

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2020/2

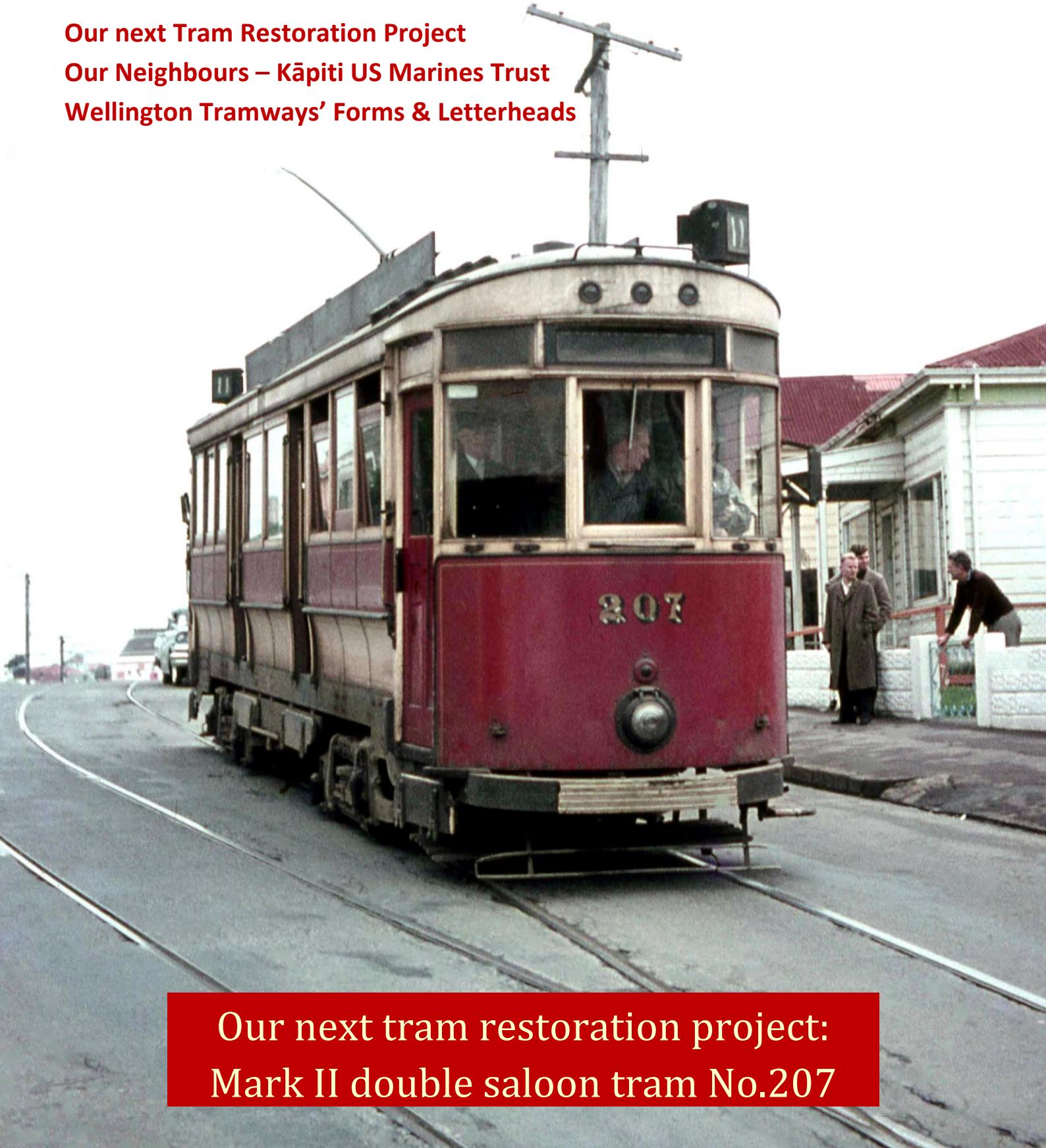
MARCH – APRIL 2020

In this issue:

Our next Tram Restoration Project

Our Neighbours – Kāpiti US Marines Trust

Wellington Tramways' Forms & Letterheads



Our next tram restoration project:
Mark II double saloon tram No.207

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No. 2020/2

MARCH - APRIL 2020

Assembled by the WTM production team:

Henry Brittain & Keith McGavin

Published bi-monthly

Contributions welcome

– To Henry Brittain please, contact details below.

Photographic Editing and Formatting:

Keith McGavin

Email: keithdmcg@gmail.com

Phone: 04 934 3418

Mobile: 021 147 3846

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WELLINGTON TRAMWAY MUSUM INCORPORATED – N.Z. Registered Charity No.CC38985

Owner and operator of the KAPITI COAST ELECTRIC TRAMWAY

Patrons: Mr K (Guru) Gurunathan, Mayor of Kapiti District
Mr Andy Foster, Mayor of Wellington

President: Mr Steve Porter
Ph. Mob. 0274 980 822
E-mail fiducia239@gmail.com

CONTACT US:

Website

www.wellingtontrams.org.nz

E-mail

info@wellingtontrams.org.nz

POSTAL ADDRESS:

P.O. Box 2612,
Wellington, 6140
New Zealand.

MUSEUM LOCATION:

Whareroa Road (Queen Elizabeth Park)

Mackays Crossing, Kapiti, New Zealand

Ph.(when Museum attended) 04 292 8361

SECRETARY

Mr Henry Brittain

Ph. 04 293 8929, Mob.0274 303 536

E-mail secretary@wellingtontrams.org.nz

TREASURER

Mr Michael Boyton

E-mail treasurer@wellingtontrams.org.nz

Postal: P.O Box 36, Upper Moutere, 7144, N.Z.

HONORARY LIFE

MEMBERS:

Michael Boyton

Henry Brittain

Michael Flinn

Keith McGavin

Allan Neilson

Barry Ollerenshaw

Ray Shand

Cover Photo:

Mark II double-saloon tram No.207 in Wallace Street, Wellington on the last run of a double-saloon tram in Wellington City. This was a special charter for the Tramway Preservation Association (Wellington Centre) – forerunner of the Wellington Tramway Museum – on 14th September 1963. Note the two tram enthusiasts on the footpath - joined by a resident leaning over his front gate curious to find out what was going on. Inspector King, who accompanied the tram for its whole journey, Newtown to Thorndon and return, is in the cab on the left of the photo.

See pages 7 to 11 for more on our efforts to restore this remarkable tram.

Photo: Keith McGavin

Late News: Covid-19 Virus - a rapidly evolving situation.

TRAMWAY CLOSING ON AND AFTER SUNDAY 22ND MARCH

Acting in the best interests of our members and the public we are sorry to advise that the Tramway Museum is closed to the public on and after Sunday 22nd March 2020.

The situation will be kept under continual review.

It is anticipated members will still attend the Museum on Wednesdays, Saturdays and Sundays as they feel able to, and continue with our work programme. If unsure check with Henry Brittain.

Please note – contributions to this issue of Tramlines were prepared before the extent of the crisis was clear. Please bear this in mind when reading this issue.

FROM THE PRESIDENT'S WORKBENCH

- Steve Porter

One minute we are reflecting what a great season we are having and then whammo! The rug is pulled out from under us by the global pandemic.

Even before Australian citizens were advised by their government to return home it was becoming clear that the schedule of Grand Pacific Tours (GPT) visits for the balance of the season would probably be curtailed. While the revenue generated by these tour groups has been a welcome addition to our coffers it has been an addition. We will survive this and when GPT or indeed any other tour operator is ready to again bring tour groups we have a well proven product to offer. Thank you to the members who have made the GP Tours happen. Take a well-earned rest in the meantime except that if you can help with the crossing relay (described below) in any way please do so.

As I am sure will be recorded elsewhere in Tramlines work on Tram 17 has continued. On the Operations side we continue to have four trams available for the roster. Congratulations to both the maintainers and the drivers.

