

FORUMS

HOW WOULD THESE IDEAS WORK FOR OUR MUSEUMS?

Chairman - Colin Seymour (A.E.T.M.)

Recorder - Ron White (A.E.T.M.)

The Forum related to the following topics:

Tramway Museums as Museums

- What Makes a Tramway Museum a Museum?
- What Brings Senior Citizens to Visit?
- Adding Reality to a Social Studies Programme.
- Why Promote a Museum?

The panel consisted of:

- Bill Kingsley, Bendigo Trust
- Arthur E. Taylor, Probus Club of Brighton
- Mostyn Schneider, Principal, Plympton Primary School
- Neville Smith, General Manager, Coachlines of
Australia/Dial-a-Bus

HOW WOULD THESE IDEAS WORK FOR OUR MUSEUMS? (Cont'd)

- Question: What are the "no-no's" for tour operators?
- Answer: Blank walls, no people, no enthusiasm. Someone should be there ready to welcome the group.
- Question: Do tourists expect freebies as well as rides, eg. Sydney issues a ticket which is a tangible souvenir?
- Answer: Not really, but Neville Smith offers free passes to the St. Kilda Museum for "stories". Another idea, offer a free ticket as a prize to passengers whose ticket number is divisible by 3.
- Question: What are children looking for at a tram museum?
- Answer: A good time but this is covered by whoever plans the school excursion, children learn through play.
- Question: What should be in an Education "pack" for children?
- Answer: Worksheets can be prepared and can include pictures of trams to colour in. Teachers sometimes plan the visit around a particular theme. Children will benefit more when the teacher or tour operator are better prepared. Great value comes through good preparation.

HOW WOULD THESE IDEAS WORK FOR OUR MUSEUMS? (Cont'd)

Question: Should we have material available to hand to teachers and what should it contain?

Answer: Handout material should include a brief history of the museum, the electric trams, current and future museum projects.

Question: What do senior citizens look for in a tramway museum?

Answer: A good time, Nostalgia, Amenities, eg. toilets, cup of tea, inexpensive booklets, souvenirs.

Question: What sort of souvenir items do customers look for?

Answer: Senior citizens - booklets and postcards.
Children - pencils and postcards of the actual trams ridden on.

Question: We discussed senior citizens and children but can we attract the middle-aged group of people?

Answer: There is no easy answer - the middle aged group of persons tend to become aware of museums through contact with younger and older people who have attended charter excursions. Transport students technically involved are easy to interest but they want something to do. Museums should show interest in students' finished projects. Photos of the Museum in action will attract the interest of others.

WHAT OUR MUSEUM HAS DONE

Chairman - Colin Seymour (A.E.T.M.)

Recorder - Ron White (A.E.T.M.)

The Forum related to the topic:

- "What have we at our Museums to bring in the People?"

The following Museums explained what they had done to "bring in the people".

Ballarat Tramway
Preservation Society

Contacted coach companies, but some did not stop long enough for a ride. Coach companies probably want weekday operations, which is not always possible for a voluntary society. "Penguin Vic." (a children's club of 4,000 members) offers free vouchers in tourist books. This gives an idea of market penetration.

South Pacific
Electric Railway
Sydney

School holiday operations on Wednesdays. Tried nominated Charter days once a month but too restrictive for potential customers. Can cope with occasional charter groups.

Western Springs
Tramway, Auckland

Coach companies responded to an offer of a guide system within the MOTAT area. The Pioneer Village provides guides. An Education officer liaises with school parties and looks after the party during it's stay. This has created extra interest from schools.

WHAT OUR MUSEUM HAS DONE (Cont'd)

Australian Electric
Transport Museum
Adelaide

Provides hot dog lunch and cake for charter groups on demand. Sunday tea, coffee and sweets when Bev Smith is available. Charters have kept the A.E.T.M. financially viable. Retired members are making a useful contribution here. Initiative needs to come from the A.E.T.M. to interest coach companies. A.E.T.M. held a Coach Captain's Day to arouse interest in the Museum and get the coach drivers enthused.

Tramway Historical
Society, Christchurch

A kiosk offers snacks. However, a concessionaire needs assurance of potential business before opening. Subcontracting works better than members trying to do it (but the subcontractor's heart is not in it).

Ferrymead

The Canterbury Provincial council meets here 3 times a year and invites tourist/accommodation operators to tourist venues such as Ferrymead.

Wellington Tramway
Museum

The museum participates in a joint advertising campaign by member museums of the Federation of Rail Museums in New Zealand. Such co-operative advertising enables advertising costs to be shared. A special voucher offer is being considered to gauge market penetration.

WHAT OUR MUSEUM HAS DONE (Cont'd)

Membership of
New Zealand
Federation of
Rail Museums

Means competition with other
similar societies. The museum
needs to target in on a market,
eg. Senior Citizens groups and schools
if no success with coach companies.

WHAT YOU ASKED FOR - OPEN DISCUSSION

Chairman - Lindsay Richardson (P.E.T.S.)

Recorder - Colin Seymour (A.E.T.M.)

The chairman asked representatives to give a critical analysis of C.O.T.M.A. in general and of this conference, with a view to making C.O.T.M.A. and C.O.T.M.A. Conferences even better.

Initial discussion concerned the whereabouts of Reports of Proceedings of the previous three conferences - Brisbane, Melbourne and Auckland. Representatives from Melbourne spoke of various problems and hoped that the reports would be forwarded in the near future.

