

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

DECEMBER 2013

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The brand (left) that we've adopted for next year 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.



**SEASONS GREETINGS TO
ALL OUR READERS**

Father Christmas paid his traditional visit to the Tramway Museum on Sunday 1st December. Here he is at the platform.

*Photo:
Russell Jenkins*



From RUSSELL JENKINS, PRESIDENT:

Season's Greetings to all members and friends of the Museum. Thank you all for your support through 2013; there are interesting things ahead for us in the New Year. The Board and I look forward very much to working with you on these. 50 years since 1964's last tram; the future is looking good!

At the recent AGM, I put the following question in relation to the Wellington Tramway Museum's future directions:

"Where do we head to in the coming years? Hopefully in the near future we will have four operational trams, 260, 239, 159 & 151. In addition 238 can be operated on a limited basis – not carrying passengers. This raises the question, aside from stage 2 of the Tram 17 project, what next.

To me the logical step will be to look towards restoring 207, but before this starts I feel we need to look at the utilisation of our current facilities.

To start the process, I asked ALL members to ponder on matters such as;

- *Best use of the Rear Storage Building*
- *Daimler Tower Wagon*
- *New Plymouth Trolley Bus*
- *Fiducia 235*
- *Brisbane Tram*

and come back to the incoming Board with constructive comments and ideas."

Well, I am pleased to say that a number of you put forward thoughts and ideas on these and a number of other subjects. The Board has already started to discuss some of these and in addition has initiated actions, which will hopefully lead to some changes and improvements around the museum.

As things develop, I will report on progress in future editions of Tramlines so that everyone is up to date with progress.

In the workshop: It's good to report that the Wednesday Team have made great progress on the tidy up of Double Saloon 159. What started out as a minor body repair and a paint touch up has turned into minor repairs and substantial repaint. She should be ready to put in an appearance during January, thereby giving our 90-year-old veteran, 151, some respite over January, when we plan to operate services daily.

Here's hoping for fine weather so that our funds can be boosted. During January we have two special events, Kids Weekend on 4 & 5 January and Discover Kapiti Heritage Day on 19 January. Encourage family, friends, work colleagues and neighbours to come along to see the museum, have a tram ride (or 2 or 3...) and enjoy what I regard as one of the Wellington Region's hidden secrets, the beach at the end of the tramline.

Finally, again I would like to extend Seasons Greetings to all members and their families and hope that you have an enjoyable festive season. If you are travelling away, take care and I look forward to seeing you in 2014



President

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To Note For Your Diary:

SATURDAY 4th and SUNDAY 5th JANUARY 2014

“Kids’ Weekend”

Model railway/tramway exhibitors are welcome – please contact Robert Hatten
hat10z@paradise.net.nz

Full tram and museum services plus extra attractions aimed for the youngest.

SUNDAY 19th JANUARY 2014

“Discover Kapiti Heritage Day”

This is the first of its kind. All Kapiti Museums are behind it and planning includes a Brochure and Map showing the location of each Museum and the travelling distance to it. We are planning a BBQ during the day. This is a great way to focus on our location and the value we bring to our Kapiti home area. For more details, see the “Kapiti Artbeat” Newsletter supplied as a separate document with this *Tramlines*.

FRIDAY 2nd MAY 2014

The 50th anniversary of Wellington’s last tram (Thorndon – Newtown Park-Zoo). The focus of a programme of events recalling our tramway heritage and the museum’s role in recording this.

Recent Events:

THE ANNUAL GENERAL MEETING **– Saturday 9th November 2013**

Another successful AGM, with around 20 present; there must be general satisfaction with our leadership as the Board and Officers were all re-elected for a further year.

President:	Russell Jenkins
Vice-President, Marketing & Ops	Bob Stott
Vice President, Maintenance & Eng.	Allan Neilson
Secretary	Henry Brittain
Treasurer	Michael Boyton
Board members,	Trevor Burling, Colin Dash, Robert Hatten and Michael Vash.