There is a slight upside to the GP Tours ending early. We had scheduled a relay of the track at the crossing at Pole 20 following a request from GWRC to make the crossing capable of carrying heavy stock trucks. The preparation work has been under way for a couple of weeks with the expectation the crossing would be taken out of service in June. The actual out of service period will now start on Tuesday 14 April (The day after Easter) and work will occur daily until the track is reinstated.

We need to have two track sets assembled and ready for installation adjacent to the crossing site for the week of 14 – 17 April. In addition, we will need fishplates and fastenings, sleepers and fastenings and various other bits and pieces prepared.

It is anticipated that significant assistance in the removal of existing track, the installation of improved drainage, the preparation of the road bed, the installation of two new tram rail track sets, the provision of ballast and the decking of the new crossing will be provided by GWRC contractor.

We of course must provide the labour and materials for the new track sets and refurbishment of some existing track either side of the crossing.

With the work now being required somewhat earlier than was originally expected we may need to ask members to transfer their efforts from whatever they normally work on to the crossing refurbishment. Please let Allan or I know of your availability. I anticipate and appreciate members' assistance in this important project.

Steve Porter

President

18th March 2020

LATE NEWS – Conference Cancellations

The FRONZ Conference, to have been held at Gisborne, Queens Birthday weekend, is cancelled.

The COTMA Conference, to have been held at Bendigo, 10th -15th September, is cancelled.

NEW MEMBERS

A very warm welcome is extended to the following new members:

Murray Forsdyke from Waikanae
Wayne Kelsall from Paekakariki
Lorraine Brittain (Henry's wife) from
Waikanae

We trust that you gain good satisfaction from your membership.

COVID-19 UPDATE

As has been reported elsewhere in Tramlines, the current Coronavirus Covid-19 outbreak has had an effect on the Tramway Museum with the cancellation of the Grand Pacific Tours programme for the remainder of the 2019/2020 Tourist Season. See also late news – page 3.

While no Tramway Museum members have been affected to date, everyone must take extra care to minimise the possibility of transmission of the virus.

The symptoms of COVID-19 are:

- a cough
- a high temperature (at least 38°C)
- shortness of breath.

These symptoms do not necessarily mean you have COVID-19. The symptoms are similar to other illnesses that are much more common, such as cold and flu.

Please ensure that whenever possible the following guidelines are followed:

- Maintain a distance of 1.5m from other people whenever possible.
- Wash hands regularly and thoroughly.
- If you need to cough or sneeze, do it into your elbow.
- Refrain from shaking hands or other body contact.
- Stay away from the Tramway:
 - If you feel unwell or someone you are in close contact with feels unwell.
 - If you have returned from overseas in the past 14 days.
 - If you have had contact with someone who has returned from overseas in the past 14 days.
 - If you are in self isolation.

Shortness of breath is a sign of possible pneumonia and requires immediate medical attention.

Authorities don't yet know how long symptoms take to show after a person has been infected, but current World Health Organization assessments suggest that it is 2–10 days.

If you have these symptoms and **have recently been to a country or area of concern, or have been in close contact with someone confirmed with COVID-19**, please telephone Healthline (for free) on 0800 358 5453 or your doctor immediately.

UPDATE ON FIDUCIA No.244

Members will recall that WTM and MOTAT have agreed that this tram will be transferred to WTM.

The current position is that MOTAT are working through their stored collection of trams and are cleaning and preparing them for off-site storage. 244 is third in line for this procedure and once this action takes place, the tram will be available for moving to QEP.

GRAHAM STEWART DONATION

Graham Stewart, the doyen of New Zealand's tramway history has very kindly donated to the Museum, electronic copies of his entire collection of Wellington tram photographs taken by himself plus Wellington scenes collected from other sources.

Graham first started photographing trams in 1948 and was lucky enough to have a job that took him around the country while working in the media industry. This gave him ample scope for pursuing his hobby. He has an extensive collection of professionally taken photographs of every system in New Zealand which have been published in the many books he has produced over the years.

Never selfish in sharing his knowledge and extensive collections with enthusiasts both here and overseas, by his donation, Graham has ensured that his legacy will be available to Museum members and we sincerely thank him for this very kind gesture.

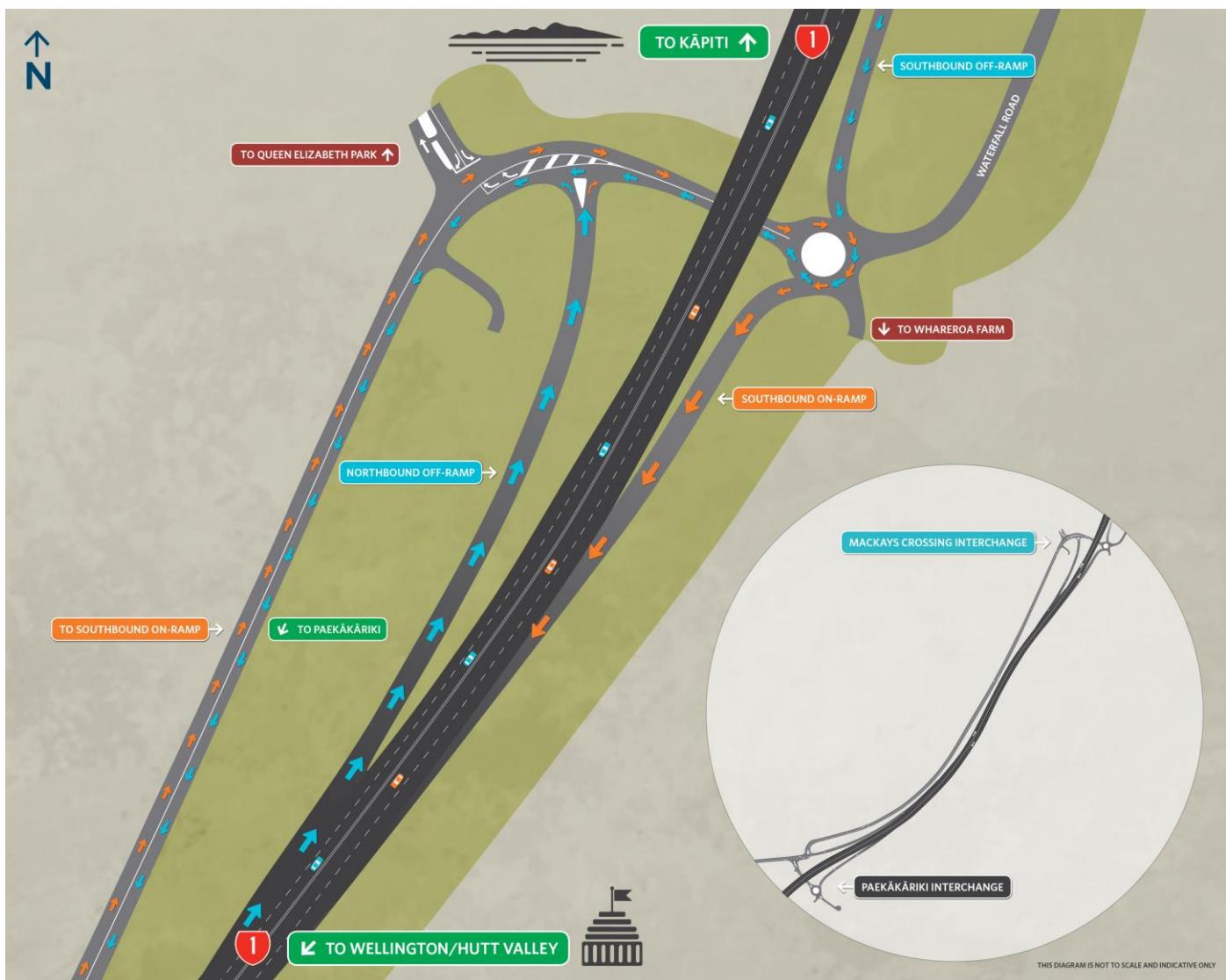
ROAD ACCESS FROM SH1, TRANSMISSION GULLY AND MACKAYS CROSSING TO OUR SITE.

Many members have been wondering about what the final layout of the Mackays Interchange with Transmission Gully will be.