Concern was expressed about the lack of Workshops (particularly technical) at the current Conference. It was pointed out that the Conference had a Marketing theme, rather than a technical theme, the emphasis being on guest speakers for the theme rather than traditional workshops. It was also an attempt to try something different. Some participants felt that the Conferences were as important for the social occasion as any theme or workshop.

A number of participants felt that more details could have been provided about the Conference prior to attendance. It was acknowledged that this would have been desirable but a number of arrangements were still been concluded.

It was suggested that there should be at least one prepared historical paper presented at each Conference. This could be done by utilising articles in Trolley Wire and Tramway Topics magazines.

WHAT YOU ASKED FOR - OPEN DISCUSSION (Cont'd)

Participants were asked if anyone knew of the existence of detailed records of Brill pattern trucks. General discussion took place on the possible whereabouts of such records. It was pointed out that C.O.T.M.A. would need to watch for the eventual clearing of blueprints of patterns from the M.T.A. in Melbourne. It was then suggested that C.O.T.M.A. should become a clearing house for all old records, both technical and historical for the benefit of all museums. SPER members pointed out that their historical records were being stored on microfilm for easier identification and accessibility. It was suggested that a common archival record should be setup and made available to all museums.

A comment was made that the use of an overseas guest as a keynote speaker at some previous Conferences had been a highlight. Could future Conference hosts consider arranging such a speaker at their conferences.

VISITS

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The Migration and Settlement Museum

The Migration and Settlement Museum will be Australia's 'ethnic museum'. It will open in Adelaide in 1986.

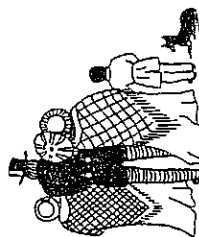
Exhibitions and displays will focus on both the nature and history of particular cultures, and the ways in which the many different cultures are contributing to a multicultural society.

Frederick Phillips - Australian C19th.
The second morning after leaving Gravesend in the clasp of the channel 1878 watercolour 120 x 173 cm.
Gift of Dr W H Phillips 1989 Art Gallery of South Australia.



The aims of the Migration and Settlement Museum are to:

- preserve the rich cultural heritage of the various immigrant groups,
- collect and conserve significant objects,
- mount long-term displays on the history of immigration and settlement patterns,
- mount changing displays on the experience of different immigrant groups and communities and on aspects of their cultures,
- be a venue for travelling exhibitions from interstate and overseas,
- promote the history of the many immigrant groups.



Migration and Settlement Museum

VISITS

Migration and Settlement Museum

The Migration and Settlement Museum in Kintore Avenue, Adelaide is Australia's first multicultural museum. The museum is a division of the History Trust of South Australia and its establishment and opening in December 1986 was a S.A. Jubilee 150 Project. The purpose of the visit was to gain an appreciation of modern museum display techniques, with a view to improving tramway museum displays. COTMA delegates were fortunate to visit the museum during the final stages of construction, two months before the official opening. Tour guides were Margaret Anderson, Director and Allan Muller, designer.

The Museum has been established in a former Destitute Asylum which was first built in the early 1840's to provide shelter for the needy (mostly women and orphans). The building was taken over by the Department of Chemistry in 1926 and became vacant in 1978. Visitors to the Museum are treated to a wealth of information about South Australia's multicultural heritage, including South Australia Now, and the Immigration Story. They also receive a glimpse of the lives of the women and orphaned children who once lived there.

Of use to museum display planners, is the Museum's own brief history of construction, which is described as follows:

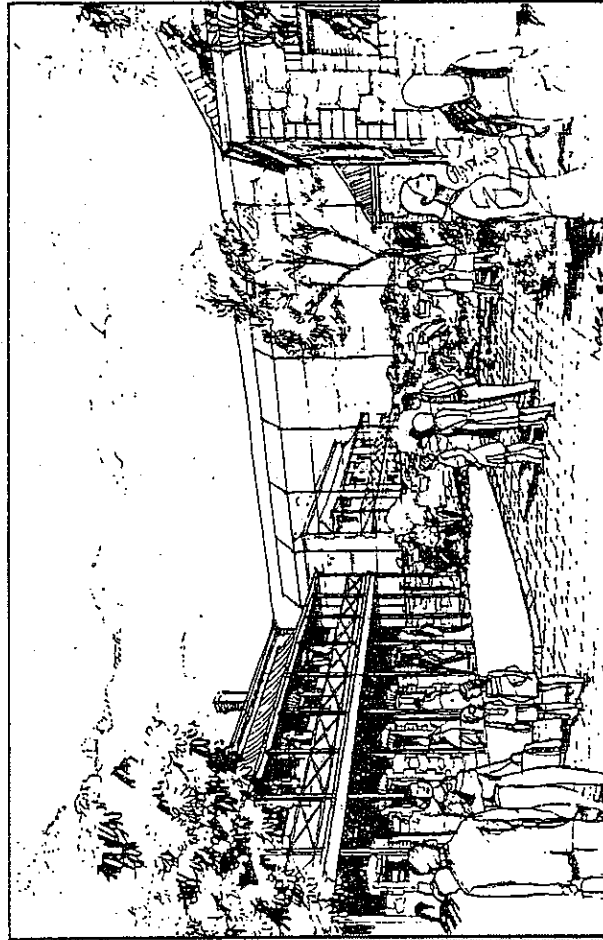
1. A Museum in the Making.

Most of the work that goes on in museums is invisible. What you see is only the tip of the iceberg.

