

TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2016 / 1

FEBRUARY 2016





COVER:

On 20th December supporters, benefactors, and suppliers were invited to visit the Museum as part of our 50th anniversary. Tram 260 was brought out for the occasion and is seen here alongside the departure platform.

Photo: Mike Flinn

Left:

Co-patron, the Mayor of Wellington Celia Wade-Brown, is speaking to members and guests at our 50th anniversary celebrations on 19th December 2015. She is accompanied by Russell Jenkins, Wellington Tramway Museum President. See pages 11-16 for details of this event.

Photo: Iain Hill

Below:

Long-time and foundation members of the Museum present on the 19th December line up in front of newly restored Fiducia tram 260. From left they are: Graeme Bennett, Keith McGavin, Alan Smith, Allan Lang, John Lawes, Dave Rarity, Gary Riggs, Phil Austin and Henry Brittain.

Photo: Delia McGavin



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In this issue space considerations have precluded the inclusion of "Tram Statistics" and a number of other submitted articles and items. Many thanks for these items, which are held for later inclusion. Issue 2016/2 is due out in April.

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From The President, Russell Jenkins

Thanks go to all of those who assisted during the holiday operations. Your efforts were certainly appreciated by our visitors.

The following is a Press Release to the local media and it sums up what has happened since the last Tramlines.

GOOD AND BAD TIMES FOR TRAMWAY MUSEUM

The holiday period has been both good and bad for the Wellington Tramway Museum at Queen Elizabeth Park.

Prior to Christmas, the Museum celebrated its 50th birthday with a special weekend for past and present members and other long-time supporters. (See pages 11 to 16).) The celebrations culminated in the appearance of the last street tram, number 260 that entered service in New Zealand in December 1952. It moved under its own power for the first time in 35 years.

The Kids Weekend at the beginning of January, coincided with a weekend of bad weather that kept numbers down, but the remainder of the holiday period, when the trams operated every day (up until the power failure), saw healthy passenger numbers with visitors enjoying rides along the 2km tramline to the beach.

However the period has also seen some "Bad Times" with a break-in and lightning damage to the tram power supply that has put tramway operations on hold.

Museum President Russell Jenkins says that break-ins are disheartening because the members, all volunteers, put a great deal of effort into maintaining and operating what is a popular tourist attraction on the Kapiti Coast. The theft of display equipment and items used to maintain the Museum puts a strain on resources and limits the amount of work that can be done to restore new items for display.

The other "Bad Time" is a result of the recent electrical storm where lightning damaged a vital piece of the power supply for the trams. Like a lot of the equipment in use at the Museum, our electrical gear is quite old but it is hoped that repairs can be made so that the Museum is fully operational once again.

The Museum is using its Facebook Page to inform all those interested in what is happening. As soon as everything is fully operational, a post will be made.

Yes it has been both a good and bad time for the Museum and as a result of the damage to the Tram Power Supply it could mean a great deal of unexpected expenditure to get everything back up and running. On the positive side, we have received a lot of favourable comments about our displays and the recent reorganisation of the Tram Barn has certainly paid off.

Let's look forward to a good and productive 2016.



Above: Russell speaking at the 50th anniversary celebrations on 19th December. Photo: Iain Hill

A handwritten signature in blue ink that reads "Russell Jenkins".

Russell Jenkins

NEWS FROM THE FEBRUARY BOARD MEETING.

Contributed by Henry Brittain, Museum Secretary

The Board met on Sunday 14 February and the following major decisions were made:

Power Supply:

As mentioned elsewhere in Tramlines, we had a major failure on 18 January when our substation was hit by lightning during a major electrical storm.

After an evaluation of the damage it was decided to replace the equipment and the Board accepted a quote from a major supplier for replacement of our damaged items and we now await its arrival and installation. Barring any unfortunate events we hope to be up and running by the end of March in time for Easter.