Like all big projects, the final as-built details will only become clearer when the new highway opens (late 2020 but perhaps now delayed by Covid-19 impacts on the construction teams). So to keep everyone up to speed, and to reduce unhelpful speculation, thanks for this update on the big SH1 works right outside our front gate go to Liz Shlimon, Communications Advisor for the CPB HEB Joint Venture, "which is undertaking the design and construction of the Transmission Gully Motorway for the Wellington Gateway Partnership, a private group of financiers and contractors with whom in July 2014 NZTA signed a PPP contract to design, construct, finance and then operate and maintain the new motorway for the 25 years following the construction period." See website:

<https://nzta.govt.nz/projects/wellington-northern-corridor/transmission-gully-motorway/partnerships/>

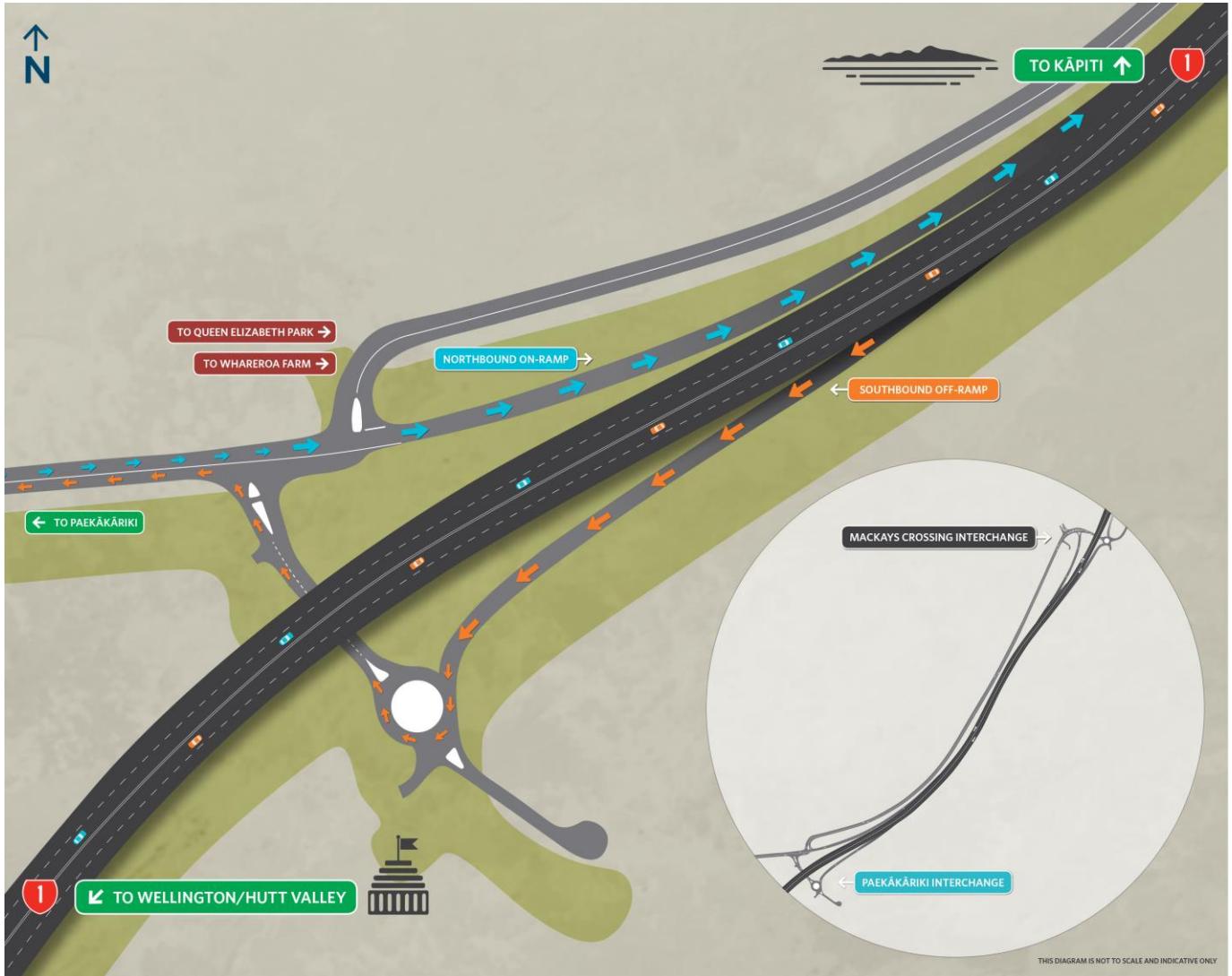
THE MACKAYS INTERCHANGE



Above: The Mackays Interchange. Please note that the railway is not shown, and neither is the existing road link exiting the Park northbound to merge with State Highway 1. That's because neither are part of the new construction. We are assured that both will remain!

Road Access from SH1, Transmission Gully and Mackays Crossing to Our Site, cont.

THE PAEKAKARIKI INTERCHANGE



Above: The Paekakariki Interchange. Again, the railway is not shown.

This map shows, in particular, the relationship of the present State Highway One coastal route and how it will join to the new Transmission Gully route at the Paekakariki Interchange. There will be access from the south into Queen Elizabeth Park both from the existing State Highway One and from the new Transmission Gully route. Likewise there will be access from Queen Elizabeth Park to the south via both Transmission Gully and the Coastal Route.

New Members:

If you are reading this and not already a member would you like to support us by joining? Or, if you are a member 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 welcome members locally as well as from all over New Zealand and overseas. We are constantly on the lookout for supporters. The annual membership rate is a modest \$50 p.a. (\$30 for junior members and age beneficiaries). Please email info@wellingtontrams.org.nz or write to the Museum at P.O.Box 2612, Wellington 6140, N.Z. for any further details or information.

OUR NEXT TRAM RESTORATION PROJECT

MARK II DOUBLE-SALOON TRAM NO.207

By Keith McGavin



Above: Willis Street looking north, December 1939.

Evening Post photo

There is a lot of history associated with Tram No.207, currently residing in the Tramway Museum workshop while restoration assessments are made.

- It is the ONLY complete survivor of a Wellington Mark II double-saloon tram;
- The Mark II double-saloons were the most numerous type of Wellington tram – 71 (Nos. 161 to 231 inclusive) were built;
- It was the last of its type to run in regular passenger service in Wellington. This was on Thursday 11th July 1963;
- It was the last of its type to run on the streets of Wellington (a special charter by enthusiasts, Saturday, 14th September 1963) – see the front cover photo;
- It was purchased from Wellington City Council by the Tramway Preservation Society (Wellington) Inc. in May 1964 its price, approximately \$950 in 2020 values, being sponsored by the Wellington Branch of the Vintage Car Club of NZ
- From 1965 to 1973 it operated at the Wellington Tramway Museum. Lack of covered protection resulted in deterioration of its condition and it was taken out of service;
- A certain amount of restoration was undertaken in the 1970's – since then No.207 has been "waiting restoration";
- Over the past year a start has been made on sorting various components for tram 207, documenting the parts, the work required, and cleaning the tram so that a concerted fund raising and restoration effort can be mounted. NOW IS THE TIME!

Mark II Double-saloon Tram No.207, cont.



Above: Tram No.207 in operation at the Wellington Tramway Museum in 1966. Photo: Keith McGavin



Above: Tram No.207 as at present.

Photo: Keith McGavin

Having now completed the restoration of Fiducia Tram No.260, and with the restoration of Combination Tram No.17 in its final stage it is now time to maintain the momentum and make inroads into our trams "waiting restoration".

Tram No.207 is a stand-out in this category, as the only complete example of the most numerous type of tram that ran in Wellington. (WTM also holds the body only of tram No.185, retrieved from a farm in Martinborough in 1978.)