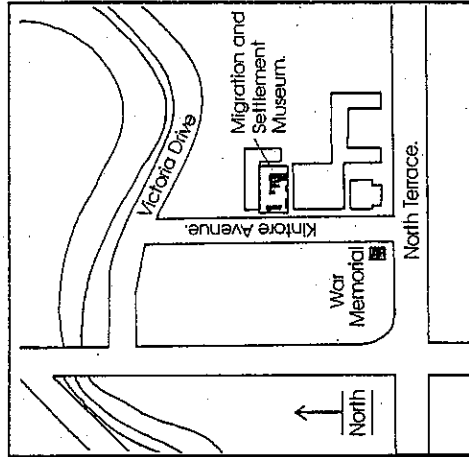
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The Migration and Settlement Museum Location

The museum will be housed in a group of historical buildings off Kintore Avenue, in the Adelaide city centre. The exhibition areas are situated around a central courtyard, where it is planned to hold outdoor exhibitions and different cultural festivals. The site will also include a gallery for use by ethnic communities and an attractive courtyard coffee shop.



Artist's impression of the site



Migration and Settlement Museum (Cont'd)

2. Restoring the Building.

Restoring historic buildings and adapting them for use as a modern museum, is a delicate process. The museum must be designed with the limitations of the existing layout, while the building's interior must accommodate the services required of a modern public building.

3. Researching the Exhibition.

Museum historians must research all of their exhibitions fully.

4. An Exhibition Take Shape/Museum Designers.

With museums, the best work is co-operative work. Creativity often flows from intensive planning sessions involving all staff. But the museum's designers are still responsible for the final form of the displays.

5. The Construction Team.

It is the job of the museum construction team to make miracles. They build the displays, turning concept drawings into physical realities.

6. The Museum Collection.

The basis of any museum is its collection. In historical museums, we are responsible for the collection, preservation and interpretation of the material evidence (objects) of the past. Of course, it takes time to build collections, but this museum is already well on the way. We are especially interested in collecting evidence of the lives of ordinary people. Two single boots uncovered on this site are all that remains of 70 years of occupation as a Destitute Asylum.

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Permanent Exhibition programme

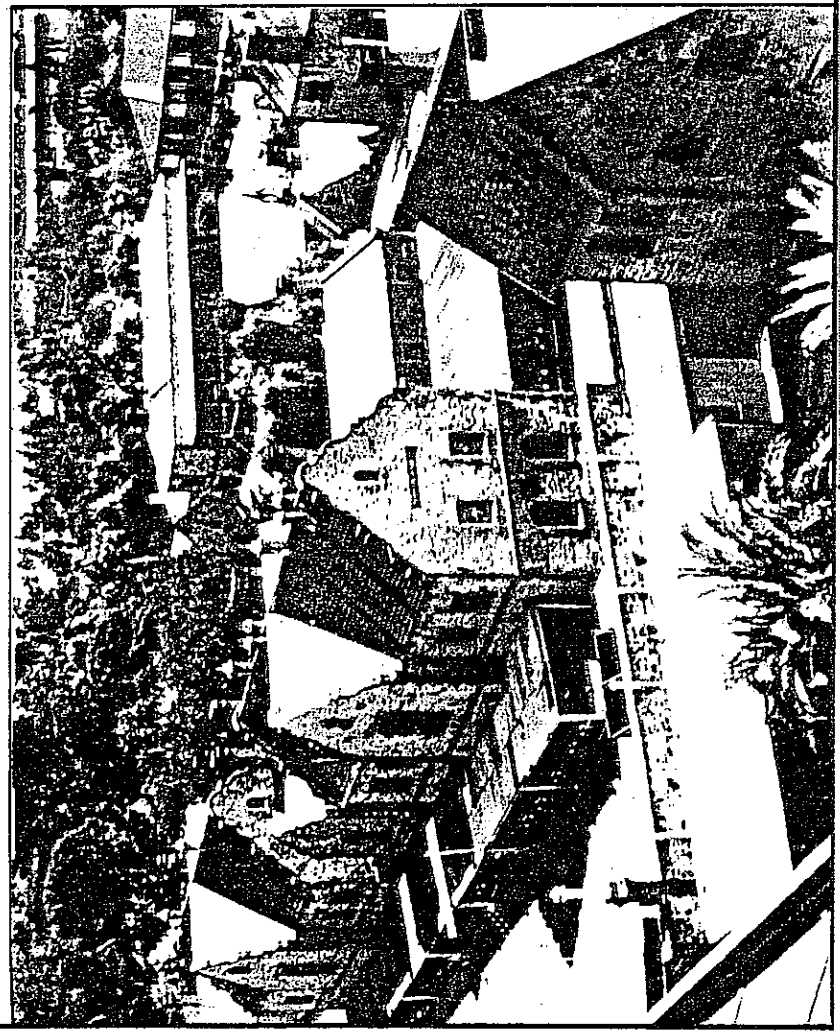
As visitors walk through the galleries to the eastern side of the courtyard, they will move through the history of migration and settlement presented chronologically to the present day.

Gallery 1

The history of the site of the museum. This gallery will help to orient the visitor by placing the museum buildings in their historical context. The theme of immigration is also introduced.

Gallery 2

Multicultural gallery. This gallery examines the concept of multiculturalism by focusing on the contribution made by all the different ethnic communities to our cultural heritage.



Deslure Asylum complex

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programme

Gallery 3

A theatrical reconstruction of a nineteenth century scene of departure in Britain. This gallery will look at the reasons why people came to this land and focuses on their experiences as immigrants.

Gallery 4

A stark contrast of atmosphere and light is the setting for this gallery which deals with the process of settlement during the nineteenth century and the impact of settlement on the Aborigines.

