

**WELLINGTON TRAMWAY
MUSEUM INCORPORATED**

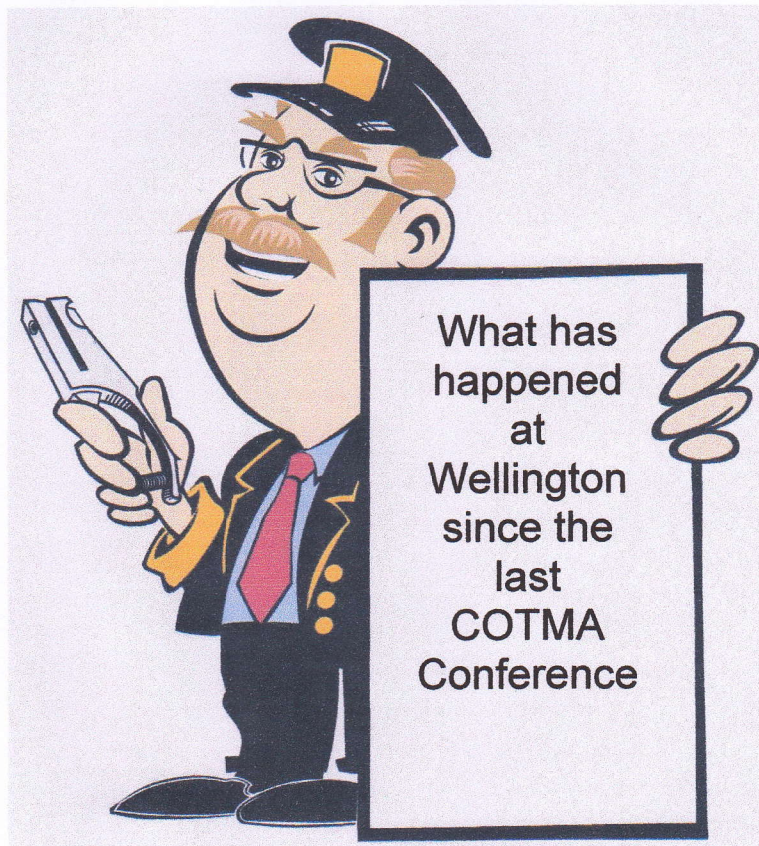
PO BOX 2612, WELLINGTON 6140, NEW ZEALAND



Wellington Tramway Museum Inc.
THE KAPITI COAST ELECTRIC TRAMWAY



**A 2km rural tramway,
In Queen Elizabeth Park, Kapiti, 45 kms north of
Wellington NZ**



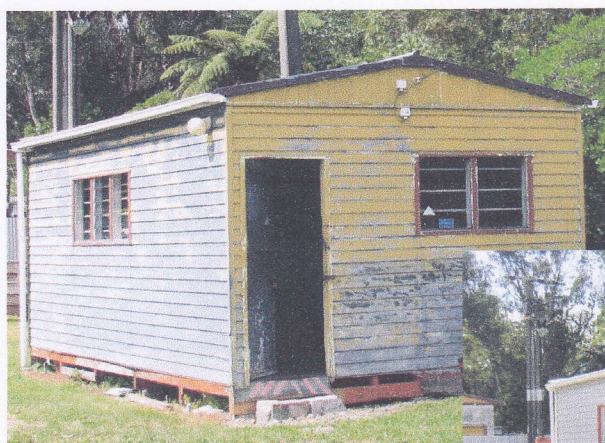
Fiducia Centre Opening



Graham Stewart, NZ Tramway Historian, officially opens Wellington Tramway Museum's "Fiducia" Centre 10th November 2012

The Centre is used for members' meetings, social gatherings etc., and is also hired out.

The "Palace" – Members' Tea Room



**Built 1970 and
overdue for
refurbishment**

Before and after



Tram 260

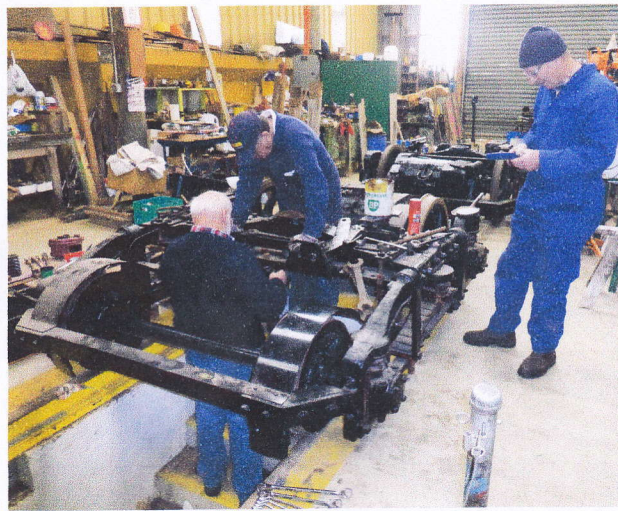


The last tram built in New Zealand – entered service in December 1952. The body was built in the Kilbirne Workshops pre World War 2 but because of inability to obtain electrical equipment was not completed until 1952.

Restoration Continues - External body almost ready for painting



Interior almost complete



Trucks being rebuilt

Aim to have tram in service by December 2015 or sooner if possible

Tram 17



One of Wellington's original trams from 1904

After a successful fundraising programme including assistance from NZ Lotteries Board and other Charitable Trusts, the body of Tram 17 is now being restored. The contract with the restorer, The Wheelwright Shop, is for the restored tram body to be returned to the museum by November 2015 - in time for the museum's 50th anniversary.

