

# TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

OCTOBER 2013

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## EDITORIAL:



The brand (above) that we've adopted for next year 2014 to mark the 50<sup>th</sup> anniversary of the closing of the Wellington trams in May 1964 really does transition the Museum into an exciting new next stage.

2014 is also, of course, the 110<sup>th</sup> anniversary of the opening of the Wellington electric trams in June 1904 and, what's more, we'll be seeing full restoration of one of those original 1904 cars under way.

Not only that, but (subject to final Board approval) for the first time for us this restoration project will be undertaken professionally and off-site.

On October 22<sup>nd</sup> we received confirmation that WTM has been awarded a lotteries grant of the full actual amount we were seeking towards the restoration of the body of Combo 17, by professional restorers the Wheelwright Shop of Gladstone (the people who did the restoration of Grip Car #3 at the Cable Car Museum), in accordance with our Conservation Plan.



Above – Tram 17 Adelaide Road  
Graham Stewart collection.

That is a huge achievement, and by coincidence it aligns with the 50<sup>th</sup> anniversary of our securing our Queen Elizabeth Park site in October 1964.

This grant is a real sign of confidence in what we've built up over those years, of how our amateur restoration work has progressed to a more businesslike model, and in recognition of the heritage value of Wellington's tramway story.

We are in discussions with the Museum of Wellington at Queens Wharf with regard to a display in April/May 2014 to commemorate the 50th anniversary of the running of the last Tram in Wellington.

Details are still being worked out but we are hopeful of a joint project taking place. Paul Thompson and Rachel Ingram from the Museum of Wellington have visited Queen Elizabeth Park and were very impressed with what we are doing.

We are also in discussions with The Film Archive re accessing some private film

footage taken on the Last Day. Meanwhile, a mass email to all schools in the Region has now gone out promoting the 50th Commemoration next year and our schools programme. Thanks to Noel Foote for this.

There will be a more detailed update on all this at the Annual General Meeting on Saturday 9<sup>th</sup> November.

Meanwhile, this project moves ahead and enables our attention to turn to the parallel task of building new Brill 22e bogies ready for the restored #17 on her return to the museum.

**Congratulations to everyone who has worked so hard on this project so far. The future is looking very exciting as we mark the half-century since trams disappeared from the streets of what was then a very different city in a very different world in so many respects.**

**Alan**

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## From RUSSELL JENKINS, PRESIDENT:

Things can move fast in the museum world, but it is all based on steady solid progress and work behind the scenes. So it is with the latest news on the Combo 17 project (see above (page 1) and page 8). But as I write this, we are in the 2<sup>nd</sup> week of the school holidays and the consensus among those I have spoken to is that it has been worthwhile opening up. Not only have we taken over \$1000 of additional revenue, we have had a lot of satisfied customers who will hopefully pass on their enjoyment to others. A big thanks to all who have volunteered their services for the additional days of operations.

I feel that giving our visitors a good experience is most important and word of mouth advertising is cheap and very effective, so when you are at the museum and there are visitors around, talk to them and explain what we do and tell them about Wellington trams.

You will have all received notice for the Annual General Meeting on the 9<sup>th</sup> of November. There will be refreshments provided between 4.30 and the start of the meeting at 5pm, so I encourage you all to attend and be part. You won't be hijacked onto any committees, BUT if you feel you would like to put your name in the hat, please let the Secretary or one of the Board members know. New faces are always welcome.

Our new Web Site is now up and running, so have a look at it when you're next on the net – or pop down to the public library to take a gander. There are some small teething issues at present, but they are being sorted. The important thing about the new web site is that it is easily updated by us – we don't have to get someone else to do it – and so it will provide more up to date information about forthcoming events and show recent activities, all of which will be of benefit to the public – our potential customers. Special thanks to Susan Tiumalu for her fantastic work on this.

On Sunday 20 October I visited MOTAT and joined them as one of the crew on the Wellington Trams. Weather permitting they operate the Wellington Trams, including the Double Decker (47) on the 3<sup>rd</sup> Sunday of the month, so if you are ever in Auckland on that Sunday, be sure to call in and see Wellington Trams in operation in a different environment to ours. Here's a photo of me at the controls of 47, admiring those Brill 22E trucks which we will be seeking to copy for use under our new emerging star, Combo 17 and a long-time barn-mate of 47 in street- running days.

In the meantime bye, and I look forward to seeing you at the AGM.

