

TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2016 / 5

AUGUST 2016



Wellington tram No.41 – see page 15

Photo: Mike Flinn

**Tidy but rusty tracks! No trams for over six months!
Read inside on pages 4 and 9 what we are doing about it.**

WHAT HAPPENS WHEN THERE ARE NO TRAMS



Above: This could only be the KCET! A unique hazard for motormen, otherwise last seen on Wanganui Tramways' Castlecliff route pre-1950. (A well-known photograph from that era shows a Wanganui tram brought almost to a stand by a surrounding mob of sheep!).
Photo: 6th July 2016 by Mike Flinn



Above: On Monday 8th August the Regional Council's rangers' office was moved lock stock and barrel from its location close to opposite our kiosk to a new position close to the nursery and operations centre. Here it is crossing the tram tracks (despite appearances, well under the overhead wire) close to its new location. We understand that a visitor interpretation centre is to be provided at the old location.
Photo: Mike Flinn

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From The President, Russell Jenkins

To quote from my message in the last Tramlines:

“Our power issues are still not resolved but I can report that a new switch is under construction and it is hoped to have it installed by the end of June (fingers and toes crossed!).”

Well it is now clear that more than crossed fingers and toes are required to get the power back on!

Yes, another set back with a new requirement from the Lines Company, but the required additional equipment to be installed in the new switch has been ordered and, as I write this, a delivery date is still to be confirmed.

As a result of this latest uncertainty of a date for the new DC Switch to be installed and put into service, arrangements are being made for a temporary generator on site so that limited tram operations can recommence.

In the meantime members have been busy on other upgrading projects, with 159 having a spruce up and 260 still in the workshop having final adjustments made. As soon as the power is on she will be out on the tracks under test in order to make sure all is well before re-entering service.

Those of you who have been to the museum will have noticed the pile of new ballast next to the kiosk platform. Mike Vash and others have been busy resleepering the turnout that gives access to Roads 3 and 4 of the Barn and Road 5 (the “pit lane”).



We have also had a visit from Graeme Hudson, Senior Rail Advisor and Debbie Despard the National Manager Rail Safety at New Zealand Transport Agency to see our tramway operations, albeit with no trams operating. It is good to see these people taking time out to gain an appreciation of how a volunteer tramway operation runs.

The next thing to look forward to, apart from getting trams back in operation, is Heritage month in September. In the past all of the museums on the Kapiti Coast have had a Heritage Weekend, but this year it has been decided to have a Heritage Month at the same time as a similar event in Wellington.

During the month all of the museums will be participating in a competition /quiz for visitors to enter. For our museum (and pending trams running) we will be operating each weekend and in addition be running daily on the final week, which is the first week of the school holidays.

Visitors will be invited to enter a competition at each of the participating museums and go into the draw for a number of prizes. Mark your diaries and cross fingers toes and anything else that may help us get operational before this event starts.

On a personal note, I have decided that I will not be standing for the position of President at the AGM in November. The last 4 years have been enjoyable but a break is needed. I will still be around and like everyone else looking forward to making the Tramway Museum a popular visitor destination.

Finally, another reminder - keep yourself and friends up to date with Tramway happenings and upcoming events, by checking out the Wellington Tramway Museum Facebook Page.



Russell Jenkins

OUR PEOPLE

Our sympathy is extended to:

....Lawrence Bailey, one of our long-time conductors and shop operators, whose mother passed away recently at the ripe old age of 101.

....also to Gillian Tousoon, another of our valuable shop operators, who lost her Dad recently after a long battle with ill health.

NEWS FROM THE BOARD

Recent decisions made by the Board at its meeting on 24 July included:

Museum Charges:

The following is the new structure that will be implemented once we resume normal operations. All charges include Museum entry plus tram rides as shown:

All day (i.e. return tram ride plus unlimited complimentary additional tram rides on same day)

Adult	\$12.00
Child (aged 5 and over),	\$6.00
Family (up to 2 adults plus up to 3 children aged 5 or over)	\$30.00
<u>One way</u>	
Adult	\$6.00
Child aged 5 or over.	\$3.00
Accompanied children aged under 5 are carried free of charge.	

Fares were last adjusted in 2012 and increases in operational costs have necessitated these adjustments which are in line with other local attractions.

