

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

APRIL 2015

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Above: Fiducia 239, back in regular service after a lengthy maintenance lay-up, has just passed over the point at which the Regional Council's new Paekakariki to Raumati South sealed cycle track will cross over the tramway. 9th April 2015. More photos of this work inside.

Photo: Mike Flinn

Don't forget our mid-year dinner – Page 4

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50 year celebration

50 years since tramway opening

On Saturday 19th December this year we will be celebrating 50 years since the official opening of our tramway - then known as the "Queen Elizabeth Park Tramway" (QEPT) which took place on Sunday 19th December 1965 at 2.30pm.

Names and Contact Details Wanted Please

We are keen to contact past members of the Museum and/or their families so that we can invite them to our commemorative celebrations on 19th December.

If you do have any names and contact details of past members, Henry Brittain would love to hear from you. He can be contacted by email at, henry.brittain@outlook.co.nz or by phone 04 476 4155

More information on this event – page 4

From The President

Well, summer has gone and with it an eventful period for the Museum.

The high has been the good passenger figures over the period, largely as a result of the Waitangi Day Event at the beach, where we carried 1,585 passengers in an operation that utilised all three operational trams. A big thank you goes to everyone who contributed to the day. It was busy but fun, and that is what it is all about; "FUN"!

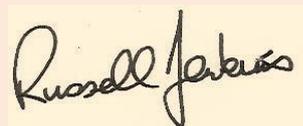
While the overall passenger numbers for February were up, our normal Saturday & Sunday traffic numbers were down, but we are in competition with others for people's recreational time and have to accept that we can't win all of the time. All we can do is give those who visit us a good time that they can remember and tell others about. Word of mouth advertising is the most cost effective method, so let's utilise it.

The low point during the month was a break in which both the Kiosk and the Palace were trashed. Fortunately nothing major was taken and members pitched in to make the necessary repairs. There is some low life out there!

In my Annual Report to the November AGM, I said that "We will also have to mechanise some of our tasks". Well the recent exercise to dig holes for replacement poles put this into practice with a hired "Boxer" machine digging 5 post holes in a morning and a number of holes for a fence in the afternoon. This is a job that would have taken several days of digging by hand. In addition the 44 gallon drums that had been prepared beforehand were put in the holes and the ground around them levelled.

With the School Holidays having just past we again were available to operate every day and thanks to everyone who volunteered to be part of the operating crew during this period. We need to keep the dollars coming so that we can continue to operate and further develop the museum.

Remember, if any members have any spare time on a Wednesday, the museum is open for a "work day" and a job can always be found for you to undertake.



MUSEUM PATRON

We are pleased to advise that Mr Ross Church, Mayor of Kapiti, has accepted our offer to become joint Patron (along with the Mayor of Wellington, Ms Celia Wade-Brown).

COMING EVENTS

Mid Year Dinner

Saturday 16th May

Venue:

**1841 Bar & Restaurant,
1 Disraeli Street, Johnsonville**
*Fixed Menu with main & dessert options
(incl. gluten free options) \$32.50.
Table wine provided.*

Time 6pm, with seating at 6.30pm

*A participants' list will be posted in the
Palace, or contact Marlene at
m.scie@xtra.co.nz or phone 04 299-1600.*

50 year Celebration

The celebration of the 50th anniversary of the opening of our tramway will take place on,

SATURDAY 19 DECEMBER 2015

A sub-committee comprising Keith McGavin, Henry Brittain, Mike Flinn, Alan Smith and Bob Stott has been established to work during 2015 to ensure that we have meaningful and memorable celebrations in December to mark our 50th anniversary.

It is planned as an afternoon for members, ex members, and their families to enjoy and reminisce. So mark this date on your calendar now.

We expect:

- ◆ Meet & greet members and ex members
- ◆ Special display covering 50 years of Museum development
- ◆ A possible tram parade
.....and lots more.

*Tram 17 body back from restoration?
Tram 260 operational?*

More information as planning proceeds.

We would like to track down and make contact with as many ex members and their families as possible. To maybe jog your memory here is a short (and random) list of names of some of the people (or their families) with whom we would like to make contact. We will print more names in later "Tramlines" this year.

