

TRAM LINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

No. 2018 /3

JUNE 2018



AT THE PASSING LOOP, MIDWAY ALONG THE KAPITI COAST ELECTRIC TRAMWAY

Four trams at the passing loop, midway along the Kapiti Coast Electric Tramway, on 3rd June 2018.

Fiducia 260 has just arrived from the Beach, with Double-saloon 159 behind. About to depart for the Beach, on the right, are Double-saloon 151, largely hidden behind 260, and Fiducia 239.

The trams were running special trips for delegates who were visiting from the Federation of Rail Organisations Conference. The trams are sparsely populated because most were out taking photographs!

Photo: Mike Flinn

VISIT BY FRONZ CONFERENCE DELEGATES, SUNDAY 3rd JUNE 2018



Upper photo: All four of our operating trams at the Beach terminus. This is the first time for many years that four trams have been at the Beach together. They are shown positioned ready for the return trip. From left they are Fiducias 260, 239 and Double-Saloons 151 and 159.

Photo: Keith McGavin

Lower photo: The occasion was a visit by delegates to the Federation of Rail Organisations (FRONZ) conference. They are gathering in front of trams 159 (left) and 151 for a group photo.

Photo: Mike Flinn

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No. 2018 /3

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Assembled by the WTM production team:

Henry Brittain & Keith McGavin

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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 MUSEUM INCORPORATED – Registered Charity No.CC38985

CONTACT US:

POSTAL ADDRESS:

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

Website

www.wellingtontrams.org.nz

E-mail

info@wellingtontrams.org.nz

MUSEUM SITE:

Whareroa Road (Queen
Elizabeth Park)
MacKays Crossing
Kapiti
New Zealand

Ph.(when Museum attended)

04 292 8361

PRESIDENT:

Steve Porter

Ph. 0274 980 822

E-mail fiducia239@gmail.com

SECRETARY

Henry Brittain

Ph.04 293 8929

E-mail

secretary@wellingtontrams.org.nz

FROM STEVE PORTER'S WORKBENCH

Since the last "Workbench" there has been a lot happening. I am sure that the very many milestones and achievements are well reported elsewhere in Tramlines in both words and pictures.

The running of four trams on two recent occasions is probably the highlight of the period. 260, 239, 159 and 151 all carried out their duties well.

We have also seen an incredible amount of work on reinstating the Fire Sprinkler. Led by Mike Vash and with assistance from many others this project, when complete, will yield a completely new pipe on a different route between the Sprinkler Pump House and the Barn. To avoid the electrical decay problem that had put the system out of action the new pipe between the Barn and Rear Storage building is code compliant plastic and between Sprinkler Pump House and the rear of the Rear Storage building is steel but in a concrete trench rather than buried as before.

Queens Birthday weekend saw Henry Brittain and me as delegates, with Barry Ollerenshaw and Trevor Burling, attending the Federation of Rail Organisations of New Zealand AGM. This year the meeting was held in Wellington with a field trip to the Kapiti Coast including our tramway occurring on the Sunday. Delegates were able to enjoy a four tram event which culminated in there being two Fiducias and two Double Saloons at the beach. The four trams were used as a back drop for the official photograph of attendees of the FRONZ AGM. My thanks to those who manned the trams, showed delegates through the myriad overhead parts for sale and helped generally with this event.

Well done everyone for your various contributions over the last period.

Steve Porter

President

NEWS OF OUR MEMBERS AND VOLUNTEERS

Welcome to new member:

Neville Webley, of Kelson, Lower Hutt

We hope you gain much satisfaction and pleasure from your membership of the Wellington Tramway Museum.

Our sympathy is extended to Peter Beale, a long serving member, upon the death of his mother in early May.

EVENTS

May Dinner:

This year's annual May dinner was held at the Mana Cruising club on Saturday 12 May. Although there was a fewer number of members present than on previous occasions all present had an enjoyable time.

The Museum has traditionally held a dinner each May to recognise the cessation of the Wellington Tramway system on 2 May 1964, now 54 years ago.

2018 Council of Tramway Museums of Australasia (COTMA) Conference:

Don't forget this year's Conference to be held in Perth, Western Australia from the evening of Thursday September 13th to 5pm on Tuesday 18th September. Full details including registration can be obtained from the COTMA web-site:

<http://www.cotma.org.au/conference.html>

or alternatively contact Henry Brittain for details.

A partner's programme is also available and special rates have been arranged at the Seasons Hotel, Perth.

COTMA Conferences are held only once every two years so do not miss this one.

Federation of Rail Organisations of NZ (FRONZ) Conference

This annual Conference was held at the West Plaza Hotel, Wellington, over Queens Birthday weekend. See report, page 6.

LEGO DISPLAY

Over Queens Birthday Te Papa played host to Lego Constructors and among the amazing Lego creations was this one from Frank Avéres (Kiwi Lego Meister).



The model is of Erskine College in Island Bay along with trams.



Close up reveals two of our trams 260 and 239 constructed using Lego.

The model will be on display at Toy World Wellington for a few weeks from Friday 8 June.

TRAM STATISTICS

Keith McGavin

Daily figures collated by Mike Vash

Passenger journeys since last reported, in comparison with the previous year, have been as follows:

| Month | This Yr. | Last Yr. | Var'n No. | Var'n % |
|---------------------------|----------|----------|-----------|---------|
| Dec(to 24 th) | 517 | 354 | +163 | +46 |
| Xmas-Jan | 3,143 | 3,527 | -384 | -11 |
| Feb | 967 | 1,315 | -348 | -26 |
| Mar | 737 | 557 | +180 | +32 |
| Apr | 1,167 | 1,722 | -555 | -32 |

So, somewhat of a mixed bag. Many of the reductions are due to the Museum being open on fewer days this year – during Christmas – January we were open on four fewer days and during April on eight fewer days as we did not run during the school holidays this year. Possibly by coincidence the four fewer days' operation over Christmas/January represents an 11% reduction in the number of days – and passenger journeys were down by 11% - and the eight days reduction in April represents a 38% reduction in the number of days and passenger journeys were down by 32%.

March and April figures are also affected by the fall of Easter and probably should be combined to provide a meaningful comparison.

Trams used have been all four, 151, 159, 239 and 260. They have run the following kms:

| Month | This Yr. | Last Yr. | Var'n No. | Var'n % |
|---------------------------|----------|----------|-----------|---------|
| Dec(to 24 th) | 297 | 195 | +102 | +52 |
| Xmas-Jan | 1,047 | 1,151 | -104 | -9 |
| Feb | 292 | 395 | -103 | -26 |
| Mar | 335 | 222 | +113 | +51 |
| Apr | 394 | 678 | -284 | -42 |

FRONZ CONFERENCE

This year's FRONZ Conference was held in Wellington over Queens Birthday weekend. Representatives from all the major NZ Tramway organisations were in attendance including three from the Wellington Tramway Museum.