Gallery 5

This gallery is reached by passing through a 'barrier' representing the White Australia Policy. The impact of the two world wars on immigration is then explored in a highly dramatic way using audio visual presentation and concentrating on the individual's experience of the dislocation caused by war.

Gallery 6

The immigration boom of the 1960's up to the 1980's will be the main focus, showing the introduction of Asian immigration.

Migration and Settlement Museum (Cont'd)

7. History for Sale.

As interest in Australiana grows, historical museums face increasing competition in the antique market. This museum has only a small acquisitions budget. To help us build our collection, we have established an Acquisitions Fund.

8. Conservation.

All museum collections require conservation to ensure their preservation and to prepare them for exhibition. In the State Conservation Centre (of S.A.), experts in a range of fields undertake this painstaking work.

9. What Price Heritage?

Preserving the State's moveable heritage is an awesome responsibility. Unfortunately, it is also expensive, as collections need special conditions. Unless stored properly, there will be little of the past left for our children to enjoy. Surely our history is worth it.

10. Display Techniques.

Some of the modern display techniques used by the Migration and Settlement Museum to help visitors relive South Australia's multicultural past include:

- Track Lighting
- Sound
- Wall size photographs
- Clear descriptions
- Audio Visual Displays
- Period Furniture

Tramway Museum display planners can learn a lot from the Migration and Settlement Museum.



**The Garford and the Hercules parked
in Birdwood's main street.**

**The Hercules, about to fill up with
petrol at Hackney.**



VISITS

Bay to Birdwood Rally

The Bay to Birdwood Rally is South Australia's premier veteran and vintage car rally and is held biennially between Holdfast Bay (Glenelg), which was South Australia's birthplace, and the National Motor Museum at Birdwood in the Adelaide Hills. The Museum is part of the Birdwood Mill, operated by the History Trust of South Australia.

The Rally, over a 60 kilometre route through the suburbs into the Adelaide Hills, is organised by the Association of Vintage Car Clubs, The Birdwood Mill and Adelaide television station Channel Ten.

In 1986, it was held on September 28th, and was open to any vehicle built before 31st December 1949. Vehicles were required to comply with the rules of the State of South Australia with regard to condition and roadworthiness, and any restoration must be substantially to manufacturer's specifications.

The rally attracted 1809 vehicle entries, including two motorbuses entered by the State Transport Authority. The body of Garford 208 of 1925 had been rescued from the interior of a Hills cottage in 1978 and restored to the chassis of Garford 204 which had been repowered with a Bedford SB engine and gearbox transmitting to the original rear axel. Lend-Lease Ford 164 of 1944 had been purchased from TMSV member Len Millar and was restored at Regency Park workshops between 1983 and 1986.

**The old buses chugging through
Chain of Ponds.**



Bay to Birdwood Rally (Cont'd)

The procession of old vehicles was watched by hundreds of thousands of Adelaide residents, and was greeted by 17,000 visitors on arrival at the Birdwood Mill.

All vehicles on the Rally passed the venue of the COTMA Conference on Greenhill Road during the Sunday morning. Most delegates took the opportunity to admire the cavalcade of South Australian motoring history prior to the commencement of formal sessions. Len Millar, who was a Conference delegate, but was staying at Glenelg, actually arrived at the Conference on that day in Ford 164 while it was taking part in the Bay to Birdwood Rally.



Tram 264 about to leave from Moseley Square, Glenelg, in front of the Pier Hotel.

VISITS

St. Kilda Tramway Museum

COTMA delegates visited the St. Kilda Tramway Museum, home of the AETM on Sunday afternoon and evening, 28th September 1986. A highlight of the afternoon for AETM members and visiting delegates was the official return to service of Adelaide dropcentre Fl 264.

Restoration Day

Delegates arrived at the Museum at 1pm. in a coach driven by Bev Smith and were served an Aussie pie and pasty lunch in the new depot. Many AETM members had arrived much earlier, however, to prepare for the day. The day had been advertised as a Restoration Day and members of the public were invited to inspect trams not normally on display. Much shunting was required to clear Road 3 of trams to enable the public to inspect cars on Road 4. (Depot Roads 1 -6 are normally closed to the public). Cars displayed on Road 4 were B 42 (under restoration), C 186 and E 118 (to be restored). Special photographic displays highlighting the restoration process were also set up in Road 3. This arrangement also made it much easier for COTMA visitors to inspect cars. The new depot (Roads 7 and 8) was completely cleared of trams to provide a meal and gathering place for our COTMA visitors. Consequently cars 303, 362, 34, 111 and 21 were suitably displayed on the new depot fan.

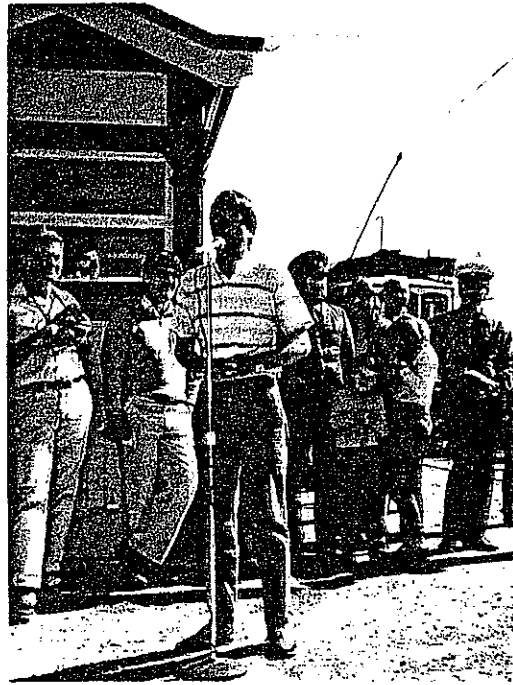
During the afternoon guests experienced normal Sunday afternoon operations at St. Kilda and rode service cars 1, 192, 282, 294 and 281.