Joe Macaskill	1970's
Gerry Transom	1970's
Noel Horne	1970-80's
Chris Rixon	1980's
Dave Stonyer	1980's
Keith Archibald	1990's
Andrew Surgenor	2000's
Peter Berry	1970-90's

If you have contact details for any of the above could you please let Henry Brittain know, and we will register them for receiving information about our 50 year celebrations.

Contact Henry on:

Email: henry.brittain@outlook.co.nz or

Phone: 04 476 4155

If you know of other ex members or their families could you also please let Henry know the details.

RECENT EVENTS

Although there has been a definite lull in members' special events there has been no let-up in tram operations. We had the aero modellers' weekend on 7th/8th March which unfortunately was less successful due to very "ordinary" weather – though Sunday was busier for us than usual. Then there has been Easter and right on its heels the April School Holidays – tram operations every day when it was not completely rained off – which has kept us all busy.

OUR PEOPLE

New Members

We extend a warm welcome to new members:

John Tier of Paraparumu, Ted Kendall of Karori, and Barry Walker of Lower Hutt who has rejoined.

Obituary

Ex-member Neil McDonald's wife Betty passed away on 2nd March 2015. Our deepest regards have been send to Neil and the family on their sad loss.

Long time member Armer Alcorn of Lower Hutt passed away on February 17th. 2015 at the age of 91.

Our deepest sympathy has been passed on to his widow Valerie and the family.

Get Well Soon

It is good to hear that **Jim Bentall**, and also his wife Perdita who has also been unwell lately, are now both on the mend. All the members wish you both a speedy recovery.

Guy Vincent of Foxton suffered a stroke on the W/E of March 28th – 29th and is currently in Horowhenua Hospital in Levin. Although he is still receiving treatment he seems well enough to receive visitors. Visiting is between 2PM & 7PM.

Our thoughts go out to **Trevor Burling** who was involved in a serious motor vehicle accident returning home from the Tramway on Sunday (12th) evening at the bottom of the Paekakariki hill road. Trevor

escaped serious injury but is very much shaken up by the ordeal. His car was not so lucky and is headed for the scrap yard. Trevor has recovered sufficiently to undertake, with his wife Marlene, their planned trip to the UK this month.

A reminder that long time member **Bob Cornish**, who is a resident of Johnsonvale Rest Home in Earp Street, Johnsonville, is always keen to see those who knew him when he was a regular at the tramway museum. Bob has recently suffered a stroke, is less able to be up and about and it is best to visit him in the morning if possible, as he often gets tired by afternoon.

Joining the "Retired" Ranks

Congratulations to our Vice President Maintenance & Engineering, **Allan Neilson**, who has recently retired from KiwiRail after 45 years in "railways" in all its guises.



Above: Allan, on the right, points out to Barry Ollerenshaw a feature of the concreting at the north end of the workshop.

Photo: Keith McGavin, 15th April 2015

Allan began his rail journey with NZ Government Railways Department in 1970 as an engineering

cadet and completed his electrical engineering degree at Auckland University, spending his university holidays doing routine maintenance and installation work with field staff.

After completing his degree, Allan worked as a signal engineer in Auckland, Wellington and Christchurch regional offices where he gained comprehensive field experience and a broad knowledge of the rail network before moving into head office in 1986.

Allan says the completion of the NIMT Electrification project where he was the Signals Project Engineer in the late 1980s was one of his career highlights.

From 1989 to 2008 Allan held various signals engineering management roles where, among other responsibilities, he carried out signals design approvals and set signal standards. In this period Allan also got involved with risk, safety and quality initiatives and was instrumental in putting together safety system documentation and the National Rail System Standards as part of a small project team, so that Government could buy back the rail infrastructure in 2004.

In 2008 with the emergence of the major extensions and enhancements to the Wellington Electrified Area, and the implementation of the Auckland Electrification Project (AEP), Allan took on the challenge of the newly created role of Manager Traction and Electrical and remained in that role until his retirement. He says technical oversight of AEP was by far his biggest challenge and was an extremely complex project that lasted seven years. His team was able to commission the last remaining section of overhead in January of this year so that electric trains could run under all of the overhead wires.

Birthday Greetings

Bob Stott has now well and truly joined the over the hill gang.

Another to reach the top of the hill shortly is **Steve Porter** who says there will be a celebration on Sunday 10th May in the Fiducia Centre QE Park. All members are welcome to join Steve's family and friends during the afternoon. He does not want any presents but would you please bring your own beverage and a plate.