**Russell**



***Above: Russell at the controls of No.47 at MoTaT, 20<sup>th</sup> October 2013.***

***Photo: Andrew Jenkins***

## To Note for your Diary:

### SATURDAY 9<sup>th</sup> NOVEMBER

#### **Annual General Meeting**

**Starting at 5pm in the Fiducia Centre, Tramway Museum premises, MacKay's Crossing,**

A good chance to review the past year and the challenges ahead, to ask questions of the Board and to celebrate with museum colleagues.

Refreshments will be provided prior to the meeting between 4.30 and 5pm.

*(Members should have received notice and the agenda for the meeting – if not please contact Henry Brittain, Secretary; [henry.brittain@xtra.co.nz](mailto:henry.brittain@xtra.co.nz) or phone 04 4764155.)*

### SATURDAY 23<sup>rd</sup> and SUNDAY 24<sup>th</sup> NOVEMBER

#### **Rail Ex 2013**

we will again be a participant at Rail Ex 2013, the model railway show, at the Horticultural Hall, on Laings Road in Lower Hutt. We are looking for volunteers to man our stand there. There will be two shifts - 10am to 1pm and 1pm to 4pm each day. (Sat to 5pm)

***Please let Bob Stott know if you can help out. ([stotts@xnet.co.nz](mailto:stotts@xnet.co.nz))***

### SATURDAY 30<sup>th</sup> NOVEMBER

#### **Christmas Dinner**

Yes, it's that time again! – the annual Christmas Dinner so keep this evening free! It will be held in the Kapiti area – venue to be decided.

All members and their families are invited to attend. Let's make it the best yet.

***Venue, times and other details to be advised by Flyer, and on the "Palace" noticeboard.***

### SUNDAY 1<sup>st</sup> DECEMBER

#### **Father Christmas at the Tramway Museum**

Richard Gray has agreed once again to play Father Christmas to our passengers young and old, on Sunday December the 1st. The kids always enjoy Santa Claus driving a Tram. Thanks Richard.

### SATURDAY 4<sup>th</sup> and SUNDAY 5<sup>th</sup> JANUARY 2014

#### **Kids Weekend**

Plans are underway for another kids weekend, this time on January 4/5.

Model railway/tramway exhibitors are welcome. More details to follow.

Also our State Highway 1 sign is to be replaced with a brand new sign. Production is underway.

## To Note for your Diary, continued

### **SUNDAY 19<sup>th</sup> JANUARY 2014**

#### **Discover Kapiti Heritage Day**

A "Discover Kapiti Heritage Day" is being planned for Sunday January 19th. All Kapiti Museums are behind this and planning includes a Brochure and Map showing the location of each Museum and the travelling distance to it. The Tramway is planning a BBQ during the day. More details to follow.

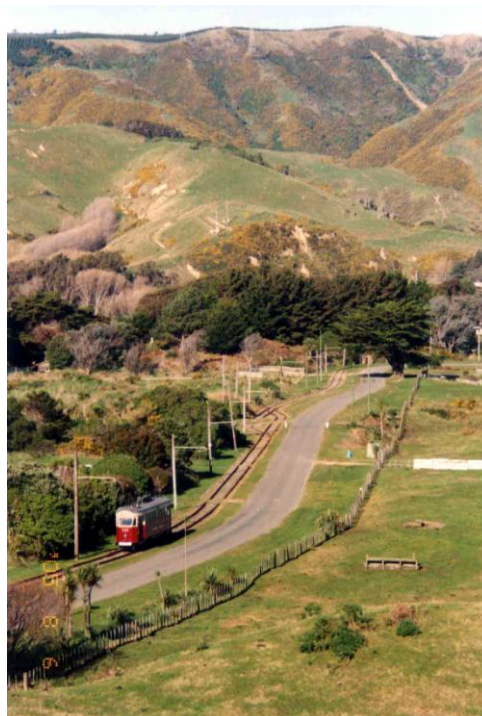
## **THE APPEAL OF THE TRAMWAY MUSEUM IN QUEEN ELIZABETH PARK**

*Alan Smith*

Every member likes the individual trams in our fleet and the various pieces of intriguing equipment we've assembled over many decades to maintain and run them. This also applies to visitors; but for many the real pleasure is enjoying a tramride in the wonderful context of the Park - seeing the fields, animals, bush, sandhills, Kapiti island and the sea from the vintage comfort of an interesting pollution-free vehicle.