WTM member Hon Peter Dunne opened the conference and offered some ideas on how to get positive results through lobbying local Members of Parliament. Various presentations followed including NZTA, Kiwi Rail and our member Trevor Burling in his role of Executive Officer of FRONZ, about the development of and reasoning behind, Safety Cases.

At the end of day one a special meeting was held devoted especially to Tramway matters and this allowed those present to discuss matters of mutual benefit. The Sunday field trip included a visit to our Museum and a large number of Conference attendees enjoyed a pleasant time riding trams and looking around our site.

IMPORTANT NOTICE TO ALL MEMBERS

Last year the Tramway Museum produced a calendar and it raised around \$1,000.



This year we want to do it for 2019 and **THIS IS WHERE YOU ALL CAN HELP.**

Check in your photo collections and see if you have any black and white or colour photos of Wellington Trams taken before the system closed in 1964.

Send them to Russell Jenkins at rjenkins@xtra.co.nz before the end of July so that they can be considered for selection.

THIS IS THE OPPORTUNITY FOR ALL MEMBERS TO CONTRIBUTE TO MUSEUM FUNDS SO PLEASE GET SEARCHING YOUR PHOTO FILES

from Henry Britain

HUGE MILESTONES MET**Restored body and chassis about to return to Museum****Lottery Grant Approved****Trucks construction to proceed****RESTORED BODY AND CHASSIS ABOUT TO RETURN TO MUSEUM**

After years of planning it was finally in January 2014, nearly 4½ years ago, that the dilapidated and incomplete body and chassis of Tram 17 departed the Museum for The Wheelwright Shop, Gladstone. Since that time Greg and Ali Lang, assisted by their workers, have carried out a major conservation project that has turned the tram's body and chassis into an object of admiration.

The specifications for the conservation work required are meticulous and all in accordance with ICOMOS Standards of Conservation. (ICOMOS = International Committee on Monuments and Sites). This was stipulated in the Conservation Plan for this tram prepared by the late Colin Perfect in 2007 who explained that *"this Charter, whilst focussing on monuments and sites has relevance to the conservation and retention of the tramcar. It is therefore used as a guide to the future of this car."*

For example the timbers to be used, all identified with particular parts or components of the tram, include:

- English Oak
- American Ash
- Oregon Pine/Douglas Fir
- NZ Kauri
- Grey Ironbark
- Queensland Maple
- Tasmanian Oak
- NZ Red Beech

Inspection of the restored body highlights the meticulous approach that Greg and Ali have taken, the lovely wood grains, and the variety of timbers used for varying purposes throughout the tram. New timber components have been manufactured where necessary, and old ones restored where possible.

The box car portion of the tram was built in England, probably in 1903, while the 1911 extension was added in New Zealand and used a mixture of native, Australian and American timbers. This accounts for the variety of timbers used in the tram.

At time of writing, early June, return of the body and chassis to the Tramway Museum is imminent and this will signify the practical completion of The Wheelwright Shop's contract. Remaining work is to be carried out by Museum members and includes completion of all the internal wiring, addition of items like destination blind boxes and route number boxes plus the electrical and mechanical components such as controllers, handbrake pedestals and chain etc., and electrical resistances.

The tram will be placed informally on public display in the tram barn with an official opening to take place at a later date, possibly October.

2014



2018



Photo captions – see bottom of page 9

TRUCKS RE-CONSTRUCTION TO PROCEED

“Congratulations.

On behalf of Lottery Environment and Heritage Wellington Tramway Museum Incorporated has been approved a grant of \$376,000.

It was noted that the request aligned well with Lottery Grants board outcomes and this Committee’s cultural and physical heritage priorities and funding criteria.

The Committee has chosen to fully fund your request.

The Committee thanks you for applying to the Lottery Environment and Heritage Committee and wishes you every success with the project.”

With the above words Joanne Becker, the Department of Internal Affairs Committee Co-ordinator for Lottery Environment and Heritage, advised the Museum via email that our application has been successful.

This is a great outcome and follows the \$289,600 grant towards the body and chassis of the tram granted back in 2013.

Thank you to everyone – now the hard work starts!

Many people and organisations supported the Museum with its application.

Amongst them are:

- our co-patrons the Mayor of Wellington Justin Lester and the Mayor of Kapiti Guru Gurunathan;
- Amanda Cox, the Manager of Parks at the Greater Wellington Regional Council.

And we had professional endorsements from

- Mr Dale Bailey, the Director of Collections, Research & Learning at Te Papa,
- Tramway historian and member Graham Stewart and
- Murray King, Chairman of the Rail Heritage Trust.

To all these people, thank you for your support.

Photographs PREVIOUS PAGE:

