

# TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2016 / 4

JUNE 2016



*WTM has been awarded the FRONZ Tramway Restoration Award for tram 260 - details page 3.*

## SOME LIFE TIME STAGES OF WELLINGTON "FIDUCIA" CLASS TRAM No. 260



Left: Tram 260's official date into service is Friday 19<sup>th</sup> December 1952. It is probable that the 19<sup>th</sup> is the date it passed its Government tests as this photograph, which first appeared in the NZ Free Lance, is dated Monday 22<sup>nd</sup> December and shows 260 with some of the men responsible for her construction, plus an inspector standing in the doorway. Courtenay Place is the destination shown and it is probable that 260 took up its regular running that day.

*Photo: Alexander Turnbull Library collection*

Right: A highlight of tram 260's short life of less than twelve years in service in Wellington was being selected as the Festival of Wellington tram in 1959 and 1960 (shown here in 1959). As the photograph shows the tram was repainted and extensively decorated, including dozens of coloured lights which made it a colourful sight at night. Inside, the single seats were removed to increase the tram's passenger carrying capacity.

*Photo: Graham Stewart*



Left: Pole changing time at the MacKays Crossing terminus back in 1979. The concrete floor for the future tram station and kiosk has been poured. Tram 260 was in service at the Museum from 1966 to 1980 when it was taken out of use because of body structure issues in one pillar. Inspection revealed that there were major problems throughout the tram – the rest is history!

*Photo: Mike Flinn*



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### AWARD TO MUSEUM

*We are delighted to advise that at the FRONZ (Federation of Rail Organisations of New Zealand) conference at Queens Birthday weekend we (the Museum) were awarded the 2016 FRONZ tramway restoration award for our restoration of "Fiducia" class tram No.260.*

#### COVER PHOTOGRAPHS

The top photograph shows Museum Secretary Henry Brittain being presented with the award certificate by Mr Tim Fischer, former Australian Deputy Prime Minister and described as "probably Australia's best known rail-fan".  
*Photo David Maciulaitus*

The lower photograph shows tram 260 making its first official appearance following restoration. It is being driven out of the workshop by Barry Ollerenshaw on the occasion of our 50<sup>th</sup> anniversary celebrations on 19<sup>th</sup> December last year.  
*Photo: Graham Stewart*

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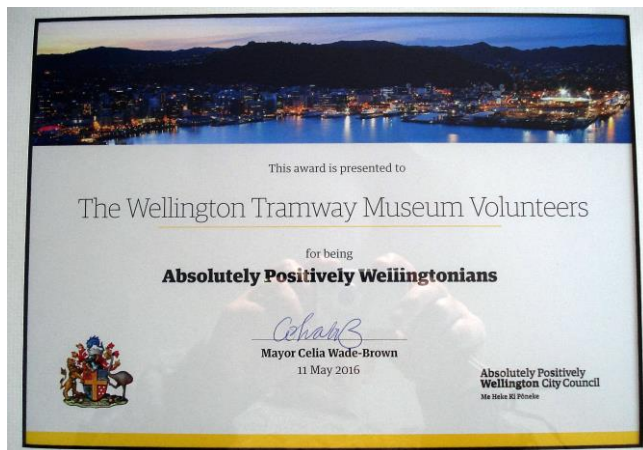
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## From The President, Russell Jenkins

*Well, 6 months into the Calendar Year and the last month of the Museum's Financial Year – my how time flies.*

*Our power issues are still not resolved but I can report that a new switch is under construction and it is hoped to have it installed by the end of June (fingers and toes crossed!).*

*On the positive side however, members have been very busy bringing our electrical installation up to the new required standard and so we can be sure that we have a DC electrical system that meets the latest electrical standards. Well done to all who have been involved.*



**Above: The “Absolutely Positively Wellingtonians” Award from the City of Wellington.**

*Queen's Birthday Weekend. This award is a fitting tribute to all of those members, both past and present, who have contributed to this major rebuild. All we need now is a DC power supply so that the final commissioning can be undertaken and the tram put into service.*

*Keep your fingers crossed because we have also been nominated for a Wellington Airport Regional Community Award.*

*The past six months have been a disappointing time for us, with operations suspended and no income received from what we all love, the operation of our historic Wellington Trams.*

*Let's look forward to a better 2nd half of 2016, with our fleet of four operational trams running between the Museum and the Beach once more. We are also looking forward to the return of Tram 17.*

