling towards the beach under the watchful eye of a Ranger with others travelling on the tram.

When the video is released there will be a link on our Facebook Page so keep a look out.

Reg Todd

Among recent visitors to the museum was a former head of Wellington City Transport, Reg Todd. Reg started as a conductor on the trams in Wellington, and then became a motorman, before moving on to buses, where he was a regular driver on the City Sightseeing Tours. He rose through the ranks to become the Head of Wellington City Council Transport.

Following his visit, Reg gave the Tramway

Museum several hundred feet of film taken in the latter years of trams in Wellington. This is currently being transferred to digital format and will hopefully be incorporated in another video production to be shown to our visitors.

Left: Reg Todd back in the driving position of Tram No.260.

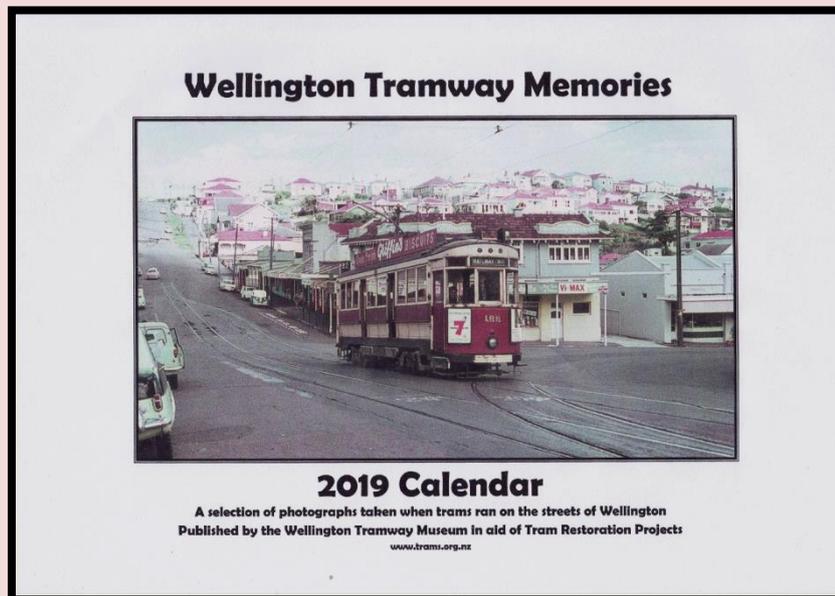
Photo: Russell Jenkins

Scenes from the Video Shoot – 16th November



Looking for something to put in a Christmas Stocking?

On Sale Now



If you haven't bought a copy of our 2019 Calendar (or several copies to give away as gifts), get in before they all go. Last year's Calendar sold out, so don't miss out this year.

They are on sale in the kiosk at the museum for \$15 or by mail for \$20 (Including packing and postage). Send orders to PO Box 2612 Wellington 6140 or email your order to info@wellingtontrams.org.nz with your delivery address details and pay the cost of purchase into the Museum Bank Account 06-0501-0075414-00

St Theresa's School Charter

On Wednesday 5 December 51 children from St Theresa's School, Plimmerton visited Queen Elizabeth Park. Along with 11 adults, they travelled in two trams to the beach for an end of year picnic and games.



St. Theresa School Visit, 5th December.

Photo: Russell Jenkins

From the Marketing and Operations Department, cont.

Finally, on behalf of the members of the M&O Committee, Henry Brittain, Denys Peck, Robert Hatten, Robert Vale and myself (Russell Jenkins), I wish all members and supporters Season Greetings and remember, if you have visiting family members during the holiday period, bring them along for a tram ride.

Remember to keep up to date with the Tramway on either our webpage

www.wellingtontrams.org.nz

Or



The Tramway Facebook page

MEMBERSHIP SUBSCRIPTION RENEWALS

The Museum greatly appreciates your support of its objectives and development through your contribution as a member.

The annual SUBSCRIPTION RENEWAL IS DUE AND PAYABLE ON 1st January and, unless of course you are a life member, should be paid by 31st March to remain a member. Early payment is appreciated.

This year the renewal notices/invoices are being posted out. As they include a provision for the colour printed Tramlines (additional cost) and for donations they will also be sent to life members – both paid and honorary. If you haven't received yours by Christmas time please contact Henry Brittain – contact details page 3.