The next task is to obtain or construct Brill 22e 'Eureka' Trucks for it to run on. Fundraising is underway and preliminary planning has started.

159 Truck Change Over



Replacement trucks were sourced from Fiducia 238



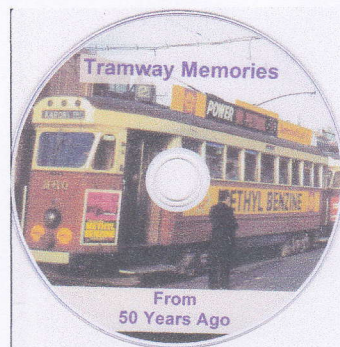
Trams were jacked up using original lifting equipment from the Wellington City Tramways. The changeover was completed in 8 working days and the tram returned to service.

159 Body Repaint



What started out as a minor repair and touch up ended up as an almost complete repaint.

DVDs Produced



English Electric Swansong



A tribute to the 74 years service
of English Electric Units
on the Wellington Rail Network

2 DVD's produced and sold to raise funds for restoration projects.

Website Update



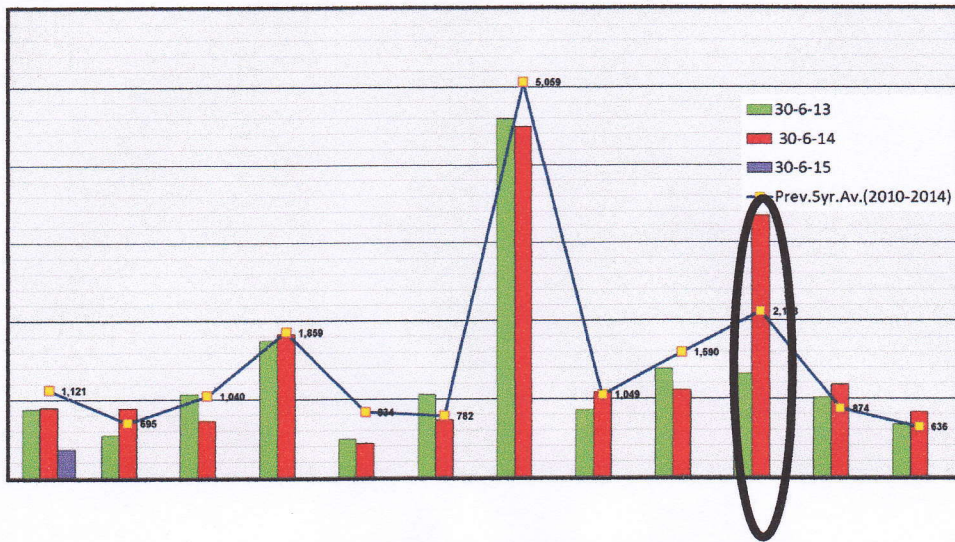
Our website has been redesigned. The old site needed outside assistance to change and the new one is designed so that designated members can do any updates required. Well that is the plan – we are still learning the ropes!

50th Anniversary of Last Wellington Tram



Low key commemorations as a result of lack of support from City Council who were the operators of the Wellington Trams.

Continuing Good Patronage



April 2014 was a bumper month with exceptionally fine weather and a music, food and craft festival at the park

What would be the ideal position in 10 years time?

To have a Museum of Wellington Trams and Tramways that:

- Incorporates Artifacts, History and Education
- Has a library archive with good facilities for research
- Has a close relationship with the Regional Council and Local Government
- Has at least 6 Wellington Trams in operation



Where Will We Be In 10 Years Time ?



And our current members will be 10 years older !



There in lies a problem

Let's look at ourselves.

- Apart from some of the “operating staff” who run the trams and the kiosk, our maintenance and restoration crew are in the older age bracket. A look at the regulars in our “Wednesday Workday Crew” shows the following:
- 9 active “originals” – all 70 years and over
- 7 “No 2 Team” – Recent Arrivals - between 60 and 70
- 7 new team around 55 to 60 years
- To sum up
- The current Wednesday Workday Crew will mostly be over 70 in 2024
- These are the people who do our maintenance, restoration and marketing

What does this mean?



So how do we overcome this potential problem?

- Where will “new” recruits come from?
- Will we have to pay people to do work that is currently done on a volunteer basis?



- Target people nearing or just entering retirement.
- They need not be “Tram Buffs”!
- Skills such as electrical, woodwork, metalwork, engineering, painting, project planning and marketing are all skills that are required to keep trams and a tramway museum operational.

Where will “new” recruits come from?

- Volunteer Groups
- The Recently Retired

At the Wellington Tramway Museum we have sought assistance from an organisation “Volunteer Kapiti” and as a result have gained members / helpers in fields such as carpentry, light engineering, painting, kiosk operation and tram driving.

In the future we need to make contact with organisations running pre retirement seminars and try to be a contributor to such programmes.

Contacts need to be made with Service Groups such as Lions, Rotary and Probus as these are potential sources for new members.

As the population gets older and the “baby boomers” enter the “retired work force” we must make serious attempts to get such people involved.

The population on the Kapiti Coast, where our museum is located, has an increasing population with a good proportion in the older age group.

We will have to mechanise some of our tasks and invest in “new” plant and machinery



If we don't

Our treasured museums will slowly fade away
and we must not allow this to happen.