Annual General Meeting:

The date for this has been set for Saturday 5 November at 5pm.

Traverser.

Alan Smith has kindly offered to undertake some research on the Traverser in an attempt to establish its provenance which should enable us to make an informed decision on its future.



Members enjoying a barbecue lunch in the Fiducia Centre on a wet Wednesday, 3rd August.

Photo: Marlene Wilson

Mid-Winter Dinner.

Given our restricted activities since the power outage in January we have decided not to hold a mid-winter dinner and the next one planned will be our end of the year function.

However a barbecue lunch was held for our hard-working Wednesday crew on 3rd August (see photograph above).

Biennial COTMA Conference

A reminder that the 2016 Conference of the Council of Tramway Museums of Australasia (COTMA) will be hosted by the Tramway Historical Society in Christchurch from **Thursday 13 October to Monday 17 October**. **All members are welcome to register and attend.**

We have received the following details from COTMA:



Council of Tramway Museums of Australasia Inc.

www.cotma.org.au

Memo to all COTMA Members

COTMA Conference Christchurch 13-17 October 2016

Our biennial conference is now only a little over two months away and while registrations are coming in, we have yet to receive applications from a number of our Member groups, including Affiliate Members, and noting that the conference is open to all members of COTMA groups and not just office holders, committee and board members, it would be great if you could remind your membership about this event and encourage their attendance.

Our team in Christchurch is putting together an interesting package of presentations and site visits and it will be a great opportunity to see history in the making - an earthquake ravaged city hard at work reinventing itself, including the challenge of re-opening and extending its heritage tramway in the city centre.

There is also a partners programme running during the conference as well as a self-organised pre-conference tour focussing on Auckland, whose attractions include its new electric train service and the tramways at MOTAT and the Wynyard Quarter (Dockline), and Wellington where it will be almost certainly the last chance in this part of the world to experience modern trolley buses still in regular week day service, as well as their new Matangi electric rail units and some excellent Peter Jackson inspired World War 1 exhibitions. Although you need to do your own travel and accommodation arrangements, we will be putting participants in touch with each other and some of the local tram people to co-ordinate some of the visits.

Following the conference, Richard Gilbert (Ballarat Tramway Museum, and well known post conference tour organiser, has put together a tour package covering NZ's part of the historic South Island West Coast. As in the case of his previous tours, this promises to be interesting, fun and well worth attending.

For details click on to the COTMA Website <http://www.cotma.org.au/conference.html> and view/download detailed information and booking forms

<http://www.cotma.org.au/documents/christchurch2016/summary.pdf>

<http://www.cotma.org.au/documents/christchurch2016/preconferencetour.pdf>

<http://www.cotma.org.au/documents/christchurch2016/registrationform.docx>

<http://www.cotma.org.au/documents/christchurch2016/hotelinfo.pdf>

<http://www.cotma.org.au/documents/christchurch2016/postconferencetour.pdf>

Our early bird, discounted conference fee was due to conclude on August 13 but has been extended a further week until August 20, after which the additional \$50 booking fee will apply.

SO please, spread the word around, get your registration in and book your trip to Christchurch!

Kind regards

Dave Hinman

Chairman

12 August 2016



If you are interested in attending please advise our Secretary Henry Brittain (contact details P.3)

Position of President.

In Russell's "From the President" on page 4 you will note that he has advised that he does not intend to stand for re-election at this year's Annual General Meeting on November 5th.

This means that we will have to elect a new President. Members are urged to think about whether they may wish to seek nomination of either themselves or another member for this position.

Formal advice of the Annual General Meeting and the calling of nominations for all Board positions will be conveyed to members in September. However in the interim you are encouraged to think about a suitable appointee to this position.

Henry Brittain
Hon Secretary.

TRAM 17 RESTORATION – UPDATE **Trevor Burling**

Trevor Burling reports on his visit to the Wheelwright Shop on 29 June.

Work on tram 17 had just resumed that week after a recess to allow completion of another project to ultimately provide more room to place the body on the refurbished chassis.

The main effort at the moment is on the saloon section and has progressed to the point where the opening side windows are fitted and other fittings are in place such as the advertisement case doorframes and latches.