Planning:

A 36 page Conservation Plan for Tram No.207 has been completed, written by member Alan Smith. The Conservation Plan is divided into the following Sections:

- Heritage Description
- Significance
- Threats to Heritage
- Conservation and Use Policies
- Significant Fabric
- Recommendations

Recommendations:

The Wellington Tramway Museum Board has approved the Plan's recommendations which are as follows:

- 1 **Restore tram 207 to its appearance on the Wellington City Corporation Tramways at the time of the first replacement of tram routes by buses (1949). Selection of this period means that the maximum existing fabric of the tram can be retained. This approach will ensure that the vehicle retains the utmost authenticity on completion of restoration. The entire restoration to be undertaken having regard to the principles in the ICOMOS New Zealand Charter for the Conservation of Places of Cultural Heritage Value.**
- 2 **Establish a restoration programme for the tram that suits the likely funding and restoration resources.**
- 3 **Employ a skilled, sympathetic technical manager to oversee the restoration work. The skilled person needs to be familiar with and skilled in managing such projects to ensure the Museum gets the standard of results that this plan recommends.**
- 4 **Ensure that wherever practicable materials and work practices used on the tram are consistent with the**

recommended period of restoration. Materials should be repaired with 'like for like' in preference to being replaced.

- 5 **Work closely with the Federation of Rail Organisations of New Zealand (FRONZ), and the New Zealand Transport Agency (NZTA) in the restoration of the tram.**
- 6 **Include the restored tram 207 in regular tram inspection and maintenance programmes at the Museum.**
- 7 **Ensure that any essential additional equipment, including pipe work and signage, that may be required on the tram for safety reasons and which is not authentic to the period selected for restoration of the tram should be carefully designed and carefully located on the tram so as maintain the tram's simple lines and shapes. Reducing the authenticity of tram 207's appearance will reduce its visual, and actual, appeal.**
- 8 **Plan for and provide suitable and adequate on-site interpretation to convey the heritage value and importance of the restored tram to the visitors. This conservation plan itself provides material which will be useful for the interpretation function.**

Restoration Programme:

WTM's tram 207 restoration programme is currently as follows:

1. *Raise funds to enable restoration of the tram body, (or as much of the tram body as possible), carried out commercially, off site – in a similar way to Tram 17;*
2. *Mechanical and electrical work to be carried out by members on site – contracting out specific items as required.*

Mark II Double-saloon Tram No.207, cont.

Longer Term: - Our policy is to continue to increase our operating fleet to provide visitors with more variety and a greater appreciation of the Wellington Tramways as they once were. **After 207 the next likely candidate for restoration is No.86 – the 4-wheeled “small Palace” tram retrieved from Te Marua in 2018.** The earlier we complete Tram 207 the earlier we can make a start on 86!

Financing

A broad estimate of funding requirements, based on knowledge learned from the Tram 17 project, is as follows:

Body (Commercial Restoration)

\$200K - \$250K

Mechanical and Electrical (in-house)

Say \$50K

TOTAL

\$250K - \$300K

As a result of members' generous donations the Museum has currently in excess of \$20,000 in its "Tram 207 Fund" and it is hoped to allocate several thousand dollars from Museum General Funds to this as a result of our operations, including the Grand Pacific Tours, over this past season.

We need at least \$66,000 to potentially generate a Lottery Environment and Heritage Grant that would bring our total funds available up to \$200,000 - that is Target No.1.

We also need to raise the further sums necessary for the Mechanical and Electrical work – at this stage this is further down the track.

Specifications:

Last year the Museum commissioned detailed specifications for the body restoration from Leyton Chan (Zitan Engineering Limited) and these are now held ready for the purpose of inviting tenders for the work involved. All going well this will be proceeded with over the next few months.

Mechanical and electrical work will wait until Tram 17 and any urgent on site

projects are completed before it is commenced. This will entail a complete inspection of every facet of the trucks, controllers and electrical gear, braking including air systems to determine what is required.

WHAT IS THE DIFFERENCE BETWEEN A MARK I DOUBLE SALOON TRAM AND A MARK II DOUBLE SALOON TRAM?

The major difference is that:

Mark I - the destination box and destination coloured lights sit on top of the roof. WTM's Nos. 151 and 159, and MOTAT's No.135, are examples of Mark I double-saloon trams.

Mark II – the destination box and destination coloured lights are incorporated into the rounded end of the body, above the motorman's window.

The 69 Mark I trams entered service between 1913 and 1925 while the 71 Mark II trams entered service from 1924 to 1935. Over the years more modern motors, controllers and more modern seating was introduced. Tram 207 was retrofitted with long upholstered seat squabs in the saloons at some stage over its service life, while 151 and 159 both retained their long wooden slatted seating in the saloons.

Vital Statistics Tram 207:

Trucks: 2 x Brill 62E

Motors

2 x British Thomson Houston (BTH) 502J or 502G 50 h.p. each

Controllers

2 x British Thomson Houston (BTH) 510H

Brakes

**General Electric (GE) Straight Air brake – type JS
Hand Wheel Brake**

**Emergency Electric Brake from Controller:
- Rheostatic in conjunction with magnetic brake**

Overall Length: 39 feet (11.887m)

Overall Width: 7 feet (2.134m)

Passengers Seated 35

Appeal for Funds – TRAM 207 RESTORATION

Please donate now to our Tram No.207 fund and help save this unique and historic tramcar.

Our intention to apply for a 1:2 grant for this project from Lottery Environment & Heritage means that every dollar you donate may well become a total of three dollars!

To donate is straightforward. All you need to do is:

Credit your donation to Wellington Tramway Museum's bank account

Account No. 06 0501 0075414 00

Enter "Tram 207" in the Particulars panel.

To ensure we can send you a receipt please also email your particulars to:

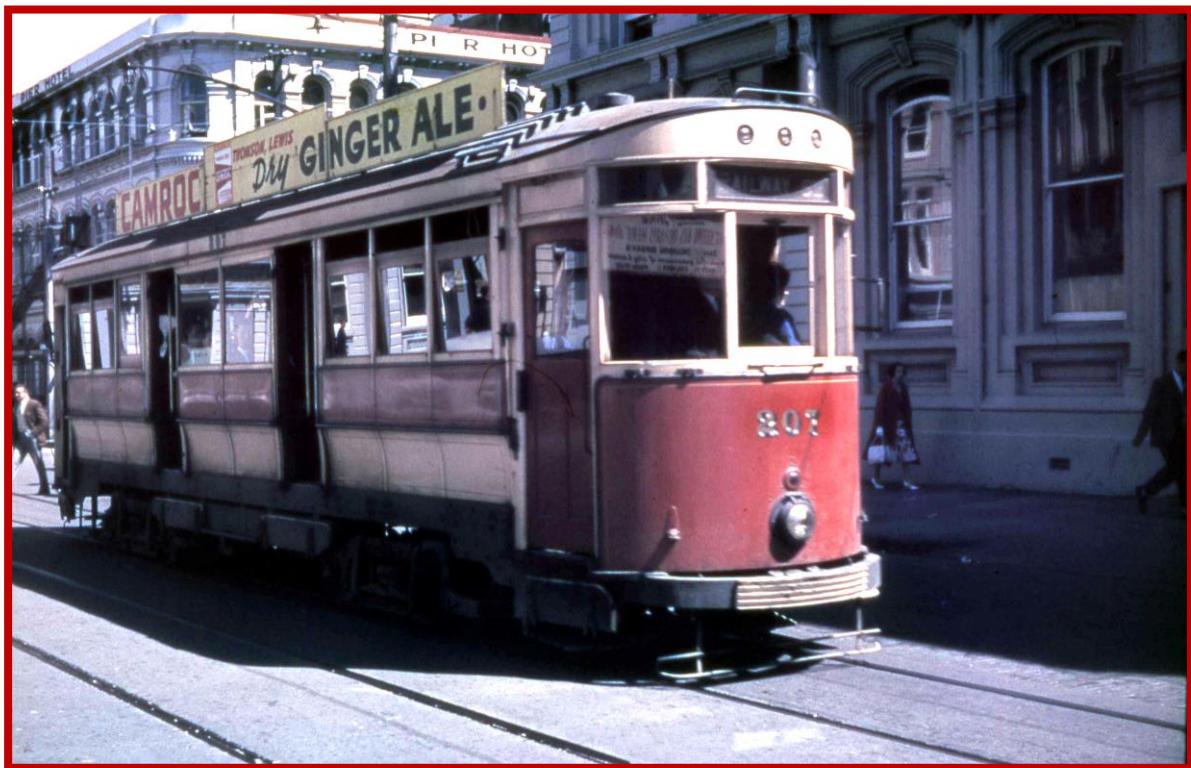
treasurer@wellingtontrams.org.nz (or post your particulars to the address below)

Or – you can post your donation to: Treasurer
Wellington Tramway Museum Inc.
P O Box 36
UPPER MOUTERE 7144
New Zealand

All donations qualify as tax deductible charitable donations. WTM is registered charity No. CC38985

PLEASE DONATE TODAY!

