

TRAMLINES

NEWSLETTER OF THE WELLINGTON TRAMWAY MUSEUM INC.

FEBRUARY 2015

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Above: Kids' Weekend was held this year on 3rd and 4th January. The face painting was very popular - along with many other attractions. See report on page 4.

Photo: Marlene Wilson

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Above: Some of our Waitangi Day (February 6th) crew. From Left: Peter Hawke, Trevor Burling, Noel Foote, Jayden Charteris, Henry Brittain, Richard Gray, Jan Stott, Steve Porter, Mike Flinn, Bob Stott and Robert Vale. See report, page 5.

Photo: Marlene Wilson

From The President

One month down in 2015 and what a month we have had. Good weather and good visitor numbers have seen preliminary gross takings come to over \$21,300. This includes over \$6,800 from the very successful Kids' Weekend. Our gross revenue is higher than the past two years and a big thank you goes to all who contributed.

The really pleasing thing is the way our three operational trams performed and thanks to goes to the maintenance team and another thanks goes to those members who look after our infrastructure.

We did have some sadness during the month, with the death of one of Wellington's "Trammies" and valued member, Noel Donaldson. The Tramway was well represented at his funeral and Henry Brittain contributed with a eulogy relating to Noel's time at the museum. Our sympathies go out to Noel's wife Ngaire. Coincidentally, the previous day I attended the funeral of a member of my Bowling Club, Laurie Turnbull, who was also a tram conductor and driver earlier in his life.

It is fortunate that I have interviews recorded with both men in which they talk about being a "Trammie" in Wellington. I also have contact details for 3 or 4 more people who have worked on the trams and as soon as it can be arranged I will be sitting down with them to record their memories. My aim is to transcribe the conversations and possibly publish them in Tramlines sometime in the future.

If anyone knows of anybody else who was associated with the trams in Wellington, please let me know, as it is important to record any memories they may have of their early days.

The other news of the month concerns Brisbane Tram 133 (alias The King Kong Tram). The Wanganui Tramway has advised that they would like to have it for future running on their track. The paper work has yet to be sorted, but their intention is to relocate the tram within the next three months. With 133 gone, it will give us an opportunity to rearrange our Tram Barn and get ready for the return of Tram 17.

Well 2015 looks like it will be a busy year with a lot planned, including:

- The return to service of 260
- Our 50th Anniversary in December
- The return of Tram 17
- Hopefully – the construction of trucks for Tram 17

With regard to 260, this has to be top of the list, as it will be great if we can have one of Wellington's original trams standing alongside the last tram built in New Zealand.

Let's all get behind museum activities this year, work as a team and make 2015, our 50th birthday year, something to remember.



And.....A BIG THANK-YOU.

The President and Board would like to thank all those members who gave their time to two recent successful events.

On Waitangi Day sixteen members assisted in running a three tram shuttle to the beach for a special event organised by local Iwi and the KCDC. Everything worked like clockwork with everybody contributing to a most successful and enjoyable traffic and revenue day.

The other occasion was the group of willing volunteers who put their collective efforts into the re-roofing of the Kiosk building and veranda. Good progress has been made and once the project is completed our "front office" will once again look pristine.

It is pleasing to see members responding on these occasions and showing the willingness and fellowship that allows the Museum to operate successfully.

Henry Brittain, Hon. Secretary

DATES TO REMEMBER

Saturday 7 – Sunday 8 March

AERO MODELLERS 20TH ANNIVERSARY RALLY,

www.kapitimodelflyers.org.nz

Kapiti Aeromodeller's Club are holding their 20th anniversary Rally. Watch the aero modellers in action! BBQ and refreshments available.

Should be two busy days for us.



.... And mark your diaries now:

The celebration of the 50th anniversary of the opening of the Queen Elizabeth Park Tramway will take place on,

SATURDAY 19 DECEMBER 2015.

A group is being established to work during 2015 to ensure that we have meaningful and memorable celebrations in December to mark our 50th anniversary.

We expect:

- A tram parade
- Meet & greet members and ex members
- Special display covering 50 years of Museum development

.....And lots more.

More information as planning proceeds.

RECENT EVENTS

Kids Fun Weekend, Saturday 3rd / Sunday 4th January – Marlene Wilson

We were certainly blessed this year with brilliant weather on both days. Everyone who attended said they had a great time and really enjoyed the tram rides as well as those taken in the cart behind a mini Clark tug. All the BBQ staff loved this little tug and cart also as it transported all our equipment over the two days to the barn and back each day.