*Oh,- the next project - getting new trucks built for Tram 17 so we can add her to our operational fleet.*

**Russell Jenkins**

*The other good news is that two awards have been received by the museum in the last 2 months.*

*As reported in our recent special “Tramlines” I was, on 11 May, pleased to accept on behalf of all of the Museum Members, an ‘**Absolutely Positively Wellingtonians Award**’ from the City of Wellington. A small group met with our Co-Patron, the Mayor of Wellington, before attending a Council meeting to receive the award.*

*Thirty years of restoration work on Fiducia 260 has resulted in the awarding of the ‘Tram Restoration Award’ at the Federation of Railway Organisations of New Zealand (FRONZ) Annual Conference held over*



**Above: The 2016 Tramway Restoration Award” from the Federation of Rail Organisations of NZ**

PS

*If you want to keep yourself and friends up to date with Tramway happenings and upcoming events, check out the Wellington Tramway Museum Facebook Page (accessible also through our website [www.wellingtontrams.org.nz](http://www.wellingtontrams.org.nz)).*

## OUR PEOPLE

### New member

Just one new member to be welcomed this issue. He is Mr T. D.(Don) Selby of Pahiatua. Mr Selby is the President of the Pahiatua Railcar Society, a vibrant group which amongst other things is well advanced with the restoration of one of the original Wairarapa “tin-hare” railcars of 1936 that used to run from Wellington to the Wairarapa in the days of the Rimutaka Incline. It is a contemporary of our Fiducia trams.

### Obituary – Ian Stewart

Members will be saddened by the death of MOTAT stalwart, Ian Stewart, father of WTM member Les Stewart and brother of another WTM member, Graham Stewart.

Ian was one of a small group of men who established the Old Time Transport Preservation League in the late 1950's at their site at Matakohē, 150 kms north of Auckland with the objective of saving Heritage New Zealand trams for posterity. This in turn led to the move to MOTAT in 1963



**Above: Ian in front of fully restored Wellington double-decker No.47 at MOTAT.**  
*Photo courtesy MOTAT*



**Above: late 1950's. Auckland tram 248 at Matakohē, Northland. Ian Stewart operating the jack.**  
*Photo courtesy MOTAT*

where the opportunity was created to operate trams on a medium length of track.

It was the foresight of this group that was able to save not only Auckland trams, but of special interest to Wellington members, double decker 47, double saloon 135, Fiducias 244, 252, 257 and track grinder number 301.

Members of the Museum extend their condolences to Les and Helen and Graham and Anne and others of Ian's family.

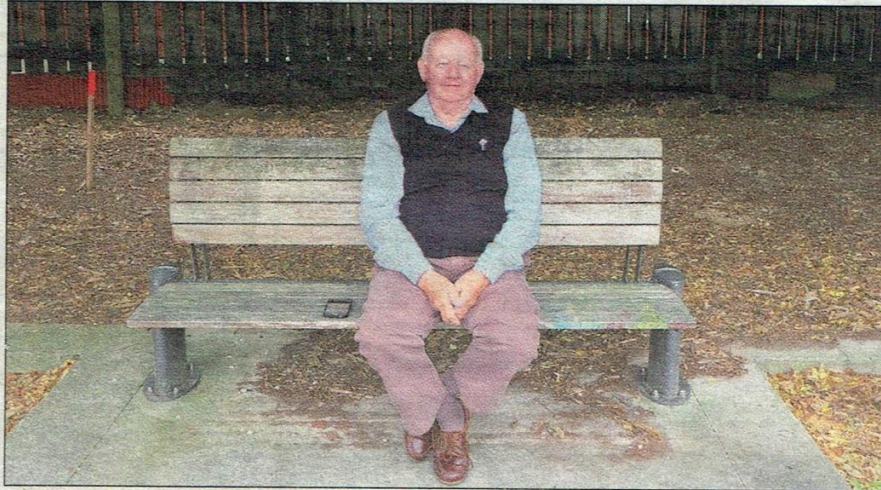


## Our Secretary moves to Waikanae – NEWS!:

The following is an extract from the Independent Herald (Karori's local weekly) 4<sup>th</sup> May 2016:

Independent  
**Herald**

MAY 4<sup>th</sup> 2016



Past Karori resident Henry Brittain sits where the Karori Events Centre will go.  
PHOTO: Sharnahea Wilson

# The same suburb for seventy-two years

By Sharnahea Wilson

After spending 72 years living in the same suburb of Wellington, a Karori man and his wife decided they needed a change of scenery.