HAVE YOU NOTICED? Member Ray Shand – by Trevor Burling

As we ride in our trams, at the KCET, the energy to power the trams is turned from 11,000 volts alternating current (AC) to 600 volts direct current (DC) and delivered to the tram by the overhead running wire. This infrastructure is critical to our operations and must be constructed and maintained in an efficient and safe manner.



Above: Ray Shand in the workshop overhauling an electric overhead switch back in 2009.

Photo: Keith McGavin

For many years this task of maintaining the poles and overhead has been managed by long-time member **Ray Shand**, who beavers away preparing fittings and wiring and installing them on the system.

This asset is critical to the success of the tramway and we are thankful to Ray for the work he does on the overhead.

In earlier years Ray has been a member of the Board and he held the position of General Manager for a couple of years in the early 1970's and again later on. He remains a member of the Maintenance & Engineering Committee. Over the years, as well as his overhead responsibilities, Ray has been involved closely with tram maintenance including, with Barry Ollerenshaw, the overhaul of tram 159's trucks completed in 2004.

LETTERS TO THE EDITOR

McKays, Mackays or MacKays

Dear Editor,

Here are my thoughts on an aspect of "McKays" etc:

That was a very interesting and useful item from Keith in the February issue about the renaming / correct name of "Mackay's Crossing". Near the end of it, Keith mentions the need to change that "McKays" destination screen on 151. Well, here's the chance to do even better!

I feel strongly that our trams in service should show ONLY genuine Wellington pre-1964 tram destinations, i.e. using the names on the roller blinds. There are plenty of interesting places to choose from. It is definitely of real interest to our customers - you hear children saying "look, there's Seatoun, or Karori" which is a direct link to something three generations back now for them. Ideally a tram should show consistent destinations, i.e. for 239 not Brooklyn on the front and Miramar on the side, with a Route 4 blind showing as well. But I am bit relaxed about that. "McKays Beach" is artificial and detracts from the "Museum" ambience we all work so hard at.

As to the choice of destination: that should be the choice of each day's crew, and it is then their responsibility to ensure the blinds (destination and route boxes) are kept consistent. Some roller blinds will become jammed, and that will limit choices. But people can decide around those facts.

The main thing is - let's enjoy those classic Wellington destinations. If there is a passenger who genuinely believes the tram is going to Athletic Park and needs to have "McKays beach" for reassurance: well, tough.

Cheers, Alan Smith

Keith's comments in response:

Thanks Alan for your comments. I mentioned the possibility of having to fit "TeRamaroa/Mackays Crossing" in written form, in full, on tram 151's destination blind. This was to highlight how just how impractical the Geographic Board's requirement that dual names be always written in full actually is.

Currently 151 has a fixed designation of "McKAYS CROSSING" at "A" end and even this wording is a bit tight to fit in the space available. I actually agree with you about sticking to the pre-1964 tram destinations. We have quite a bit of work to do to get all the tram destination and number blinds, and their mechanisms, into full working order.

*Regards
Keith McGavin*

And comments from Henry Brittain,
Museum Secretary:

Dear Editor

We only have one tram with that destination shown on the blind and it is

not our intention to add anything extra, even if Keith's comment was tongue in cheek.

The Museum has never actively encouraged frequent changes of destination blind. They are all pre-war vintage, getting old and frail and by keeping them static it preserves their life - although I agree that Fiducia side blinds should match the front ones.

In fact 239 is the only tram that you can change destinations on, and of course all of our route number blinds have failed.

Further to Alan Smith's letter to "TRAMLINES" where he suggests amongst other things, having matching destination blinds at each end of a tram, I make the following observations:

- While sympathetic to Alan's point of view, our stance has been to limit the practice of rotating blinds mainly to preserve their life as they are of pre-war vintage and becoming very fragile and of course any replacements we have are also of the same age.

- 239 is the only tram whose blinds can be rotated at both ends and even one of those is not square on and frayed at the edges, although the centre blinds are in better condition mainly because access is more difficult. In fact 151 and 159 both have their blinds fixed and cannot be rotated.
- The route number blinds which complement the destination blinds have all fallen into disrepair and in fact the winding handles have been removed to prevent further damage.