Most interior panels are in place except for the seat end panels that will be fitted along with the longitudinal seats that are about to be manufactured using some components from old seats we supplied.

New slats will be made of NZ Kauri and fitted to newly manufactured frames to support the seats. All of these components were missing so it has been necessary to copy the design of double saloon seats that are basically the same as the original ones.

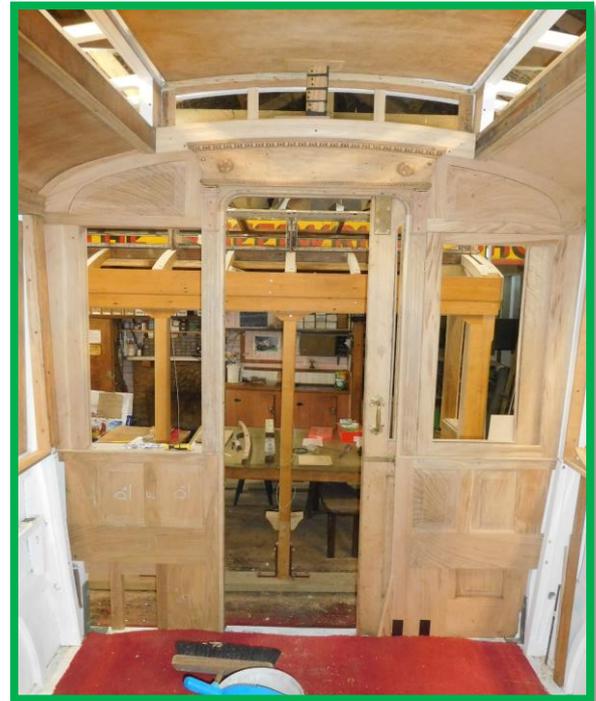
In particular work was nearly complete on the new bulkhead side frames and door to replace the one removed when 17 was converted to a bach at Raumati South. Fortunately we had an identical door to the one in the existing bulkhead. The surrounding panels have been replicated for the missing B end. The use of an existing recycled door gives the appearance of authenticity rather than brand new.

The following photographs (next page) show the progress made.

Tram 17 continued.....



Above: New framework at "B" end to replace missing parts.



Above: Internal view of the new "B" end bulkhead.



Above: Recycled door supplied by WTM – originally from tram 31 dismantled in the Wairarapa by members in the 1970's.

(All Tram 17 photographs are by Trevor Burling.)



Above: Close-up of the fancy cover above the door – also rescued from Tram 31.



Above: Interior panelling and the top of the opening windows.

AROUND THE SITE AND DOWN THE LINE

Allan Neilson, Vice-President,
Maintenance & Engineering

Power Supply

The new circuit breaker was due to be delivered in late June but we had a late setback as ELECTRA advised us on 20 June that they would not reconnect our pole-top metering transformer due to its condition. So we reviewed the situation and decided that the best way forward was to incorporate the metering transformer equipment in with the new switchgear. The order for this additional gear was placed mid-July, and the current planned delivery date for the new circuit breaker unit switchgear is at the end of August- first week of September.

When the 11kV circuit breaker is delivered, the control circuits have to be wired in, ELECTRA organised to hook up the 11kV cabling and liven up, and the metering box relocated and also wired into the 11kV circuit breaker. Coordinating this will be quite a mission, and by the time all of this is completed and operating it will be well into September, possibly October depending on the availability of the external parties.

As we want to be up and working again in September at the latest, we have decided to temporarily install a trailer mounted trolleybus generator on loan from Malcolm Little.

There is quite a lot of work involved to properly hook this up and to electrically test and certify the connection. Once operating it will need an M&E operator present to keep an eye on it on each operating day. The generator will only be able to support one tram climbing the hill at a time, so some special operating restrictions will have to

apply, and these will be advised by Bulletin Instruction. As we have now largely completed the substation upgrade and other maintenance work, we are now in a more practicable space to take this work on.

Allan Neilson has been carrying out a major service to the DC circuit breaker. A partly broken contact actuating bar part was found but this has been repaired with help from Colin Dash.

Other wiring work has been carried out in the substation to complete the control circuits, and also further tidy-up work on the building services 230 volt power supply.

