

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

JUNE 2014

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50 years since closure!

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



Mike Flinn took this interesting photo of four of our trams outside, in the front depot area, on Wednesday 21st May. See inside on page 10 for more about what was going on.

This issue we welcome Marlene Wilson as new editor of "Tramlines" taking over from Alan Smith who has heroically produced it for many years. Thank you Alan, for a job well done, and welcome Marlene. Keith McGavin continues looking after the photographs and formatting. Marlene's contact details are on the last page.

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From the President

As hinted in my last report, our figures for April were well up on 2013, in fact as that the end of April our passenger numbers were up by 12%.

As I write this report, no figures are available for May but we have had both good and bad weekends during the month so it may balance out. (*Update – see page 6 for the May figures.*)

The other main activity for the month has been the swapping of tram trucks to enable 159 to be returned to service. The exercise has gone well and this is a result of good project planning by Keith McGavin and hard work from the Wednesday workers who have turned the handles to raise and lower the trams. All going well 159 should be back in action in the very near future.

With tram 17 under restoration underway in the Wairarapa, all of our efforts must go into getting 260 finished and in service as soon as possible, so that the pressure on our current operational fleet can be reduced.

With the 50 Years since the last tram in Wellington commemorations having gone, we must start focussing on our next big event – 50 Years since the opening of the museum in 1965. If anyone has photos or video of the early years including opening day, I ask that you make it available so that it can be digitised and hopefully included on a commemorative DVD.

In the meantime thank you to every member who contributes to the operation of our museum. Your efforts, no matter how large or small, are much appreciated.

Regards



Wanted

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.

To Note For Your Diary:

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 Program 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.

Recent Events:

MAY DINNER - Saturday 4th May

An enjoyable evening took place on Saturday 3 May at Valentines Petone when the annual "May" dinner was held. This dinner marked 50 years since the closure of Wellington and New Zealand's last traditional street tramway system and the opportunity was taken at the same time to farewell Denys and Felicity Peck who were leaving the Kapiti Coast for a short stint in Rotorua before purchasing a new home in Hamilton.

Denys 'contribution to the Tramway will be sorely missed and we wish both him and Felicity all the best in their new home in the Waikato.

MEMORIAL DAY – Monday 26th May (from Robert Hatten)

Wellington Trams once again participated in the annual Marines Memorial service which took place at 10am at the Marines Memorial in Queen Elizabeth Park, Paekakariki .

Tram 151 was driven up to the Marines corner and was used by 40 Paekakariki School children while they waited for their turn to take part in the service. While waiting the children were entertained by many of the US marines who also answered all the questions thrown at them and happily had their pictures taken with them.

After the service the children were given a short ride to the loop and back much to the delight of all concerned.

The Fiducia Centre was again the venue for morning tea put on by the Marines Trust people. Visitors included the current and previous Mayors of Kapiti, along with staff from Westpac Bank who had helped sponsor the event. The Museum was open for visitors to wander through after morning tea.

On a separate occasion a few weeks earlier, on **5th May**, six former US marines were able to make a return to the Kapiti Coast.

(Extract from report of the event by John Porter in the "Friends of the Park" Newsletter.)

Their day began with a train journey from Wellington to the Paekakariki Railway Museum where they were hosted by railway museum supporters, a lone piper and members of the public. A drive through the three local camps with a brief pause at the Tarawa Street Sign post at Paekakariki, was followed by a wreath laying ceremony at the Queen Elizabeth Park Marines' Memorial. Also present were current Marines based in the North Island. For some, it was obvious that the parade of youthful Marines brought back

many memories of earlier years. The Kapiti Marines' Trust hosted the Band of Brothers and supporters to a light lunch in the Tramway Fiducia building. After the luncheon, event organiser Allie Webber boarded their mini bus to accompany them to Porirua where Council staff continued the journey back in time.

FRONZ VISIT AND CONFERENCE Friday 30th May:



Above: part of the sumptuous lunch we provided for the FRONZ delegates in the Fiducia Centre on 30th May.

