

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

AUGUST 2014

Postal Address:

Wellington Tramway Museum Inc.
P O Box 2612, Wellington, 6140
New Zealand

Website:

www.wellingtontrams.org.nz

Email:

info@wellingtontrams.org.nz

Museum Site:

Queen Elizabeth Park
MacKay's Crossing
Paekakariki, 5034
Kapiti
New Zealand
Ph. 04 2928361

President:

Russell Jenkins, Ph.04 239 9482
Email: Rjenkins@xtra.co.nz

Secretary:

Henry Brittain, Ph 04 476 4155
Email: Henry.brittain@outlook.co.nz



Above: Nearing the completion of a significant project. Double Saloon 159 is towed out of the workshop by sister tram 151, having just been lowered on to trucks ex Fiducia 238. 18th June 2014.

Back in March one of tram 159's motors had given an inadequate electrical reading and the decision was taken to replace its trucks with those from under Fiducia tram 238, and to place 238 on our spare (but inoperable) trucks originally from Fiducia tram 250. Tram 250 was obtained by the Museum for spare parts in 1964, when the Wellington tram system closed.

See story inside. Tram 159 was back in full service by 9th July.

Photo: Mike Flinn

PLEASE SUPPORT THE TRAM 17 TRUCKS FUND – SEE PAGE 19

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From The President

Well winter seems to have finally come and with it reduced passenger activity at the museum. Other activities however have not slowed down, with work now progressing on 260. The bodywork is nearing completion with the first coats of primer undercoat being applied and the refurbishment of the trucks progressing.

The Wheelwright Shop is making good progress with Tram 17 bodywork and, as you will all be aware, we are now looking for funds to build trucks to enable it to operate. A sub-committee is looking at possible sources for trucks. In the meantime the museum needs to raise around 33% of the cost so I ask that everyone consider how they can make a contribution. All going well we should be in a position to seek grant money to permit the project to be completed.

To have 260 and 17 both in service by the end of next year is the aim – hopefully with 260 in service before that date.

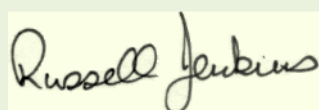
In June this year, as part of “Volunteers Week”, the museum nominated two of our volunteers for an award. Both Murray Gibson and Gillian Touseon have been awarded certificates recognising their contribution. Well done to both of them.

A “planting day” by “Users of The Park” on 2 August was postponed because of the weather and has been rescheduled for Saturday 23 August at 1pm. I encourage as many Museum members as possible join in this project to show support for the Park Users Group

In October I will be attending the Council of Tramway Museums of Australasia (COTMA) in Sydney. The theme of the conference is “2014 – 2015: The Ten Year Plan”. It will be interesting to hear how other museums are planning for the future. We need to think of where we will be in 10 years’ time (and 10 years older) and how we can keep trams running for future generations. Plenty to ponder.

In the meantime, as always, thanks everyone for the time and efforts you all put in to keeping our museum going.

Regards



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To Note For Your Diary

Tree Planting, Queen Elizabeth Park, 1pm, Saturday 23rd August (weather permitting)
followed by afternoon tea in the Fiducia Centre
(this event was postponed from 2nd August due to weather at that time)

The following message was received recently from Alistair Rivers, President and Dave Marriott, Secretary, of the Kapiti Aero Modellers' Club.

"Greetings All – Club members and Park Users

*Those of you who have been at recent Club night meetings at the Paekakariki Surf Club rooms will remember that there has been discussions about the original charter for QE Park and that there seems to be some in the community wanting to turn the park into an ecological or nature reserve, when in fact the charter is that it should be a **Recreation Reserve**.*

To take a pro-active stance, it has been decided that the Kapiti Aeromodellers' club would assume the lead role in organising a Planting Session for ourselves and as many of the other Park Users as we can enlist to show that:-

- There are a lot of groups, with many members, who use the park as originally envisaged*
- These groups recognise that we are fortunate to have this resource available*
- We are collectively keen to show that it is being used by a wide range and diversity of people and activities*
- We, as Park Users, are willing to contribute time and effort to help beautify the area.*

The Park Ranger, Brendan Bulliff is totally in support of the concept and has promised to provide plants and a suitable area for this.