On a brighter note, we have identified a possible manufacturer who may be able to replicate the original blinds and we are going to approach them and see if they can manufacture the route number blind first as a trial. If successful this may lead to new blinds being obtained which will allow proper and matching destinations and routes being displayed.

In the meantime we will endeavour to make sure that at least for 239; all destination blinds as shown, match one another.

Regards
Henry Brittain

STILL AVAILABLE – with all proceeds to tram 17 trucks fund

GET YOUR COPIES NOW

TRAMWAY MEMORIES (dvd)

A short dvd featuring footage of Wellington trams from 50 and more years ago
\$10 from the Museum Shop; \$15 incl. post and packing within NZ

"THE QUEEN ELIZABETH PARK TRAMWAY - AN ILLUSTRATED GUIDE TO THE TRAMCARS ON DISPLAY"

(First publication of a manuscript prepared in 1967 by Gavin Robieson, 16 pages)
By special order only, \$5 for delivery to the Tramway Museum, or \$7 posted within NZ.

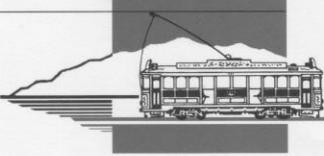
ORDERS FOR BOTH THESE ITEMS MAY BE MADE TO KEITH MCGAVIN,
email keith.mcgavin@paradise.net.nz or phone 04 934 3418

TRAMWAY TOPICS MAGAZINE - UPDATE

Subscribers will recall comment in the December 2014 issue of *Tramlines*, regarding the problems we were experiencing with production of *Tramway Topics* and because of this, subscription renewals for 2015 were being withheld until the future of the magazine became clearer.

The current Editor of *Tramway Topics* has indicated that he wishes to relinquish this position and we are currently seeking a replacement editor. In the meantime issue 256 is under preparation and once this has been published, consideration will need to be given to the future of the magazine if a replacement editor has not been appointed.

Below, for your information, is a copy of a flyer sent out to non Tramway Museum subscribers outlining the current position.



**WELLINGTON TRAMWAY
MUSEUM INCORPORATED**

PO BOX 2612, WELLINGTON 6140, NEW ZEALAND

Dear Tramway Topics Subscriber. 20 March 2015

You will be aware that *Tramway Topics* has not been published since issue 255 was completed in mid 2014.

The current editor has indicated that he is unable to continue in the position and has advised that edition 256, currently under preparation, will be his last.

This edition will call for expressions of interest for the position of editor. "Hints" have appeared in past issues, with no response, but this will be more formally framed and will hopefully convey a sense of greater urgency.

In the event of the position not being filled, the Wellington Tramway Museum as publisher, will have to consider the magazines future.

In the interim, subscription renewal notices for 2015 will not be sent out and issue 256 is already covered under the 2014 subscription.

Tramway Topics was first published January 1962 and has a proud history of recording both the history of tramway operations in New Zealand and the development of the respective tramway museums. The increasing impact of electronic communication has had an impact on dissemination of information and this may be the future forum for articles about the Tramway scene in New Zealand.

I ask for your understanding of our position and I undertake to keep you advised of the outcome of what is decided for the future of *Tramway Topics* once it has been decided.

Yours sincerely



Henry Brittain
Hon Secretary

Owner and operator of the Kapiti Coast Electric Tramway, Queen Elizabeth Park, MacKay's Crossing, Paekakariki, New Zealand
Publisher of "Tramway Topics"
A not-for-profit community based organisation. Website: www.wellingtontrams.org.nz

A MESSAGE FROM BUGSY – “I NEED A NEW HOME”

“I really like it here as everyone at WTM is friendly and they always stop to talk to me. The food is also great, always fresh and very healthy. Trouble is with the entire grass cutting and machinery moving about it’s a bit dangerous for a little bunny like me. I’d also like a house of my own now that winter is coming.”



“Here I am in one of my favourite haunts under old tramway machinery in the rear compound. I am about to tackle a scrumptious and very healthy meal.”

Photo: Allan Neilson

If you can help me out, please just email or call the editor (she’s my minder) and say we would love to have Bussy.