Some highlights from the 2012/13 financial year:

- Thanks to the work of all on site and to volunteers from Volunteer Kapiti
- The success of our charters (tram running outside of usual traffic days) – with special thanks to Denys Peck and Noel Foote for managing these
- The successful launch of our new website – something essential to any organisation now, but a completely unknown concept when we began in 1965!
- Completion of the “Palace” upgrade and plans for improving our “front door”, the kiosk and main platform area.
- Total revenue \$92,645 – a deficit of \$3,247 for the year;
- Museum Development funds for specific purposes stand at \$40,618;
- Tram fares income from regular traffic was \$32,999 from a total tramway operations trading revenue of \$39,786;
- Shop and publications trading a/c net surplus of \$5,661 – profit ratio of 42.5% achieved;
- Our total equity value is \$712,418 of which \$663,831 are fixed assets.

RAILEX EXPO

- Thanks to all who helped out on our stand at the RAILEX expo in Lower Hutt on 23/24 November. As well as sales revenue, this is good publicity for us to potential visitors (especially family groups) and a chance to network with the many other hobby rail groups exhibiting. Bob Stott co-ordinated this.

CHRISTMAS DINNER

Around 35 were at our annual Christmas Dinner, at Breakers, Paraparaumu on November 30th. Organiser Denys Peck says it was the “best one yet”.

NEW TRAMLINES EDITOR – Who's interested – put your hands up, please!

I'm standing down from this role from early 2014, after ten years of editing our newsletter. The Board invites expressions of interest from anyone who would like to take over as Tramlines editor.

The main skills are enthusiastic interest in what the Museum's doing, the ability to string a few words together, and ordinary computer skills.

The Board has confirmed that a regular newsletter update like this is still needed, but are open to a new style or approach – in other words, don't feel you have to keep on following the style/s of the last few years. Please contact Henry or me if you'd like further information. Unless someone agrees to take over before then, my last issue will be the April 2014 Tramlines.

Alan Smith

SOME RECENT DEVELOPMENTS

Our main “highway” sign, at San Sue gardens just north of Paekakariki, has just been upgraded – looks great.

- and on the trams, new leaflets are being handed out with each ticket – something to take away as a reminder to “call again”.

PASSENGER TRAFFIC STATISTICS FOR OCTOBER and NOVEMBER 2013

Keith McGavin & Alan Smith report:

OCTOBER:

1,838 passengers, slightly above each of the two previous years despite there being no charters. Trams used were 151 and 239 – 239 recorded its highest monthly “mileage” – 270km – since April 2011. Interesting to see that for the year-to-date tram kilometres are 8% below last year, which means that we are getting on average more passengers per tram trip.

Labour Weekend was a real success this year. On the Monday the weather was just stunning, with people everywhere in the Park - good for our shop sales. The revenue figures for the three days were as follows:

Saturday - \$339.50

Sunday - \$581.50

Monday - \$939.20

TOTAL - \$1,860.20

NOVEMBER 2013:

A bit of a sobering contrast, with a low 432 passengers. July to November passenger totals just 1% up on last year.



We regularly cater for special groups at the tramway, though just how many wedding groups will book after the above effort is open for debate! This was the sight at the Beach terminus on a recent Saturday (7th December).

Photo: Russell Jenkins

AROUND THE SITE

MOVABLE ASSETS – THE FLEET

Working on the tram fleet in recent weeks have been:

Alan S, Barry C, Barry O, Colin D, Henk V, Henry B, Jim B, Keith M, Marlene W, Mike F, Mike V, Murray G, Noel F, Peter H, Robert H & Trevor B. Apologies if anyone has been omitted.

Fiducia No. 260

In the cabs both motorman’s seats and seat frames have been installed and both destination boxes are in place. The coloured light fittings have been overhauled and now work correctly. Re-chromed folding door handles have been fitted, and the door motors have been checked over and installed.



Trevor preparing one of 260's destination rolls for fitting.

Photo: Keith McGavin

Further electrical wiring has been carried out.

All interior seating is now completed, several seat backs and squabs with damaged fabric having been recently been reupholstered by a Paraparaumu upholsterer. New leather straps have been supplied for the strap hangers.



Alan Smith, working on one of the cab emergency bells.