New Remote Control Panel

This has now been installed in the Palace and wired up by Steve Porter and Grahame Kitchen.



Above: Steve (left) and Grahame busy tidying up the panel wiring.
Photo: Allan Neilson

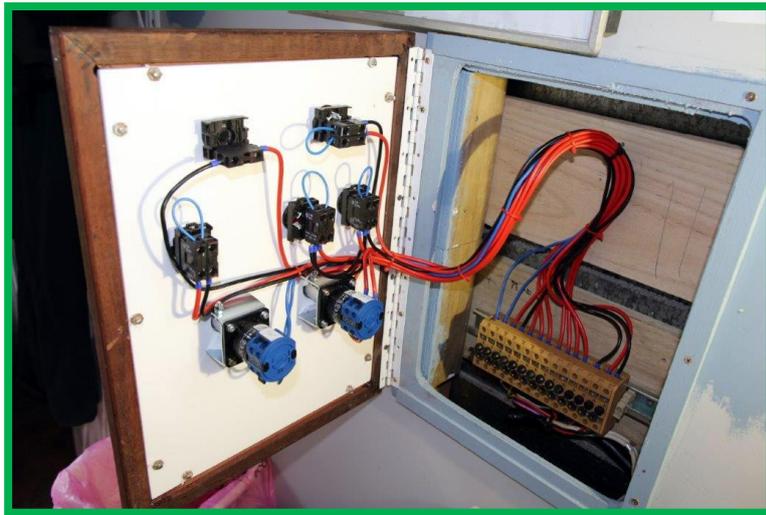
Around the Site and Down the Line, cont....

instructions are issued, please contact Allan Neilson by the end of Sunday 21st August.

The intention is that once this panel is operating, access to the substation will be restricted. The cash box will be relocated.

DC POWER-ON indication lights

In addition to the new indication lights on the remote control panel, two red LED indication lights have been installed on the substation roof gable above and just to the left of the entry doors. These at a glance will indicate that the substation DC power is on when illuminated.



Above: Inside the Palace tea room – new panel wiring completed.

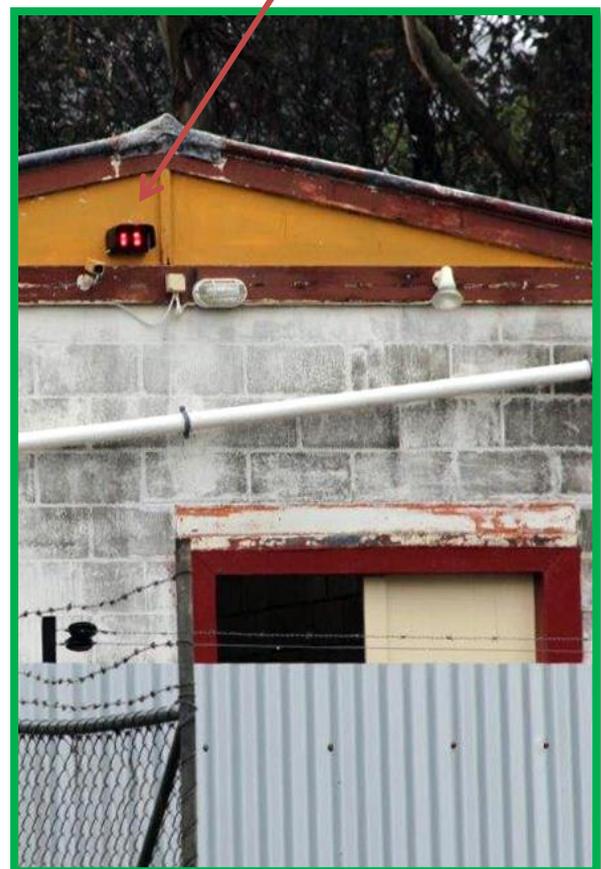
Photo: Allan Neilson



Above: Panel layout – name labels yet to be installed.