The time arranged is Saturday 2nd (now 23rd) August, at 1pm.

It is envisaged that it will take perhaps up to 2 hours, depending on numbers etc.

Location:- Assemble at the Marines' memorial and the area to plant will be adjacent to the Marines' walk."

(Since this was received WTM has offered to arrange afternoon tea for participants in the Fiducia Centre.)

"It has been surprising the number and support shown by the users of the park. All these have pledged support in principal and most anticipate being able to be present and help.

I will also be endeavouring to get local Newspaper interest and coverage with the dual purpose of showing the community that there are many groups and numbers "permanently" using the park and that they (we) are willing to actively contribute to the wellbeing and development of the Park as a beautiful resource for the community.

Those contacted and who have indicated their support:-

- 1. Tramways*
- 2. Stables on the Park*
 - a. Graziers who sub let grazing from the Stables*
- 3. Brad & Deborah Joines – Farmers on Park land*
- 4. Kapiti Pony Club à having to move onto Park land after their existing site becomes the new motorway*
- 5. Paekakariki Surf Club – like us, long time users*
- 6. Paekakariki Holiday Park – another long time user*
- 7. Harakiki Flax Weaving Club*
- 8. Eventing Wellington (Equestrian & Cross Country)*
- 9. Victoria University – a concessionaire for various activities (cannot make contact with the "right" people yet)*
- 10. Te Ra Waldorf School*
- 11. The Marine memorial committee*
- 12. Kapiti Aeromodellers' Club"*

The Tramway Museum fully supports this initiative and we ask that as many members as possible come along on the day. Please bring warm clothes, suitable footwear and if possible a spade.

COTMA Conference 2014

Thursday, 9 October to Tuesday, 13 October

The Sydney Tramway Museum, along with the Valley Heights Steam Tramway, are hosting the 2014 COTMA Conference in Sydney.

COTMA, the Council of Tramway Museum's of Australasia, represents the interests of heritage tramway museums and operators throughout Australasia. Established in 1975, COTMA's goal is to promote heritage tramways and foster excellence in Museum practice and presentations. COTMA Museums include most major tramway museums in Australia and New Zealand. A four or five day Conference is held every two years, with each being hosted by a different COTMA affiliated Museum. This is the third Conference to be held in Sydney, the previous conferences were held in 1975 and 1988.

The Conference is open to all Museum members, friends and anyone interested in tramways. Along with presentations on heritage tramway and museum topics, the Conference gives delegates opportunities to visit Museums and places of tramway interest and enjoy the camaraderie of this fantastic hobby. It is a thoroughly enjoyable few days and we encourage anyone that may be interested to sign up for the Conference.

The cost is expected to be around \$500 for the Conference which includes Conference activities, tours, transport, entry fees and most lunches and dinners (excluding accommodation costs and incidentals).

A booking form, along with accommodation details, will be available shortly on the Museum's website or on the COTMA website <http://www.cotma.net.au> .

You can also follow the Conference through the Sydney Museum's Facebook page <https://www.facebook.com/SydneyTramwayMuseum> then follow the COTMA 2014 Event link.

A pre-conference tour to the Gold Coast Light Rail and a post-Conference tour to railway interest places in southern NSW are also being offered.

An exciting Partner's programme is also being run for the duration of the Conference, including a tour of the Opera House, a trip to Watson's Bay (lunch at Doyles), a visit to MoMA and more.

COTMA 2014 Sydney Conference Programme outline:

Thu. 9 October - Registration and Welcome function at the Rendezvous Hotel, Railway Square, Sydney.

Fri. 10 October - Conference papers and presentations (S.U.S. Club, Sutherland)

Sat. 11 October – Morning presentations at the S.U.S. Club followed by half day at the Sydney Tramway Museum, Loftus, and included operation of coupled O Class trams 805 and 1111.

Sun. 12 October – Full day tour to the Valley Heights Steam Tramway and the glorious Blue Mountains.

Monday 13 October – Ride on Sydney Light Railway to Dulwich Hill, Conference presentations and lunch aboard the famous 'South Steyne' followed by a Sydney Harbour cruise using the heritage ferry 'Proclaim'.