During this down time we are taking the opportunity of upgrading the transformer compound including provision a new roof, new fencing, construction of a bund to contain any oil leakage and replacing the guttering on the substation.

It is intended to hold a special celebratory weekend to recognise our return to normal operations.

Tram 17:

The Wheelwright Shop asked the Museum whether they could extend the contracted completion date of Combination 17 by approximately three months. This would allow them to finish other work on hand and by doing this, give them more workshop space to refurbish the tram chassis and assemble the tram body.

After discussion the Board agreed to accept this request. The Wheelwright Shop has provided a revised programme for completion which is now anticipated to be September or October this year.

Although this is an unfortunate delay, given the major effort we are putting into renewing our power supply a delay to the return of this tram should not have any significant effect.

Site Security:

After having two major break-ins over the past twelve months the Museum has engaged a Security Consultant to provide advice on our overall security. This is awaited. However, in the interim, Colin Dash assisted by others has installed security shields to our building locks which make them more burglar resistant.

An item lost in the recent burglary (see page 7) was the flat screen TV from the Fiducia Centre. Thank you to Ted Kendal who has donated a replacement along with a sound bar. Much appreciated Ted.

Printing your Tramlines

"Tramlines" is designed so that a neat booklet will be produced by a printer that can print double-sided and has a booklet option. For this issue, and excluding the flyer on page 25, printing double-sided on A4 paper will produce a 24 page A5 page-size booklet containing six sheets of A4. If the printer is capable of double-sided A3 printing you can print it off as a 24 page A4 page-size booklet using six sheets of A3 paper. (Don't forget to exclude the flyer on page 25; i.e. select pages 1-24 only.) For stapling a long reach stapler is required. For those members without email we post out a black & white A5 page size booklet.

Please enquire to me if you would like a colour printed booklet posted to you. Based on Warehouse Stationery standard rates this will cost \$15 per 24 page issue for an A5 size booklet, or \$27 for an A4 size booklet, plus postage.

Keith McGavin (keith.mcgavin@paradise.net.nz)

With so much interest in major events like the power outage and tram 260 our regular item, "Around the Site and Down the Line", has been brought nearer the front of Tramlines than usual.

AROUND THE SITE AND DOWN THE LINE

Contributed by Allan Neilson, Vice-President, Maintenance & Engineering

Completion of Tram 260

Since early November, a great deal of work went into getting 260 painted and operating so that it could do a "grand entry" under its own power at the 50th Anniversary celebrations on the 19th December. Key tasks to be completed included;

- Spray painting by contractors
- Adding body components and some hand touch-up black outline and stripe painting
- Final hook-up of air and mechanical brake components and adjustments
- Completion of the traction circuits and testing so that it could be driven under its own power.

We managed to get the tram completed for a test drive around the depot area on the day before the celebration, and early on Saturday morning worked hard to apply handrails, decal numbers and other exterior parts as well as an exterior clean-up in preparation for the grand entry.

On the following Wednesday, we de-bugged wiring problems at the "A" controller end and thus

were able to take the tram for its first main line run down to the loop. Over Christmas New Year the tram was left on display in the Barn but has now been moved back to Road 6 in the workshop so we can complete the remaining tasks.



Above: Fiducia 260 outside, under its own power, for the first time since 1980! Friday 18th December 2015.

Photo: Allan Neilson

Remaining work includes;

- Complete wiring the auxiliary lighting and bell circuits then tests
- Complete work on the pole switches
- Add remaining body fittings
- Paint touch-ups
- Attaching pipe work and other things underneath
- Formal running and braking tests
- Interior clean-out

Burglary

In the early hours of New Year's Day burglars broke into the rear storage building and also the Fiducia Centre and took a number of tools and equipment items. As a result we have carried out some key anti-theft deterrent work, and have plans for further enhancements. The side doors to the rear storage building have been substantially reinforced and additional lock safeguards added. Colin Dash is coordinating security improvements so talk to him if you have any ideas or concerns.