Henry Brittain was born in Island Bay but moved to Karori with his family at the age of four, and until last Friday, he had lived there ever since.

Henry's family roots in Karori extend back to having an aunty who farmed there in the 1880s.

Having grown up on Gipps Street, Henry attended Karori Main School which is now Karori Normal School.

He recalled playing with his friends at the Wrights Hill Fortress in the 1950s where they would run away from the farmer on his horse next door and explore the tunnels with torches.

"The guns were still there then and we used to sit on them. You could turn them around and everything. It was a great place to play."

Henry then attended Wellington Boys College, which his grandson now goes to.

"He is the fifth generation of our family to attend Wellington Boys and is the first fifth generation student ever."

When Henry married his wife Lorraine the pair moved to Cornford Street for about five years before living on Karori Road for over 40 years.

He worked for many years in government administration and spent the last 20 years of his career in police administration.

Henry has always been heavily involved in the Karori community. He used to volunteer at the

local police station and is now a trustee of the Karori Events Centre and secretary of the Karori Historical Society.

Henry still has many family members living in Karori including two children and three grandchildren.

He has always been fascinated by trams – he recalled how Karori got rid of the trams in 1954.

Henry is now Vice President of the Tramway Museum in Queen Elizabeth Park, Paekakariki.

Lorraine, who worked as a nurse in the Karori community, just recently retired so the pair decided to move out to Waikanae, Kapiti.

Due to his heavy involvement in the community and his family ties there, Henry and his wife will continue to travel back and forth between Waikanae and Karori.

"I was happy there," Henry said.

## COMING EVENTS

### Biennial COTMA Conference

A reminder that the 2016 Conference of the Council of Tramway Museums of Australasia (COTMA) will be hosted by the Tramway Historical Society in Christchurch from **Thursday 13 October to Monday 17 October**. **All members are welcome to register and attend.**

The Conference is held only every second year and only occasionally in New Zealand so this is a good opportunity to meet with enthusiasts from other New Zealand and the Australian Museums.

Details can be found on the COTMA web site, [www.cotma.org.au/conference](http://www.cotma.org.au/conference) or by getting in touch with Henry Brittain.

It is not too early to register now for the Conference and this also includes registering for the Partners' Programme. The Post-Conference Tour is also online and the organiser, Richard Gilbert, is asking for expressions of interest to help gauge support. The Pre-Conference Tour is still a work in progress.

## RECENT EVENTS

### FRONZ Conference, Queens Birthday Weekend - from Henry Brittain

The 2016 Annual Conference of the Federation of Rail Organisation of NZ (FRONZ) was held in Auckland over Queens Birthday weekend, 4 to 6 June.

The Wellington Tramway Museum was represented by delegates Henry Brittain and Barry Ollerenshaw with Steve Porter attending as an Observer. Trevor Burling also attended the Conference but as the Executive Officer of FRONZ. Representatives from the Western Springs Tramway and Tramway Historical Society also attended plus Peter Hyde from the Brisbane Tramway Museum in his capacity as an Executive of COTMA (Council of Tramway Museums of Australasia)

Saturday comprised of Conference sessions including presentations from NZ Transport Agency, WorkSafe NZ, KiwiRail, the Rail Heritage Trust plus guest speaker Tim Fischer, a retired Australian Deputy Prime Minister and Member of Parliament, and rail enthusiast. Sunday morning followed with the Annual General Meeting.

Of special interest was a get together on Saturday evening of all members of the different tramway museums hosted at the residence of Leyton and Vincent Chan assisted by their parents. An enjoyable night was had looking at tramway slides, the late Ian Stewart's extensive collection of tramway memorabilia and just chatting and catching up with one another. Sunday afternoon was spent at MOTAT where seven trams were in service including ex WCCT trams, 47 and 135, giving free rides to Conference attendees.

The highlight of the Conference Dinner and Awards evening was the 2016 Tramway Restoration Award being made to the Wellington Tramway Museum for the restoration of Fiducia 260. The cover photo shows the award being presented to me by Tim Fischer.

Speaking to the award after it had been presented, I traversed the long term restoration that many members had been involved in, especially Trevor Burling who had overseen the project for most of the time. The award is a fitting recognition of all those Museum members who over the past twenty five years have contributed to the end result.