Thank you for your support.



Above: Tram No.207 in Customhouse Quay, heading towards the Railway Station, in late 1962 or early 1963.

Photo: Keith McGavin

MARKETING AND OPERATIONS DEPARTMENT

from Russell Jenkins

Summer is almost over and the clocks will go back at the end of the month but the weather has been kind to us. The net result is a good number of happy visitors and good takings on a number of operating days.

Tramway operations have run smoothly over what is traditionally our busiest part of the year and thanks go to all of those who have made it happen.

Apart from the now “regular” Grand Pacific Tours (GPT), we have had other events of note, all of which put our name “out there” and if these groups enjoy their visit, they tell others.

Grand Pacific Tours



Our thirty-third Grand Pacific Tour Group. Tram crew in hi-vis yellow jackets: – Henry Brittain is on the tram, and Russell Jenkins. Tram No.159.

Photo: Jenny Jenkins

On Friday 13 March we hosted our 1,000th GPT visitor, John Hartl from Mildura, Australia. To celebrate the occasion John was presented with a Wellington Tramway Museum Cap and a booklet about the Tramway Museum (see photo, next page).

As I write this contribution for Tramlines, GPT are going to be affected by the current Coronavirus or COVID-19 situation. With overseas visitors arriving after 15 March having to go into isolation for 14 days, the number of tourists will decline dramatically.

At this stage tours coming to the museum after 22 March have been cancelled and those before that date some scheduled tours will have reduced numbers. Grand Pacific Tours have advised that a decision will be made on the running of tours scheduled from 01 April through to end of

Marketing and Operations Department, cont.

May once more information comes to hand from the New Zealand Government. If the ban is extended, more tours will need to be cancelled.

(Postscript: All tours for this season have now been cancelled – Editor.)



Our 1000th GPT Visitor receiving his gift from the tramway Museum.

Photo Jenny Jenkins

As at Monday 16 March we have hosted 35 GPT Tours for a total of 1089 GPT visitors.

Other Visitors

Over the past month we have had visits by the Manawatu MG Car Club and the Wellington Group of the NZ Railway and Locomotive Society.

However the most unusual visit came from three members of the Wellington Photographic Society who were accompanied by five members from Sugarfoot Stomp who were dressed in 1930's style. Museum members Richard Gray and Jayden Charteris, dressed in original Wellington Tramways uniforms joined them in a photoshoot.

Two photographs of this visit are on the next page. The Tramway will be using some of the photos taken in future publicity so keep a look out.

On 12 March I hosted a group from Wellington Tourism who were checking out tourist attractions on the Kapiti Coast.

They were keen to learn about the Tramway and what we can offer to tour groups in the future.

Continued on page 15

Marketing and Operations Department, cont.



Above: Photoshoot of the “Sugarfoot Stomp” Group in progress at the platform. The tram is double-saloon No.151

Photo: Russell Jenkins



Above: In 1930's style! Motormen Richard Gray (on tram 260) and Jayden Charteris both wear the Wellington Tramways' traditional uniform and complement the Sugarfoot Stomp Group.

Photo: David Wilcox

Marketing and Operations Department, cont.

Continued from Page 13

The following letter has been received from their leader Leanne Smith:

Hi Russell,

On behalf of our Tourism Trade Team at Wellington NZ, I would like to thank you for hosting us at the Tramway Museum.

It was very interesting to see the museum and hear about the work you do with Grand Pacific Tours. We think it is a great product for them and they said they have been receiving great feedback from their customers so far.

I would also like to say a special thank you for letting us go for a ride on the tram! It was a great experience for us all.

Many thanks,

Leanne Smith

*Wellington Tourism Familiarisation Programme Coordinator
Wellington NZ*



Above: The Wellington Tourism Familiarisation Group with Tram 159 on 12th March.

Photo: Russell Jenkins

New Tram Drivers

As a result of the advertisement for Tram Drivers on our Facebook Page and on posters in the trams, we now have three people training to be Tram Drivers. When they qualify this will provide more drivers for the monthly roster and thus reduce the pressure on the current tram driving members.

Male Mannequin

Well we now have one and he is dressed in a Wellington Tramway uniform. He will be on display in the Tram Barn once a suitable base for him to stand on has been constructed.

The photo below shows him before a suitable black tie was obtained and silver Wellington Tramway buttons added.

He currently doesn't have a name but any suggestions are welcome.

Right: Our male mannequin – that's him on the right! On the left is Russell Jenkins.

Photo: Jenny Jenkins



OPERATIONAL NOTICE:

Kiosk Staffing (Another Reminder)

The selling of ice creams and other refreshments along with publications and souvenirs is an important source of revenue for the Tramway. On operating days, would all crews please ensure that the kiosk is **not left unattended for periods of time**. If both members on duty are drivers, then they should take turns at driving and being in the kiosk. The door should only be closed and the sign put up if you must leave the kiosk unattended while you attend to something else important around the Museum premises.

TRAMWAY HATS AND CAPS



Bucket Hats \$29.00

Caps \$21.50

Stocks are limited – enquire at the kiosk or email info@wellingtontrams.org.nz

M&O Committee

If any members have ideas for events or other suggestions about the operational side of the Tramway, please get in touch with one of the committee members below.

Russell Jenkins (Vice President M&O)
Henry Brittain (Secretary)
Denys Peck (Shop Operations)
Robert Vale (Roster Organiser)
Robert Hatten (Committee Member)

If you would like to join us, please give one of us a call.

Remember to keep up to date with the Tramway on either our webpage

www.wellingtontrams.org.nz Or the Tramway Facebook page



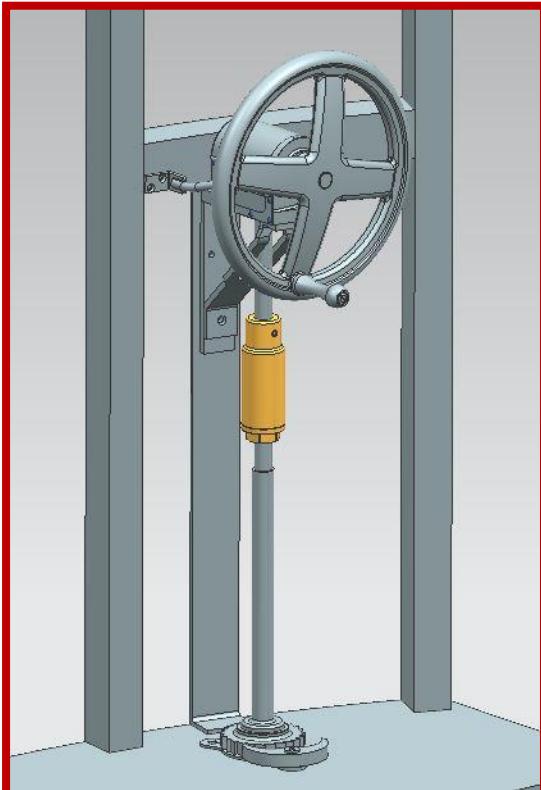
AROUND THE SITE AND DOWN THE LINE

from Allan Neilson

Tram 17:

This continues as our No.1 priority project.

Thank you to the Lion Foundation for a grant received that will cover the cost of manufacturing two handbrake stands of the type originally fitted to Tram No.17. A contract has accordingly been let to Tunley Engineering Ltd., Paraparaumu, for their manufacture.