Tuesday 14 October – Conference presentations and COTMA AGM.

Wednesday, 15 October – Post Conference Tour departs.

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And, looking ahead, please keep these dates free

Sunday 30th November 2014: Father Christmas will visit the Museum

Saturday 6th December 2014: Our traditional 'Members' Christmas Dinner'

This year at the Boundary Tap & Kitchen, 3 Raumati Road, Raumati Beach, 7 PM (seating).

More information later

3rd – 4th January 2015: Kids Fun Weekend

18th January 2015: Discover Kapiti

PEOPLE NEWS

Volunteers

Gillian Touseon and Murray Gibson, two of our volunteers, recently were awarded Kapiti Coast District Council certificates recognising their contribution to the Museum.



The above photos show (left) Gillian and (right) Murray receiving their certificates from Russell Jenkins, Museum President.

Gillian, who has now joined the Museum as a member, is a stalwart on the operating side, running the shop, tram conducting, and training as a tram driver. Murray is a skilled craftsman having had experience in, amongst other things, both boat building and props for feature film making and is doing a power of work and contributing his expertise on the restoration of tram 260's body. Thank you both of you for the effort and time you are contributing to the tramway museum.

And to another sort of Volunteer.....



Above left we have Bussy, who was left by someone who no longer wants him and whose new self-appointed role is to guard the back section!

On the right is an equine visitor from next door (Stables on the Park) who had developed a limp and is being inspected on the path in front of our Fiducia Centre by a vet. That's Mandy, owner of Stables on the Park, holding the reins.

Photos: left Trevor Burling & right Marlene Wilson

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People News, cont.

New members

Welcome to new members **David Barnes** (Khandallah), **Pat Corkery** (ex Motat tram driver now of Hutt Valley) and **Steve Porter** (Johnsonville) and to **Brian Fletcher** (Paraparaumu).

Steve Porter is known to quite a few of us already having been active with Steam Incorporated at Paekakariki and also with the Rimutaka Incline Heritage Trust at Maymorn. He is helping out in the workshop and on other jobs. He has also commenced some training on tram/shop operations.

New Volunteers

Welcome to **Bernhard Riddering** who is mainly a Wednesday contributor (so far!) and is helping in the workshop on various tasks to do with tram 260 and components for tram 17 at Gladstone. Also, it has been good to see the return of a member from many years ago, **Nigel Wilkinson**, helping out on recent Wednesdays. Nigel was a member way back in the 1960's.

Marlene Visits Canada

Our Tramlines' editor, Marlene Wilson, recently paid a visit with her husband back to her homeland, Canada. Here is a report from her about the

Edmonton Radial Railway Society

A must see and do while in Edmonton is to visit their Museum at Strathcona. Their museum is small but worth viewing as the history on display is awesome. The curator on the day was a very pleasant and knowledgeable young lady who was able to answer all our questions.

The tram (or streetcar, as they call them) crew were great and full of information about the setting up of the operation and the surrounding area as we rode to the end of the line.

Because we were there on a Friday we were invited back the next day for another ride and tour of their Fort Edmonton set up where we were treated like long lost friends. When they knew I was doing driver training they said that if they had time they would let me have a drive. Unfortunately for me and lucky for them this didn't happen due to the heavy volume of passengers.

Earl Grotzki one of the managers was at Strathcona the morning we returned and when he knew we were going out to Fort Edmonton took us out there.

WOW what a set-up, I'll let the pictures tell the rest of this story. To read more about them go to:

www.edmonton-radial-railway.ab.ca

PHOTOS NEXT TWO PAGES

Mystery Photo

Here is a mystery photo. —————→
Who is it and what is the occasion?
Answer on page 17.



June & Barry Cody

Our best wishes to June Cody, and to husband Barry. June has not been well lately and we all wish her all the very best and a speedy recovery.