Photo: Allan Neilson

A draft set of operating instructions has been prepared and is under review by those concerned. If anyone would like to see the draft copy before the initial

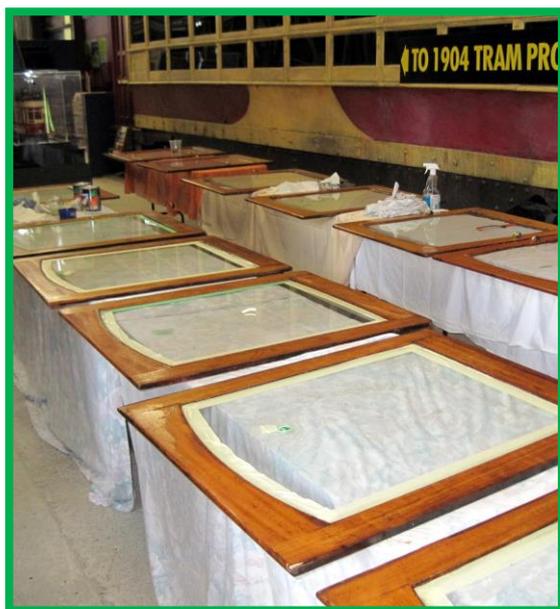


Above: A portion of the front of the rectifier building showing the new indication lights installed on the gable above and to the left of the entry door.

Photo: Allan Neilson, August 2016

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

Trams



Above: Windows from double-saloon 159 spread out in the tram barn for varnishing after careful restoration by Ted Kendal and Murray Gibson.

Photo: Mike Flinn, 30th July 2016

Ted Kendal and Murray Gibson have made good progress on restoring double-saloon 159's windows, while Barry Ollerenshaw has largely completed the re-painting of the roof.



Double-saloon 159 in the workshop. Note some windows removed for repair. The bodywork has received attention and the roof repainted.

Photo: Keith McGavin 10th August 2016

Trevor Burling has been quietly working away on 260, completing mechanical tidy-ups, including door linkages, lifeguards, securing pipework.



Above: The very tidy underside of Fiducia 260.

Photo: Keith McGavin, 22nd June 2016

The Small Yellow Digger

A problem with a leaky water pump became apparent. Colin Dash set to work to remove the part, and found that it was basically unrepairable. A search on the internet tracked down two potential suppliers but there was no absolute guarantee we could be sure that the replacement parts were exact. We agreed Colin should get one from EBAY America and he was pleased to report that it fitted perfectly, but it was a mission to install it and simultaneously connect up the radiator water hoses.

Track and Corridor

Mike Vash has been carrying out exploratory work to organise the removal of the old rails stacked in the bushes by the loop.

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

Track and Corridor cont.

Points Re-sleeping Project

The points re-sleeping project on the departure road outside the Kiosk (see cover photo) is now almost complete. The points castings have been reinstated, fish plates re-fitted to ensure the rails properly re-align, tie bars fitted for gauge alignment, and screw-spiking completed under the supervision of Mike Vash. The bonding has been done so basically only tamping and final ballast filling is still to do. The track is basically okay for vehicles.



1. Above: To start the points re-sleeping project the area was dug out and the fishplate bolts freed up from over thirty-five years of being covered with dirt.

Photo: Keith McGavin, 18th May 2016



2. Above: the points were removed on 8th June.

Photo: Keith McGavin



3. Above:then the sleepers removed and the area dug out. Note the sleeper remnants on the platform. Photo: Mike Flinn, 8th June 2016



4. Above: A new long “points” sleeper in position under the crossover of the points leading to barn roads 1 and 2.

Photo: Mike Flinn 18th June 2016



5. Above: Weed-mat put down as a base.

Photo: Mike Flinn, 25th June 2016

Around the Site and Down the Line, cont....
Track and Corridor cont....
Points Re-sleeping Project cont....



6. Above and 7. Below: New sleepers, ballasting, and point and mate castings lowered into position. 29th June 2016. *Photos, Mike Flinn*



8. Above: Installing refurbished fishplates and bolts. *Photo: Allan Neilson, August 2016*



9. Above: fishplates, spikes and tie-bars complete, 10th August 2016.. *Photo: Keith McGavin*



10. Track bonds installed, point blade re-installed, and all complete save for tamping and packing ballast. *Photo: Allan Neilson, 10th August 2016*

Around the Site and Down the Line, cont.
Track and corridor cont.

Mike Flinn has been down the line carrying out more vegetation clean-up and weed-eating.