Besides our usual display in the museum we had a working miniature railway plus a static display. Outside there was again a merry go round and bouncy castle, along with a display by the Wellington Vintage Machinery Club which was a real hit by young and old.

Paraparaumu Fire Service and Wellington Free Ambulance also called in both days and attracted plenty of interest once again.

Second Annual 'Discover Kapiti Heritage Day', Sunday 18th January – Robert Hatten

Eight Kapiti Museums again combined for the 2nd annual Discover Kapiti Heritage Day on Sunday the 18th January.

Despite a number of competing attractions, average attendance across all the Museums was up 42% on the first event.

The Tramway Museum had an estimated 220-250 visitors on the day, of whom 92 entered the competition for some major prizes. Our revenue for that Sunday was up substantially on the average for the previous Sundays, and although we were unable to have a BBQ, most visitors enjoyed their visit. Steve Porter was in the Museum to answer questions and talk to visitors, which was a great idea. Thanks Steve.

It is intended to make this an annual event with continued support from the KDC and the Kapiti Coast Airport. A further 12 sponsors were also recruited to assist the committee in funding the event. Our thanks go out to all of them.

Waitangi Day, Friday 6th February – Russell Jenkins and Mike Flinn

(Kapiti's official Waitangi Day event was held at Whareroa Beach (our terminus) – see details in the December 2014 Tramlines)

Friday 6 February 2015 was the busiest day at the Tramway so far this year, and it will take some beating.

We carried about 900 people down to the Beach and over 1,100 back so over 2,000 passengers for the day.

This is a great effort from our trusty trams. A few facts:

- A total of 44 round trips were made (151 - 17 trips, 159 – 16 trips & 239 – 11 trips)
- Average loading from the beach was 25.3 passengers.
- 10 trips from the beach carried between 21 & 30 passengers.
- 14 trips from the beach carried between 31 & 40 passengers.
- 2 trips from the beach carried between 41 & 50 passengers.
- 4 trips from the beach carried 50 + passengers (max load 58)
- Only 5 trips from the beach carried no passengers (these were at the start of the day).

Thanks to all those members and volunteers on the day. We had six tram crews (each two people) available, plus three on ticket sales etc. at the kiosk and two (three in the afternoon) at the Beach terminus. Henry Brittain was Supervisor and Mike Flinn was Depot Despatcher and from shortly before lunch (which is when it got busy) to 4.30pm three trams were in use, two running in tandem and passing the other one at the loop.

Let's hope that the event is repeated next year and beyond as it is a great way for people to get to know that we are another attraction in the Park and it provides additional funds for us to keep on doing what we love doing – restoring and operating our fleet of Wellington Trams.

People News

Jim Bentall continues to recuperate after his surgery.

The Society offers its sincere condolences to *Robert & Beth Hatten* on the recent loss of a beloved brother-in-law.

Marlene Burling's mother is now on the mend after a brief illness. We wish her a speedy recovery.

We are hoping that the powers to be can sort out *Steve Porter's* back problems this time round, (we need Steve and his crew to put the new roof on our Kiosk veranda)!

OBITUARY: NOEL DONALDSON, 13 November 1925 to 7 January 2015.

From Henry Brittain



Members will be saddened to learn of the death of Noel after a short illness. Noel was a long time member of the Museum and had been granted Honorary Life membership.

Noel joined the Wellington City Tramways in 1942 as a conductor aged 16 and graduated to motorman on his 21st birthday in November 1946. He remained with the Tramways until the early 1950's when he moved to Christchurch and joined the Christchurch Transport Board as a fitters mate in the Tramway workshops until the trams ceased operations in 1954.

After a period of alternative employment in the South Island, Noel returned to Wellington and joined the Wellington Tramway Museum in 1968. Because of his experience in working on a street tramway he was used for training museum members in tram driving techniques and many of today's tram drivers were trained by him.

Noel had a great repertoire on his experiences of working on Wellington trams and he took great delight in relating these so much so that the Museum recorded these on DVD's which are a legacy to him and form an important aspect of our tramway history.

As Noel grew older he withdrew from the regular roster but still enjoyed coming to the Museum when able and undertaking some driving and catching up with friends.

His funeral was held on 13 January and attended by many members of the Museum.

Our condolences are extended to his wife, Ngaire and members of the family.