There are two matters to bring to your attention.

First: An optional extra – A colour printed Tramlines posted to you, six issues per year: Every member receives as part of their membership benefits either an emailed copy of each issue of Tramlines, or a posted black and white printed copy. **With the bi-monthly Tramlines now including articles and notes on matters of interest and relevance to Wellington trams and their history we now offer it as a full colour printed magazine (A5 page size), delivered to you, for an additional charge of just \$40 p.a.**

If you are someone who likes to read and hold a paper copy and not have the Tramlines information buried somewhere in your computer or mobile phone then you will appreciate this option.

The colour printed magazine is proving very popular, especially now that TRAMLINES includes a selection of notes and articles on Wellington tramway history. Just fill in the details on the form. (Note – those on email continue to receive an emailed copy as well.) We highly recommend this option but we can only continue it provided it is supported by reasonable numbers of members.

Second: Donations - *To continue to maintain and develop the tramway and the museum we depend on members' support. We have completed our highly successful Tram No.17 campaign. Now it's time to get back to "basics" like buying new sleepers, and on starting on the restoration of another unique tram – in this case Double-saloon No.207. Full details will be in with the renewal notice being posted to you.*

Well it has been another busy two months since the last Tramlines update.

Motors for Tram No.17's Trucks

The main focus has been preparing the two GE 247A traction motors and the magnetic brake units for despatch to A&G Price Ltd Thames by an agreed project date so that they can be used in the tram No. 17 bogie build.

In order to get the motors tested the DC motor-generator welder was serviced and wired up so that it could be used as a test power supply for the motors. The motors were cleaned out and electrically tested before being powered up. The two motors chosen were previously overhauled when in Melbourne service, so luckily for us they were not in any real need of outsourced overhaul to a motor re-winder.



Above top: The 500v.DC welder stripped and being serviced prior to electrical testing of the motors.

Photo: Keith McGavin, 24th Oct.2018

Above lower: Trevor Weaver (left) and Allan Neilson working on one of the GE247A motors. *Photo: Mike Flinn, 10th Nov. 2018*



Magnetic Brake Units

Left: Steve Porter (left) and Len Gunther get to grips with the somewhat tedious but exacting task of rewinding the four magnetic brake units – 400 revolutions for each unit with insulation between each layer. 27th October 2018.

Photo: Allan Neilson



The four magnetic brake castings were completely stripped down, re-wound, and the shoes reattached with high tensile bolts. Again electrical testing was carried out to ensure they will function properly when in service. It is estimated, based on a quote received for the same work on tram 260, that doing this work in-house has saved the Museum in the vicinity of \$15,000.

Above: Following rewinding PVC pipe sections were prepared as covers to provide protection and insulation. Colin Dash is seen here on 31st October preparing one such cover.



Above: Magnetic brake units nearing completion with insulation coatings and PVC coverings applied, and with the brake shoes re-fitted, 28th November 2018.

Keith McGavin photo

Around the Site and Down the Line – Motors and Magnetic Brakes for Tram No.17's Trucks, cont.

At the time of writing the motors and supplementary parts (e.g. gear casings) as well as the mag brakes are palletised and awaiting pickup by A&G Price's freight forwarder.



Above: Two GE247A motors plus a crate of accessory parts (which includes the magnetic brake units) ready for pick up and transport to A&G Price Ltd.

Photo Allan Neilson, 28th November



Above: Ready to go. The restored magnetic brake blocks crated up and ready for transport to A&G Price Ltd.

Photo: Allan Neilson, 28th November

Tram No.17 Body and Componentry:



Above: Colin Dash (left) and Trevor Burling test fitting the metal frame that will hold the coloured light and destination blind controls for the "A" end of Tram No.17. 5th December 2018.

Photo: Keith McGavin

Work on tram 17's body was temporarily suspended but resumed again recently, once our work on the motors and magnetic brakes was completed. Work on electrical

componentry continues (e.g. overhaul of the controllers).