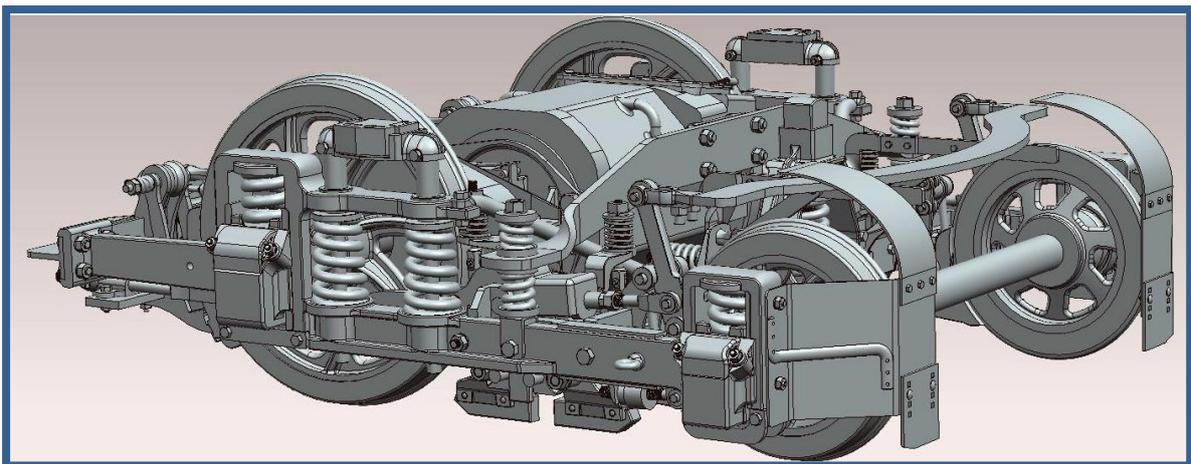
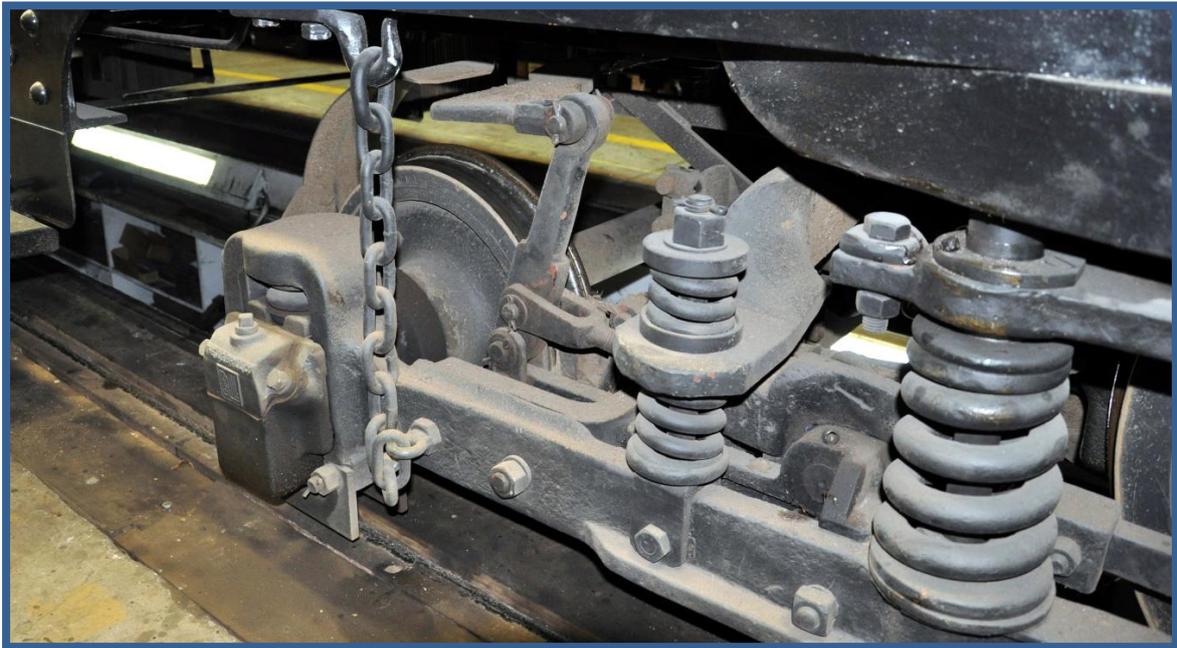
Next page Upper: This photo shows the dilapidated and incomplete body and chassis of Tram 17 being loaded at the Tramway Museum for the move to The Wheelwright Shop, 21st January 2014.

Colin Dash photo

Next Page Lower: “Inspection of the restored body highlights the meticulous approach that Greg and Ali have taken, the lovely wood grains and the variety of timbers used throughout the tram.”

This photo shows finishing touches to the exterior such as handrails, external mirror and even a manually operated windscreen wiper.

Leyton Chan photo, 25th May 2018



Above: Two illustrations of a “Wellington” Brill 22E truck. At top is a photo of one of the existing trucks under Tram No.47 – the Double-decker – at MOTAT. The lower view is a perspective developed from Leyton Chan’s general arrangement drawing. Two of these trucks are required for tram No.17.

Of course we are particularly grateful to those people - members and friends of this Museum - who have not only put up with, but have generously supported, a succession of funding campaigns that have paid for the truck parts from Australia, the preparation of the detailed plans, and given the Museum a “war-chest” with which to start building our one-third contribution to the construction costs. In addition we thank the members who have generously promised loans, to be drawn on if and when necessary. These members have enabled the Museum to meet the Lottery requirement that it have available its one-third contribution to the cost.

Also, we are indebted to Leyton Chan of Auckland who prepared the complete set of CAD drawings for the trucks (at least 131 drawings), right down to the numbers and types of individual fastenings, and has sorted out where old parts are to be used and what needs to be manufactured, either from existing patterns or from scratch.



An example of the use of existing parts in the re-constructed trucks: The above non-motored Brill 62E truck (the type used under double saloon trams) will supply its driving and pony wheels, its axle boxes, and the pony wheel axle for one of the re-constructed Brill 22E trucks for tram 17. This truck was obtained many years ago from someone who had acquired it, most likely from the tramway scrap merchant. Until recently this incomplete truck had been supporting one end of tram 185 in the storage building for several years.

Photo: Keith McGavin, 4th April 2018

In addition, in the several years lead up to the grant decision there have been countless hours of hard work put in by members of the Tram 17 Sub-committee. It has managed the progression from:

- the concept of the re-construction of these trucks (including importing truck components from Australia);
- sorted out what components we have and have sourced other parts and patterns including from MOTAT, and
- Managed the design process and the calling of tenders.

What Happens Now?

The trucks project has an overall estimated cost of \$564,000 of which \$376,000 is covered by the Lottery Grant. The Museum aims ideally to bridge this gap with funds already on hand, future donations, and with grants from various Charitable Trusts and other fund providers. We are currently well over \$100,000 short so to provide full assurance of funding before a contract is let we need to be prepared to borrow to cover any shortfall. For this reason a General Meeting of members will be held to seek approval to borrow from members if necessary.

Coincidentally with that process the Museum will be further considering options and confirming details and the letting of a contract for re-construction of the two trucks. The Board and the Tram 17 sub-committee will also be addressing the contract and project management. We confidently expect construction to commence this year.

FROM THE MARKETING AND OPERATIONS DEPARTMENT

Russell Jenkins, Vice-President

Since the last edition of Tramlines we have had a couple of big days with the whole fleet in operation on two days. The first was on 12 May when over 250 youth members from the Kapiti-Coastal Scout Zone came to Queen Elizabeth Park as part of the 21st Global Scouts Jamboree on the Trail.

After completing their walk through the park, the Keas, Cubs, Scouts and Venturers, Leaders and families took part in activities at the Marines Memorial and the Tramway Museum. A BBQ tent was set up adjacent to the Kiosk and a good time was had by all.

To cope with the demand for tram rides from the scouts and their families, all four operational trams were in service providing a 15 minute service to and from the beach.



Crossing at the Loop on 12th May -159 and 239 heading for the Beach with 260 and 151 leaving for the Museum.
Photo: Robert Hatten

From the Marketing and Operations Department, (Russell Jenkins) cont.

A big thanks goes to all members who helped on the day.

Events like this are very important to the museum, not only for the revenue generated, but they can bring people to us for the first time and hopefully, if they enjoy themselves, they will come back and more importantly tell others about us.