This perspective of us has been given more publicity in two recent wide-circulation magazines. Firstly, *NZ Today's* April/May 2013 issue has the lovely illustrated story "Kapiti Kapers" by Sarah Bradley, which sings our praises loudly along with a great 2-page spread of photos. And here's what she noted: *"the most interesting part was when the driver came out at the half way mark and talked about the history of Wellington's trams and about how the passion of a few people had saved them from being assigned to the scrap heap"*.

Then in September, Air New Zealand's in-flight magazine *Kia Ora* gave its numerous international and domestic passengers a good similar coverage of how we present ourselves as a feature of the Kapiti Coast.



*Above: The park atmosphere is well displayed in this shot of Fiducia 239 trundling towards the Beach (loop in the middle background).*

*Photo: Keith McGavin, 6<sup>th</sup> August 2005*



## DONATIONS

*A reminder that all New Zealand donations are eligible for a tax refund as a charitable donation. Receipts will be sent (provided we know your address).*

Please send your donation as follows:

- By post to the Treasurer, WTM, P O Box 2612, Wellington, or
- By direct credit to the Wellington Tramway Museum's Bank Account 06 – 0501 – 0075414 – 00. If you do this make sure you include sufficient details to enable the credit on the bank account to be identified. Please also email, or otherwise advise, Treasurer Michael Boyton of the donation and your address so that a receipt can be sent. His email address is [treasurer@wellingtontrams.org.nz](mailto:treasurer@wellingtontrams.org.nz)

## TRAFFIC STATISTICS FOR AUGUST and SEPTEMBER 2013:

Keith McGavin reports:

This brings us up to the end of the first quarter of our financial year. We've carried 2,508 passengers, just a shade over 2,482 for the same period in 2012/13 and mostly because of good special hire traffic.

September 2013 itself was a poor month weather-wise at weekends, resulting in the cancellation of tram services on one Saturday and on one Sunday, and limited opening hours on some other days. As a result trams ran on only 7 weekend days in September 2013 (10 last year) and total passenger journeys were down by a third – to our lowest September since September 2006. So all the more reason for a good marketing approach to this year's peak summer period.

**If you are not already on the operations roster but think you might now be in a position to assist please contact Robert Hatten ([hat10z@paradise.net.nz](mailto:hat10z@paradise.net.nz) or ph.04 904 4115) and he can advise you on the opportunities and training requirements etc. We extend a hearty welcome to additions to our operations team - the roles are satisfying, responsible but at the same time a lot of fun.**

## MEMBERSHIP NOTES

Henry Brittain, Secretary, notes that members will be saddened to hear of the death in London on September 10<sup>th</sup> after a brief illness of Felicity Smith, the younger daughter of longtime member and Editor of "Tramlines", Alan Smith.

Moving to England three years ago, Felicity had completed her musical studies and had a promising singing (mezzo-soprano) music career ahead of her. Her death has devastated family and friends.

The Museum extends its deepest condolences to Alan and Carol and their families at this sad time.

*Michael Berry draws members' attention to the latest new book from Sean Miller (see Flyer attached) – a comprehensive register of Wellington area railway stations. Let's hope that the next edition includes a new stop at Mackay's Crossing!  
Please note that this book will shortly be available from the Museum's kiosk.*

## CONTINUING PROGRESS ON FIDUCIA 260

Thanks to the continuing efforts of many members there has been substantial further progress on tram 260's restoration over the past two months.

Externally the grab rails, mirrors, steps to the roof are now installed. Refurbishment and painting of the timber "skirts" which run along each side below the main chassis member, has been completed. In addition some aluminium beading on each corner of the tram at window level (missed off previously) has been installed.

But the main work recently has been the interior, and in particular in the two cabs. At "B" end – the south end – a fully renovated destination box complete with destination roll and coloured lights has been installed, the interior of the cab has been painted, the final two brass poles (adjacent to the sliding doors) have been installed and the hinged seat frame along with the seat for the motorman have been renovated and (at time of writing) will be installed shortly.

At "A" end cab the work is not quite so far advanced but the final two brass poles have been installed. A renovated destination box is in the process of being installed. It has caused some difficulty due to this end being a complete rebuild and the tight tolerances involved in fitting it – however modifications have been made and the difficulties are now almost overcome. *(Late news – installation completed 23/10/13).*

Interior chromed door handles for the folding doors at both ends are about to be installed. That will complete all the door handles and grab rails for the tram.

Inside the final two single seat backs to be installed have been re-upholstered and are in place. The brass ferrules for the emergency bell rope have been installed and the correct type of bell rope has been received from

Australia for fitting. One final single seat squab is away being reupholstered.