PASSENGER TRAFFIC STATISTICS From Keith McGavin

February 2015

With Kapiti’s official Waitangi Day celebrations at Whareroa Beach – the Beach end of our Tramway - February could hardly fail to be a good month for us and so it proved. 1,585 passenger journeys were recorded on Waitangi Day compared to a mere 190 last year. Total journeys for the month were over double (in fact 120% above) last year’s figure. This good result does though overshadow the fact that our normal Saturday/Sunday traffic for February was 14% down on last year.

March 2015

Three “good” Saturdays or Sundays during the month were overshadowed by a number of

quite poor days, with fewer than 20 “tram ride” visitors on a couple of days. This resulted in a “very average” March for number of passenger journeys; 905 No. passenger journeys in total which is 18% down on last year.

Year to date since 1st July 2014 (nine months)

Nine months into the financial year and passenger journeys are up by 1,581 No. (13%) on last year. Most of this is the Waitangi Day effect, but special charters are also higher.

Tram kilometres

Year to date (9 months to 31st March) 3,925 kms have been run, 7% higher than last year. Double saloon No.159 has been most utilized having run 2,516 kms. Tram 151 had run 1,020 kms and Fiducia 239 just 355kms.

OUR COMBINATION TRAM 17 UNDER RESTORATION AT THE WHEELWRIGHT SHOP, GLADSTONE, WAIRARAPA

This project continues to provide the Tramway Museum (and The Wheelwright Shop) with good publicity. Here is an example from the Wairarapa Times-Age of March 27th 2015.

Tram craftsmanship shines through

By Alisa Yong



HOT SEATS: Ali Lang with the rebuilt reversible seats in the 1904 tram.

(Well, that's what the original caption underneath this photo in the Wairarapa Times-Age said. It is in fact of Greg Lang inside Tram 17's saloon and displaying one of the beautiful original birds-eye maple panels from the ceiling. The ceiling was short of two of these panels. Those existing are being restored to their original condition and two new ones are being made.)

Painstaking restoration work on Wellington's oldest tramcar is uncovering quality craftsmanship and materials hidden beneath years of neglect.

Tram 17, the last of the Wellington tramcar fleet, is being carefully restored by Gladstone wheelwrights and carriage-builders Ali and Greg Lang.

After being used as a bach on the Raumati coast for years, the tramcar had been in storage until the Langs took on the contract to restore it last year.

They are now more than halfway through the project, which is expected to wind up by the end of the year, taking about 4500 hours.

Mr Lang said work on the tram was exposing its original materials, such as birdseye maple and oak, beneath the layers of varnish and paint."It's trying to save as much of the original as possible ... it looks like a cruddy old board but then it's all oak under there."

TRAM 17 continued

Although one section of the tram needed to be completely rebuilt, much of the work was restoring what was already there, he said.

"It goes back to the age: who would build a pole like that to hold wires or bits and pieces? That's the era of it. It's exquisite."

Tram 17 was built by the British Electric Car Company of Trafford Park, Manchester, England, under order for the Wellington City Corporation in 1904.

It was operational until the late 1940s when it was taken out of service.

Mrs Lang said as work progressed it was easy to imagine the tram as it might have appeared last century.

"That's when it's exciting - when you start scraping stuff off ... it's great seeing something like this come in looking very derelict and watch it going away looking precise and fine again - it's quite something.

"You can imagine all the women dressed up nicely and the men with their top hats."

As none of the original plans have survived, the couple are working off old photos and making sure to note the details of the tram's structure while taking it apart.

The Langs have just returned from a trip to Melbourne where they spent time in Ballarat checking out the bogies, or the framework for carrying the wheels, that will eventually be attached to the tramcar.

There are now only two such sets of bogies in existence in the world, one in Ballarat and one in the United Kingdom, Mr Lang says. (*Well, a slight exaggeration Ed.*)

They will have to be severely altered to fit the gauge of the track before they can be fitted.

Once completed, the tram will have two long bench seats running through the closed section, and reversible seats in the open-seating section.

It will be painted the original red and cream colours.

Once the restoration is complete, it will be returned to the Wellington Tramway Museum in Paekakariki.

New Tramway Cinema Planned

Sincere thanks to two members who between them have donated sufficient funds for a suitable large screen TV and sound bar, plus funds for moving the cinema to Road 4 of the barn as soon as the Brisbane (King Kong) tram vacates.

TRAM 17, Body & Chassis

from Trevor Burling

Greg and his team have made significant progress on the refurbishment of the A end motorman's cabin and the manufacture of new external entry doors and steel apron including head and tail light.