Special Bookings continue with the most recent being from a Church Group from Lower Hutt. The Group Leader was pleased to point out that in the photo of trams in Willis Street (below), which is on the wall in the Barn, his father Will Murtha is driving Double Saloon 195 en-route to Midland. Will Murtha joined the Tramways in 1918 and retired in 1961.



Tram 195, Willis Street, destination "Midland". Motorman Will Murtha– see adjacent story.

We have an unusual booking in July, "Story Time" for children. The Kapiti Library is planning to have a couple of "Story Time Rides" combining story telling with a tram ride.

Other bookings in the pipeline include a Daffodil Day Event in association with the Vintage Car Club and a Coach Tour visit by a group from Dannevirke in October.

Contact has also been made with an Australian Based Tour Operator specialising in Special Interest Tours. He was attending the FRONZ Conference and visited the tramway with the FRONZ members.

The second occasion when all trams have been in operation was on Sunday 3 June (Queens Birthday Weekend) when two coaches brought representatives attending the FRONZ Conference out to see the Tramway Museum in operation. For the first time in many years, all four trams were at the beach – see cover photos. (If it becomes a regular occurrence we may have to extend the platform!)

During May, while on a visit to Christchurch, I called into Ferrymead and caught up with another of our trams, Brisbane Drop Centre 236. This tram is owned by the Wellington Tramway Museum but is on a long term lease to the Tramway Historical Society.



...and I even got to have a drive!



Photos: from Russell Jenkins

It was a certainly different experience driving through the streets of the village, across a street crossing with traffic lights, over a bridge and along open ground to the museum site. One thing that I noticed was that there were a lot more cut offs than we have to deal with.

Thanks to THS for letting me have a drive.

Photo right: The sign inside tram 236.



Remember to keep up to date with the tramway on either our webpage www.wellingtontrams.org.nz

Or The Tramway Facebook page



Glossary:**Overhead parts manufacturers:****BICC** British Insulated Callenders Cables (U.K.)**OB** The Ohio Brass Company (U.S.A.)**(Both the above no longer trade)****K&M** Kummler and Matter (Switzerland)

As members are aware, overhead parts have been a continuing subject of activity at the museum for several months. It started over a year ago before the Museum's overhead lines were substantially upgraded through assistance from Wellington Cable Car Limited (CCL). CCL is the Company that was responsible for the provision and maintenance of Wellington's trolleybus overhead. The possibility of the upgrade led to a review of WTM overhead lines parts to identify which parts could be reused. After the upgrade was completed surplus parts were then identified by Allan Neilson and followed up by Keith McGavin, Phillip Austin and others sorting parts within the Substation Back Store and bringing some surplus parts outside underneath a tarpaulin cover. Many of these parts, including those still in the Substation Back Store came from New Plymouth in 1967 when that trolleybus system closed.

Early in 2017 the Greater Wellington Regional Council (GWRC) confirmed that Wellington trolley bus operation was to cease in October and after that time CCL would be disposing of its overhead parts stock. In view of their unique use and limited demand CCL was going to scrap their stock. However it agreed that, as the alternative, the Museum could buy the remaining stocks for \$25,000. Once the parts are scrapped they would be gone forever so the Museum's idea is to make them available for sale to heritage and other operators of trams or trolleybuses who may be having difficulty obtaining the parts they need. So, as reported in the April 2018 "Tramlines", a Special General Meeting was held and approval was given for \$25,000 to be borrowed and used to buy the overhead lines stock.

Following that meeting, details between the lender and the Museum were agreed and parts began to be transferred to the Museum. To store some of the parts one of the containers was cleared out and shelving installed and Bay 2 of the Storage Building was substantially cleared. Overall 16 trailer loads and a truck load were delivered over several weeks with Allan Neilson, Steve Porter and Russell Jenkins being the organisers of this phase. It was only possible in most weeks to collect the parts on one day and so the aim was to have two trailers doing two trips on these days and by achieving quick unloading at the Museum two trips could be made with the second trip coming back in the early afternoon to avoid traffic congestion on State Highway 1. This meant that there was limited opportunity to properly sort parts on arrival and so the placement of some similar items together had to wait until later.

It was soon obvious that the space needed was greater than that in the Container and Bay 2 and as a result areas in the Rear Storage Compound and just outside it have been utilised. In these areas, sweeps (curved segments to turn the wires around corners) and angle iron sections (needed for junctions) have been sorted and stacked. Some of these parts are up to three metres in length. Also in the Compound are several Units which are parts joined up to make junctions. They had been kept intact by CCL for emergencies, and are up to 3.5 metres long and were brought



Some overhead sweeps and segments.

Mike Flinn photo, 5th April 2018

Acquisition of Overhead Parts (Mike Flinn) cont.

out as part of the truck load. Smaller boxes of parts were put in the container where possible and, although I had hoped to keep shelving compartments within it for specific functions, this has not been possible yet. In Bay 2 a variety of boxes were unloaded, often heavy, together with specific parts such as switches, trailing frogs, insulators and K&M segments. In addition, through the efforts of Grahame Kitchen and Brian Dawson, unused shelving units in Bay 1 of the Storage Building were put into use to store parts and help alleviate the situation.

To recover our \$25,000 outlay we needed to start making up lists of the parts so that we could provide it to organisations which may be interested in purchasing these parts. As I had some experience in making up databases for spare parts and library items for the Omnibus Society, and because making up this list was likely to be similar, I prepared a draft worksheet to cover recording the parts, issuing a listing to interested parties, recording the replies from organisations, giving help to finalise the allocations and keep track of the financial aspects of the sales. This was agreed so the recording could start. It was decided that the WTM surplus parts would also be included in the sales list.

Now after six or so weeks the parts have been identified (where possible) in their current locations and listed. Many of the parts were originally made in the 1940's or subsequently by makers such as BICC and



*A peek at some overhead switches stored in Bay 2, Storage Building.
Keith McGavin photo, 23rd May 2018*

OB, both of which have since ceased trading. Positive identification of parts often depends on whether the manufacturer cast the number on the part when it was made. OB was good at this but BICC was variable. Makers issued sales manuals but some of parts we have for sale are not listed in the manuals we have.

On the day we were finalising the information for distribution, Henry Brittain remarked that there was a box of overhead parts at the back of the old tram body parts store in the compound. We investigated and found two flat wooden crates of OB parts, possibly new, trapped in by the shelving posts subsequently added, which

contained some small units made up of crossovers and insulating sections. It is presumed that the crates came from New Plymouth when the Museum obtained many overhead parts in 1967. These parts were rapidly added to the information with photographs.