Photo: Robert Hatten

On Friday 30 May we hosted 42 guests who were on the way to the FRONZ (Federation of Rail Organisations of New Zealand) conference in Wanganui. A sumptuous

FRONZ Visit and Conference, cont.

buffet lunch was provided in the Fiducia Centre followed by a tram ride and a general look around. Marlene, assisted by others prepared the lunch and all of our guests left with positive comments on our hospitality.

Three Museum members attended the conference at Wanganui, the highlight being the opening of the Wanganui Tramways Trust system to the public for tram rides.



Above: Some of the FRONZ Conference delegates gather alongside Tram 151 during their visit to the Museum on 30th May.

Photo: Robert Hatten



Above: Enjoying lunch in the Fiducia Centre – Visiting FRONZ Conference delegates during their visit on 30th May.

Photo: Robert Hatten

CPR TRAINING Saturday 7th June

Our Cardiopulmonary Resuscitation (CPR) training day was held on Saturday 7 June. Our Safety Plan requires all Supervisors, Power Operators plus specified Front Office staff to be compliant so, if you did miss out, please discuss your options with Barry Ollerenshaw (phone 3888 197).

Queen Elizabeth Park now has a Defibrillator which is kept on an outer wall of the Ranger Station. Instructions for its use are also there.



Above: What about a competition for the best caption for this photograph!

Entries to Marlene - mscie@xtra.co.nz

(CPR training, 7th June, Photo: Keith McGavin)

PASSENGER TRAFFIC STATISTICS from Keith McGavin

April 2014

April was a bumper month for tram passengers with the Kapiti Festival on 5th April, held at the Beach terminus, and with a combined Easter and Anzac weekend break in the latter part of the month. 3,348 passenger journeys were recorded which is 2,033 (155%) higher than in April 2013.

May 2014

May was also a busy month for the Tramway with several special charters and, unusually, the Saturday of Queens Birthday weekend also falling into May (May 31st). Passenger journey numbers were 1,178 for the month which is a record for May since our detailed record keeping began in 2004/05 and 169 (17%) above May 2013 which was itself a May record.

These two good months for visitor numbers have taken our passenger journey numbers for first 11 months of the financial year to 31st May 2014 to 16,710 which is 1,794 (12%) more than for the same period last year. However it needs to be noted that, overall, this increase is attributable to the Kapiti Festival which was not held in 2013. All the other pluses and minuses pretty well cancel out.

THE FLEET

Combination 17

– from Trevor Burling

Progress

Good progress is being made on the project at The Wheelwright Shop, Gladstone. Up to four people, including Greg Lang the proprietor are now working on it. Work to date has the internal ceiling panels and roof timbers on the clerestory removed and this has revealed that the structure is still very sound. Apart from making replacements for the missing quarter bows on one side of the open section, nothing else is in need of replacement.

The rotted pillars in the saloon area have been removed and new ones have been drawn up and will be prepared and stored until the saloon is put back together again. A start has been made on the replication of the inner bulkhead to replace the B end one that was removed in its bad days.

The third bulkhead will also be drawn up soon as it is slightly different, being slightly taller and with no door in the opening to the motorman's cabin. Once all of these items are ready and have been trial fitted, they will be stored away until the tram is put back together again.

Interior Finish

Greg advises that the interior finish was originally shellac. This finish is to be used again. Shellac has very good U/V filtering capabilities and is quite hard wearing. Given No 17 will not be a front line tram; this finish should be durable enough to withstand the lesser wear and tear of use at our tramway.

Windows

The rotted and damaged window frames in the saloon have been repaired with the same oak as the original and look very good indeed.



Above: Repaired window frames at Gladstone for tram 17, 6th May 2014

Photo: Trevor Burling

Missing Components

Given a lot of the original fittings both interior and exterior were removed at some stage, we are continually discussing what to use as replacements. Currently the attachments for the open section barrier rails and the rods they are attached to are being designed. Greg has had a look at ex Wellington double saloon 135 (at MoTaT) recently which has an open centre section and we are considering replicating what MoTaT has done on 135 along with what we can make out from photographs of #17.

Continual Research

Regrettably there are no known photos of the inside of Wellington combination type trams, so our task is made a little more difficult. However it is evident that practices from the early trams were carried over to later trams including the double saloons. Fortunately we have many parts from dismantled double saloons which are a good source of replacement parts for those missing from No. 17.