JIM BENTALL – ‘BIRTHDAY BOY’



Above: Jim Bentall recently celebrated his 86th birthday with a special “Picnic Tram” for all of his family who had come from as far away as England and around the country. Photo: Eleanor Bentall

239 did the honours going to the beach and trusty 159 brought them home.



Photo: Eleanor Bentall

Belated Birthday Greetings to you Jim from all at the Tramway.

PASSENGER TRAFFIC STATISTICS

From Keith McGavin

December up to Christmas (1st to 24th)

December through to Christmas was another period of generally wet and/or cold weekends. The result was a very low passenger count even although the trams were ready to operate every Saturday and Sunday. Overall passenger journeys (at only 388 No. of which 206 No. were a Special Charter) were down 47% on the same period the previous year.

This miserable result took the year to date passenger Nos. from 1st July to 24th December to 4,875 which was 631 No. (11%) below last year.

Boxing Day 26th December to 31st January

This is the critical time of the year for us as we operate daily through to late January and depend on this period for a large proportion of our annual traffic. Fortunately for us the

weather came right from Christmas Day was generally dry and warm through to the end of January.

Trams operated on 31 successive days from 26th Dec to 25th Jan and on Sat.31st Jan (32 days in total) which is one more day than last year. Key events were the Kids' Weekend 3rd/4th Jan, and the Kapiti Heritage Day Sun 18th Jan. Both events were held in fine weather and each attracted record attendance for the particular event.

Overall passenger numbers for the holiday period at 5,610 are 25% higher than last year and 22% higher than the year before. They are the highest since 2009/10 when the last of the Anything Vintage Festivals was held. Year to date passenger journeys from 1st July are now 5% higher than last year (as mentioned above they had been 11% lower prior to Christmas).

Wings over Wairarapa – from Trevor Burling

I went to the Wings over Wairarapa air show recently and among the many things of interest was a Clark Tug being used to tow aircraft about.

It looks a little bit smaller than our one and has some slight differences.

The tug belongs to an aviation group based at the Hood Aerodrome at Masterton.

Unfortunately the wind was too high for the WW1 aircraft to fly when I was there, but a Tiger Moth was able to fly and the pilot gave a marvellous demonstration of the manoeuvring capabilities of these ubiquitous aircraft.



Photo: Trevor Burling

Generous Donor Sought

The Museum would dearly love to upgrade the current TV screen in the Barn.

We now have an excellent Tramway Memories DVD to show visitors, but the old TV set is just not up to the standard expected these days.

Is there anyone out there who would be in a position to donate to the Museum a 42 inch (or above) flat screen TV for our Cinema?

Alternatively donations towards buying a new Flat Screen TV would be very welcome.

Please email Robert Hatten at hat10z@paradise.net.nz if you can help us in any way to achieve a much better video presentation in our Tramway Cinema.

Many thanks.



Above: the Tramway Cinema in operation.

A note from the Membership Secretary, Gus Weir

“Membership Fees

G'day Marlene

Would you please insert a note in the next "Tramlines" requesting that in order to reduce the paperwork and therefore grumpiness of the Membership Secretary **PLEASE RETURN YOUR RENEWAL FORMS WITH YOUR PAYMENT.** Thank-you.

Regards
Gus “

THE FLEET

Fiducia 260 - Colin Dash and Keith McGavin report:

Trucks

A end motor

As reported in December 2014 Tramlines we have encountered problems with the motor of the A end truck for tram 260.

The Brill 62E trucks which will be used under tram 260 were originally from tram 235. The rebuilding of these trucks had been progressing at a steady pace up to the end of October 2014. At this time a decision was made to check the BTH510 motors for any abnormalities. This was a fortunate decision because one motor (A end truck) did not sound good, with what sounded like rumbly bearings plus an unevenness and vibration.

A metal tag attached to this motor indicates that it comes from double saloon tram 208. No.208 was one of two double saloons retained in Newtown tram barns during the last year of tram operation in Wellington, for use in the event that there were not enough serviceable Fiducias to run the service. It is possible that a quick motor change was carried out in the last few months of tram operation to provide 235 with a serviceable motor, if its original motor was giving trouble. Everyone knew they just had to

keep the Fiducias running until May 1964. Adding to the likelihood that it was from tram 208 is that it is a BTH510C motor, the "C" indicating it is an earlier variant of the BTH510, not normally found on Fiducias.