Tunley Engineering Ltd. has also been carrying out some work on the Ackley brake mechanisms which are fitted under the floor directly below the cab handbrake stands.

Through a gearing arrangement this mechanism will allow greater braking force to be applied to the wheels with less effort.



Above: the two Ackley brake mechanisms, ex Ballarat, for installing under the floor, directly below the handbrake stands.

Photo: Keith McGavin, 5th February 2020

It is interesting to note that although Tram No.17 was never fitted with the Ackley brake mechanism some Wellington trams, including the ex-Wellington track grinder tram at MOTAT No.301, were so fitted.

Both restored controllers have now been installed in their final positions. The three resistor grids have also now been installed under the chassis and planning for the main traction wiring is well underway.

Some re-work has been necessary on the destination boxes, including getting the wiring right.

Left: A view of a platform handbrake assembly, complete, - two to be constructed.

From a CAD drawing by Leyton Chan



Above: Resistor grids in place under Tram 17's chassis.

Photo: Keith McGavin, 19th February 2020



Above: Grant Johnson is test fitting the destination sign at the "A" (north) end of Tram 17. *Photo: Keith McGavin, 11th March 2020*

Track and Corridor

Routine mowing, trimming etc. and track greasing has continued of course, right through the busy holiday period. In addition some fishplate joint maintenance has been carried out and the "stepped" rail joint near pole 19 has been successfully shimmed. The points at the east end of the loop are under maintenance but usable with speed restriction.

The members' museum access road alongside the backshunt, recently shifted further away from the tram tracks (see the January-February 2020 Tramlines), has been gravelled and smoothed out.

Track Improvement Project between poles 18 and 23 (the Grade Crossing adjacent to the Chief Rangers Office):

As outlined in the "From the President's Workbench" (page 3) planning and preparation is underway for the upgrading

of this crossing to make it suitable for heavy road vehicles, including the rebuilding of about forty-four metres of track.

Heavy vehicles, especially stock trucks, are expected to make use of this crossing in the future as, with the completion of Transmission Gully road works, Queen Elizabeth Park farming operations will no longer be allowed use of their current direct access on to State Highway 1 north of Mackays and will be required to use this connection on to Whareroa Road.

The track is currently railway profile rail with old sleepers and poor drainage. The project involves replacing the crossing portion (approximately 24 metres) with tramway profile rail, plus resleepering with used (pine) railway sleepers in good condition, plus improved drainage and ballasting.

Preparation to date includes selection and preparation of the four tram rails to be used in the project as shown in the following photographs:



Above: In the above photo the first four rails, left to right, are those selected for the Track Improvement Project at the Chief Ranger's Crossing. They have been unloaded from the rail stack by the Hiab equipped truck in the background. *4th March 2020.*

Photo: Keith McGavin

Around the Site and Down the Line, cont.



Above: John Tier takes a short break from the tiring task of cleaning concrete and bitumen debris from the rails. 18th March 2020.

Photo: Mike Flinn

We currently envisage that following weeks of preparation the relay will take place immediately following Easter and continue daily until completed.

Scrap Recovery

A further load of scrap metal was uplifted from the Museum on 4th March. This included some poor quality tram rails from the storage site down the line, and some old equipment.



Above: Loading scrap metal on 4th March.

On-site Storage

A major effort is being made to tidy up and organise our on-site storage. The commencement of this work was reported in the January-February 2020 Tramlines and Mike Flinn has now contributed the following detail of the work being done:

The Tidy Up Continues

from Mike Flinn

The last Tramlines, in its “*Around the Site and down the Line*” feature, included a sub-heading “Tidy Up” and a photo of recovered tram body parts propped against the storage compound fence before being put back into Container No 2.

While the Museum’s priority is being placed on progressing Tram 17 to operational condition, some of the members who are not involved directly in that work have been doing various tidy up works on Wednesdays to help make better use of the covered space we have and help to better identify, sort and count items and parts needed for future projects.

The “White Store” is an ex-army hut obtained in the Museum’s early days as its first on-site members’ tea-room, then a parts store, before being rebuilt on its current site in the rear compound in 1970 by member, the late John Horn. It was then crammed with tram parts ex Wellington, wood patterns, plus some of the tram parts recovered in the 1960’s and 1970’s from derelict trams in the Manawatu or Wairarapa. The condition of the building has now deteriorated, so parts are being moved into the containers for storage.

Photo: Keith McGavin

The Tidy-up Continues, cont.

To prepare for this, Container No 2 (for timber parts) and Container No 4 (for metal parts) have been tidied up, as the photo in the last issue showed. Already more tram doors have been moved from the "White Store" to Container No 2 and further parts will be moved to the containers as resources permit.

The White Store



Above: The white store – left foreground – about 1967 and in its original position. Although originally used as the members' tearoom by 1967 it was being used for storage. The trams are all located within the area of the tram barn foundations. Note the 11kV voltage power lines on the left of the photo. These were, years later, moved to their present west (or Beach) side of our leased area.

Photo: Keith McGavin



Above: Tram timbers stored in container No.2 including roof bows and behind them some timber bulkheads from double saloon interiors.



Above: Tram doors, internal and external, stored on the left side of container No.2.

Photos: Keith McGavin, 11th March 2020

The Tidy-up Continues, cont.



Above: Amongst the tram doors in storage is this one which incorporates a glass advertisement for Kirkaldie & Stains Ltd. a prominent Wellington store which only recently closed down. It reads "The crowning achievement of 55 years successful merchandising". As Kirkaldie & Stains Ltd. was established in 1863 that dates the window to 1918.

The door is an internal sliding one and is believed to have been from a bogie Palace tram. 1918 was within the period when these trams (Nos.53 to 80) were converted from cross-bench trams to drop centre, centre aisle trams and the internal sliding doors would have been installed.

Photo: Keith McGavin, 26th February 2020

In the Museum's early times the local Horowhenua Electric Power Board had a substation in the northern (or back end) of the Depot area. When the Power Board moved out an electrical equipment shed was left behind and is now within the storage compound.

Generally, electrical related items were put inside. Now several items have been removed to create storage space and several tram resistance banks have been moved in from "Marlene's shed" (they came

out of the "White Store" several months ago) to create space in that shed for parts from Tram No.207 which is being prepared for restoration.



Above: A general view inside part of the electrical store. 5th February 2020.

Photo: Keith McGavin



Above: Part of the interior of "Marlene's Shed" – a prefabricated shed donated by the late Marlene Wilson – showing shelving containing some parts from tram 207. 4th March 2020.

Photo: Keith McGavin

Track Parts: Outside the northern wall of the rear storage building (within the storage compound) several drums of track parts have been stored for several years. The location was not satisfactory and a new area has been prepared, still within the compound but to the north of the rectifier building and its associated store.

A flat pad has been made and concrete blocks (already on hand) have been set out to hold up to eight drums of track parts. In

The Tidy-up Continues, cont.

The next little while the parts will be transferred to drums on the new site so that for track upgrading we have parts sorted and up to standard for use.



Above: The area to the north of the rectifier building and its associated store that has been prepared for storage of drums of track parts.

Photo: Mike Flinn, 8th February 2020

Tram 207: Restoration of tram No.207 was started in the 1970's ago but stopped part way through when other restorations and projects took priority. Now that the Museum has decided to resume restoration work we must restart with the current situation as there are few active and involved members around from that period. A plan to restore the tram is being formed and those parts that are in the tram need to be cleared to other suitable locations. Already some parts in the tram have been moved into areas within out-of-service Fiducia trams 235 and 238 and other transfers are being made to other locations.



Above: Interior body components from tram 207 in storage inside Fiducia 238.

Photo: Keith McGavin, 12th February 2020

Records are being made to ensure parts are easily found when required during the restoration.

Rail and Point Stock: During 2019, near the loop, an area was cleared of blackberry and other growth to expose a stock of rails, points and mates that the Museum acquired in its formative days. Adjacent to these are also around 20 crossovers and more rails. Further weed clearance will be done soon to improve accessibility to all these track parts and rails. While the condition of the rails is not good and most will be sold for scrap, an assessment of the points, mates and crossovers will be made in the future to see if they are suitable for our Museum's use and whether they can usefully be offered for sale to other museums.