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PHOTOS FROM CANADA - from the editor, Marlene Wilson
The Edmonton Radial Railway Society



Above: Strathcona Depot. Below – Mike taking us over the high level crossing (rail bridge)



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PHOTOS FROM CANADA - from the editor, Marlene Wilson
The Edmonton Radial Railway Society, continued
On this page – Workshop Facilities



Left: “Engineers Play Station”

Woodworking Area



Rebuild in Progress

Wanted – ex Trammies “stories”

It is now 50 years since the trams stopped operating in Wellington and there are fewer and fewer ex “Trammies” still living.

It is important that any records or anecdotes from those who used to work on the trams be preserved for future historical reference and an Oral History is the way to do it.

If anyone knows of anyone who worked on the trams in Wellington, can you please pass their contact details on to me as soon as possible so that I can talk to them about the “OLD DAYS ON THE TRAMS” before it is too late.

Please contact me by email at rjenkins@xtra.co.nz or phone 04 2399482.

PASSENGER TRAFFIC STATISTICS from Keith McGavin

June 2014

828 passenger journeys made June 2014 the second busiest since 2005 and 25% above last year. The busiest was June 2009 when there were 875 passenger journeys.

The Fourth Quarter, April, May & June 2014

Generally mild weather and the Kapiti Festival on 5th April made this a bumper quarter for passenger numbers. For the three months 2,365 passenger journeys were recorded, a massive 79% above last year.

Full year ended 30th June 2014

While we were 3% below last year for the nine months up to 31st March the bumper fourth quarter ensured we ended the year no

less than 1,957 passenger journeys (13%) above last year.

Total passenger journeys for the year were 17,538 compared with 15,581 in YE 30th June 2013.

Despite the increased passenger numbers tram kilometres run for the year were only marginally above the previous year: 4,992 in the latest year compared with 4,979 in YE 30th June 2013. Individual trams recorded the following: #151: 3,285kms; #159: 696 kms; #238: 4kms; and #239 1,007 kms.

July 2014

As if in response to the previous three months July, the first month of the new financial year, brought a flurry of colder and wetter weekends. Passenger journeys for the month were only 366 – 532 (59%) below the July 2013 figure of 898.

THE FLEET

Combination 17 Update From Trevor Burling

Progress to date

On 7 August Jim Bentall, Colin Dash and Trevor Burling paid a visit to the Wheelwright Shop in Gladstone, Wairarapa, to inspect progress of the work being done under contract on Wellington Combination Tram No.17.

Work is progressing with new pillars and the “A” end bulkhead which are now in place for determining the location of these parts.

Because a lot of the components of the open section were removed when 17 was converted to a bach, it has been necessary to design and make templates of pillars, seats and a missing bulkhead from “A” end.

Have you purchased your DVD of Wellington Tramway Memories yet?

This short dvd features footage of Wellington trams from 50 and more years ago.

By post \$15.00 incl. post & packing from Wellington Tramway Museum Inc., P O Box 2612, Wellington – or just \$10 from the Museum’s shop.

All proceeds to the Museum’s tram restoration projects.

The Fleet – Combination 17 update, cont.



Above: View of open section toward "A" end new bulkhead, 7th August

Photo: TC Burling

To achieve this it has been necessary to study photographs taken by photographers when these trams were running in Wellington streets and using our own tram construction experience to decide on what was missing and replicate those items as best we can. Unfortunately we have not been able to locate any photographs taken inside these trams.