Dismantling the BTH motor to access the bearings proved to be a more difficult task than anticipated. This was due to the need for several custom tools which were not available and had to be made. The tapered sleeve which carries the inner race on the pinion end was the most resistant. This



The bearing on the pinion end of the motor was most resistant to removal – shown here finally removed on 4th January. Photo: Colin Dash

inner race was finally successfully removed on 4th January.

Having completed that part of the exercise it was satisfying to have done it with no damage to any part.

Having finally exposed the motor bearings we found that they were better than expected but still showing wear from the many years of service.



The "A" end truck for tram 260 (ex tram 235) with motor removed and showing the driving axle

Photo: Colin Dash

A replacement bearing for the commutator end was found from the Museum's stock of spares but we are still trying to source a drive end bearing.

In addition to the above when we came to thoroughly clean and degrease the pinion that had been removed on 19th November we found that it has a hairline crack across almost its whole width and will need to be replaced. Again we are fortunate in that the Museum has a spare which looks to be satisfactory. It is likely that the cracked pinion contributed to the unwanted noises.

Magnetic Track Brakes

The magnetic track brakes, which were rewound in-house earlier in 2014, are nearing completion and should be assembled onto the trucks very soon.

Apart from the motor that should be job done.

The end is definitely in sight.

Body and Electrical

There has been a continuation of rubbing down, filling and undercoating the exterior—though this work slowed over the busy holiday tram operating period. Interior wiring work is continuing. On 28th January the air tank for tram 260 (along with those on our operating trams) was ultrasonically tested and proved to be in sound condition. (See photo, page 18.)

Combination 17

Below: A photo taken by Mike

Flinn on 29th January during the monthly inspection at The Wheelwright Shop, Gladstone, shows four newly manufactured, open section, seats in place. The seat backs and the metal fittings are placed on the seat bases ready to be installed.

This view is looking through from the open into the saloon section. A full report will be prepared for next issue.



AROUND THE MUSEUM

Kiosk Refurbishment

(from Henry Brittain, Russell Jenkins and the editor)

roofing iron on the gable part of the roof so that everything matches up including colour.

New gutters and downpipes are to be fitted and the window grills will be modified to be more user friendly. The exterior of the Kiosk will



Above: Work recommenced after the busy Christmas/January period on re-roofing the kiosk on 11th February. On the roof are Colin Dash (left) and Steve Porter while others are, from left Murray Gibson (on the scaffold), Mike Flinn and Mike Vash.

Photo: Keith McGavin

This was put on hold during the Christmas break but commenced again on Wednesday 11th February. The veranda roof will be installed as well as both gable ends of the kiosk itself.

It has now also been decided to replace the

then be painted, including the veranda posts.

The interior will also get a fit-out with new carpet being laid and a fresh coat of paint applied. All will be in readiness for our 50th Anniversary Celebrations.

Cleaning

On Christmas Eve, 24th December, Mike Vash performed the annual ritual of cleaning out as much of the barn as possible, in preparation for the anticipated influx of visitors over the holiday period. This involves moving some of those vehicles that normally remain inside the building, outside



Above: Tram 207 was towed outside using the "Tug".



Above: Tram 151 (4 foot gauge) assisted in hauling out the cable car and trailer (each 3ft 6" gauge) on our multi-gauge track.



Above: Tram 159 towed out 238



Above: The only tram left in the public area was Brisbane 133 (King-Kong tram) on the far left.



Above: ...and only Fiducia 235 was left inside the storage and office area of the barn.



Above.....leaving space for Mike's cleaning operations!

ALL PHOTOS THIS PAGE BY MIKE FLINN

CLEANING, continued

Building exteriors have also come in for attention lately. Alan Smith, Keith McGavin Barry Cody and others have been attending to the workshop and the rear building exteriors, waterblasting the cladding and cleaning out gutters.



Above: Barry Cody waterblasting the north wall of the rear storage building, 11th February

Photo: Keith McGavin

Pole Painting



As in recent Summers Mike Flinn has been continuing a programme of painting the steel poles around the depot area.

Photo: Keith McGavin, 31st January 2015

What's in a Name - By Keith McGavin

'Everything you ever wanted to know about MacKays Crossing'

The New Zealand Geographic Board “the Board” (the statutory authority that decides on place names in New Zealand) is proposing to change the name of the locality of **MacKays Crossing** (home of the Wellington Tramway Museum) to the dual name of **TeRamaroa / Mackays Crossing** (note the lower case “k” in Mackays).