We have now issued the list providing information on each item. The basic list of CCL and WTM parts was over 750 lines and allowing for duplicate locations and situations where new and recovered parts are on hand there are probably around 550 types of parts listed. Keith McGavin has taken my Excel listing in Makers order and transferred it to Word and then pdf format, improving the layout and making it more user-friendly. We have also added photographs to help the other parties have some idea of the range of parts available. Henry Brittain has e-mailed the information for distribution to members of COTMA (that is, all Australasian tramway museums) and to UK Museums who operate trams or trolleybuses. We are hoping that the parts we have will be of interest to these organisations whether for replacement, spares or for expansion.

It has been a real team effort to get to this point with help also from many members not identified above. In the meantime, relocating the parts is reducing space needed in Bay 2, improving the grouping of items in the Container and putting as many WTM parts as possible from under the tarpaulin behind the substation into the container or other better storage. We have asked for organisations to reply before 20th July and only then will we have any idea whether our outlay will be fully recovered.

I'm standing in for Allan Neilson this issue, while Allan enjoys some of what Europe has to offer.

Keith McGavin

Regional Council Planning

The Greater Wellington Regional Council is commencing the process of updating its “Parks Network Plan”. The current plan is dated 2011. On 6th June WTM representatives met with Regional Council officers and their consultants with the Council asking the questions “What can Improve”, and “Any particular Aspirations”. Matters discussed included the following:

- Water supply;
- Greater emphasis on developing MacKay’s for visitor activity;
- Retain provision in existing plan for provision of a heritage precinct, and examine ways in which resource consent issues could be simplified for potential developments;
- Continue to promote MacKays area and the Beach for special events
- Improve accessibility to MacKay’s Crossing by providing a weekend and holiday railway station – the biggest single step that could be taken to improve the key “accessibility” objective;
- Maintenance of cleared and newly planted areas near the tram line.

This was a preliminary meeting only. We will wait on developments.

Sprinkler System

The major task, now top priority, of re-routing the water supply pipes for the sprinkler system, has continued over the last several weeks. See photo showing new water pipe.

New Store Shed

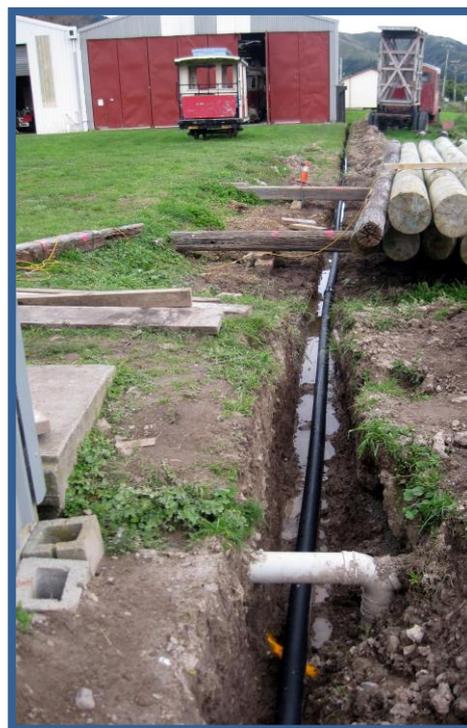
A kitset store shed has been erected by members. This shed was donated by the late Marlene Wilson. A concrete slab floor was poured.



The new kitset shed inside the compound in front of the old tram body parts store. It will probably be used for safely storing and sorting dismantled components from Tram 207 during its restoration.

Photo: Keith McGavin, 23rd May 2018

This is a very brief résumé of what has been going on over the last few weeks, and is in addition to the overhead parts sorting which is covered in Mike Flinn’s article elsewhere in this “Tramlines”. More detailed coverage next time.



Above: The pipe trench running from the storage building to the barn – to get automatic sprinkler water to the barn, workshop and Fiducia Centre. The pipe was laid in the trench on 1st June.