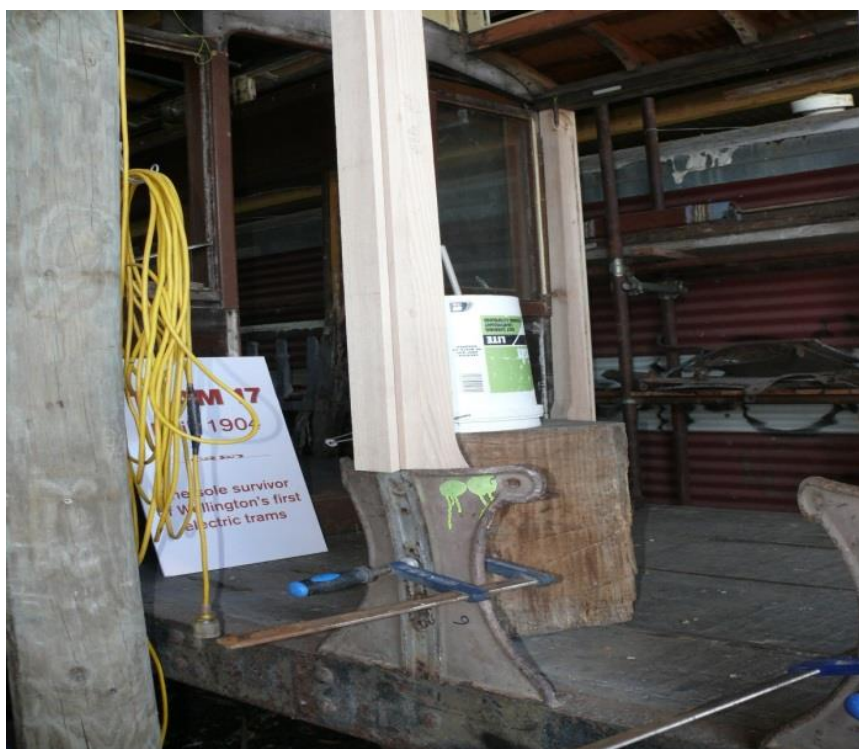
Once all the templates and existing parts have either been made, repaired or located, they will be dismantled, labelled and stored ready for final fitting once all other work (such as renovation of the chassis) is complete.



Above: New cant rail and pillars in place. 7th August

Photo: T C Burling

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A bonus we have been fortunate to discover is that some practices developed for these trams were carried over to later trams and our double saloons possess many clues as to the form of these missing bits. Also, some parts are still in existence on other parts of the tram, such as the bulkhead between the saloon and open section that will be replicated for the one missing at “B” end.

Above: Seat castings (ex tram 31) in place, 7th August. Tram 31 was a derelict tram body in the Wairarapa dismantled for parts by Museum members years ago.
Photo: TC Burling

Where to from Here?

Once all of the components have been stored for later fitting, the body section will be removed from the chassis so an assessment can be made of repairs required to remove rust etc. With the body removed it will be possible to work on the under floor components such as towing hitches, sanding gear, brake rods, life guards, truck attachment suspension parts and traction wiring. More will be revealed in future articles as progress is made.

Trevor Burling
Tram 17 Project Manager



Left – Four tram stop signs of three different varieties, from the 1950's, recently generously donated to the Museum by Euan McQueen. These particular signs are from the Karori route.

Photo: Keith McGavin

Double Saloon 159 – continued from June Tramlines From Keith McGavin

The story of the tram 159 re-trucking project was described in photos up to the 4th of June in the June Tramlines, at which time we had commenced preparing the trucks from tram 238 to go under 159. Some replacement bolts had to be fitted and the rubbing plates and kingpin bearings ex 159's trucks had to be fitted, to provide compatibility with tram 159's kingpins. 238's trucks were also given a cosmetic clean-up and paint job. On 11th June this was completed and the brakes adjusted and after some adjustments on Saturday 14th they were moved around to the workshop and placed under tram 159.

On Wednesday 18th June, using the large tram body



11th June – preparing 238's trucks to go under tram 159
Photo: Mike Flinn



18th June – carefully lowering tram 159's king pin into the bearing on the truck. *Photo: Robert Hatten*

On Sunday 29th June tram 159 completed its first return trip to the Beach on its new trucks. Further test trips were carried out on Saturday 5th and Tuesday 8th July and its first trips with passengers were on Wednesday 9th July when we were open for school holidays.

So that was the completion of a successful project which commenced back on 3rd May with the extraction of the tram lifting beams from under tram 260 and the shifting of tram 238 into the workshop on 17th May to have its trucks removed and replaced with our spare ones ex tram 250. Many thanks to the team of members helping on this project, especially to the willing labourers who wound tram jack handles up and down countless times to raise and lower tram 238, and then tram 159, and also to our skilled maintenance team who were able to figure out the idiosyncrasies of the various trucks and adapt the trucks to the different trams.

jacks we lowered tram 159 down on to the trucks from tram 238, checked rubbing plate clearances (which were deemed "okay") and, with tram 151, successfully towed 159 to the loop and back.