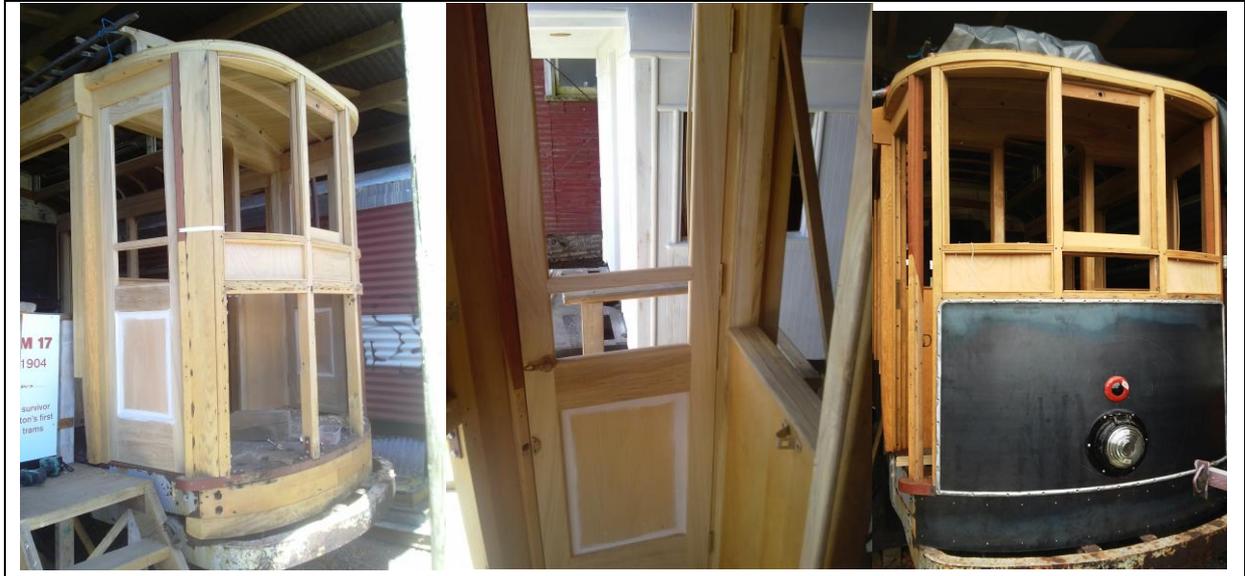


Photo Trevor Burling

Photo Trevor Burling

Photo Greg Lang

Internal and external view of cabin doors and A end steel panels including head and tail light fitted to No. 17.

The A end and open section are nearing completion, the B end cabin is being worked on and the team will soon be moving to the saloon area which will be a lot easier to restore as most of it is still intact and more a case of refurbishment. The bulkhead between the saloon and the motorman's cabin will need to be manufactured and will be a mirror image of the one that still exists between the saloon and the open section, including a sliding door.

TRAM 17 TRUCKS

Assisted by the generosity of members the Tram 17 Trucks fund now stands at \$17,077.

Can you assist further? We would greatly appreciate your contribution to Tram 17 Trucks Fund, Wellington Tramway Museum, P O Box 2612, Wellington 6140, NZ – or pay directly into to the Tramway Museum Bank Account 06-0501-0075414-00. Please identify the payment with your name and "17 Trucks".

Behind the scenes members of the Tram 17 sub-committee are gathering details and planning the project including sourcing various components and determining appropriate motors, gearing and wheelsets.

With your help there is every chance that the trucks will be built in 2016.

AROUND THE SITE AND DOWN THE LINE PROGRESS: MID FEBRUARY – MID APRIL

Kiosk Refurbishment



Colin Dash, left, and Steve Porter working on the kiosk roof, 18th February.
Photo: Keith McGavin

platform and shutters in red to match the roof colour.

Then into the Kiosk itself, where it will be stripped out and painted and repairs undertaken to give it a fresh new look. The old floor covering will also be replaced with “Dec-King” vinyl flooring membrane.

Some minor work will also be done to the Fiducia Centre to make it more user friendly.

All the above work will be completed in time for our 50th anniversary celebration.