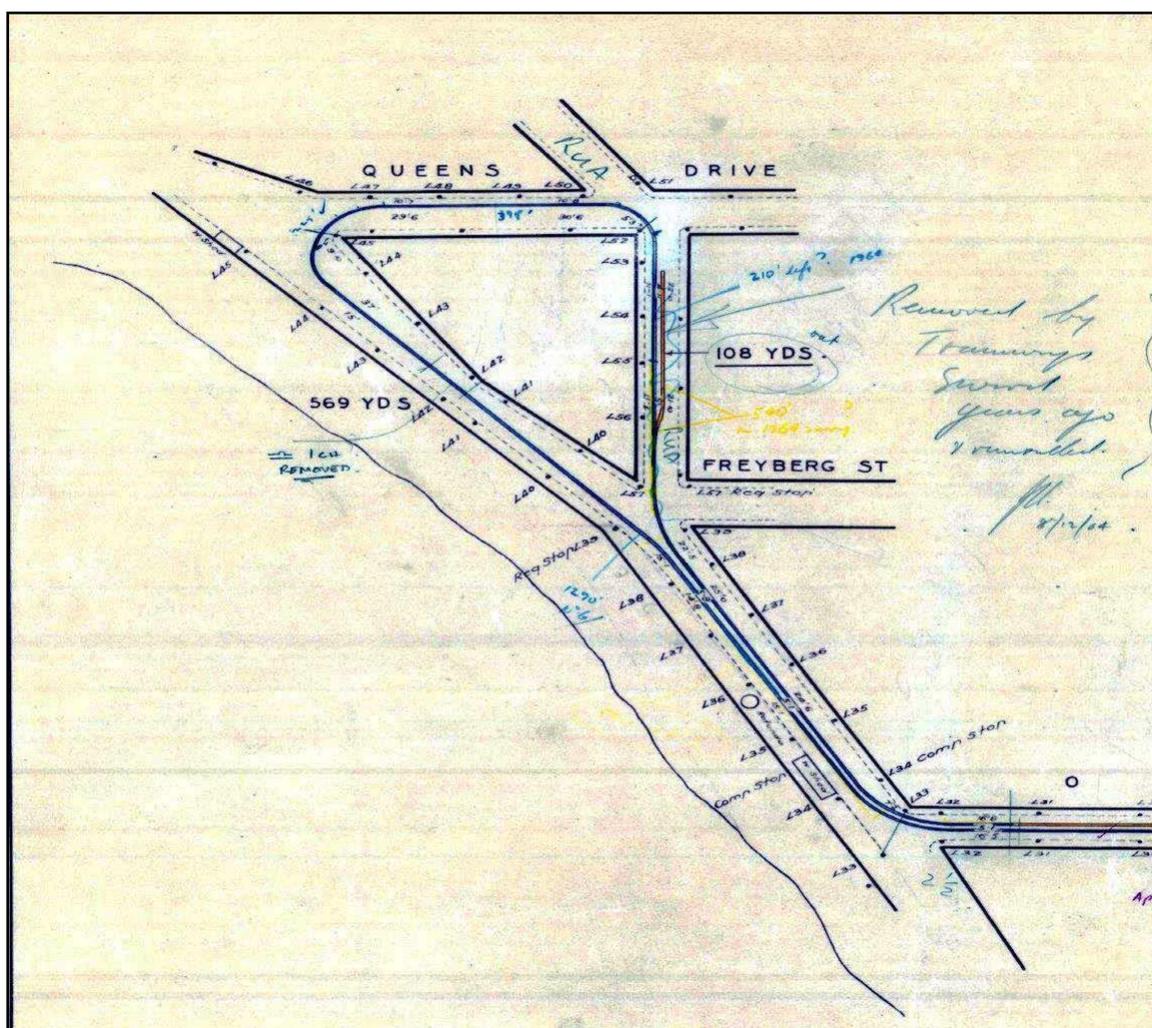
Photo: Mike Flinn 3rd June 2018

1. Lyall Bay Tram Terminus Layout

The February issue of Tramlines, pages 15 and 16, contained an article from Alan Smith including a photograph, on the Lyall Bay terminus. The article raised questions and sought clarification about a siding that was thought to be located in Rua Street.

I have been able to locate a series of detailed maps of the entire Wellington tramway system from the Wellington City Archives. These maps even include traction pole numbers, track layouts plus the various crossovers that were an integral part of the tramway.

Here (below) is an extract of the Lyall Bay terminus layout that clearly shows a siding in Rua Street. However it is noted that it is on the northern side of the main line rather than southern as we had speculated in the February issue of Tramlines.



Above: The map showing a Rua Street, Lyall Bay, siding as referred to in this article.

Map courtesy WCC Archives

Historical Corner (Lyll Bay terminus) from Henry Brittain cont.

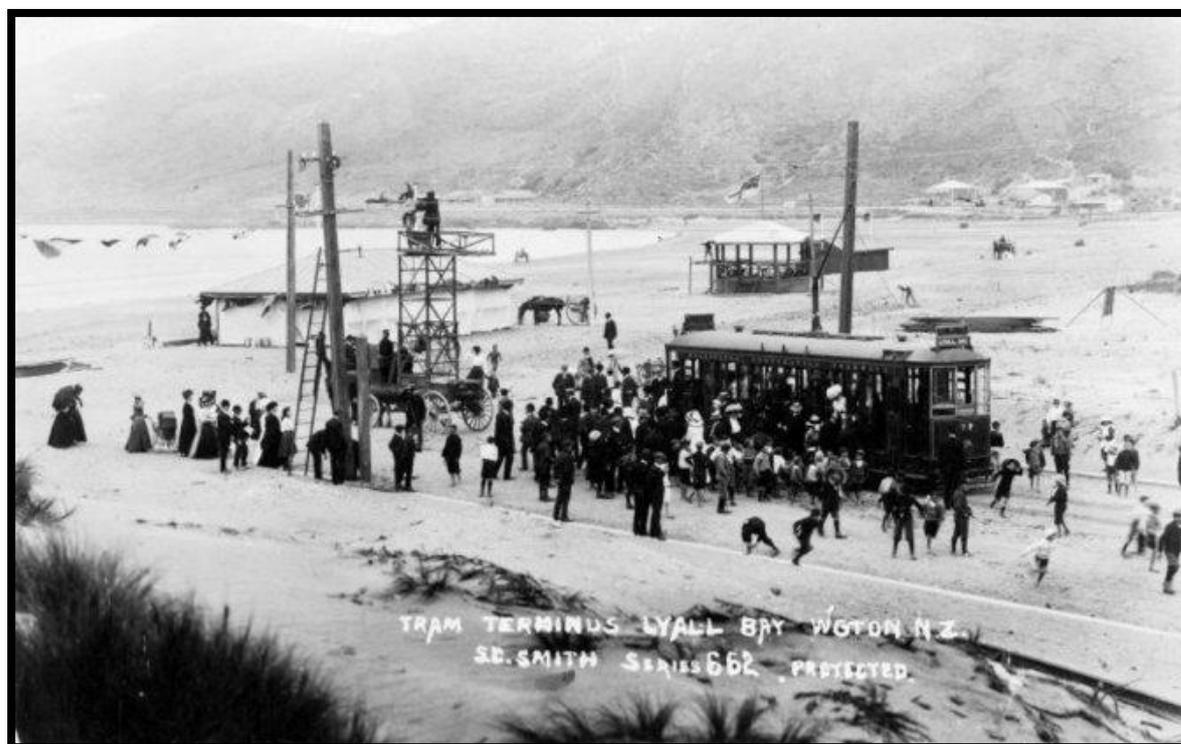
There is a notation possibly dated 8 Dec 1954 on the map saying that line was removed by the Tramways several years ago. It is interesting to note that the map shows a dead end spur line entered from the Freyberg street end of Rua Street rather than the Queens Drive end. Possibly there had originally been a set of points at this end which would have allowed a tram enter at one end and exit by the other however this is not shown on the map.

When the initial tramline to Lyll Bay was opened in December 1911 it terminated at the end of Onepu Road shortly before reaching Lyll Parade. With the increase in passenger numbers visiting Lyll Bay the tramway started to experience serious operating difficulties with the existing stub terminus and it was decided that the installation of a balloon loop would remove this problem. An Order in Council, Number 10 dated 29 June 1914, approved the installation of a balloon loop described as:

“A single line commencing at a point in Onepu Road approximately 2 chains north of its intersection with Lyll Parade and proceeding from that point along Onepu Road, Lyll Parade, Queens Drive, Rua Street (and including a branch line 108 yards long in Rua Street) and returning along Lyll Parade and Onepu Road to its commencing point.”

It is assumed that the branch line (siding) was installed to allow out of service trams to be parked up thus keeping the main line free until they were needed. Contemporary photographs from the time show large numbers of people visiting Lyll Bay beach and these would most likely have travelled to their destination by tram.

It is not known when use of the branch line ceased but possibly in the 1930's when motor vehicle numbers started to make inroads to tramway passenger numbers.