The Board’s proposal was advertised in the official New Zealand Gazette in August 2014 with any submission or comments to be made to the Board by a date in December. The proposal is no longer open for public submissions.

I assume a final decision from the Board will be forthcoming shortly.

McKays, MacKays or Mackays

A Mr John Porter is the person who has made successive proposals to the Board for the spelling change to Mackays (with a lower case “k”). His earlier proposal in 2013 was declined by the Board based on long term use of the current spelling – MacKays Crossing – and that the Board was not sufficiently convinced by the evidence provided of the consistency in spelling. He has made another proposal, with additional material, in 2014 and it is this that the Board is responding to.

For many years the railways have always used the spelling “McKays Crossing” and may still do.

On Google Maps the location is named as “MacKay” without the word “Crossing”.

The current official spelling of “MacKays Crossing” was adopted on advice from the Surveyor-General in 1983 “that MacKays Crossing would appear to be correct”, and the Wellington Regional Council have consistently used “MacKays Crossing” for several years.

According to a brief history of the Mackay family provided by the proposer, John Porter, Arthur Mackay (who the Board’s archives have indicated MacKays Crossing is named after) is mentioned in 1896 as one of four Mackay brothers who purchased 48 acres in the area.

Other evidence provided by the proposer suggests that the spelling with the capital "K" was a mistake and it should be lower case.

However the evidence is somewhat contradictory. For example, it is stated in the paper prepared by officials for consideration by the Board, that B McMorran (in his 1977 book "In View of Kapiti") records that "at Paekakariki, Arthur McKay and his brother farmed on the plateau above the railway crossing that bears their name". Also that W. C. Carkeek, in his 1966 book "The Kapiti Coast" records that "TeRamaroa is a place on the eastern side of the main highway about a mile inland from the site of the Wainui pa on the coast. In 1876 Ramaroa was leased to Mr McKay, and at a general meeting held in Porirua in March of that year it was decided to divide the rent equally among Ngati Toa claimants to that land".

However the Board is apparently convinced that there is sufficient evidence to justify a change to "Mackays" with a lower case "k".

TeRamaroa

There is nothing in the papers I have read of anyone specifically proposing that this Maori name be adopted. However it is a function of the Board to collect original Maori names for recording on maps or charts. This appears to be what is happening in this case.

It is somewhat surprising that the Board is proposing the dual name of TeRamaroa / Mackays Crossing for the locality. It appears to me from the evidence I have read that the TeRamaroa name is solely associated with land to the east of the main highway. However the Board had mention before it that the "main highway has been relocated 200 metres to the east in recent years".

Dual Naming: In the report to the Board prepared by officials the following is stated as the policy regarding dual names: "Recognises the equal and special significance for the community of both original Maori and non-Maori names. This significance may be historical or cultural. Provides for two official written languages of New Zealand, note that one name is not necessarily or even usually a translation of the other. Can overcome some of the problems that wholesale replacement can cause, such as loss of identity, and confusion, especially in emergencies. In the written form for dual naming both names are required to be shown together." (my emphasis)"With the passing of time the original Maori name might gain everyday acceptance and use."

Comment:

It is a pity that that WTM was not aware of this proposal until January this year when I came upon it by chance.¹ We have been resident for over fifty years and have accumulated considerable knowledge and background information. The paper prepared by officials and submitted to the Board states "The area is currently unpopulated and rural, with just a few buildings that service various recreational facilities within Queen Elizabeth Park". The paper does not indicate that any of the Park's lessees had been or should be consulted.

However, all said and done, the proposal if adopted will not have any great effect. It will no doubt be good to have some final certainty as to the name and spelling. I guess SH1 road signs will be changed from "MacKays Crossing" to "TeRamaroa / Mackays Crossing" which will hardly make them any clearer!

The report to the Board indicates that the proposer "has again provided the same documentary evidence of support from the Kapiti Coast District Council, Whareroa Guardians Community Trust, Kapiti U.S. Marines Trust and several members of the Mackay family as was provided with the same proposal submitted in 2013." The Tramway Museum has not seen what any of this "evidence of support" comprises. It is interesting that the report also suggests that the extent of this "unpopulated rural locality" needs to be defined and that this would be done by the local authority (ie in this case the Kapiti Coast District Council).