Back at the Museum Jim Bentall has been working on restoring some ex double saloon destination boxes for No 17. This involves selecting the best of the components we have, cleaning them up, removing dents and rust, painting and final assembly in readiness for fitting to No 17.

THE FLEET-COMBINATION 17 cont.



Above: Jim Bentall at work on an old double saloon destination box which is being restored for use on Tram 17, 16th April 2014

Photo: Mike Flinn

Double Saloon 159 – from Keith McGavin

In March the “A” end traction motor in tram No.159 was found to be unusable and to require major and expensive repairs. Tram 159 is one of the Museum's three key operating trams. To return the tram to operation as quickly as possible we decided to swap tram 159's trucks and traction motors with those from a Wellington 'Fiducia' type tram No.238 which, for other reasons, is not in use and which has trucks and traction motors in good condition. 238 would be placed on our spare set of trucks, originally from tram 250 which the museum purchased and dismantled for spare parts in 1964.

The work has involved a large number of members over the last month, especially in raising and lowering the tram bodies – which, using the four original, large, ex Wellington Tramways screw jacks, is a time consuming and laborious process.

THE FLEET-DOUBLE SALOON 159 cont.

Here is the story to date, in pictures:

3rd May



(1) Above: The large transverse lifting beams had to be extracted from under tram 260. They were replaced with sections of tram rail. Here Colin Dash is drilling a hole in the base of the replacement tram rail section to enable it to be securely fastened to the side supports. One of the large tram body jacks can be seen, with the attached lifting beam supporting the tram.

Mike Flinn

14th May



(2) Above: It is tram 238's trucks that are to be used under tram 159. On 14th May tram 238 was driven into the workshop over the maintenance pit, and its braking, electrical and sanding mechanisms disconnected from the trucks. Tram 239 is in the background, having been temporarily removed from the pit to make way for 238.

Trevor Burling

**THE FLEET – Double Saloon 159, cont.
14th May, cont.**



(3) Above: Here is double saloon 151, preparing to tow 238 off the maintenance pit and around to workshop road 6 where the lifting will take place, 14th May 2014.
Keith McGavin,



(4) Above: A few minutes later and tram 151 is shunting 238 into workshop road 6.
Marlene Wilson



(5) Above: After lifting the tram sufficiently with small jacks to enable insertion of the large lifting beams, (and after lunch!) the main lifting commences. Someone on each of the four jacks and unified lifting to keep the tram level.
Marlene Wilson



(6) Above: 238 is lifted sufficiently high for both trucks to be removed.
Keith McGavin



(7) Sometimes man-power is the quickest way to get something done – moving one of 238's trucks round to the tram barn - in the photo, right to left, Colin Dash, Trevor Burling, Murray Gibson, Robert Hatten and Trevor Bettany.
Keith McGavin

17th May



(8) Above: Replacement trucks for tram 238 are the ones from tram 250, latterly used under tram 17 while it was in storage in the barn. These had to be towed around from the back of road 3 to the workshop as they were behind the tramway theatre, which blocked direct egress through the south end of the barn.
Keith McGavin

THE FLEET – Double Saloon 159, cont.

21st May



(9) Above: Work underway in preparing 238's trucks for use under 159. On the left Jim Bentall is water-blasting one of the trucks, while on the right Henry Brittain is grinding away overhang tyre metal-flow on the other truck.

Mike Flinn



(10) Above: Meanwhile tram 159 was brought in over the maintenance pit and its electrical, brake and sanding equipment disconnected from its trucks. Trevor Burling is shown working on this.

Mike Flinn



(11) Above: 238 has now been lowered on to its replacement trucks and tram 151 is preparing to tow it back to the barn. Tram 159 has already been towed off the pit road (it is out of sight on road 3) and tram 239, just outside the workshop door, will shortly be returned over the pit as it is having its air braking system overhauled.

Photo: Mike Flinn

(12) PHOTO ON PAGE 1:

A short time later on 21st May Mike Flinn captured the photo on Page 1. This shows 151 towing 238, (returning it to the barn – now on 250's trucks), while 159 waits on road 3 for a tow into the workshop, and 239 in the distance is about to go into Road 5 (the maintenance pit road) of the workshop.