Underneath, the chassis has been fully cleaned and painted where appropriate. Resistance boxes are currently being cleaned and painted.

On the trucks various components for fitting to the new brake beam for one of the trucks have been sandblasted and painted. Preparations are also being made for the rewinding of the magnetic brakes.

Overall sound progress – remaining tasks are significant however and include completing the two cabs, preparing and fitting the various remaining components both within the tram (such as the windscreen wipers, and advertisement board brackets) and underneath the tram, continuing the wiring, completing the air system, painting the tram's exterior, and focusing work on the two trucks (including rewinding of the magnetic brakes).



***Two (of the four) magnetic brake assemblies for tram 260. The old wiring has been removed and preparations are being made to rewind them on site.***

***Photo: Keith McGavin, 2<sup>nd</sup> Oct 2013***

## OTHER WORK AT THE MUSEUM

Grass cutting, weed spraying, building compliance checks, track inspections – all these routine tasks continue unabated and take up members' time. In addition however progress is being made on the "tidy up" and exterior repainting of double saloon 159 with

the repaint itself about to commence. Tram 239 has been returned into service after a brake overhaul. The "Palace" tearoom renovation is at an advanced stage (the water boiler wiring currently underway) and improvements continue to be made to our museum display.

*More on these items next issue.*

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## ***Gladstone, here I come!***

*By Keith McGavin*



*Above: Big News - Tram 17 Body and chassis will soon be on their way to The Wheelwright Shop, Gladstone, Wairarapa for full restoration. (Those trucks it is sitting on are not its own – they are of a different type - from Fiducia 250 broken up for parts by Museum members in 1964.)*

*Photo: Keith McGavin, 24<sup>th</sup> April 2013*

In the February 2012 Tramlines we announced the campaign to raise funds for the conservation and restoration, ultimately to operating condition, of Tram 17. Thanks to the generous donations of members, friends of the Museum and the general public, and contributions from various funding institutions I am delighted to advise that we have now sufficient funds on hand, or promised, (over \$360,000) to proceed with the commercial restoration of the chassis and body.



## Tram 17 (Gladstone, here I come!) cont.

In addition, over this period, we developed detailed specifications of the work required, obtained expressions of interest and subsequently called, received and evaluated tenders for the work.

***The Museum owes a debt of gratitude to all the contributors and those who have worked on the project over the past 20 months or so. To have achieved this much in such a short space of time is truly remarkable.***



### Major Donors:

The Museum thanks the following major donors to the Tram 17 project:

Lotteries Board  
Environment &  
Heritage \$289,600

Lion Foundation  
\$20,000

Pub Charity \$20,000

New Zealand  
Community Trust  
\$10,000

Plus hundreds of  
members, friends and  
the general public  
visiting the tramway  
museum.

***Above: The Tram 17 Sub-committee enjoyed a celebratory coffee and chocolate cake in the Fiducia Centre prior to their meeting on 23<sup>rd</sup> October. From left seated: Russell Jenkins (Museum President), Mike Vash, Henry Brittain (Museum Secretary). Standing at back from left Keith McGavin (Sub-Committee Chair) and Colin Dash. Trevor Burling absent.***

*Photo: Steve Green*

The Tram 17 sub-committee met on 23<sup>rd</sup> October (see photo above) and after carefully reviewing the financial situation has recommended to the WTM Board the acceptance of the tender from The Wheelwright Shop, Gladstone.

As has been described previously in these pages, The Wheelwright Shop is a family business established by Greg and Ali Lang in Gladstone in the Wairarapa. Their business specialises in traditional wooden wheel and (horse-drawn) carriage building and it was The Wheelwright Shop that carried out the hugely impressive restoration to display condition of Wellington Cable-car No.3.

The WTM Board meets on 3<sup>rd</sup> November and will consider the subcommittee's recommendation.

### **Tram 17 (Gladstone, here I come!) cont.**

Of course, in a sense the real work is only just beginning. Trevor Burling is appointed as principal's representative in the documents calling for tender. He and other members of the sub-committee will be responsible for ensuring the contract is properly carried out in line with the specifications, and managed. There will be continuing liaison between The Wheelwright Shop and ourselves, particularly with regard to the supply of the many and varied tram fittings and with the skilled electrical work.

The project is expected to run for 24 months so, all going well, the fully restored chassis and body will be received back at the Museum in time for display for Christmas 2015.

We haven't forgotten that the chassis and body is only a part of the project – albeit the major part. We also need to procure or build two Brill 22E "Eureka" trucks with motors – the same as are under Wellington Double Decker 47 at Auckland. So fund raising is continuing and research into the best way to advance this work will be considered by the sub-committee over the next few months.