264 Returns to Service

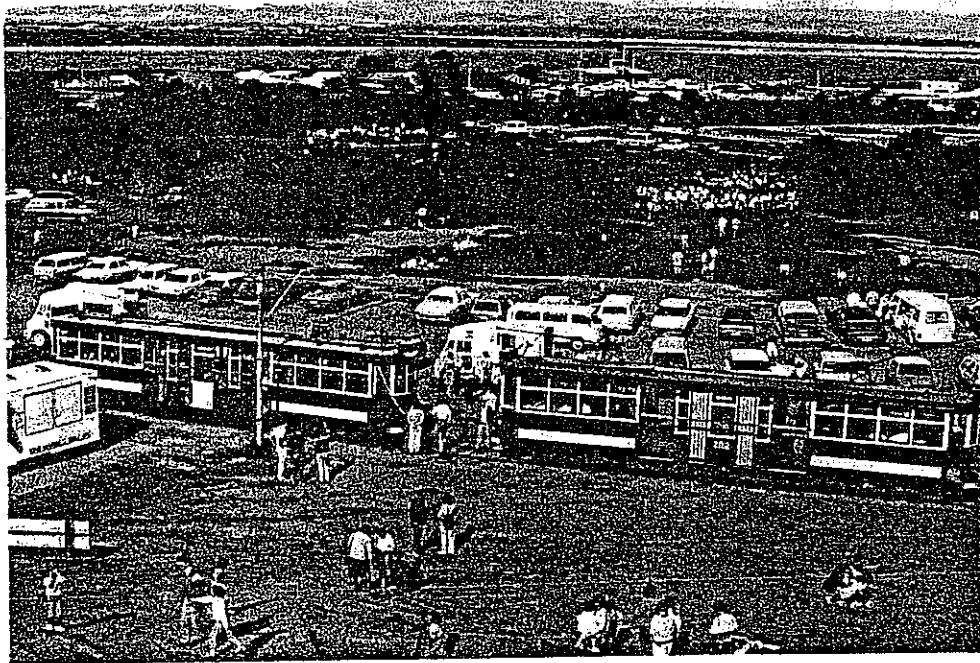
The highlight of the day was the return to service of dropcentre tram 264 after an absence of 28 years.



Ian Seymour eases car 264 through the streamers across Road 6 and emerges into the sunlight.



AETM President Colin Seymour commissioning car 264 back into service on 28 September 1986.



Adelaide dropcentre cars 264 and 282 at the St. Kilda playground during the visit by COTMA delegates on 28 September 1986.

St. Kilda Tramway Museum

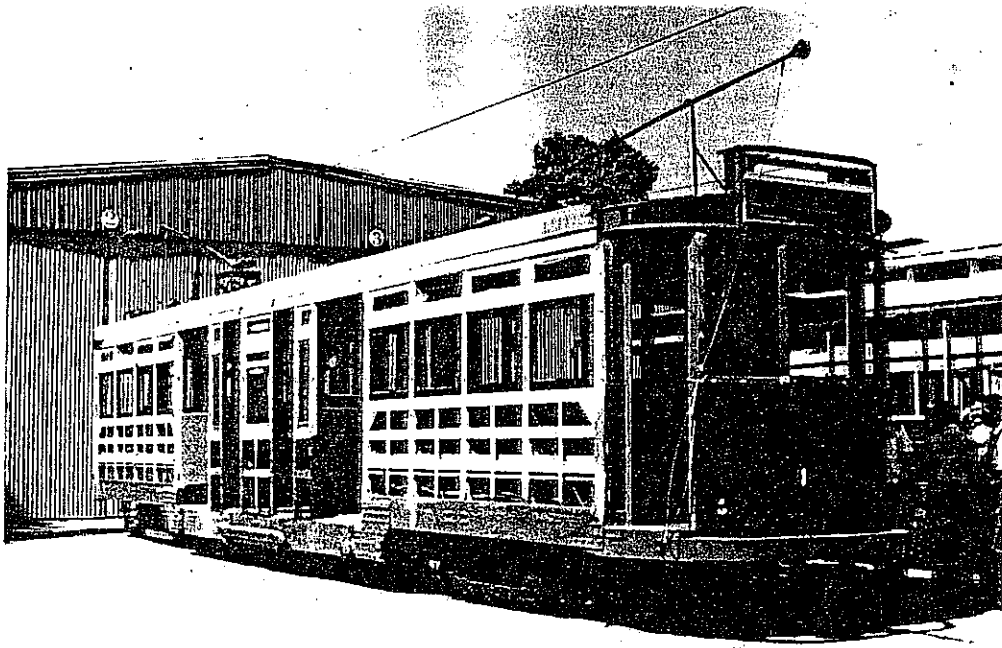
Publicity about the restoration project had been given in the press during the preceding week and a good crowd had gathered at the Museum.

At 3pm. AETM President, Colin Seymour, took the microphone and gave a resume of the restoration project. Prior to this the doors had been opened on Road 6 to reveal a splendid 264.