It would be some time since four of the museum's trams have been out in the open at the same time!



(13) Later that afternoon 159 is on workshop road 6, in position for lifting, and tram 239 has been returned to the maintenance pit road. In the foreground are the two trucks currently under overhaul for tram 260. These trucks are originally from tram 235.

Mike Flinn

THE FLEET – Double Saloon 159, cont.

28th May



(14) Above: One week later, on Wednesday 28th May, 159 was lifted off its trucks. Noel Foote has his jack handle in the “down” or resting position – no doubt after several hundred turns!

Mike Flinn



(15) Above: Success! Tram 159's trucks removed. The workers admiring their work. From left, Murray Gibson, Noel Foote, Keith McGavin, Colin Dash Barry Cody, and Marlene Wilson.

Mike Flinn



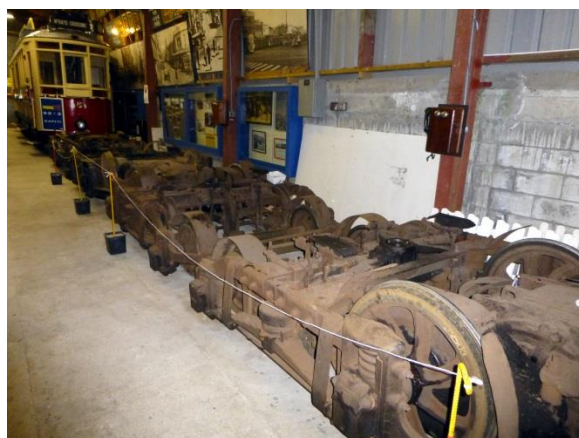
(16) Above: See how high it is! 159 sans trucks, 28th May 2014

Keith McGavin



(17) Above: Another view, showing the crossed wire ropes installed between the jacks to stabilise them in the event of an earthquake.

Colin Dash



(18) Above: The four trucks in the barn. The two in the foreground are those from 159 – the one closest to the camera is the one with the faulty traction motor.

Keith McGavin,

4th June



(19) Above: From left Trevor Burling, Russell Jenkins, Keith McGavin and Colin Dash working on 238's trucks and preparing them for installation under 159.

Marlene Wilson

AROUND THE SITE

THE FLEET – continued

“Fiducia” 239

– Henry Brittain

This tram was taken out of service in early May due to air brake problems. Initially the issue was thought to be with the compressor, but after testing it was established that the issue was in either one or more of the seven air valves or in the main brake cylinder.

Mike Vash has stripped all of the equipment down, cleaned, reconditioned and lubricated where necessary and is now in the process of reassembling and installing them back on the tram. This has almost been completed and when finished and tested, we hope to have the tram back on the road.

It will be interesting to see whether the “clunk” that has persisted for many years in the air brake system will have been eliminated once 239 is back in service.

“Fiducia” 260

– Trevor Burling

The work on 260 is currently focussed on preparing the body for painting, which we have decided to do ourselves. Murray is concentrating on this task. Recently most of the crew have changed priority to getting 159 and 239 up and running again, so 260s’ progress has been slowed for a while, though Colin has managed to get some work done on the trucks and some wiring work has been carried out since the last Tramlines.



Above: Murray Gibson at work on tram 260, preparing it for painting.

The Clarktor Tug

– Colin Dash



Photo: Colin Dash

The former Wellington Harbour Board Tug was donated to ‘The Wellington Tramway Museum’ by the ‘Museum of Wellington City and Sea’ approximately three years ago.

During its’ working life the Tug would have been used on the Wellington wharves to tow trailer loads of goods in the era before shipping containers were devised.

These tugs were manufactured in the USA by the Clark Equipment Co. from 1927 until 1987 and were called Clarktor Tugs. Many thousands were made in various sizes and used at airports, factories, docks and by all three military services. During world war two they were taken by the US military to numerous other countries where they would have been used to tow fighter aircraft, bomb trolleys etc.

The larger versions of the tug, like this one, used a side valve six cylinder Chrysler petrol engine of 220cu. inch or 3600cc capacity.