Photo: Keith McGavin

Underfloor chassis cleaning and rust treatment has continued and one resistance grid has been dismantled for replacement of broken plates and general overhaul.

There is a lot of work to do on the trucks. Painstaking lathe work has gone on with various newly cast brake parts to make them suitable for use. The first of four magnetic brake castings to be re-wound is being prepared for re-winding. Insulating materials have been obtained.



Above: Colin Dash working some Fiducia truck brake parts on the lathe and,

Below, the magnetic brake rewinding jig holding the first of the magnetic brake assemblies, being prepared for rewinding.



Both photos above from Keith McGavin

Double Saloon No.159



Above: Tram 159 in the workshop on 27th November – partially repainted

Photo: Keith McGavin

As previously reported this tram is undergoing a “tidy up” and exterior repainting with the aim of having the work substantially complete by Christmas.



Above: Marlene Wilson and Robert Hatten at work on tram 159, 11th December 2013.

Photo: Keith McGavin

Tram 159 has now been moved from the barn into road 6 of the workshop where it can more readily be painted and a large team has been working on it most recent Wednesdays. At time of writing most of the correct colours “Bandarillo Red” and “Transport Ivory” have been applied with (black) painting of fittings, completion of detailed lining out (dark brown on the transport ivory saloon panels, and yellow lining on the red) to be completed.

All saloon window frames are in process of being repaired as necessary and revarnished. A major repair to the base of one main pillar (“A” centre right) has been completed and other minor woodwork body repairs carried out.

Wellington Combination Tram No.17 – Restoration Progress

As advised in the October “Tramlines” the Museum is the grateful recipient of a Lottery Board grant which tops up the other funds raised including all your donations, and is sufficient to have the tram restored in line with the Conservation Plan commissioned by the Museum and prepared by the late Colin Perfect in 2007.

On 3rd November the Museum Board approved acceptance of the tender of Greg and Ali Lang of “The Wheelwright Shop”, Gladstone, Wairarapa for “Ex Wellington City Tram No.17 – Body and Chassis Conservation and Restoration”. The contract was signed by Trevor Burling for the Museum, and by Greg and Ali Lang, on 4th November. Planned restoration period is two years.



Left: Part of Greg & Ali Lang's premises “The Wheelwright Shop” at Gladstone in the Wairarapa. This is where tram 17 is going for conservation and restoration. Shown are two of Mainline Steam’s carriages, currently under restoration.

Photo: Keith McGavin

Greg Lang has arranged for the tram to be trucked to Gladstone on Tuesday 21st January and we will be spending the week from Monday 13th January liaising with Greg and ensuring the tram is braced and fit for the journey.

Meanwhile chassis parts off old wrecked trams (No. 31 in particular, parts from which were obtained many years ago) continue to be identified and collected – mainly for possible use as patterns for missing bits off 17.

Summer Roster Published

Once again we are planning to operate daily through from Boxing Day 26th December through to Wellington Anniversary Day, this season on 20th January, so a sincere thank you to those seventeen members (so far) who have put their names forward to help with our operations over this period, and to Robert Vale, our Rosters Officer, for putting it all together. There is still room on the roster for additional volunteers so if you can help, perhaps as a conductor or in the shop – especially on busy public holidays and weekends including the Kids Weekend, 5th & 6th January, this would be most appreciated.

FIXED ASSETS – TRACK, OVERHEAD, BUILDINGS & PLANT

Track

Minor track maintenance has been carried out of late including greasing, groove cleaning out at level crossings, and loose bolts treated for freeing up;

Corridor Maintenance

Weed spraying, track mowing and weed-eating continued. Large pohutu-kawa trees by pole 61 trimmed back.

At pole 64 (start of final descent to Beach terminus) we have installed bollards to deny access to unauthorised motor vehicles.



Mike Flinn preparing to install a bollard, 13th November 2013

Photo: Keith McGavin

On Thursday 21st November 110 head of cattle escaped through an open gate on to the roadway and tramway near the loop. They were eventually herded back into temporary holding areas by the farmer's wife, two tired dogs, some PD "volunteers" and Mike Flinn!

Overhead Lines

The overhead switch leading into the siding at the top of the hill was replaced on 10th December.