*Once again, a big thank you to all who have supported the project thus far. The fruits of your contributions should be evident over the next two years.*

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### **DONATIONS & BEQUESTS TO THE MUSEUM**

We are very grateful for the donations that many members have made to the Wellington Tramway Museum over the past years, and especially for the larger donations that some members have generously made. There are also numerous donations of material of various kinds to add to our archival collection for which the Museum is very grateful.

The Museum's current key projects include the restoration of tram 17 and completing the restoration of tram 260 – including overhauling its trucks. Donations towards these projects, or for the general purposes of the Museum, would be very gratefully received. Note that all donations to the Museum are deductible for tax purposes (Wellington Tramway Museum Incorporated – Registered Charity No.38985.) Please send any monetary donations to the Hon. Treasurer, Wellington Tramway Museum Inc., P.O. Box 2612, Wellington, New Zealand.

The Museum has also benefited on a number of occasions from monetary bequests that members, who are sadly no longer with us, were kind enough to make provision for in their Will. However not everyone makes a Will, though doing so eases the administration of a person's affairs after their passing.

If you are considering financially supporting the Museum out of the proceeds of your estate, we encourage you to formalise the bequest (and any other such arrangements) by making provision for it in a Will. If you would like to talk in confidence about this, please call Treasurer Michael Boyton, by e-mail first up at [treasurer@wellingtontrams.org.nz](mailto:treasurer@wellingtontrams.org.nz) or phone 03-526-7777 (Michael will call you back to save tolls costs).

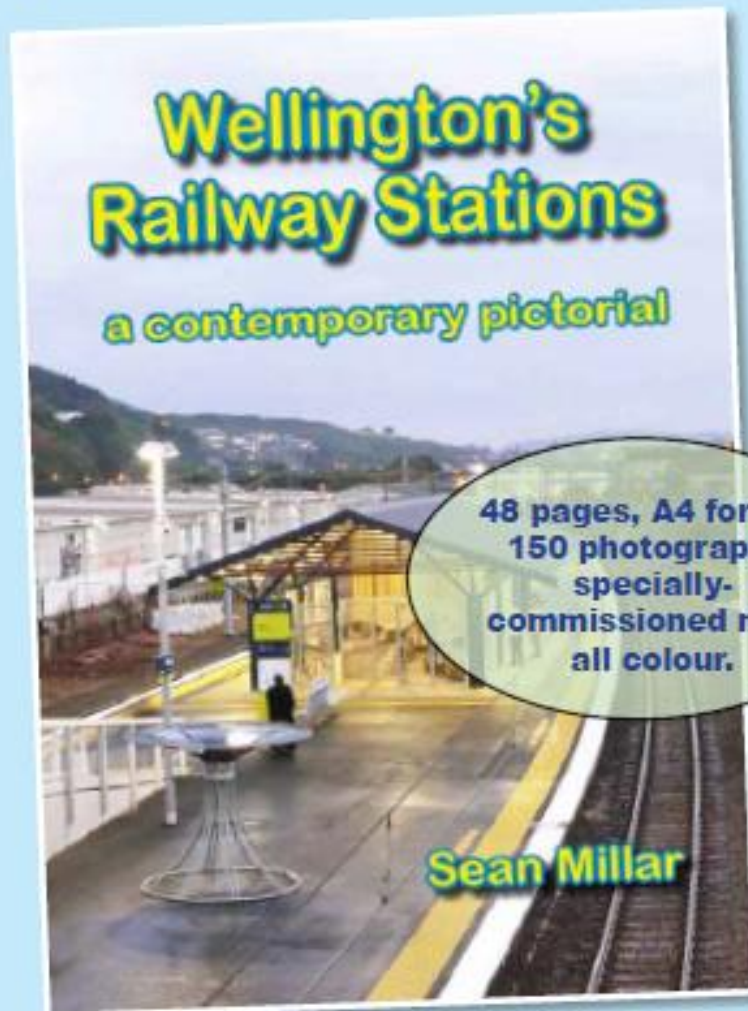
### ***Tramlines***

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

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Text compiled by Alan Smith [alanesmith@xtra.co.nz](mailto:alanesmith@xtra.co.nz) ph 566-3034, and formatted by Keith McGavin, 23/10/13. The next issue is due out in EARLY DECEMBER.

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account number 06-0284-0177608-00.

**This book will also shortly be available directly from the Museum's kiosk.**