Above: Trevor Weaver working on the restoration of a BTH B510 controller for Tram No.17 – the first of two. 28th November 2018

Photo: Keith McGavin

Tram No.239 – Body Repairs

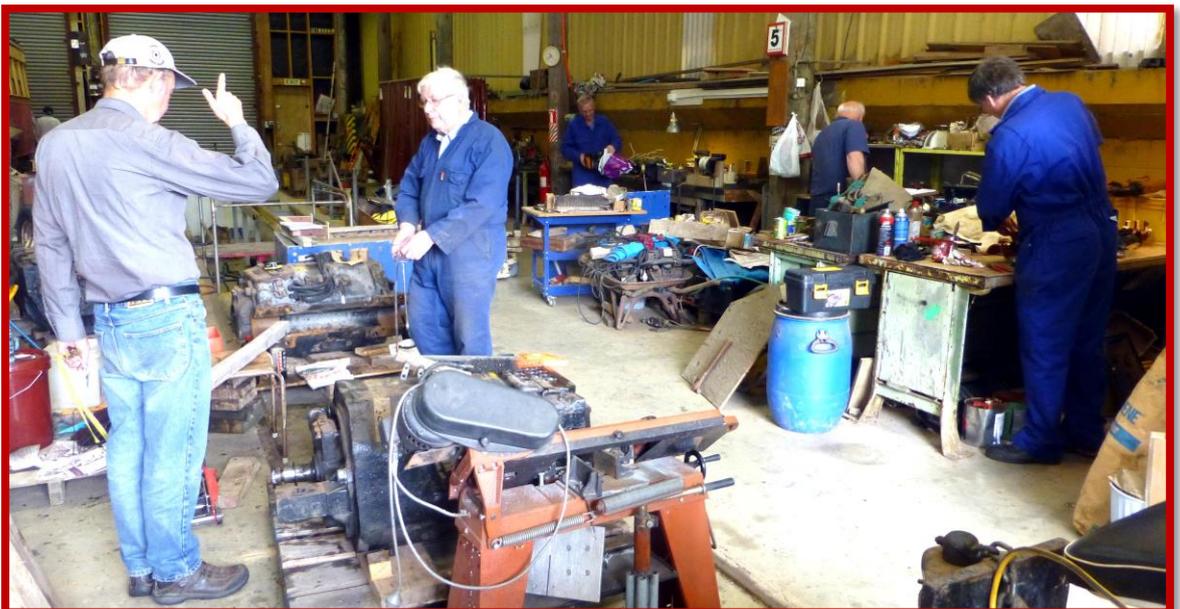
Work on 239's body continues as a priority with preparation for painting under way. See photo next page.

Around the Site and Down the Line – Tram 239, body repairs, cont.



Above: Neville Webley working on beading around the motorman's side window on tram 239, 28th November 2018. This tram has had major renovations to the end shown (the "B" end) including a new door pillar, a new vent assembly above the motorman's window and major folding door repairs. The sides below the windows are also being worked on and after preparation is complete will be repainted.

Photo: Keith McGavin



Above: A busy tramway workshop on 28th November. From left: Allan Neilson, Trevor Burling, plus (in the background) Colin Dash, then Steve Porter and Trevor Weaver.

Photo: Keith McGavin

General Maintenance

Corridor and depot area weed-eating, mowing and vegetation maintenance continues. A contractor carried out the annual weed spray a few weeks ago and the results are now clearly visible.

Some maintenance servicing and tidy-ups with the sprinkler pump system have been carried out.

The museum has been fortunate to have the services of a volunteer electrician (through Volunteer Kapiti) so some 230volt building services work has been carried out including the installation of some more power points in the workshop and the tidy-up of the kiosk power switchboard.

Collation work towards the overhead parts project has been quietly happening in the background.

The usual routine maintenance tasks continue to keep the museum operative.



Above: Joe, a volunteer through Volunteer Kapiti, shifting some light switches in the barn to a more convenient location. 3rd December 2018.

Photo: Keith McGavin

TRAM STATISTICS

from Keith McGavin

Daily figures collated by Mike Vash

From 1st July, start of the financial year through the end of winter and into spring – up until 30th November, the tramway recorded 2,914 passenger journeys. This was 120 (4%) lower than last year.

During the same period we operated three trams, Nos. 151, 159 and 239 and they ran in total 1,303 kms which is 96 (7%) fewer than in the same period last year.