It won't be long now until the exterior of the Kiosk is complete with just the guttering to be put in place and the painting to complete this project on the outside. It will have a total face lift with new colours being applied to the gable ends and to the Kiosk itself, along with the veranda pillars.

The new colours will be more in keeping with the cream tones of the Fiducia Centre/Trams with the pillars on the



Above: Part of the team at work on 15th April. Russell Jenkins (left) and Murray Gibson on the roof and Bernhard Riddering to the right on the platform. Of the roof only the guttering is now to be fitted.

Photo: Keith McGavin

'Holes in the Ground' - from Colin Dash

The overhead wire which supplies electric power to our trams was supported by hardwood poles. These poles served well for many years but have been gradually replaced by tanalised radiata poles as they reached the end of their serviceable life.

Member Mike Flinn and others have had the unenviable job of digging the holes for the replacement poles for a number of years. To dig a hole up to 1.8 metres deep by 0.5 metre diameter is not easy to say the least. With several holes needing to be done in a short period of time a better method was



Above: Pole hole digging the old way. Mike Flinn "in the hole", 13th February 2013

Photo: Peter Hawke

completely. It is unlikely that there will be any more hand dug pole holes in the future.

A crane will be used to lift the poles into position in the near future.

After lunch on the same day the 'Boxer' was put to further use this time creating smaller post holes. The posts were to form the fence and gateposts for the new secure entrance to the rear yard of the Museum.

The old chain entrance had served well for many years but it was time for a change. The gate now follows the style used in other places near the Museum.



Above: Using the hired "Boxer" with auger attachment, 14th March 2015. Murray Gibson (left) and Colin Dash.

Photo: Russell Jenkins

needed.

Our local 'Kapiti Hire' business was able to hire out a tracked machine called a "Boxer" with the required auger attachment. Five pole holes were created on a Saturday morning at various places along the length of the tram track. The holes were lined and capped off using two steel drums welded together. Drainage holes are made in the bottom drum and the bottom of the upper drum removed



New entrance gate and fence, March 2015.

Photo: Colin Dash

Ground Work - from Mike Flinn

Due to the prolonged period of warm dry weather from January – end of March a reduced level of grass cutting was needed and there was time to do other things. Only one trim of the track edges was needed compared to at least two in more average weather years. All of this contributed to making it easier for our annual pre Easter tidy up. On the banks above the track between poles 38 and 42 an extra cut has been made to get rid of the re growth of blackberry, gorse and bracken over the summer. An extra cut has also been made on parts of the stream bank to the north to get rid of similar and other climbing weed before winter. During autumn the only extra work planned so far is a further tidy up of weeds on the bank along the track between poles 38 and 42 to clear a thick weed infestation back to the top of the ridge.

Some minor levelling will be done around



Minor levelling work being carried out on 15th April on the Beach side of the hill, to smooth out the area and make it suitable for mowing.

Photo: Mike Flinn

the depot area using fill excavated from the area being concreted north of the workshop.

Regional Council Cycle Track Work

The photo below by Mike Flinn, taken on 9th April, shows the some of the extent of work being done on the Raumati South to Paekakariki cycle track. As it approaches



the tramway and Whareroa Road from the north it is being raised up to reduce the immediate grade as the tramway is approached and to give much better visibility.

The cycle track will be sealed and of sufficient width for cycling two abreast.



A view on 9th April showing the cycle track's approach to the tramway from the north. Contractors have placed large boulders at the crossing pending the cycle track's completion.

Photo: Mike Flinn

Tram 260 Restoration



Above: Armature ready for refitting into "A" end motor, tram 260

A end motor:

Obtaining a replacement bearing for the commutator end of the dismantled A end motor has proven to be a frustratingly slow process. A bearing has been obtained but because it is a lesser depth than the original one special spacers have had to be manufactured. As at 20th April bearings for both ends, plus the spacers, are at Kapiti Coast Diesel for fitting into the motor end plates.

In the meantime the both the armature and the motor housing have been cleaned and painted (see photo of armature above).

Magnetic Track Brakes:



As shown in the photo above these have now had the metal brake pads fitted and wiring completed. A start has been made on fitting the magnetic brake assemblies into the trucks (see photo on right.)



Magnetic brake assembly partially installed on truck.