The official position appears to be that a dual name should be quoted in full when used in written form. Thus, assuming that after reviewing any submissions that were received by the closing date in December the Board finally approves its proposal the Museum's official location will become **TeRamaroa / Mackays Crossing, Kapiti**. However, the Museum will no doubt continue to make up its own mind on how it describes its location in brochures and advertising etc.

As to the current "MCKAYS CROSSING" destination sign on tram 151 ???..... will we try to fit "TE RAMAROA/MACKAYS CROSSING" in the space available? – quite a challenge!

¹ **Subsequently WTM has contacted the Geographic Board who have responded that although we were too late to make an official submission our correspondence will still be placed before the Board when they meet to make a decision.**

POSTSCRIPT to "WHAT'S IN A NAME" by Keith McGavin

On Friday 23rd January I spent some time at the NZ Railway & Locomotive Society offices at Ava (Petone) researching the railway's use of the name "McKays".

Firstly, there was, until 1900 (in Wellington and Manawatu Railway Company days) a station called **Wainui**, which shows on gradient diagrams of the time to have been located more than two miles north of Paekakariki, and more than three miles south of Paraparaumu. According to the NZR working timetable McKays Crossing is 1 mile 70 chains north of Paekakariki station and 3 miles 77 chains south of Paraparaumu station. (80 chains = 1 mile.) Thus Wainui station, which had one siding,

must (assuming the location shown on the gradient diagram to be correct) have been located somewhere between 30 chains and 77 chains north of McKays Crossing. (That is, if it was 30 chains north it would be exactly 3 miles and 47 chains south of Paraparaumu and 2 miles north of Paekakariki; if it was 77 chains north it would be 2 miles and 67 chains north of Paekakariki and exactly 3 miles south of Paraparaumu). A location 30 to 77 chains (that is 600 metres to approximately 1.5kms) north of McKays Crossing would put Wainui Station possibly somewhere near the old (now closed) Lynches Crossing, though I haven't measured this out.

However Wainui railway station was closed in 1900.



Above: The area immediately north of the actual road crossing (a photograph taken in April 2009). The railway track has since been duplicated. The left of this area is where "McKays" station and yard was located from 1943 until 1951 and it is here that the Tramway Museum and other groups consider passenger platforms should be provided (one for each track), for use at least in holiday times and on special event occasions.

Photo: Brent Efford

Opening of "McKays":

I could not find any reference to McKays (or MacKays etc.) by the railways until 1943, although we understand the road crossing was always there. I may need to have a closer look at some working timetables from the 1930's as level crossing warning devices, where they existed, were always listed.

The first major reference to "McKays" in the working timetables is in cyclostyled train advice No.1690 (2 pages) of 11th June 1943 issued by Railways District Traffic Manager, Wellington, on 11th June 1943.

This is headed:

**"OPENING OF "MCKAYS" AS A PERMANENT
TABLET STATION.**

WELLINGTON – PALMERSTON NORTH

"On Monday, 14th June, 1943, between the hours of 9.0 a.m. and 11.30 a.m. tablet working between Paekakariki and Paraparaumu will be suspended and trains between those stations will be worked under "Line Clear" in accordance with Tablet Regulation No.31."

"At 11.30 a.m. (or after No.610 has cleared Paraparaumu) on Monday, 14th June, 1943, a new Permanent Tablet Station named "McKays" situated between Paekakariki and Paraparaumu will be brought into use and Paraparaumu will be converted from a "Switch Out" to a Permanent Tablet Station."

The train advice goes on to describe the signals, the points (main line points fitted with ground frame levers and Woods Locks), and the tablet exchanger "which is erected near the tablet hut on right hand side of line".

Even although the military use is not mentioned in the Train Advice "McKays" was in fact built to serve the US Marines base.

On 20th July 1947 the Railways Department issued a full and up to date print of the Working Timetable incorporating all amendments. McKays was still listed. By this time automatic signalling had been installed controlled from the south cabin at Paekakariki. Some of the details shown for McKays are as follows:

Accommodation and appliances at Stations:

Fixed Signals

Standing Room for 18ft 6ins wagons

Loop 95

Loop 60
Backshunt 53
Backshunt 29

(The above shows that there was a fairly extensive yard at McKays, with two loops off the main line and two backshunts.)

Automatic Warning Devices at Level Crossings:

28m 68ch (from Wellington) McKays Crossing
Nearest Station: McKays 2 chains south

(this reference confirms the Railways Department use of the spelling "McKays" when referring to the Crossing of that name, as well as the station. It is interesting that McKays Crossing is shown as 2 chains south of McKays (station). I am not aware of Railways Department practice as to the measuring point for the actual mileage for a station - and given the station included a 95 wagon long passing loop there is a wide range of possibilities for determining the precise location when it is described as 2 chains north of the Crossing.)