Traction Substation outage

On Monday 18th January late in the day, the local vicinity was subject to a substantial lightning storm. Eye witness accounts indicate that the lightning was following the 11kV lines we most probably suffered an almost direct hit on the 11kV power aerial lines feeding the substation.

On the following day we had no traction power, so organised urgent testing with Electra on Wed 20th to ascertain the problem. Testing revealed a fault in the 11kV oil circuit breaker (OCB) so we were able to get some experts on site on Friday 22nd January to advise us of options.



Above: The oil circuit breakers (OCB's) inside our power station. The mercury arc rectifiers are in the green cabinets in the background.

Photo: Allan Neilson

Since Allan wrote the above there have been developments. Obviously getting power back is the top priority.

It has been confirmed that the damage suffered is as a result of a lightning strike. The damage is to our 11kv oil circuit breakers and, while they could be repaired, this was not recommended to us as they are old units, would be vulnerable to future problems, and spare parts are not held.

The 11kv transformer, the mercury arc rectifiers and the 500 volt high speed breaker are not affected.

The Museum has accepted an offer from RPS switchgear for a modern replacement air circuit breaker switch with an electrical



Above: OCB pin connectors – showing substantial arcing damage to the top left hand side connector.

Photo: Allan Neilson

trip to switch the traction transformer. Delivery terms are 4-6 weeks from engineering sign off. There will also be high voltage cable alterations to be carried out by cable contractors. The objective is to have the power back up and running in time for Easter weekend commencing 25th March.



Above: New enclosure fence around the transformer being built, 17th February 2016.

Photo: Keith McGavin

Taking the opportunity of the power outage the transformer compound is being completely rebuilt to an improved standard by members (it dates from 1970), and the 11kv transformer is being cleaned and painted.

Other things

The top of hill cycle crossing was completed by GWRC contractors and signposted in time for the official opening on Sat 23rd January. See photo on right by Allan Neilson.



OPERATIONAL NOTICES

Crew members please note:

NEW CYCLE TRACK

The Regional Council have opened their Coastal cycle track which crosses the tramline just past the top of the hill on the seaward side.

Traffic staff must take extra caution when approaching this crossing which is used extensively by both cyclists and pedestrians.

Trams should approach the crossing at no more than a walking pace in both directions and sound the foot gong at all times. Motormen should be extra vigilant at all times and be prepared to stop at short notice should the circumstances warrant.

*Henry Brittain
M & O Committee*

KIOSK LAYOUT

To personnel who "people" the Kiosk, "PLEASE DO NOT RE-ARRANGE IT AT WILL". It is laid out the way it is for a reason. Should you have any ideas about maybe changing things PLEASE discuss it first.

Sometimes others ideas are helpful as to how things are or could be done.

One thing that should not be done is to add anything to the displays.

Due to their fragility the model tram sheets are located on the shelf behind the counter.

*Thank you
Marlene Wilson*



Left: Tram 260 is currently back in the workshop and final work is continuing. Here, on 17th February, Ted Kendal and Bernhard Riddering are attaching brackets for the advertising dashboards. Other work still to be done is listed on page 6 but we plan for final running tests and induction into regular service around Easter when the power is restored.

Photo: Keith McGavin

OUR PEOPLE

New Members:

Following the cessation of "Tramway Topics" magazine a number of the magazine subscribers have elected to join the Wellington Tramway Museum as members. To date they are as follows:

Ian Papps	Porirua
Charles Hosken	Papatoetoe
Peter King	Hastings
John Goddard	Auckland
Don Emmett	Wellington
Graham Bush	Auckland
Fergus Sime	Mosgiel
Brian Webb	Upper Hutt
Euan McQueen	Wellington
Wilbur Dovey	Wellington
Keith Ruff	Palmerston North
Ian Wylie	Dunedin

Welcome all, to membership of the Wellington Tramway Museum Inc. We hope you gain much pleasure and satisfaction from it. If visiting the Museum please bring with you your membership card – that is, unless you become regulars (by which time we should know you)!