Over the weekend of 21st and 22nd June the wiring, air and handbrakes were connected and on the 22nd 159 did its first test trip, under power, to the loop and return. The magnetic brakes were connected on Wednesday 25th June and the sand pipes attached to the trucks the following weekend.



18th June – tram 159 successfully towed to the loop and return *Photo: Robert Hatten*

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The Fleet – continued – Double Saloon 159



Above: Tram 159 (left) at the Beach terminus under test on Saturday 5th July. The other tram, which is on a normal passenger run, is No.151. Note the “synchronised pole turning”! **Photo: Allan Neilson**

Tram 159 from all reports now provides a much smoother and quieter ride, and is more attractive to our crews and passengers alike – except for one tram driver who reckons only its old trucks sounded like a “real tram”!

Fiducia 260 From Keith McGavin

The downside of all the activity on tram 159 is that work slowed to a crawl throughout June and it is only since the latter part of July that we have got back up to speed on tram 260's restoration.

Currently the two major areas receiving attention are the body exterior, and the trucks.

Tram Trucks –

The trucks for tram 260 are those originally ex 235, last used under tram 239 when its trucks were receiving an overhaul in Christchurch some years ago. All four magnetic brakes have now been rewound, and work is progressing at quite a pace on the refurbishment or replacement of various truck components. The braking assemblies (both those for the magnetic brakes and those for the air and hand brakes) are being reassembled and installed and springing is receiving attention.

Tram Body –

Exterior : Murray Gibson is leading the work on eradicating as many of



Working on the trucks for 260, 23rd July, – from left Steve Porter, Russell Jenkins and Colin Dash. Photo: Keith McGavin

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Colin Dash brazing a component for tram 260's magnetic brakes.

Photo: Keith McGavin, 2nd August

Underneath: Mike Flinn has almost completed the removal of accumulated dirt, grease and rust and is progressively undercoating the chassis and underfloor. Mike Vash is busy installing the king-pin housings and king pins.

General –

The numbers working on 260, including the trucks, are now back to the pre-159 project levels, or even more. For example on Wednesday 6th August the following persons were noted at work on the tram or the trucks: Colin Dash, Mike Flinn, Murray Gibson, Robert Hatten, Keith McGavin, Barry Ollerenshaw, Steve Porter, Bernhard Riddering, Alan Smith and Marlene Wilson – a total of ten.

those countless blemishes as possible, assisted by several others. Some undercoating has commenced high up on the tram, above the windows, and sealant is being applied between the butynol roof material and the guttering.



Robert Hatten at work on the east side of tram 260. 23rd July.

Photo: Keith McGavin

Around the Site

The Hydraulic Excavator

Earlier this year the Wellington Tram Museum purchased this machine to take some of the hard work out of track work and similar jobs.

The idea of buying an excavator had been around for some time, probably each time some serious digging was being done, but had not come to fruition until now.

It was fortunate that a neighbour of President Russell Jenkins had a suitable machine for sale and at an affordable price. Being an older



Mike Flinn getting in some practice and moving soil for ground levelling .

Photo: Colin Dash, 5th July

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Around the Site, cont.

machine it needed a little TLC, this included some welding on the stabiliser blade and reconditioning of the starter motor plus a full general service. Hopefully this Takaeuchi excavator is now ready to do some serious work in the coming months.

First on the list are a couple of new drains near the north end of the workshop. *(see next page)*

For transporting the excavator down the line to do track work it will be loaded onto a trailer and towed by the ex-Harbourboard Clarktor tug. That will mean one less unemployed machine at The Museum.

For those members who will be using the excavator a training and testing programme is being developed.

Bedford Tower Wagon

Colin Dash has worked hard to get this piece of equipment operational again. The exhaust parts and vacuum hose have been replaced. The brakes were tested and passed after two return trips to the Beach were made without any unforeseen mishaps.

Right: The tower wagon returning from the Beach on 28th June. Photo: Mike Flinn



Ground Work (from the editor)

General:

Mike Flinn has again been busy keeping the area neat and tidy. Areas have been levelled off to allow ease of mowing and drenches dug to allow for run off after heavy rains.