**Advertisement**

**FOR SALE – AN OPPORTUNITY to create your TRAMWAY TOPICS collection**



**Above: The archive box.**

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**Below – samples of the magazine**



Please send in your written offer, from zero upwards, by **Friday 24<sup>th</sup> June** to Keith McGavin at 27 Havelock Street, Wellington 6021 or by email to [keith.mcgavin@paradise.net.nz](mailto:keith.mcgavin@paradise.net.nz).

Delivery outside Wellington will be by arrangement with any costs at purchaser’s expense. Acceptance of the highest or any bid is at seller’s discretion.

**This is your opportunity to create an historical collection of Tramway Topics, the authoritative magazine of New Zealand tramways.**



## AROUND THE SITE AND DOWN THE LINE

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

### Power Supply

**A programme date has been set by the manufacturer for the new 11kV circuit breaker – it is the 23 June.**

RPS Engineering will install the circuit breaker on site, and then we need to connect in the low voltage control circuits. We are currently liaising with ELECTRA to organise a date for the hook-up of the 11kV cables and livening. Once this is completed we should be in a position to liven the tramway 500v overhead and commence test runs to check the trams.

Further electrical earthing and bonding work in and around the substation has been carried out by Grahame Kitchen and myself to bring it all up to a modern standard. The low voltage power switchboard has been upgraded with RCD's fitted.

Steve Porter has been busy concreting in the substation pit to a shallower level and has been able to virtually stop all water leaks. A pump sump has been formed so that the pump can be left on in automatic mode continuously. The sump planking support framing has been replaced by Steve.

***Prior to re-commencing tram operations several tram test runs will be needed to test and de-scale the track, and look into any weak bonding points we may find. All the cars will need a service check and brake testing before we release them for passenger service. We need to go through a re-commissioning process to the satisfaction of NZTA, so a plan will be prepared accordingly.***

***Once any issues are resolved we will be in a position to re-commence public services.***



**Above: Loading scrap under a rainbow on 1<sup>st</sup> June. From left, the truck driver (on the truck), Steve Porter, Grahame Kitchen, Murray Gibson and Colin Dash.**  
***Photo: Keith McGavin***

### Drainage

Mike Vash has completed all drainage and guttering work around the substation and others have been tidying up the adjacent area.

A big outlet pipe was installed from the Workshop SE corner to the creek on the 14<sup>th</sup> May and subsequently Steve Porter has applied his concrete manhole skills to tidy up the open drain (and eliminate a health and safety hazard). The drain on the south side of the

workshop building now has board slats installed to stop autumn leaves blocking this drain.

### **Trams**

Ted Kendal and Murray Gibson have been working on tram 159 windows and body repairs, while Barry has been re-painting the Butynol roof.

### **Scrap**

A big load of scrap stacked in the compound SE corner by the White Store was taken away by metal recyclers on the 31 May and some more scrap removed on 1<sup>st</sup> June. The area in front of the substation now looks much tidier.

### **Track**

Mike Flinn has been keeping the corridor tidy by his usual weed eater activity.

The points on the departure road (that lead to the workshop/barn roads 3 and 4) have been dug out and the castings lifted out. Some re-sleepering is necessary to rectify the known dipping joint by the platform edge.

### **Sprinkler System**

The system has started to gradually lose pressure and as yet we have not been able to trace the leak. In the meantime a pressure switch to turn the recharging electric motor pump on and off has been fitted so that we maintain pressure without falsely setting off the low pressure or fire alarm. Mike Vash is leading investigations.

## **The Adventures of a 'Small Yellow Digger'**

**From Colin Dash**

Since the last edition of Tramlines the digger has almost certainly done more work than in the previous twelve months and is proving to be a very useful asset.

The work has been entirely about digging trenches for a variety of services and mostly to do with upgrading of the Substation before Tram-power is restored.

Trenches were dug around the sub-station for earthing conductors and to connect rainwater downpipes to the drainage system. Then there was a trench to take conduits between the Sub-station and the 'Palace'.

Quite separate to that work there was another trench across the main driveway from the South-East corner of the workshop to the drainage ditch which runs alongside the drive. This was to put in a 150mm diameter drainpipe to supplement the existing 100mm drain.

It is hoped that this larger drain will eliminate the problem of water entering the south end of the workshop during severe rainstorms.

Following all this activity and on a wet Wednesday the 'Small Yellow Digger' was given a check-up and grease to all necessary places. During this service a track roller was found to have lost all its ball-bearings. It was with some relief that the total cost to make repairs was only \$32.00 for two new sealed bearings.