A number of factors have influenced this result. A major one is that this year, except for the two Wednesdays, we did not operate on weekdays during the September school holidays. As a result School Holiday patronage was down by 488 No. journeys.

Last year due to the Overhead Refurbishment project we did not operate until the 12th August. This has given this year's operations an advantage of about 550 journeys.

In addition we consider that this year's patronage has been affected by the twin whammies of higher fuel costs (now thankfully abating) and also the extensive and long term road works arising from the Transmission Gully construction which make it more difficult and less intuitive to find the exit into Queen Elizabeth Park. In addition our large "San Sui" roadside sign has had to be sacrificed in the interests of construction.

Combo 17 can be justly celebrated as both our oldest tram - the sole survivor of the original Wellington Corporation Tramways electric fleet of 1904 - and the newest; it will within a few months¹ be the newest and brightest addition to our KCET fleet. No.17's history featured in the July-August "Tramlines" and clearly it (she?) has already had a rich nine lives, with more to come in Museum restoration - opening up all sorts of philosophical questions about what is original, how old is renewal, and so forth which are part and parcel of the museum world.

As the July-August "Tramlines" noted when reporting the new possibilities of Fiducia 244, our 260 was the last of this type, only entering service in December 1952. But construction of 260 began a decade before and was delayed by wartime priorities in Kilbirnie workshops; so if we say that 260 had just a dozen years in "normal" tramways service (until May 1964), then what's the most accurate way of describing her newness now?

When researching the July-August issue's "History Corner" about the simultaneous (early 1949) dismantling of the Kaikorai (Dunedin cable) and Wadestown (Wellington electric) tram lines I turned of course to those tablets of stone, Graham Stewart's books "Fares Please!" and "Always Tram in Sight". Something I'd not noticed before was that Grip Car 6 of the Kaikorai line had only been built in 1938, so that it didn't even see out a decade, much less than Wellington 260 however you measure that car's age. What's more, Kaikorai #6 was built to much the same design as our Kelburn Grip Car #2 dating from 1901 - clearly innovation was not a feature of Dunedin cable car thinking.

There were three other New Zealand trams which "enjoyed" remarkably short working lives - Gisborne #4 from 1919 to 1929, Wanganui #25 from 1923 to 1930, and the all-star winner Takapuna steam tram motor #7 built in 1924 and withdrawn just 3 years later, in 1927. This makes all of our trams look like real veterans in comparison, however you measure their age.

The real precious veteran in our fleet, though, is probably the tram which attracts the least attention. That's our Kelburn trailer #6 whose origins were as a Wellington horse tram of the 1880s. Even Graham Stewart's meticulous research has not been able to pin down a year or name of builder. Trailer 6 - like Combo 17 - is like most Museum artefacts a bit like Grandpa's axe - three new handles and two new heads, but still the same old axe. Still, it doesn't detract from the fact that our #6 is over 130 years old and is a direct link to the days of the first public transport through the streets of Wellington by which a working man could move faster than by walking. The horse trams were replaced by the first electric trams, including our #17; in turn the arrival of 260 allowed more of that pioneer fleet to be replaced. So there's an idea for a photo line-up in front of our barn!

And here's a challenge - how about when #17 enters service we have a line-up of trailer 6, Combo 17, Fiducia 260, Trolleybus 91 and one of Tranzurban's new all-electric buses to display, in one place, almost a century and half of Wellington street public transport.....

¹ Maybe a bit more than "a few months"

Our newest tram and our oldest one, cont.



Above: Alan Smith observing our oldest railed vehicle, Kelburn cable-car trailer #6 which is on display next to Combo #17, the oldest electric tram in our Museum. See article previous page. To our knowledge no one has yet managed to photograph trailer #6 next to Fiducia #260 – our newest tram!

Photo: Keith McGavin, 29th August 2018

FUNDING TRAM #17'S CONSERVATION

Keith McGavin
Museum Funding Officer

This has been an almighty challenge – by far the most expensive project which WTM has ever undertaken and I am delighted, and somewhat relieved, to tell you that we are “almost there”.