Points Drainage, Front of Workshop:

Power supply cable has been located and the area marked to allow digger to start digging trench to lay pipe to take away water, dirt and debris which

continually has to be cleared out of the points in front of the workshop.

Barry Ollerenshaw, Steve Porter, Colin Dash and myself started digging the trench from the points toward the stream on Saturday 9th August. May I say this is a work in progress. Photos next page.



Above: An area being raised and levelled by Mike Flinn in the rear compound, to provide a better surface and to reduce flooding. Photo taken by Mike on 30th July.

Around the Site, cont.

Photos: Marlene Wilson, 9th August 2014



Barry Ollerenshaw (right) and Steve Porter, doing their best not to break the water main. Brianna (Steves' daughter) has seen enough!



Got the cake tins ready?



Where did you say the power cable is?

REFURBISHED POWER SUPPLY BOX



While we had all the rain and Mike Flinn was unable to work outside he undertook the job of restoring this " Footpath Power Supply Box " to its former glory. It will now be displayed in the museum area.

"Before" (left) and "after" photos by Mike Flinn



PICTURE FROM THE PAST

Forty Years Ago – 1974

The Wellington Tramway Museum Newsletter of July 1974 reported as follows:

“BARN NEWS:

All roof portals are now on site and in the process of being painted. Erection by Paraparaumu Motor Engineers is expected shortly. Movement of the portals from Paraparaumu was done in 3 truckloads on 8 and 22 June (1974). Contractors sand-blasted them during the following week.”



Above: The raising of the first Barn portal about August 1974 was the first solid evidence that at last, after over ten years exposed to all weathers, our trams were to be covered. At right are some of our trams, looking by this stage very much the worse for wear. From right to left they are Nos. 260, 238, 151, 207 while the tram at the north end, behind the barn area, is No.159.

Photo: Keith McGavin

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

Mystery photo: It is Museum Treasurer Michael Boyton and wife Jackie with their brand new 'his and her' Honda Jazz's. Congratulations and a chocolate fish for all winners.

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

Text compiled by Marlene Wilson, m.scie@xtra.co.nz, phone 04 299 1600. Keith McGavin is photographic editor and carries out the formatting. 17/8/2014. The next issue is due out in EARLY OCTOBER. Contributions to Marlene please.

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TRAM 17 TRUCKS FUND

A message from the sub-committee:

We all want to see tram 17 rebuilt and running on the Kapiti Coast Electric Tramway as soon as possible. Following a fantastically well supported fund raising effort we have, as you know, achieved the dream of having the body and chassis restored commercially (at The Wheelwright Shop in the Wairarapa – see Trevor Burling’s article)

Last month we launched a fund raising drive to raise the estimated \$200,000 required to have trucks manufactured for this tram. There has been a rush of support and we already have achieved over \$10,000. The immediate target is \$67,000, which would provide us with “partnership funding” to support an application to the Lottery Board for the balance.



Please consider whether you can help and, if so, follow the guidelines below to make a donation.

Contributions to the ‘Trucks for Tram 17’ fund can be:

1. by internet payment to the Museum’s bank account at ANZ Bank –
Account No. 06–0501–0075414–00
Please enter ‘Tram 17’ in reference field),

IF PAYING BY INTERNET BANKING PLEASE E-MAIL DETAILS OF YOUR DONATION, (so that a receipt can be sent) TO treasurer@wellingtontrams.org.nz Alternatively you can complete and post this form.

OR

2. by cheque posted to WTM’s address, or
3. by credit card

IF DONATING BY CHEQUE OR CREDIT CARD PLEASE COMPLETE AND POST THIS FORM

I wish to donate \$..... to the Wellington Tramway Museum’s Trucks for Tram 17 fund.

☐ I enclose my cheque, or *(please place tick in applicable box)*

or

*Type = Visa, Bankcard etc.

☐ Please charge my credit account Type*Card No.
Expiry Date..... Name on card

To Trucks for Tram 17 Fund

Wellington Tramway Museum Inc.
P O Box 2612
Wellington 6140
New Zealand

Your name _____
Your address _____

Signed..... Date

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