All photos this page Keith McGavin, 15th April 2015

Tram 260 Restoration continued



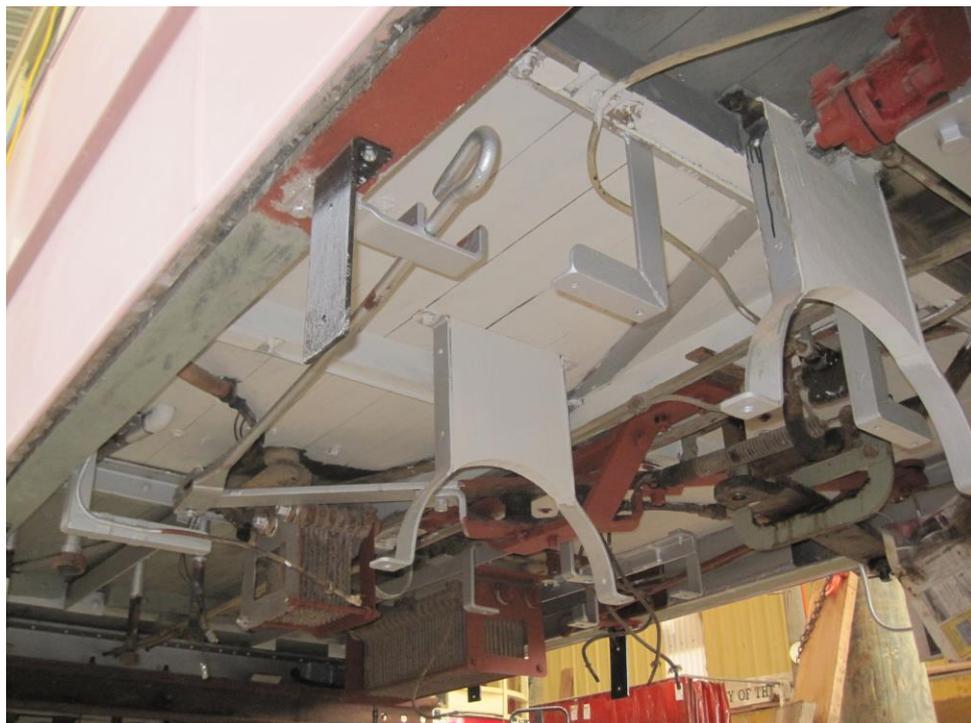
Left: A resistance grid, restored, and waiting to be reinstalled under Tram 260

Photo: Mike Flinn, 18th April 2015

Right:

Part of the underframe of tram 260 showing the cleaning and painting work progressing.

Photo: Mike Flinn, 18th April 2015



In addition work has continued on the tram body preparing for painting, and on electrical work.



Above: Newly arrived from the Omnibus Society is this very historic vehicle, now stored in our rear building. It is the Kaiwarra trackless tram (or trolley bus), dating from the 1920's. Just the body is the original – it does not have an original chassis so it is sitting on one provided by the Omnibus Society. Photo: Mike Flinn, 16th February 2015

PICTURE FROM THE PAST



Left:

Henry Brittain recently discovered this fascinating and previously unknown photograph of the Kaiwarra trackless tram in the late Ian Little's photographic collection. The print shows some damage but this can be fixed.

Not a bad view Eh!



Above: The motorman's view descending the hill toward the beach – from the front of Fiducia 239. Kapiti Island is in the distance. The motorman is Robert Vale.

The newly formed cycle track can be seen leading away toward Raumati South to the right.

Photo: Mike Flinn, 18th April 2015

DONATIONS

A reminder that all New Zealand donations are eligible for a tax refund as a charitable donation. Receipts will be sent (provided we know your address).

Please send your donation as follows:

- By post to the Treasurer, WTM, P O Box 2612, Wellington, or
- By direct credit to the Wellington Tramway Museum's Bank Account 06 – 0501 – 0075414 – 00. If you do this make sure you include sufficient details to enable the credit on the bank account to be identified. Please also email, or otherwise advise, Treasurer Michael Boyton of the donation and your address so that a receipt can be sent. His email address is treasurer@wellingtontrams.org.nz

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

- Text compiled by Marlene Wilson, m.scie@xtra.co.nz, phone 04 299 1600. Keith McGavin is photographic editor and carries out the formatting. 20/4/2015. The next issue is due out in EARLY-MID JUNE. Contributions to Marlene please.