The body restoration has been completed to the stage where we can complete in our workshop the remaining bits and pieces such as destination and route number signs and the coloured night signals. The contract for the trucks has been let and their reconstruction is underway. Remaining items will mostly be some underfloor gear, and equipment for the motorman’s cabs. All the major items with the exception of the handbrake mechanisms are underway. These differ from those on our later Wellington trams but fortunately there are similar ones on Wellington trams 47 and 301 at Auckland.

Lottery Environment & Heritage have been our biggest benefactors by far with a grant of \$289,600 for the Body and \$376,000 towards the trucks. However a number of Gaming Organisations with outlets in Kapiti have provided valuable grants, as well as the T G Macarthy Trust. The public have assisted with donation box donations at the Museum but the biggest accolade must go to you, our members, who have generously donated throughout the six year campaign. Not only that but you have carried out work in our workshop that we would have otherwise had to find the funds for. The net result is that unless something very much unexpected happens with the trucks the project is now 99% funded and we expect to complete it without having to resort to borrowing.

TRAM NO.17 TRUCKS AT A & G PRICE LTD., THAMES



Above: Newly cast 22e truck side-frames, *Both photos: Leyton Chan, 8th November 2018*
Below: General view of “22E area” wheels, steel tyres, axles and various parts. Plans in the foreground.



Is this a possible pub quiz question - have there ever been within the last 80 years two separate contracts for the building of 4'0" gauge electric traction trucks under way at the same time in different parts of the world?

Answer - only right now in 2018/19. And we at WTM are part of this answer.

Our trucks under re-construction at A&G Price, Thames for Combo #17 are in essence re-creations of Edwardian technology. At this same time, the Swiss/German business of StadlerAG is also building new bogies as part of its contract to supply 17 driverless articulated metro trains to this same 4'0" gauge for Glasgow's underground railway in Scotland. I wonder if in this large 200million UK Pounds job a few spare axle sets could be run off and gifted to WTM as a fraternal gesture?

It's likely that the last time 4'0" gauge trucks were built in this part of the world would have been in the late 1930s, for the final batch of Wellington Fiducias. The last new 4'0" gauge trucks built in the UK were for Darwen (Lancashire) around 1935. The new Glasgow cars being built by Stadler will, from 2020, replace the 1977-79 cars which at that time also involved new bogies to the 4 foot gauge.

Below: one of the new driverless carriages for the Glasgow underground – four foot track gauge like the Kapiti Coast Electric Tramway. That's where the similarity ends! Photo: Stadler



HISTORICAL CORNER –

WELLINGTON TRAMWAYS PETROL DELIVERY VAN

Henry Brittain

In a previous Historic Corner article, I wrote about the two Freight Trams, 200 and 201 (which were later renumbered 300 and 301) and the role they played in transporting goods to the various suburbs up until the mid-1920's when the motor vehicle overtook their duties.

Wellingtonians were encouraged to take their articles to various Tramway offices located in the City and busier suburbs and in some instances, agents who received these on behalf of the Corporation Tramways. These were often bookshops or dairies in the various suburbs.

Tramway offices were established at the Wellington Railway Station, Post Office Square, Courtenay Place waiting shelter and Newtown.

A photo of the Newtown depot, situated near the corner of Rintoul and Riddiford streets follows.



When the Freight service was curtailed, this office became surplus however the remaining ones were retained as they were still required for other Tramway functions, such as lost property, staff changeover location, toilets and other sundry activities.

To complement the actual freight tram, circa 1918, the Tramways introduced a light petrol driven delivery van which was used to uplift and deliver goods from these depots to customers who were charged for this service.

The van normally worked out of one central location, the Post Office Square office as this had its own tramway siding and was the main location for the freight activities.

Historical Corner – Wellington Tramways Petrol Delivery Van, cont.

Attached is a photograph of the van in Post Office Square, suitably inscribed as to its delivery functions.



WELLINGTON TRAMS – 1950's



“Our” Fiducia #260 rounds Perrott’s Corner into Willis Street, with three double-saloon trams in the background. A photograph that is full of interest, taken by Graham Stewart.

**TWELVE YEARS AGO ON THE KAPITI COAST ELECTRIC TRAMWAY, 30th December 2006
FROM THE CAMERA OF ALAN WICKENS – Wellington Double Saloon 159**





"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.