Members' Subscriptions Reminder:

Have you paid your membership subscription for 2016? It fell due at 1st January. If it is still outstanding please pay now.

LETTERS TO THE EDITOR

From Rebekah Weir (Gus Weir's grand-daughter and former junior member):

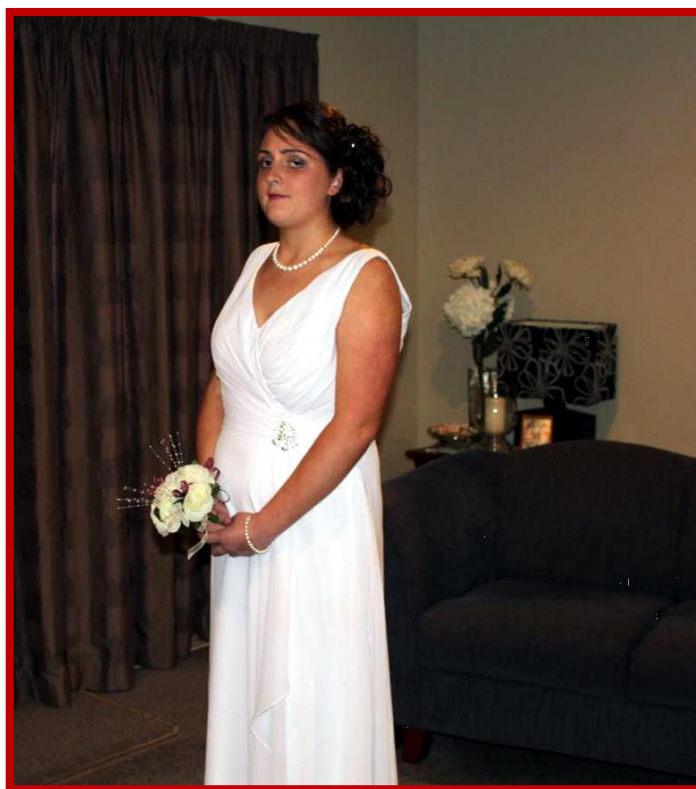
Hi Marlene,

It's Rebekah Weir, Gus Weir's Granddaughter. How are you? Grandpop wanted me to pass on some pictures of me recently.

Rebekah

Editor's comment:

Here is one of the photos. Somehow I don't think Becky will be clipping tickets again! (Not for a while anyway.)



Above: Ready for the debutantes' ball, past junior member and conductress Rebekah Weir, Gus Weir's grand-daughter,

Letters to the Editor, continued:

Hi Marlene,

Happy New Year - although this soggy "Kids' Weekend" is the exception rather than the rule, let's hope.

Happy New Year, and congratulations to all involved in our 50th anniversary of opening weekend over 19/20 December 2015. An enjoyable occasion made even better by the emergence under power of the now 63-year old 260. And Keith McGavin's 50-year history book is a marvellous record of what has been done, and why, to give it all context.

I'm constantly intrigued that 50 years before the Museum's opening on December 19 1965: - the evacuation of the failed Gallipoli invasion was about to start; - none of our trams had yet been built; and - what will soon be our newest tram (#17) was then just a couple of years out after her rebuild as a combo.

So, if we teenagers thought that 1915 was prehistoric when we were building the Queen Elizabeth Park Tramway in 1964/5, what do teenagers working with us there now think about 1965? Amazing - and well worth ensuring that new generations with new ideas, perspectives and abilities keep on being attracted to our membership and to our supporting communities. The Museum's future will be different from its past, and we can rejoice in that.

Alan Smith (member since 1962)

Editor's note: Thank you Alan. And for those who haven't got their copy yet a flyer for the 50-year book is attached to this "Tramlines" – see the final page.