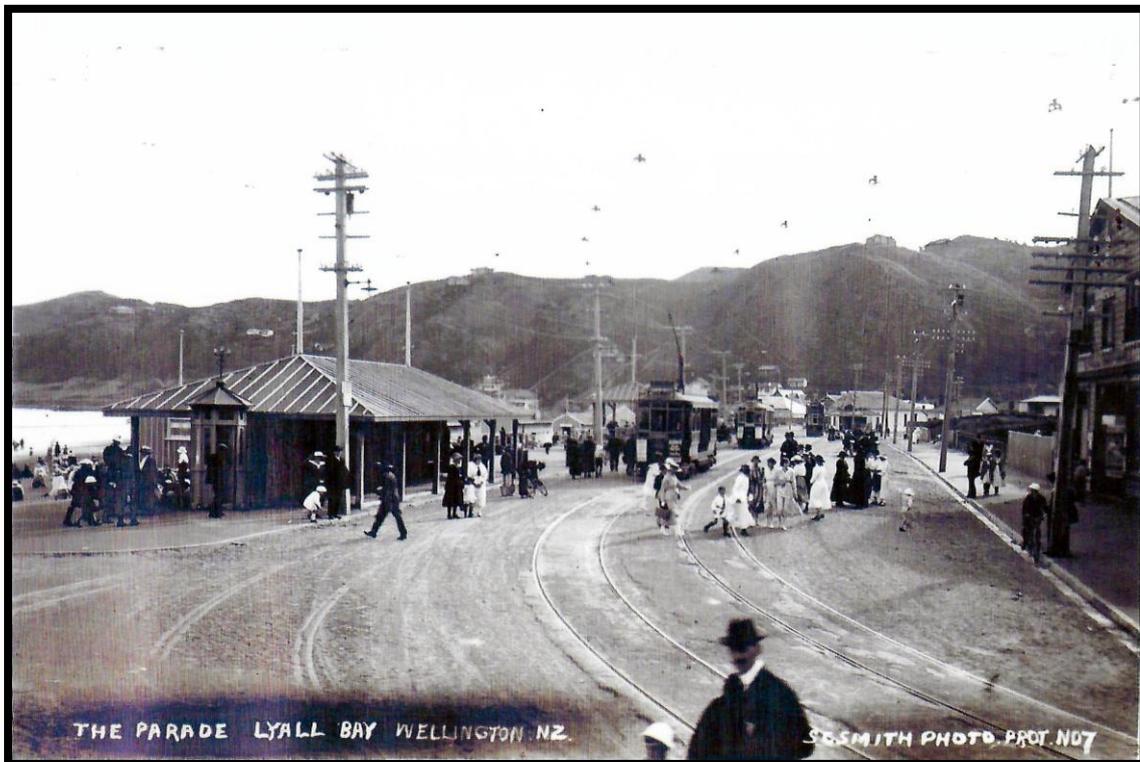
Above: This S C Smith photograph shows the original stub terminus at the Beach end of Onepu Road, Lyll Bay. It opened in December 1911. Alexander Turnbull Library collection

Historical Corner (Lyall Bay terminus) from Henry Brittain cont.



Another photo at Lyall Bay showing the original Onepu Road terminus.

Alexander Turnbull Library collection



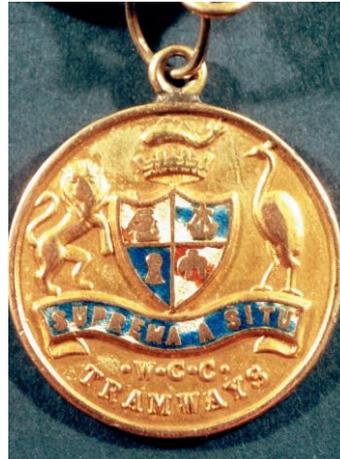
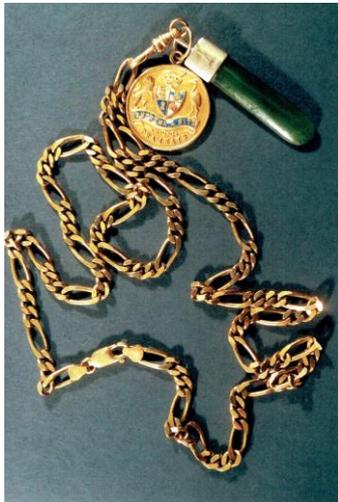
Above: A later S C Smith photograph, which appears to be from the 1920's, shows how the tram line was extended from Onepu Road by means of a sweeping right-hand turn on to Lyall Parade. Three trams are in this photograph.

Alexander Turnbull Library collection

2. TRAMWAY PASSES

Most Tramways owned by Local Bodies made concessions to passengers either in the form of free passes or reduced fares according to the particular merits of the individual or group.

Wellington Corporation Tramways Corporation was no exception and a variety of practices were followed. The following are a few examples.



Above: Mayor and City Councillors: They were all issued with a gold medallion suitably inscribed and were often worn as a fob on a chain attached to their waistcoat. The medallion is described as 25mm diameter, 2mm thick and of 9 carat gold. Photographs courtesy Henry Brittain

Tramway Traffic Staff:

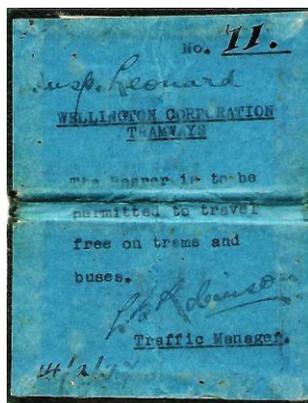
Free travel while in uniform and not on duty while some senior staff were provided with passes or tokens when off duty and not wearing uniform.

Traffic staff were able to purchase an annual pass. In 1944 it was 10/- (or \$1 in today's currency). However \$1 in 1944 is equal to about \$42 today, so not quite so cheap after all!

Right: Tokens for senior staff:

Retired Tramway Staff:

Some were issued free passes for life after they had retired. See below:



Workers Tickets: special fare not to exceed 75% of normal fare, not valid after 7.30am and before 5pm.

Members of Tramway Band: Free fares up to 6.30pm as long as they were in uniform.

Scouts and Girl Guides: Provided they were in uniform, reduced fares to 1d for first two sections and 2d for sections in excess of this. "Mistresses" to pay adult fare!

Service staff in WW II: Concession fares as outlined. These are complex rules reading them today.

WELLINGTON CORPORATION TRAMWAYS.
TRAFFIC DEPARTMENT.

13th May 1942.

A R M E D F O R C E S. 2d. FARE CONCESSION.

The following instructions cancel all other notices.

Units of the following Forces are permitted the 2d. fare concession on trams only. See Sunday Buses below:-

All free rides are now cancelled for visitors.

SAILORS: (Including Visitors) In man-of-war uniform.

SOLDIERS: (Including Visitors) In full uniform, when in the Permanent Forces or fully employed in Military duties of any description.

AIR FORCE: (including Visitors) Airmen in full uniform.

AIR FORCE AUXILLIARY WOMEN: When in Air Force blue uniform, slouch hat, with badge "R.N.Z.A.F."

NOTE: These are the only women permitted to travel for the 2d. fare concession.

AIR TRAINING CORPS CADET: Are not entitled to the fare concession granted to Airmen in uniform. They MUST PAY FULL FARE.