Above: Looking north-east from road and across the tram-line part of an area cleared of blackberry and scrub can be seen. This clearance will provide both a better view for our passengers and slow down the re-generation of nuisance weeds and scrub adjacent to and on the tram-line. Mike has also cleared a number of other areas alongside the line.

Photo: Mike Flinn

The incinerator

We now have a new incinerator converted from an old storage tank, together with a fire permit issued by the Rural Fire Authority.



Above: Alan Smith (left) and Steve Porter try out the new 'super incinerator'. The old standard size incinerator is on the left.

Photo: Keith McGavin, 29th June 2016

The fire permit comes with conditions, including the requirement to notify the fire service when we light a fire. A laminated copy of the permit, which summarises the requirements, is on the "Palace" wall beside the security alarm box,

Re-Commencement of Operations

Further to the comments in the last "Tramlines", now that we have more definite plans, we will swing into gear to carry out the necessary maintenance checks, risk and operational reviews, and arrange staff briefings and issue a special Instruction Bulletin.

GENEROUS DONATION TO THE MUSEUM

In a very generous gesture our member, tramway historian and author, Graham Stewart, has donated to the Museum twenty-four large black and white matt canvas mounted prints of historic tram scenes around Wellington. The photographs have lately been on display at the Academy of Fine Arts on Queens Wharf.



Above: Some of the display photographs donated to the Museum. To start with these will probably be displayed, on a rotational basis, in the Fiducia Centre.

The Museum thanks Graham for his donation which will greatly add to the range and depth of tramway history available to Museum visitors.

HISTORICAL CORNER

Henry Brittain

Following on from the item on Wellington Combination Tram No.25 in the last issue Henry Brittain has kindly offered to write a series of articles for "Tramlines" regarding the operation of the tramway system in Wellington. It is not intended that they be a detailed account of the history of the system but rather simply recording everyday activities of Wellington trams and their infrastructure. His first one, entitled 'Tram 41' follows.

TRAM NO. 41

Tram No.41 was one of a batch of three trams, 40-42 that entered service in 1906 and, with the exception of 42, were withdrawn from service soon after World War II when passenger numbers started to fall and tram route closures started.

They were the first trams to be built in Wellington as all their predecessors had been made in England and bought out to New Zealand in kitset form before assembly. They were built by well-known Courtenay Place coach building firm Rouse and Hurrell.

The photo below shows 41 when first built and prior to having its centre isle installed circa 1912. The other photos (next page) were later on in service after modifications made such as route number boxes, rear vision mirrors and domed headlights.

Wellington Tram No. 41

Brief technical details:

Type: Combination (one-third closed saloon)

Trucks: Brill 22E maximum traction

Motors: 2 x GE54 (25 h.p. each)