THE LEAD UP TO THE 50TH ANNIVERSARY CELEBRATIONS, 19 & 20TH DECEMBER 2015

By Mike Flinn

By August 2015 preparations for the 50th Anniversary of the formal Opening of the Museum were beginning to take shape with a subcommittee formed to plan for the 19th and 20th December. The plans crystallised over the next 3 months into having a members' (present and past) focus on the Saturday and a wider visitor focus including funders' representatives on the Sunday. For Members' Saturday the intention was for a fairly low-key day with minimal time for speeches and emphasis on allowing members to catch up, to see changes, and to ride on the now extended tram route with a variety of trams in service. A hoped for bonus would be to have tram 260 restored to a runnable condition on the day.

In addition there were several changes that were considered desirable to improve the Museum for its 50th Anniversary but would provide longer term improvements and benefits. One anticipated change was that Brisbane tram 133 would go to Wanganui and in its place the cinema would be moved and improved. Following flooding in Wanganui in June 2015 that move was delayed. As the Cable Car grip car and trailer had already been moved from Road 4 to Road 1 of the Barn on low trailers, tram 133 was moved to take the place of the Cable Cars at the south end of road 4 freeing up the space for the cinema.

Lead-up to 50th Anniversary Celebrations, continued:

In September work started to improve the cinema by building framed walls for the administration office so that on the south wall a new large size TV (donated to us last year by a generous member) could be hung to show DVD's to visitors. Steve Porter and Colin Dash did the framing assisted by several members helping with construction and painting and this continued with new framed walls along two bays of the Barn's eastern wall. The seats were moved over from road 3 and after the new walls were painted and the TV put up we

now have a smart cinema for the future showing an expanded set of DVD programmes through Russell Jenkins. The large display panel group was moved north on road 3 to be alongside the cinema and the clear topped displays have been re-sited to the south on road 3.



Above: the relocated and revamped cinema with panels showing 50 years of Museum history on the right.

Photo: Mike Flinn



Above: The re-roofed and renovated kiosk. This is on 14th February 2016, after installation of roof finials.

Photo: Mike Flinn

The next on the list of desired changes was the repainting of the exterior of the station and verandah. Already the roofing iron on the station building and verandah had been replaced and a new ceiling built for the verandah and the interior had been substantially improved. At the October AGM it was agreed that a Wellington tram-like red and cream scheme was suitable for the exterior so using the new exterior iron for the red shade plus a match to tram 'transport ivory' for the cream the paint was

Lead-up to 50th Anniversary Celebrations, continued

In the meantime Keith McGavin had been collecting slides and photographs of the Museum going back to its early days, as well as looking through Museum reports and newsletters and from these he has been able to write a book covering the developments over the 50 years and as well as getting 18



Above: A view of part of the tram barn display area taken on 31st December 2015. Tram 260 was on display over this period but is now back in the workshop for final fit-out.

Photo: Mike Flinn

panels produced covering this period which were mounted on the two new walls on one side of the cinema. Both book and panels were completed in time for the Anniversary.

The work on 260 continued as components were refitted onto the chassis and the bogies were completed and the body lowered onto them. Further improvements to windows and beading were done before masking for painting was done in early December. A contractor then commenced the painting but several days were lost due to high humidity.

With only a few days to go to the 19th December all the masking had been removed and some of the black lining had been started when 260 was transferred to be over the pit in the workshop. Traction wiring leads were fastened up and only a brief trial run out to the station was possible before the 19th December. The morning of the 19th led to some last minute work on 260 when further black lining was applied, hand rails were refitted and new 260 numbers were fixed on each end by a group including Murray Gibson, Ted Kendal and Henry Brittain.

Final preparations for the day included erecting a gazebo outside on road 3 provided by Greater Wellington Regional Council. On the morning of the 19th the Workshop was kept closed with 260 inside, food preparation organised by Marlene Wilson was underway in the Fiducia Centre where also Alan Smith registered the visitors, chairs and tables were set up under the Gazebo and some doors were opened for members to fully see throughout the Tram Barn and two doors were opened to give views into the Storage Building.