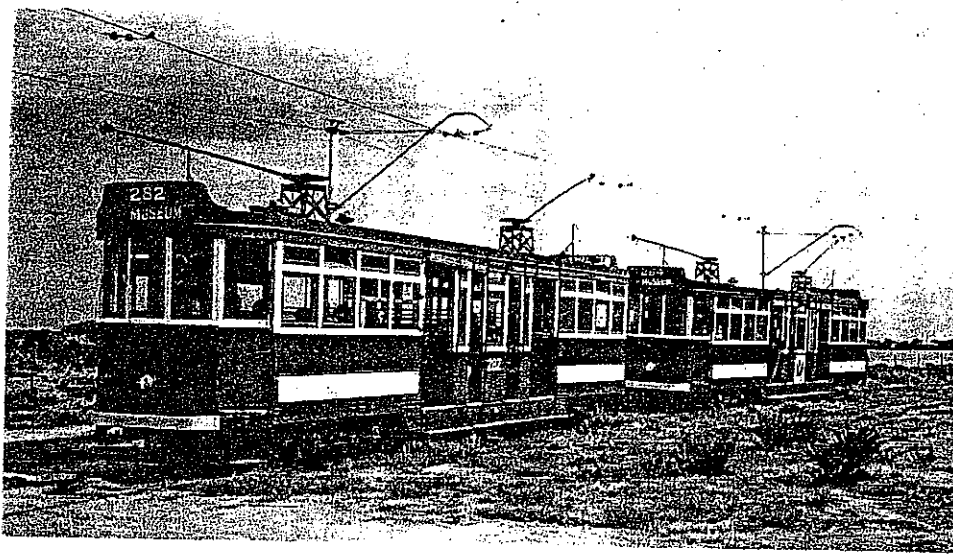
The AETM's other Adelaide dropcentre tram, car 282 had been parked next door on Road 5 (outside) for comparison. Ian Seymour then notched up 264 and it broke through streamers across the depot entrance to the applause of the crowd. Ian brought 264 to a halt just outside the depot to enable our COTMA guests to board the tram for its first trip. Other invited guests on the first trip were a number of retired tramway employees. 264 then took up the rear of a special convoy of trams led by cars 1, 192 and 282. Sharing the motorman's platform with Ian Seymour was member Martin Black who had discovered the tram on a farm at Clare in 1976, while our conductor was member Jim Burke who is a retired conductor and motorman. One of the former trammies remarked "They never looked this good in service".

Car 264 ran one more trip during the afternoon for the public. On the return of this trip members and enthusiasts were waiting at Mangrove Loop to record on film its cross with car 282, the first time since November 1958 that two Adelaide dropcentre cars had passed each other. Car 264 rode beautifully on its W2 trucks.

Car 264 is one of 84 Adelaide dropcentre cars built between 1921 and 1929. The first fifty, numbered 201 - 250, were built as the F type and the remainder, numbered 251 - 284 were type F1. (The only variations between the two types being minor structural differences.) Car 264 was built in 1928. During



Car 264 as it appeared in March 1986.



A view of cars 282 and 264 at Samphire Road. Differences to be noted are the unusual position of the right hand saloon standee window and Jubilee 150 logo on the cream painted centre panel of car 264.

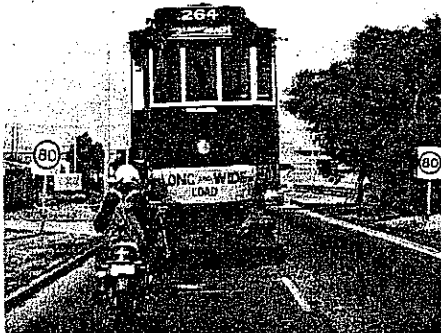
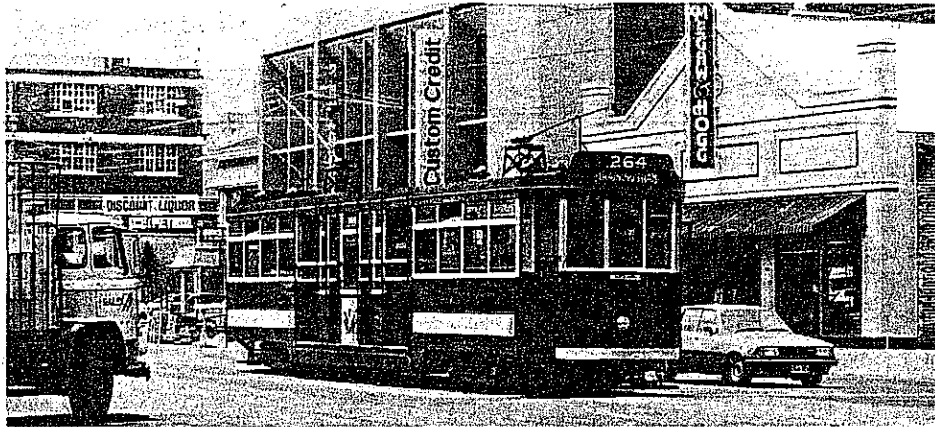
St. Kilda Tramway Museum (Cont'd)

1952-53 its PC5L2 controllers were removed and used in H1 381, which is now also at St. Kilda. Car 264 then received English Electric 14 notch direct controllers. The car was also repainted in the silver and carnation red livery with an asbury green interior. It was scrapped in 1958 upon the closure of the street tramway system and the body sold to a farmer at Clare in the mid north of South Australia.

Ironically 264 was at one stage on the request list of cars to be preserved by the AETM in 1957-58. The possibility of its restoration was discussed at the second COTMA Conference in Sydney in 1976 before it became available for acquisition.

The AETM's other Adelaide dropcentre tram, car 282 is popular with the public and had been in service nearly every week since the Museum commenced operation in March 1974. Soon after the Museum opened, it became apparent that another Adelaide dropcentre tram was needed to share the load. Fortunately 264 had a roof erected over it and its condition was reasonable. A decision was made in 1980 to enter a joint agreement with the State Transport Authority to restore the tram. The body was delivered to St. Kilda in 1981 and restoration commenced in May 1983.