Controllers: GE B18

Braking: Hand brake, and magnetic track brake

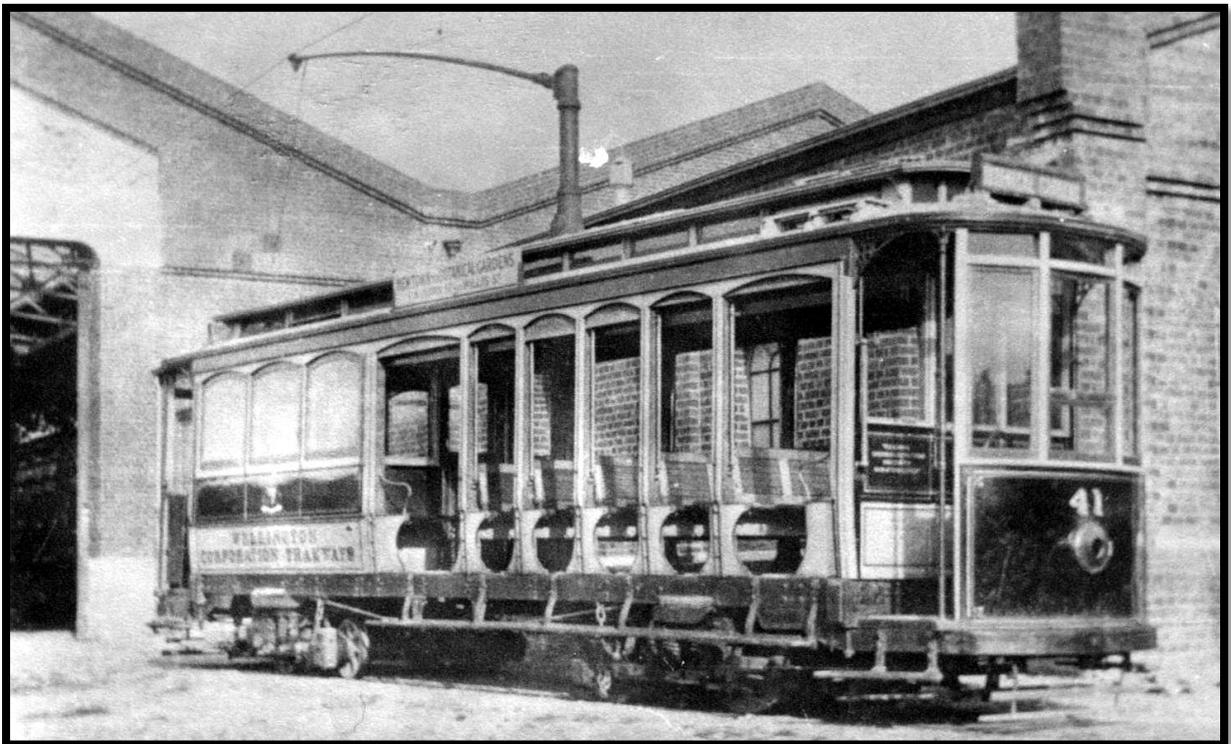
Length: 35 feet 11 inches (10.95 m)

Width: 7 feet (2.13m)

Seated passengers (final form): 33

These three trams were unique in that they all had the headlight mounted above the tail light at the time of construction whereas all other Wellington trams had the tail light mounted above the headlight. This arrangement persisted for all the three trams during their entire life.

About five years ago WTM was donated two tram jacks, ex WCCT and one of these, following the custom of the day, had its allocated tram number engraved on its base; yes its 41. See photo.



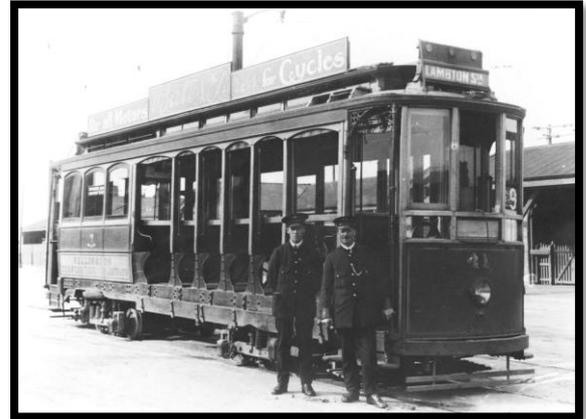
Above: Wellington tram No.41 as new, outside Newtown tram depot.

Tram No.41 cont.

Tram No.41 Photos:



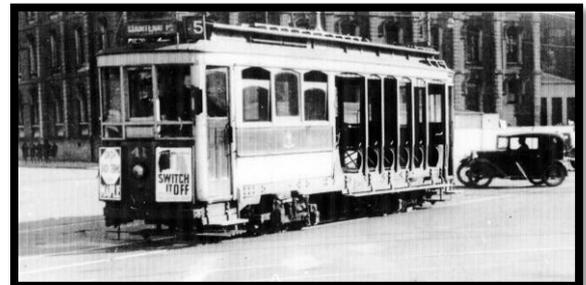
Above: In Lambton Quay. Tram 41, in the foreground, is showing a disc in the front window with the letter "V". This was prior to the adoption of route numbers and denoted that this tram would have travelled via Vivian Street.



Above: Outside the old (pre-1937) Lambton Railway Station.



Above: At the north end of Featherston Street in the late 1930's or early 40's.



Above: On the corner of Customhouse and Jervois Quay's, on number 5 route to Courtenay Place. Circa late 1930's.

Left: The tram jack, now at the Wellington Tramway Museum, inscribed with the tram number 41.
Photo: Marlene Wilson

"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 will also include occasional articles on matters of historic tramway interest. 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.