Fortunately the weather was fine and allowed visitors to easily walk around the site or take tram rides until lunch was provided under the Gazebo. Following brief speeches 260 was driven quietly out of the workshop to be presented to the visitors. Then everyone was invited to go down the line in a cavalcade of the three service trams. When the trams returned several groups had their photos taken with 260 as a backdrop.

Feedback from several people to the day was favourable and we hope that all members that could come on that day had an enjoyable time.

A note from Wellington's Mayor, Celia Wade-Brown, following her visit to our 50th anniversary celebrations on 19th December.



January 6th 2016

Thank you so much for the lovely day out for the 50th of the Wellington Tramway Museum. My guest and I really enjoyed the talks, the tram ride and the lunch and so did my dog, Storm.

I wish you well for the years ahead and am sure your efforts will be rewarded with even greater popularity!

Nga mihi & Warm regards Celia

PHOTOGRAPHS FROM 19TH DECEMBER 2015, 50TH ANNIVERSARY OF THE OPENING OF THE FIRST PORTION OF THE QUEEN ELIZABETH PARK TRAMWAY

From the camera of Iain Hill



Welcome from compere Rob Webb.



Lunch being prepared.



Queuing for lunch.



Members and guests enjoy lunch.



Tram 260 emerges into the daylight.



Gary Riggs plays "Happy Birthday" on the bagpipes.

From the camera of Iain Hill, continued



The Beach Parade. Three trams head to the Beach.



Trams 151 and 159 at the Beach.



Three trams – 151, 159 and 239 at the Beach.

OTHER PHOTOGRAPHS:

Our 50th Anniversary cake (photo from Marlene Wilson)



And, below, the very special "Tram 260" cake – being cut by Ngaire Donaldson, widow of the late Noel Donaldson.

Photo by Keith McGavin



See also our cover, and pages 2 and 4, for further photographs of this great occasion.

RECENT HAPPENINGS

December 2015 – January 2016

Our annual Christmas Dinner on Saturday 5th December at the Boundary Tap & Kitchen, Raumati Beach, was again a great success with all enjoying the food, wine, good company not to mention helping Henry (Brittain) & Richard (Gray) celebrate milestone birthdays.

Kid's Fun Weekend this year was a complete washout with rain both days. Oh well next year's will be great!

The cycleway (Raumati South to Paekakariki, crossing the tramway on the Beach side of the hill) is now officially open (from 23rd January) and from all reports it's a huge success.

A BBQ was had by all participating members to celebrate the end of the holiday season at the tramway although Mother Nature had got to us – in the form of a lightning strike – and closed the trams down well before the BBQ.



Discover Kapiti Heritage

The third annual Discover Kapiti Heritage event was held over Wellington Anniversary weekend. The eight Museums of Kapiti got together again.

This year it was decided to run the event over two days (Sat and Sun) instead of one.

People who visited three or more Museums over the two days entered a draw for some major prizes supplied by sponsors and members.

The Tramway attracted over 100 people on the Saturday, despite having no power to run Trams. The Sunday however was disappointing, although we still had over 50 visitors to the Museum. The amount of sympathy for us over the lightning strike was very heartening. Donations were well up on normal.

However, with so much on over Anniversary Weekend it is not an ideal time for the event, in our opinion.

Left: Our photo shows visitors exploring the Museum and watching a video in the Cinema, during 'Discover Kapiti Heritage' weekend.

**Photo:
Gillian Tousoon**

TRAM 17 PROGRESS

From Trevor Burling

This article will focus on the acquisition of trucks (running gear) for tram 17 and what we have achieved so far.

From the very beginnings of the restoration of Tram 17 it has been our desire to obtain a set of Brill 22E (Eureka) trucks for it. The original trucks were disposed of when 17 was taken out of service in the mid-1940s and the body taken to Jeep Road in Raumati South where it became a family holiday home.