Above: Some of the turnouts – in this case mates – in storage down the line.

Photo: Mike Flinn, 24th July 2019

Rear Storage Compound – General: During 2019 areas within the compound were cleared or tidied up and we have now got to the stage that most of it can be kept tidy through use of the motor-mower on a regular basis. In the past a large part had previously been cleared occasionally with the weed-eater. This followed on from moving the timber poles from alongside the workshop to a site near the front of the storage building plus a tidy up of items on the ground between the storage building and the tram barn. All these changes have helped to give a tidy, organised impression to members and visitors.

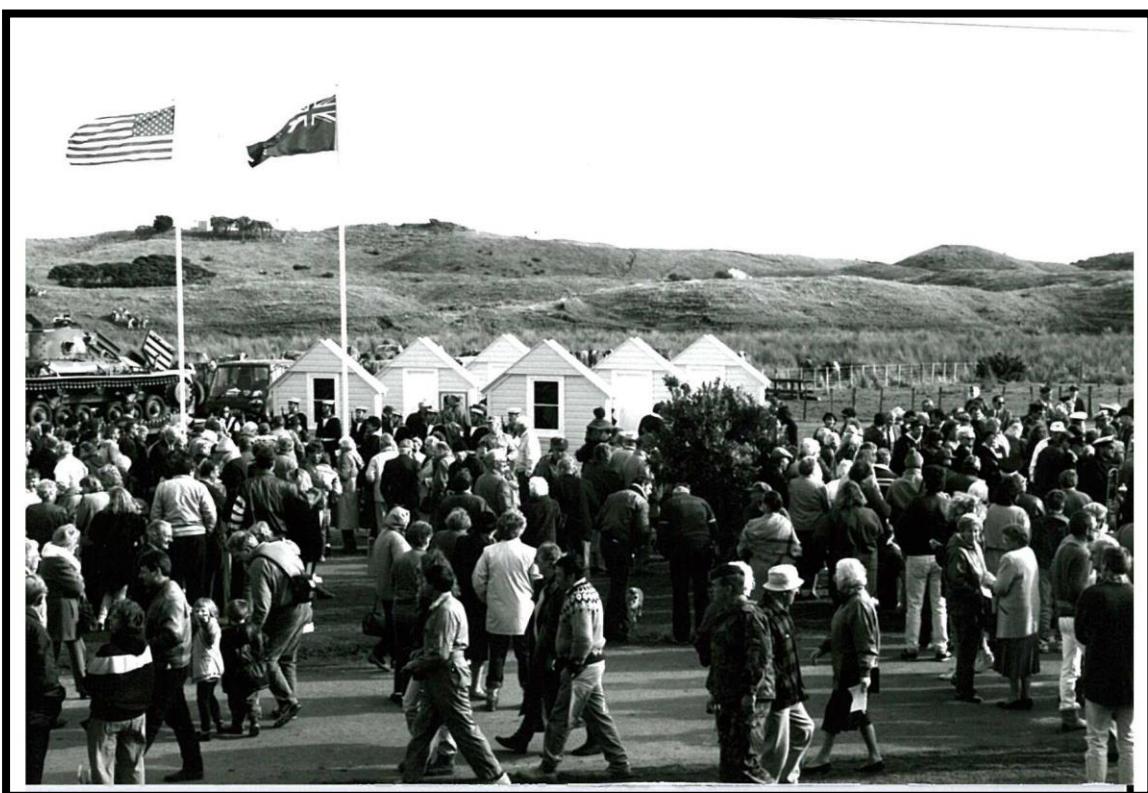
One of Kāpiti's Biggest Stories

Introduction by Alan Smith, WTM

In January 1965 our members first broke ground at Queen Elizabeth Park to build the tramway museum. The paddocks were littered with lumps of concrete amongst the grass and tussock: only 22 years before, this was the site of a huge army camp for the US Marines who arrived in 1942 and left fairly suddenly in 1943 for front-line service in the brutal and gruelling "island hopping" which drove the Japanese enemy back to their defeat in 1945. The Memorial Gate linking Whareroa Road to the main highway at Mackays Crossing was already there, but opposite the first terminus when our trams started public running in late 1965 there was only more paddock. It is now transformed into the wonderful Marines Memorial - a place one speaker at the recent World War 2 History conference at Massey University said was one of New Zealand's key memorials, marking not just the service and sacrifice of the Marines but also this country's abrupt shift from seeing itself as part of the British Empire defence system to becoming part of the US/Pacific defence strategy. We are very proud to stop the trams on all the tourist charters at this point for a few moments to explain what the interesting looking memorial is about. Allie Webber of the Trust - www.marinenz.com - has written this especially for Tramlines and our members:

The story of the US Marines who lived in camps Russell, Mackay and Paekakariki and the turbulent wartime circumstances that brought them here, is one of the biggest stories Kāpiti has to tell.

Our Trust, the Kāpiti U.S. Marines Trust, was established in 2010 to recapture the story and keep it alive for generations to come. Our job is to collect, conserve and exhibit US Marines history in Kāpiti and the wider Wellington region; this story, gives us a 'mandate to occupy' in the park.



Above: The opening of the U.S. Marines Memorial in 1992 – the 50th anniversary.

Our Near Neighbours – The Kāpiti US Marines Trust, cont.

As you follow the tramlines down to the beach, one of the first sites you'll see is the US Marines Memorial, with its flag poles and hut facades a stark reminder of the former Camp Russell, established as part of the "friendly invasion" of US Armed Forces during WWII.

The Memorial was built in 1992 by the Wellington Regional Council (now GWRC) for the 50th Anniversary of the US Armed Forces encampment in New Zealand during World War II. It was up-graded by the Trust for the 70th Anniversary in 2012. We are now underway with a plan to up-grade it again, adding more pizazz, a brand new surface, new stories and better connections to other US Marines sites we've developed in the wider Paekakariki area.



Above: The 70th Anniversary in 2012.

Camp Russell housed 4,850 men in 112 tent decks and a number of officer's quarters. It was home to men from the 5th Marine Regiment of the 1st Marine Division and the 6th Marine Regiment of the 2nd Marine Division; hence, the two bright-coloured insignia on the front of the first two hut facades. It had two recreation areas, a medical centre, and a number of cook houses, stores, ablution blocks and laundries.

Our Near Neighbours – The Kāpiti US Marines Trust, cont.

Camp Russell covered much of the flat land, currently used by the stables and the Tramway Museum at the northern entrance to Queen Elizabeth Park, as well as a significant amount of the flat area to the south of Ramaroa and the Marines' Memorial.



Above: Governor-General Sir Jerry Mateparae speaks at the 70th Anniversary in 2012.

Most Tramway's members will associate us with ceremonies in the park: the Salute 70 event attended by over 500 people and subsequent Memorial Days. Some of you may have even attended the 50th Anniversary celebrations when the Memorial was opened. Others, would've been intrigued to see our beautiful Marines hut, lovingly restored by the MenzShed crew, back in 2017.

The hut is now a drawcard for visitors to the site, who can see the interior exhibition through the front window and sometimes go inside, when we open it up for big occasions. If your drivers have time to stop at the site, we have a QR Code on the outside of the building that people can scan from their phones and see a special gallery showing all 26 items in the exhibition on our website.



Left: The Marines Hut being delivered to Queen Elizabeth Park.

Our Near Neighbours – The Kāpiti US Marines Trust, cont.

Another feature in the site is the Sailors' Memorial, which we installed for the 70th anniversary in 2012. It's modelled on a Higgins Landing craft and commemorates the story of 10 sailors who drowned off the Paekakariki Coast in June 1943. The story of this incident is on one of the signage panels at the Memorial.

In the past year, we've put in a visitors' book and stand - this has been a big success and tells us a lot more about the approximately 3,000 visitors who visited during the year. Some of them leave us little stories and comments, which are greatly appreciated and we see where they come from – the majority come from overseas!