Uniform:- Air Force dress. Blue. Black Buttons. Badges A.T.C. on caps. AIR TRAINING CORPS ON SHOULDERS.

SOLDIERS AND OTHERS NOT PERMITTED THE 2d. FARE CONCESSION.

HOME GUARDSMEN: The 2d. concession military fare IS NOT AVAILABLE for Homeguardsmen, who must pay the full ordinary fare. The one exception to the above rule is that Homeguardsmen, when travelling on Island Bay trams to or from Wakefield Park on presentation of a certificate, are permitted to travel two(2) sections on one(1) clip of a 1/- ticket.

TERRITORIALS: In uniform, attending drill or week-end camps, or at any other time, must pay full fare

NATIONAL MILITARY RESERVE: Must pay full fares (usually week-end only)

WOMENS' WAR SERVICE AUXILLARY: Must pay full fare.

MEMBERS OF E.P.S. NURSERS: RED CROSS & ST. JOHN'S AMBULANCE in uniform or otherwise must pay full fare.

NOTE: Most of the above units receive extra pay in addition to their wages, and the concession does not apply to such passengers.

SPECIAL CONCESSION: Three special passes have been issued to soldiers travelling between Miramar Junction and Rongotai College. The bearers are permitted to travel free for above distance only.

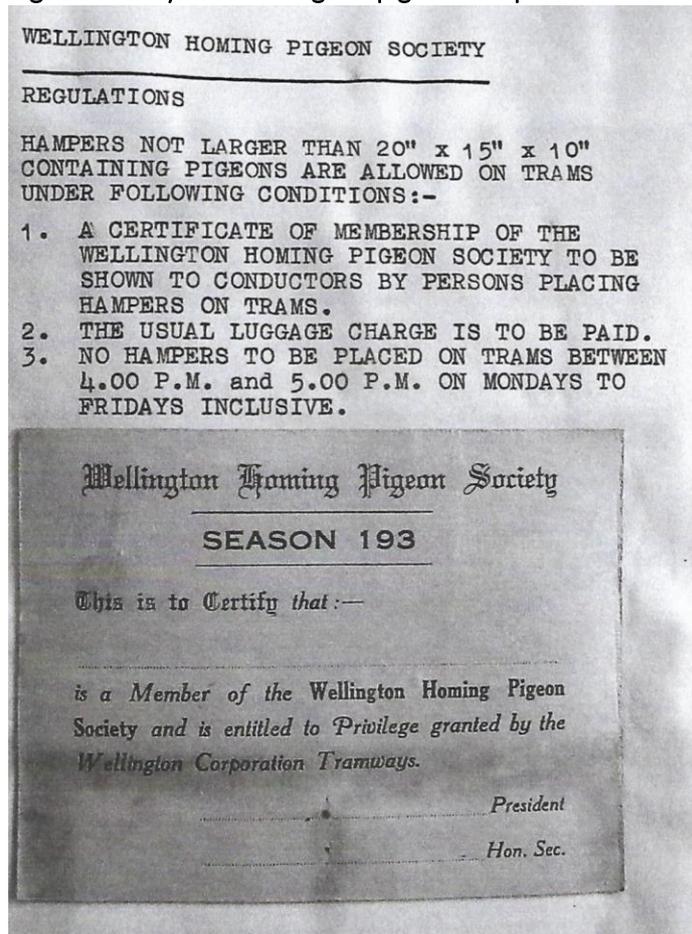
PUNCH 2d. TICKETS ON SECTION ISSUED: Entitling holder to travel any distance on tram on which ticket is issued. CONCESSION CARDS: One Section Card, One Clip for one section only; Two clips for any distance. OTHER CONCESSION CAR one clip any distance. All above are for continuous journey.

SUNDAY BUSES: Tram concession fare 2d. to be charged on time-table buses running on tram routes.

LUGGAGE: Soldiers' kits & suit cases are to be carried free by those entitled to 2d. fare, but must be charged to those not in full uniform.

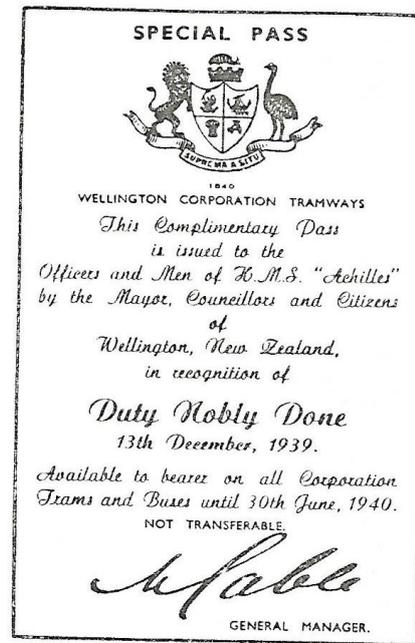
A. DOWDING.

Pigeon Society: free carriage of pigeon hampers:



Special Occasions:

see pass below for Naval staff on HMS Achilles visiting Wellington in June 1940.



3. Another "Tram as a Grandstand" photograph:



Above: Following on from the May 1920 photo in the April Tramlines (page 24) of 24 people standing on the roof of small-air double-saloon tram No. 100 to get a view of the Prince of Wales, and also of the Neville Lodge cartoon on page 25 of the same issue of the tower wagon crew using the tower wagon platform to view a rugby match, here is

another item in the same vein. This is a "Zak" photo, commercially available at the time, of a group standing on the top deck of a double-decker watching an Oriental vs. Petone rugby match. The date: 29th May 1909. On the inside of the fence are a large group of mostly tram crew, (conductors and motormen), probably those who had brought crowds to the game in special trams and would depart with them after the game.

Photo courtesy Henry Brittain

TRAM 17 APPEAL: Can you Help?

Thanks to Lottery Environment and Heritage and other donors we now have available over \$430,000 of the \$564,000 required to reconstruct the two trucks for this historic tram.



David Jones' drawing

Your donation would assist us to fill the gap.

The Wellington Tramway Museum Inc. is registered charity No. CC38985. Donations qualify for tax concessions.
For donation receipt please complete and post or email the form below.

I wish to assist the Tram 17 trucks project by donating \$ _____

I have paid my donation into the Museum's Bank Account No **06 0501 0075414 00**

I enclose my cheque, payable to Wellington Tramway Museum

Please charge my credit card Type _____ Card No. _____

(Visa or Mastercard only)

Expiry Date _____

Name on card _____

Post To: **Hon. Treasurer**
Wellington Tramway Museum

Tram 17 Trucks Fund
P.O. Box 36,
UPPER MOUTERE 7144

Or Scan/Email:
treasurer@wellingtontrams.org.nz

Your name _____

Your address _____

Signed.....

Receipt will be posted to you

"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 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 3