The body was subsequently given the WTM in 1986 and transported to the site at Queen Elizabeth Park. The late Colin Perfect prepared a conservation plan for 17 which has been of enormous assistance in accurately determining the original body style and reference to the running gear originally fitted when 17 was converted from a 'box car' to a 'combination' saloon and open section double truck tram.

The museum has been searching the world for appropriate trucks for 17 including the United States, UK and Australia. Although many overseas museums could not assist with trucks or parts thereof, they were all willing to assist with technical information. The UK National Tramway Museum at Crich offered some drawings and photographs of the Brill 22E trucks they had recently completed for London United Tramways tram No. 159.



Above: Completed 22E Trucks for London United Tramways (LUT) No.159 at the Tramway Museum Society Museum at Crich, U.K.

Our search finally unearthed a partially complete truck with about 65% of a second one at the Ballarat Tramway Museum. It turns out that these trucks are Brush Electrical Industries of Loughborough UK

copies of the Brill 22E and manufactured by the Melbourne Metropolitan Tramways Board in the late 1920s.



Above: The Brush Truck mocked up. Looking from the driving wheels end and illustrating the layout of a 22E Truck



Above: All of the Parts Stacked Against the Assembled Truck.
All of this gear is now stored at WTM.

These Brush design trucks have some slight differences to the Brill ones, mainly with the braking systems and some different motor mounting systems, (which can be converted to the Brill 22E style) but the differences are probably not apparent to the casual observer.



Above and below: Complete Brush 22E Truck at Bungaree, Near Ballarat, Victoria. One of Two Spares held by the Ballarat Tramway Museum



The equipment we have now is a very good start and the Tram 17 subcommittee is working with Leyton Chan, from Auckland, who is a Mechanical Engineer and is producing the detailed 3D drawings of the parts that need to be altered or manufactured. Of course there is ex Wellington Double Decker No 47 at MOTAT, which has Brill 22E trucks so we can compare what we have with the prototype.

Once we have the completed details, we will be able to cost the project, raise funds, and call tenders for the completion of the trucks.

In conclusion, Warren Doubleday from the Hawthorn Tram Museum in Melbourne has kindly provided us with about 60 drawings of the trucks which will be very helpful when advising a contractor of the specifications

Trevor Burling

MEANWHILE, TRAM 17's BODY IS AT 'THE WHEELWRIGHT SHOP', GLADSTONE, WAIRARAPA.



Above: The closed saloon portion as at 10th December 2015. Work is well advanced but has ceased currently for approximately three months to allow some other urgent work to be completed.

Estimated completion for the whole body (open and closed portions and two motorman's cabins) plus the chassis and fittings, is now September – October this year.

Photo: Keith McGavin

MY EARLY YEARS OF INVOLVEMENT WITH TRAMWAY PRESERVATION

From Gary Riggs

These began in 1960 when John Shanks, an ardent tram enthusiast on a mission, asked four other fellow students at our College in Christchurch including myself to attend a meeting to be held at his parents' house. This turned out to be the inaugural meeting of the Tramway Preservation Association (Christchurch Branch). Eleven were present, of which number only four are still 'in existence', interestingly all from the same College. I was the first secretary and treasurer but was also involved in 'scratching the surface' with tram preservation, restoration work commencing after my time in Christchurch.

At the end of 1962 I moved to Wellington, following my parents. John 'instructed' me to find out what was happening in the capital city with regards to the Wellington Branch and rekindle efforts at tramway preservation. Bill Horne was my first contact – an enthusiast and visionary, but not much was happening. After a period of time I inserted an advertisement in the city newspaper asking for people interested in joining the cause of tramway preservation and operating a museum. This elicited a few responses including from Ian Little and Alan Smith. Alan, with his background in librarianship, willingly took on the editorship of "Tramway Topics". Following the addition of new faces the Association then took on the mantle of a permanent society especially after formally becoming an incorporated society based on the constitution I had drafted. At the same time the name was changed to what it is today.