Increasingly, we are seeing the Memorial as the hub from which to promote our activities and the strategic centre to connect people to other KUSMT sites – in particular: the US Marines walk in Whareroa Farm (the former Camp Mackay); the US Marines Exhibition, A Friend In Need, at the Station Museum in Paekakariki, and (very soon) our new Commemorative Wall in Paekakariki.

We've always enjoyed a very warm relationship with Tramways and are really grateful to you for bringing the trams down to our events, helping us put up the flags, and letting us use Fiducia Centre for the "after-match" functions.

We love being your neighbours and welcome opportunities to work together more often.

TRAM STATISTICS from Keith McGavin

Results for the period 1st July 2019 to 29th February 2020 (8 months):

Passenger journeys:	this year,	9,740
	last year,	7,765
	variation	+1,975(25%)

Tram Kms:	this year,	3,017
	last year,	3,003
	variation	+14 (0%)

Comment:

The current financial year has seen a good turnaround in passenger journeys from the lower figures (which occurred for a number of reasons) of the past few years, to the extent that as at 28th February our tram patronage for the eight months is 25% higher than last year, and the highest at this stage of the year since the 2013/2014 year.

An analysis of the 1,975 increase shows that the Xterra Sports Event Day on Saturday 1st February produced 957 passenger journeys vs. <100 on a normal Saturday. In addition our Grand Pacific Tours initiative had, up to 29th February, produced over 1,800 journeys (i.e. = 900+ additional visitors).

The corollary to this is that our normal weekend and holiday visitors have actually declined. We suggest that this is largely due to the current Transmission Gully project road works which have involved removal for the time being of our permanent brown State Highway 1 tourist signs plus, recently, road detours and diversions in order to get into and out of Queen Elizabeth Park.

Tram Kilometres:

Despite the 25% increase in passenger journeys tram kms have remained almost the same as last year. This is consistent with the more efficient use of the trams with the Grand Pacific Tours and on the Xterra Sports Day when nearly every trip has good loadings, offset by a slight reduction in tram trips made due to the drop in normal traffic.

All four operating trams have been in use over the eight months, double saloon No.151 normally being held in reserve. Kilometres run for each tram over the eight months are as follows:

Mk I Double-saloon No.151	37 kms
Mk I Double Saloon No.159	1,429 kms
Fiducia No.239	618 kms
Fiducia No.260	933 kms
Total	3,017 kms

HISTORIC CORNER

Wellington Tramways Forms and Letterheads by Henry Brittain

Like all Municipal Transport systems, the Wellington City Corporation Tramways followed a very structured system for operating its tram and bus service. Procedures were put in place to make sure the Tramway ran smoothly and that the rolling stock was well maintained with proper records kept ensuring the system's efficiency.

To cover the many facets involved, the Tramways drew up a variety of forms to cover most aspects of daily operations and tram usage. This assisted them with preventative maintenance with regular servicing being scheduled on an ongoing basis. The workshops maintained a card system for each tram and all servicing records were stored on these to ensure planned maintenance took place.

At the same time, to ease identification, each section had its own letterhead and envelopes. This practice extended to the late 1940's when a standard letterhead was introduced for universal use across all of the Transport portfolios.

I have also selected some examples of the forms and letterheads that were in use by Traffic and Workshop staff. The most common form was the Accident Report, commonly referred to a "Number 2 Report" and this was used to cover all manner of incidents and mishaps.

The Tramways operated in an era where everything was recorded on paper and then summarised for statistical returns. Conductors played an important role in this. All ticket sales had

to be assiduously recorded and they were required to fill in a Conductors Way Bill at the end of run before they left the terminus for their next trip. These forms were used not only for balancing cash at the end of the shift but also to assist in collating passenger numbers by individual route sections giving volume figures that were used for planning purposes.

These practices continued right up to the cessation of the tram services and it is interesting to note that they carried over into the trolley bus system until computerisation took over.

The Accident Report:

Wellington Corporation Tramways	
PRIVATE	
Accident Report - Form 2.	
Report on this form such minor accidents as the following:- Car off track, car missing point trolley leaving wire, broken lamp chimneys, broken headlight glasses, broken trolley wheels, any trouble with motors or other fixtures or appliances about the car, insulators off the line, obstructions on track or any obstruction to traffic and in general any breakage or defect of the Corporation's property in which the public are not in any way concerned or connected; also all disputes with passengers over payment or non-payment of fares, offences against the by-laws, ejection of drunken or disorderly persons, etc.	
Car No.	Date 193 ... Exact time a.m./p.m.
Line From.....	To.....
Exact place occurrence happened.....	
Names and Addresses of persons concerned.....	
Names and Addresses of Witnesses.....	
Nature of trouble with full particulars.....	
Conductor's Signature..... Motorman's Signature	
Badge No.	Badge No.

Historic Corner – Forms & Letters, cont.

The Miss-fare Report:

Notification of Reported Miss-fare

Office Record
After perusal this note MUST be signed by the Conductor to whom it is addressed and returned to Traffic Office.

TRAFFIC OFFICE
T93

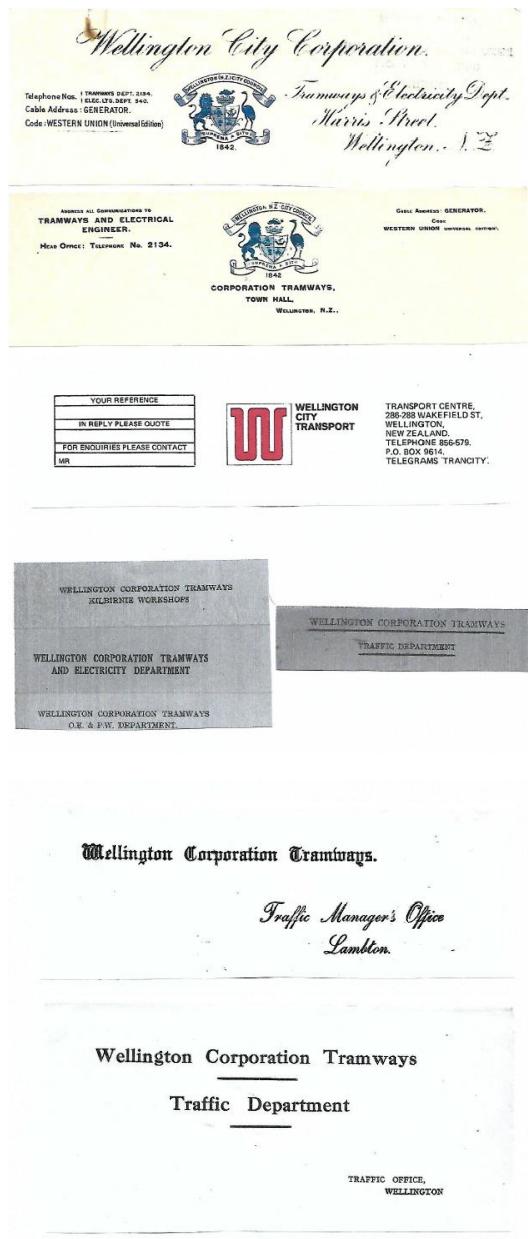
Conductor Badge No
On the trip from to
your car was checked at
at a.m. / p.m.
on when the Inspector found
travelling without and I must caution you to be more attentive to the collection of fares in future.

State below reason (if any) why this report should not be entered against you.

Traffic Manager.

SIGNATURE
Date T93

Above is a form used by the Traffic Manager to seek explanations of missed fare collections reported by ticket inspectors while to the right are a number of examples of the letterheads used by Wellington Tramways over the years, including when it was combined with the City's Electricity Department.



Wellington Corporation Tramways

*Traffic Manager's Office
Lambton.*

Wellington Corporation Tramways

Traffic Department

*TRAFFIC OFFICE,
WELLINGTON*

Wellington Corporation Tramways 3667

Memorandum

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To

Re

W.A.T.M.C. C26

"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 it also includes articles on matters of historic tramway interest, especially Wellington. 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 2.