Other instructions in this train advice covered the conditions under which shunting trains and light engines would be permitted to run between Paekakariki and McKays, and the working of the single line between McKays and Paraparaumu. All were controlled from the south signal cabin at Paekakariki. By this stage the double track had apparently been extended from Paekakariki to McKays.

By 1952 the Loops and Sidings at McKays had disappeared from the working timetable. Presumably they had been physically removed. However "McKays" remained as a place in the working timetable right through to when the line was duplicated north to Paraparaumu recently – it denoted the end of the double track and the point at which trains would have to wait for others to clear the single track.

So the short life of McKays as a station with a yard was for nine years or less. Should common sense eventually prevail and should a new station arise the builders will be likely to find good compacted ground on which to build the platform and car-park – where the sidings once were!

There is no doubt that Railways have consistently used the spelling "McKays" and "McKays Crossing", at least since 1943, but I have not discovered any information as to why that spelling has been used.



Above: Alan Caldwell, of Engineering Quality Testing Ltd., carries out ultrasonic thickness measurement on the air tank of tram 159 on 28th January.

Photo: Keith McGavin



Above: Tram 151 makes its way towards the summit during its ascent from the Beach terminus, 20th December 2014.

Photo: Mike Flinn



Above: A smartly dressed crew – Richard Gray and Jayden Charteris in their traditional Wellington Tramway uniforms, 31st January 2015. Tram 151.

Photo: Allan Neilson

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LET THEM BUILD THEIR OWN WELLINGTON TRAM

FROM THIS



TO THIS



ONLY \$5 EACH FROM THE TRAMWAY KIOSK

LAST WELLINGTON TRAM DRIVER RETIRES FROM DRIVING WELLINGTON BUSES



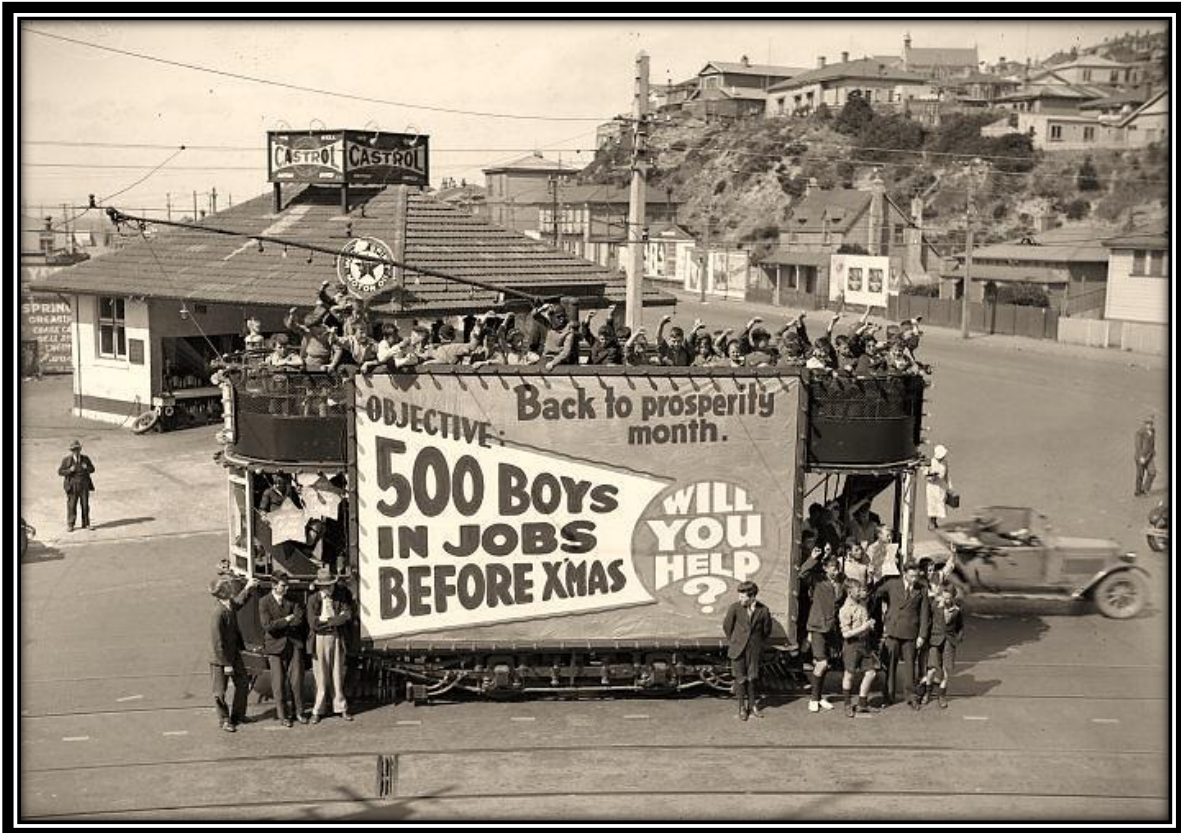
The last Wellington tram driver (motorman) to be driving Go Wellington buses retired recently, aged 77. He is Arthur Allen, who joined the Tramways in 1959 and was trained as a motorman in Wellington shortly after this – the trams ceased in May 1964