The 'Small Yellow Digger' is now keenly awaiting its next adventure.



**Above: The 'small yellow digger' on 14<sup>th</sup> May, digging the trench for a second storm water outlet from the workshop.**

***Photo: Mike Flinn***





Left: A line up of VIP's in front of the workshop admiring the trench digging, pipe-laying and sump building expertise.

In front is Steve Porter (Board Member), middle is Allan Neilson (Vice- President), and behind is Russell Jenkins (President). 18<sup>th</sup> May 2016.

Below: Mike Vash with our loader on 8<sup>th</sup> June, lifting point castings out of the track bed. This short portion of trackwork is being re-laid. It is on the departure road at the kiosk and contains the turnout to Barn Roads three & four and to workshop road five.

*Photos: Keith McGavin*



## CLOCK FROM NEW PLYMOUTH

By Henry Brittain

A little while ago the Museum was contacted by a member of the public asking us if we were interested in receiving a clock that was reputed to be a souvenir from the New Plymouth tram barn at the time the trams ceased running (July 1954).

Not wishing to let this opportunity to slip by we of course said “yes”, and arrangements were made to acquire it.

The clock has “Kosmoid time recorder” written on the face as seen in the accompanying photo.



One of our members immediately recognised it as part of a recording device used for timing racing pigeons so its provenance is somewhat shrouded as to its previous use. Was it ever used as a clock for New Plymouth tramway staff after being superseded for racing pigeons or was the tramway connection misplaced?

We may never know. However we will retain it amongst our New Plymouth tramway memorabilia as part of its tramway furniture.

### *The Story of :- ‘The Lost Invoice Book’*

*Anonymous*

*Once upon a time there was an invoice book, a very important invoice book.*

*One day the invoice book was left alone in a small house called ‘The Kiosk’ and, feeling that it was being neglected, decided to play a trick on its owner.*

*When the owner, who we shall call ‘M’, was distracted the invoice book hid under a filing tray.*

*When ‘M’ was ready to go home the invoice book could not be found despite her thorough Search. Days went by and the invoice book was still in its hiding place despite repeated searches by ‘M’.*

*Then one day a kind man who we shall call Denys was in the Kiosk and having heard of the plight of the lost invoice book decided to have a look around. Within minutes the mystery was solved to the relief of all concerned, especially ‘MW’.*

*The lesson to learn from this is that :-*

*When something is lost the solution is to GET A MAN TO LOOK.*

Left: The “Kusmoid Time Recorder” clock referred to in this article.

Photo: Keith McGavin

## TRAM 17 RESTORATION – BRIEF UPDATE

Trevor Burling

The interior of the box car (i.e. the saloon) is currently being reassembled with conservation of all original pieces almost complete. Fabrication of all missing joinery is almost complete with construction of longitudinal seats set to commence.

Work will soon start on the conservation of the chassis.



## Electrical Equipment ex KiwiRail to Christchurch

Several members have helped recently with a project to send ex-KiwiRail electric overhead equipment to Christchurch for the Ferrymead Railway project. It was transported down inside the Ganz Mavag multiple unit set recently sent there for preservation. Here is a letter received from the Canterbury Railway Society:



### CANTERBURY RAILWAY SOCIETY INCORPORATED

P.O. Box 13-039 Armagh, Christchurch 8141, New Zealand

31<sup>st</sup> May 2016

Mr Allan Neilson  
c/o Wellington Tramway Museum  
Queen Elizabeth Park  
Paekakariki

Dear Mr Neilson

On behalf of the Canterbury Railway Society Committee I would like to thank you for your efforts in organising electric overhead parts.

I understand this involved a considerable amount of time and travel by you on our behalf. As a token of our appreciation please accept the petrol voucher included as some recompense.

The electric railway operation that we have at Ferrymead is the largest heritage electric railway in the Southern Hemisphere if not the world. As you can appreciate keeping it in operation is a major task in time, effort and expense. Assistance such as that which you gave is greatly appreciated!

I understand that other members of the Wellington Tramway Museum also helped in getting these parts to us. Please pass on our thanks to them as well.

Best regards

Brian Wheatley  
Secretary

## BOOKS FROM BEQUEST

Mike Flinn

Recently just over 400 books plus additional magazines became available to the Museum from the family of the late David Stanier. David obviously had a long interest in various forms of transport and started collecting the books in the late 1950's.