The AETM obtained a South Australian Jubilee 150 Board grant of \$17,000 to assist with the project. The STA also purchased W2 trucks, controllers and other equipment from Melbourne for the car. The bolsters and brake rigging were modified at the Regency Park Workshops but the bulk of the work has been carried out AETM at St. Kilda. The restoration project is the biggest task undertaken by the AETM so far, and probably one of the biggest in Australia. The task of retrieving a body from a farm and restoring it



264 on the road (bottom), being unloaded at Glengowrie (centre) and on a training run (top).

St. Kilda Tramway Museum (Cont'd)

to an operating tramcar is a monumental task. Credit for the high standard of restoration must go to the many AETM members who put in countless hours on the project.

The car has been restored to its tuscan red and cream livery with a varnished interior. The central side panels have been painted cream enabling it to be graced with the South Australian Jubilee 150 logo in recognition of the restoration being a Jubilee project.

Evening Activities

After public operations ceased at 5pm. all conveniently operable passenger cars were dispatched to form an impressive line-up of 11 trams at the beach. This line-up consisted of cars 111, 34, 303, 21, 362, 192, 282, 264, 1, 294 and 281. Although 11 cars have been lined up before, on the occasion of our 10th anniversary of operations in 1984, two non-service cars, work cars 354 and H 360 were included.

Before and after the barbecue tea several after dark runs were organised using most of the trams. 17 special trips were run after 5pm. while 13 ordinary runs were made during the afternoon.

Footnote:- Car 264 was transferred to Glengowrie Depot on 4th November 1986 and operated on the Glenelg line between 12th December 1986 and 26th January 1987. It was returned to St. Kilda on 3rd February 1987 after travelling 6402 kilometres on the Glenelg line).

VISITS

The O-Bahn Busway

Following the COTMA Executive Council Meeting on Monday morning 29th September, 1986 many delegates sampled a trip to Paradise and back on Adelaide's new O-Bahn Busway.

The first six kilometre section of the 11.5 kilometre O-Bahn busway (now publicly referred to as the North-East Busway) was brought into regular commuter use on Sunday 9th March, 1986.

Delegates will no doubt follow the introduction of this pioneer transport system with interest as it had previously been proposed to build a rapid transit tramway.

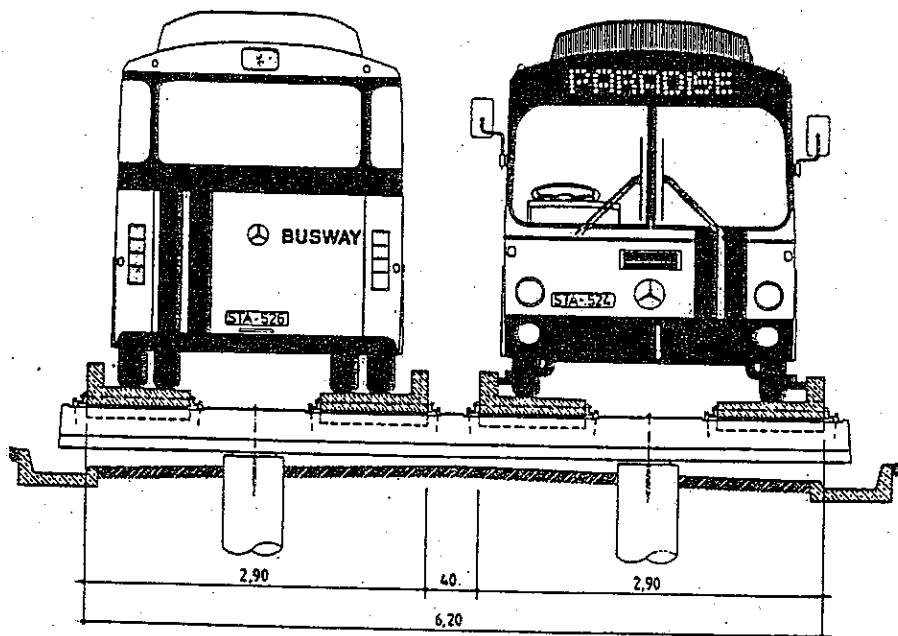
History

Land had first been set aside to form the North-East transport corridor in the mid 1960s as part of an envisaged network of freeways across the city and suburbs, a plan now almost totally abandoned.

In 1976 the State's Labour Government set up the North-East Area Public Transport Review to examine the public transport needs of Adelaide's expanding north-eastern suburbs. The report was released in 1978 with a recommendation that a light rapid transit (LRT) line be constructed in the North-East corridor from Tea Tree Plaza to Park Terrace, Gilberton on the edge of the city.

Early in 1979 the Government announced its intention to proceed with the LRT plan, sparking protests from some suburban councils and environmentalists as two thirds of the route lies in the Torrens River valley. The Adelaide City Council objected to the proposed route along King William Street to link up with the Glenelg tramline. The combined route would require fifty light rail vehicles which would replace the 26 Glenelg trams.

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The O-Bahn Busway (Cont'd)

On 24th July, 1979 the Government announced that the line would be placed underground in King William Street at an extra cost of \$28 million - an expensive concession to the Adelaide City Council. Test drillings in King William Street commenced on 13th August, 1979.

A snap State election on 15th September, 1979 saw the unexpected defeat of the Labour Government. The new Liberal Government immediately halted work on the LRT line pending an investigation into its future. On 25th August, 1980 the Minister for Transport, Mr. Wilson announced that an O-Bahn guided Busway would be constructed instead of the LRT line.