Arthur had broken service (he did not drive Wellington buses continuously through all those years) but a large part of his time has been 'on the buses'.

Arthur was a WTM member for a year or two at the start in the 1960's and we hope to soon get him back up to our Museum to show us really how to drive trams!

Left: Arthur Allen, who retired on 17th January 2015. (Photo and some information from Go Wellington Supervisor Graeme Inwood)

PICTURE FROM THE PAST



Above: Here is a photo from the depths of the great depression – 1932. The four wheeled double decker tram is filled with children on both levels. In the background is a Castrol petrol station, in Wakefield Street, Wellington, with Oriental Parade in the background.

Photographer unknown, Alexander Turnbull Library collection ref. 1/2-084811-G

A NEW BOOKLET

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

In 1966 or 1967 Gavin Robieson, who at the time was a Tramway Museum Board Member and "Tram Mechanical Supervisor" researched and wrote what was intended to be a "guide to the tramcars on display at the Queen Elizabeth Park Tramway". Gavin passed away in 1973 and the guidebook was never published. However recently the hand written manuscript and the original photographs have resurfaced.

Keith McGavin has put these together as a 16 page booklet and prepared a suitable preface explaining the background. There is a page with a black & white photograph for each of the Museum's Wellington trams (except Nos.17 and 185 which were obtained later). Each photograph shows the tram in service in Wellington's streets, and a brief technical details are given along with some background on what makes each tram unique and why it was chosen for the Museum. Other information is included such as the story of tram 232 (the prototype Fiducia), MoTaT's Wellington trams, and the last day of operation in Wellington for each of our trams.

The booklet is available by order only, to Keith McGavin, either at the Museum or to keith.mcgavin@paradise.net.nz (or 27 Havelock Street, Wellington 6021).

The price is \$5.00 each if to be collected from the Museum, or \$7.00 posted.

ALL PROCEEDS WILL GO TO THE TRAM 17 TRUCKS FUND.

DONATIONS & BEQUESTS TO THE MUSEUM

We are very grateful for the donations that many members have made to the Wellington Tramway Museum over the past years, and especially for the larger donations that some members have generously made. There are also numerous donations of material of various kinds to add to our archival collection for which the Museum is very grateful.

The Museum's current key projects include the restoration of tram 17 and completing the restoration of tram 260 – including overhauling its trucks. Donations towards these projects, or for the general purposes of the Museum, would be very gratefully received. Note that all donations to the Museum are deductible for tax purposes (Wellington Tramway Museum Incorporated – Registered Charity No.38985.) Please send any monetary donations to the Hon. Treasurer, Wellington Tramway Museum Inc., P.O. Box 2612, Wellington, New Zealand.

The Museum has also benefited on a number of occasions from monetary bequests that members, who are sadly no longer with us, were kind enough to make provision for in their Will. However not everyone makes a Will, though doing so eases the administration of a person's affairs after their passing.

If you are considering financially supporting the Museum out of the proceeds of your estate, we encourage you to formalise the bequest (and any other such arrangements) by making provision for it in a Will. If you would like to talk in confidence about this, please call Treasurer Michael Boyton, by e-mail first up at treasurer@wellingtontrams.org.nz or phone 03-526-7777 (Michael will call you back to save tolls costs).

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. 13/2/2015. The next issue is due out in EARLY-MID APRIL. Contributions to Marlene please.