I was variously secretary, treasurer and general hand during my years of my involvement in Wellington. At work I became known as 'SPOT' after some wag coined the phrase 'Secretary Preservation Of Trams'. It was not uncommon for committee meetings in those days to extend to around midnight as Keith McGavin will confirm. I can't say that the decision making was any better for those late sessions.

I left Wellington in 1967 to join NZ Forest Products Ltd in Tokoroa so effectively ending my active involvement with the museum but retaining membership and interest in the society's affairs to this day, visiting the museum as opportunities arose.

(Note – Gary Riggs was a welcome attendee at our 50th anniversary celebrations in December. He brought his bagpipes which were put to good use with "Happy Birthday" and piping us over to the three trams to take us to the Beach. See photo on page 15).



Above: Gary Riggs on site at Queen Elizabeth Park holding a measuring tape but appearing to be distracted by a passing Standard railcar! It is 3rd December 1963, and one of the first visits to the Park investigating its potential for a tramway museum. An ex-US Marines stony soak pit is being investigated as a possible foundation site for a tram barn. We never did build a tram barn on that stony soak pit!

See also the photo on page 10 of the WTM 1st 50 yrs. book for another photograph taken the same day.

Photo: Alan Smith

VISIT TO AUCKLAND

From Henry Brittain

On Friday 15 January 2016 I visited MOTAT and the Dockland Tramway in the company of Tony Messenger, Chairperson of Western Springs Tramway and James Duncan, General Manager of the Dockland Tramway situated in the Wynyard Quarter.

First stop was MOTAT where I was provided with the opportunity of driving two Wellington trams, Double Decker 47 and Double Saloon 135.

I did a trip in both trams to the terminus and back working in with the service cars operating their scheduled service.

After that we moved on to the Wynyard Quarter where I inspected the three trams stabled there, numbers 257 (ex-Melbourne, now in Dockland colours) and two Melbourne cars both in their Melbourne livery, numbers 852 and 881. Both 257 and 852 were mobile and I was able to drive them within the depot yard as the main line is not operating. After this we then had a pleasurable lunch at a waterfront café.

A most enjoyable day and I very much appreciated the hospitality shown by both Tony and James.

Below is a picture of 47 and 135 together at MOTAT.



BUDDING NEW MEMBER?



Above: Leith Buchanan (on the right) on the platform of 239 with motorman Robert Vale. It's great to see that trams are also a fascination for the younger generation. Leith is extremely interested with all things rail and hopes to become a member in the near future.

Photo from 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 but now that 'Tramway Topics' is not published it will occasionally include articles on matters of historic tramway interest. Please also see our website which is our instantly-updated Museum fact resource and notice to the wider world. Contributions and notes welcomed. Contact details page 3.



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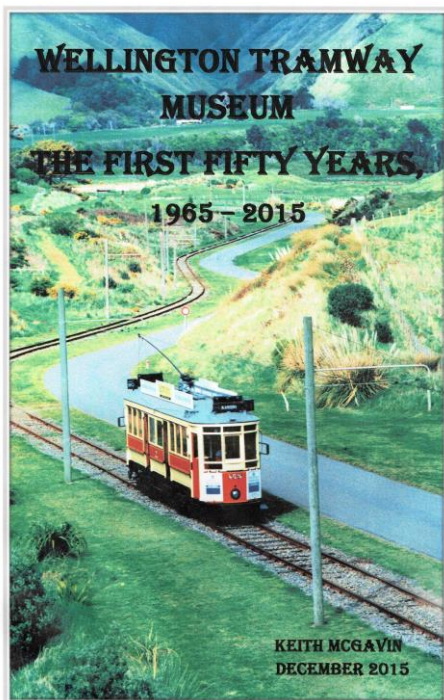
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