Of the 400 or so books around 120 were of bus related interest and have been passed to the Omnibus Society. The 280 or so tramway books cover trams and systems in the UK, USA, Australia and Canada. All the books have been recorded and are held temporarily in plastic boxes.

This large increase in books and the likelihood of further donations in the foreseeable future has highlighted the need for more suitable space to be made available for the Library and Archives. With the maturity of the Museum (and the members) there is more material of all sorts becoming available and a need for a secure and accessible area for research and borrowing. Options are being looked at and later in the year these will be given to the Museum Board.



Left:

Keith McGavin in the Fiducia Centre on 18<sup>th</sup> May cataloguing an extensive collection of tramway books made available to the Museum by the family of the late David Stanier.

Most of the books are non-technical, historical works on various tramway systems and networks.

Photo: Mike Flinn

**Wellington Combination Tram No.25**

The following is a postcard I received from David Critchley, Sydney:



It is a Frank Duncan & Co. photo postcard and is hand dated 10 November 1919.

It shows Lambton Quay, Wellington c.1913. Number 25, the class leader of the short saloon combination trams, makes a fine sight as it travels past the Government Buildings in Lambton Quay. There were eight of these combinations built by the British Electric Car Co., Trafford Park, Manchester in 1904. The 8 made up the final order for rolling-stock for the opening of the Wellington Tramways in 1904.



Above is detail from the same postcard. These cars differ from our No.17 (part of a group Nos.13 to 20) which were rebuilt from 4-wheeled box cars into long saloon combination trams.



*Above: Another photo of No.25, this one provided by Vincent Chan of Auckland.*



## Advertisement

### **SPECIAL OFFER TO MEMBERS AND 'TRAMLINES' READERS**

**Wellington Tramway Museum, the First Fifty Years 1965 – 2015 by Keith McGavin**

**A4 size portrait format, 48 pages, 94 colour photographs, 7 tables, map**

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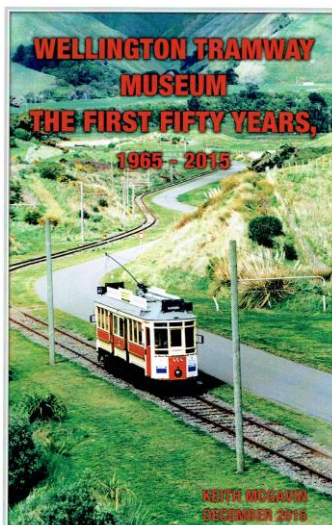
**The Queen Elizabeth Park Tramway – A Short Guide to the Tramcars on Display**

**(Written by Gavin Robieson 1966/67, Published 2015)**

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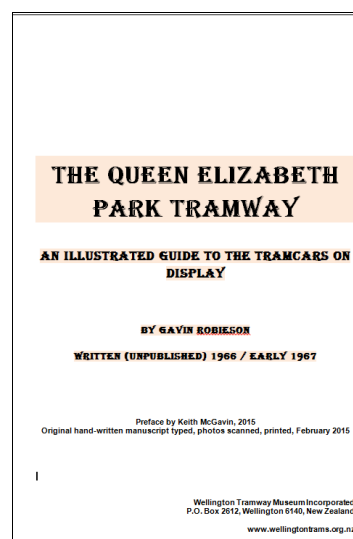
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**or**

**Post cheque for \$30.00 along with your address details to Treasurer, Wellington Tramway Museum Inc., P.O.Box 342, Motueka 7143.**

Prices for overseas delivery provided on request.

Items may also be ordered individually at normal prices shown above.

## **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.

Donations towards this project, 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 342, Motueka 7143, 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).*

## **New Members:**

Do you know of anyone who could be interested in supporting the Wellington Tramway Museum by becoming a member, either in the wider Wellington area or beyond. We are constantly on the lookout for supporters. The membership rate is a modest \$60 p.a. (\$30 for junior members and age beneficiaries). Membership forms are available at the Museum.

Please email [info@wellingtontrams.org.nz](mailto:info@wellingtontrams.org.nz) or write to the Museum at P.O.Box 2612, Wellington 6140, N.Z. for any further details or information.

*"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 and will also include occasional articles on matters of historic tramway interest. Please also see our website and Facebook page which are our instantly-updated Museum fact resource and notice to the wider world. Contributions and notes welcomed. Contact details are on page 3.*