Although complete and potentially usable the tug has been gathering dust since it arrived at WTM.

The recent acquisition by WTM of a small hydraulic excavator has prompted the members to get the Tug running so it can tow the excavator on a trailer for use down the track...

AROUND THE SITE–The Clarktor Tug cont.

One of the first problems to be resolved was a badly rusted and leaking water pump.

This problem was resolved when Trevor Burling made contact with a group of Clarktor enthusiasts in the USA. One of their members, Joe, found a reconditioned water pump advertised on e-bay and after purchase and delivery from the US the problem was soon resolved. Joe also dated our Tug as having been manufactured in 1957.

There is still some work to be done before the Tug can be put to work, the hydraulic brakes need some attention and the electrical system which was 6v will perhaps become 12v, but hopefully it will be earning its' keep in the very near future.

Trackwork



Above: Constant work continues on respiking sleepers, regauging and various other work. Here are Colin Dash (left) and Allan Neilson hard at work on 26th April 2014.

Photo: Mike Flinn

MUSEUM GROUNDS.

Our O/C Grounds Mike Flinn continues to do a sterling job in keeping the site spic and span. Recent activities include digging out the three redundant tram rails between the tram barn and storage building, cleaning up the area immediately adjacent to the culvert on the eastern side of the complex, painting traction poles and lawn mowing alongside the entire track in areas where the Council contractor does not mow. As a result the entire tramway looks neat and well cared for.

Around the Site – Museum Grounds, cont.



Above: Well tended track-bed and grass on the Beach side of the hill. 4th June 2014. This grassed area on the left of the photo has only existed for a couple of years, since fill was placed there, and it is this curve that it is proposed to ease to a much easier radius some time in the future.

Photo: Mike Flinn



Above: A recent project has seen three disused rails, not connected to the network, lifted from the area between the barn and the rear building. Their removal will remove mowing hazards and generally make it easier to maintain a tidy back yard. The rails were part of a 4ft 8½ins gauge track used in the 1970's to move the Brisbane trams into the barn.

Photo: Keith McGavin, 28th May 2014

NEW dvd – Tramway Memories

Russell Jenkins has produced an excellent short dvd, of the last days of Wellington's trams – see advertisement, page 15. A copy is yours for only \$10 from the Museum shop. \$15 by post.

AROUND THE PARK

In favour of a rail platform for MacKay's?

From the latest Friends of the Park Newsletter

Liveable Cities and Public Transport - By Colin McKinnon

Most internationally renowned liveable cities around the World are linking their public transport systems into parks and open spaces where people can go and relax from the weekly tensions of work.

Portland, Oregon, regarded as one of the most environmental and people orientated cities in the world, provides a public transport system (without cars) to all its different neighbourhoods that cater for the people.

Toronto provides a free shuttle bus from its subway system to its Evergreen Brick Works site (ebw.evergreen.ca) that has be-come a focus for sustainable living options for children (garden), hikers and bikers.

Queen Elizabeth Park is in the unique position of being on a Metlink line and it would not take much to build a basic platform to allow families to travel from the city in the weekend. From there they can hike, bike or catch a tram to the Beach and discover the wonders of nature. This would provide Metlink with a source of revenue, that is not presently available and move many more people from their city locations in the weekend thus enhancing Wellington as a sustainable city and fulfilling the objective of having our natural Queen Elizabeth Park.

We couldn't agree more!

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 or phone 03-526-7777 (Michael will call you back to save tolls costs).

Advertisements by members for their businesses are welcome-in return for donations to Museum funds.

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. 9/6/2014. The next issue is due out in EARLY AUGUST. Contributions to Marlene please.

Tramway Memories



From 50 Years Ago

A short dvd featuring footage of Wellington Trams from 50
and more years ago.

**Available from the Museum Shop
ONLY \$10**

*or by post from, Wellington Tramway Museum Inc. P O Box 2612, Wellington 6140 NZ
for \$15.00 including postage and packaging.*

*You can order by email info@wellingtontrams.org.nz and credit the Museum's
bank account by internet bank transfer, account No. 06 0501 0075414 00*

All proceeds from sales will go towards
Wellington Tramway Museum restoration projects.