Buildings and associated plant

The water boiler in the "Palace" has been commissioned with the 230 volt wiring completed, drain pipe installed and outlet pipe installed.



Above: The new sink and bench arrangement in the "Palace" showing the recently installed hot water boiler on the right.

Photo: Keith McGavin

A new (to us) PABX was installed on 16th November and the Fiducia Centre now has its own separate extension. Extension Nos. are as follows:

Palace	201
Barn	202
Shop	203
Workshop	204
Fiducia Centre	205



Above: The recently installed PABX unit, in the 'Palace'.

Photo: Keith McGavin



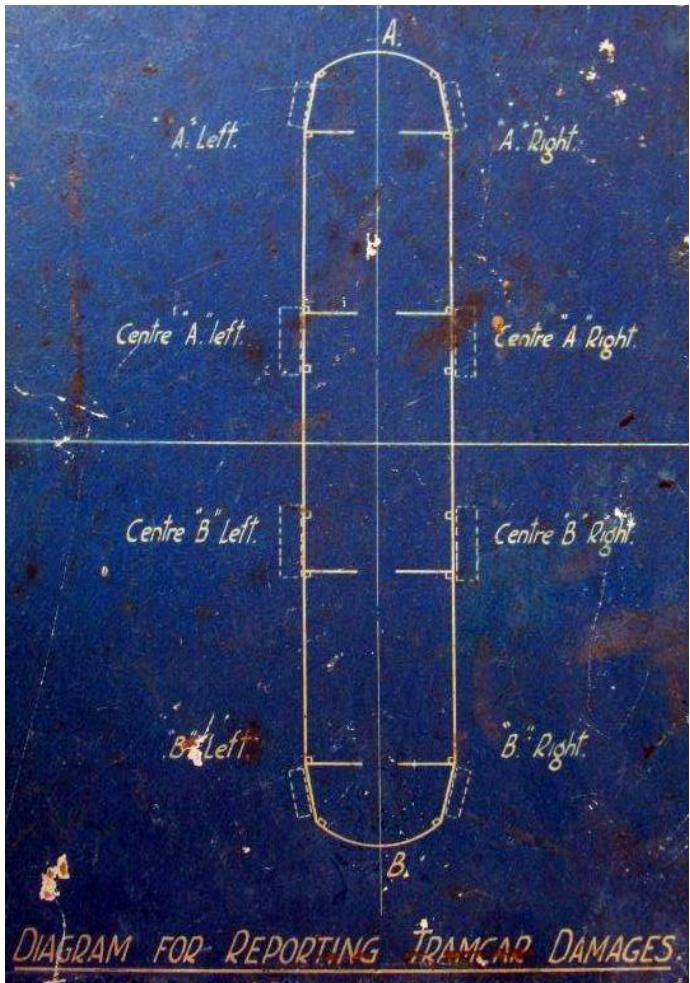
Above: Lunch in the 'Palace', Wednesday 13th November 2013. This shows the new and more commodious table arrangement now that the old servery and cupboards have been removed. Note the fine dining!

PICTURE FROM THE PAST



Above: Nearly 50 years ago – during the second half of 1964 our seven Wellington trams were stored at Southward Engineering, Seaview. The Leyland half-cab bus is No.247 - WTM's mobile generating unit. It was fitted with a generator that could be connected via sprocket and chain drive to the bus motor to produce 500v d.c. power. It visited Seaview from time to time—as on this occasion—to turn over the tram compressors etc. Tram 207 is in the foreground on the left, and the Fiducia on the right is probably 239.

Photo: Keith McGavin



LEFT: "Diagram for Reporting Tramcar Damages" - this is a useful (and genuine WCCT) diagram for identifying areas of a tram for maintenance and repair purposes.

Tram Crews & Others: You are encouraged to identify areas of the tram as shown when describing – for example on 9B fault forms.

The original diagram is in WTM archives.

Photo from Allan Neilson

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 Alan Smith alanesmith@xtra.co.nz ph 566-3034, and formatted by Keith McGavin, 15/12/13. The next issue is due out in EARLY FEBRUARY.