Another election on 6th November, 1982 saw the Labour Party returned to office. The new Government stated that it preferred light rail but, as \$21 million had already been spent on the busway, decided to continue the project at a reduced pace.

The Busway Concept

The O-Bahn concept was developed by Daimler-Benz in West Germany and is a mixture of rail and bus technology. The only other O-Bahn is 1.3km along and operates in Essen, West Germany. Standard commuter buses travel on a concrete track at speeds of up to 100km per hour. Like many modern railways, concrete sleepers are used, but instead of steel rails, 12 metre lengths of precast concrete "rail" are used. The "rails" have a raised outer edge to guide the buses. Each bus is fitted with small horizontal guide wheels attached to the front axle. These guide wheels run along the raised edges of the concrete "rails" to guide the bus which, like other rail vehicles, requires no steering whilst running on the track.



The O-Bahn Busway (Cont'd)

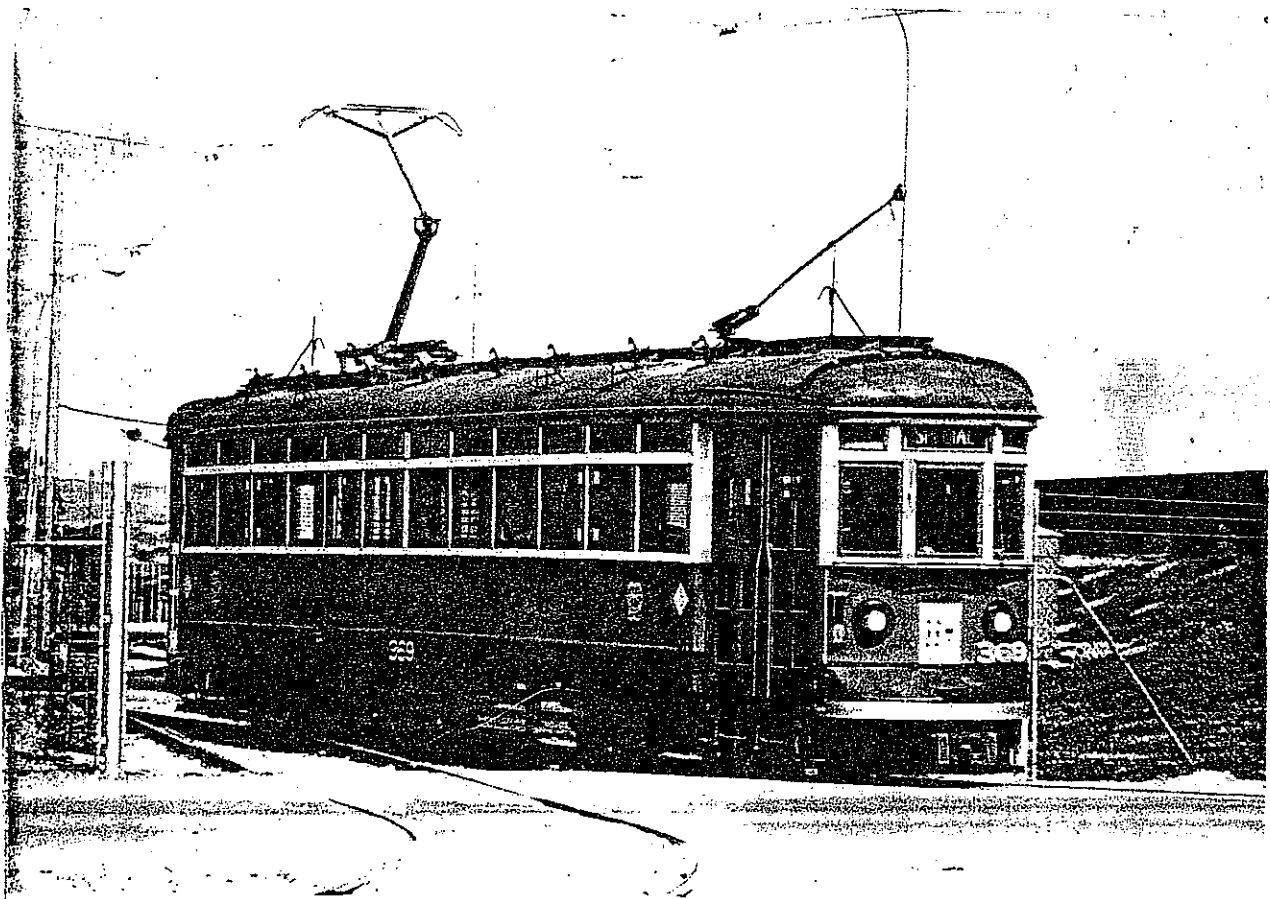
The North-East Busway

Ninety Mercedes 0305 buses have been built for operation on the busway. Forty are of rigid design while the remaining fifty are articulated. All are fitted with the special guide wheels and were progressively run in on north-eastern routes over the last eighteen months. To emphasise their difference from the standard silver fleet, the new vehicles are painted white with green and blue stripes. St. Agnes Depot near Tea Tree Plaza has been rebuilt to accommodate these additions to the fleet.

The buses travel from a city terminus in Currie Street at Kingston Street, along Grenfell Street, East Terrace, Rundle Street, Dequetteville Terrace and Hackney Road to the busway at Park Terrace, Gilberton (not far from Hackney Depot). Only three stops are provided in the city area, emphasising the "fast" nature of the service. Two interchange stations are located on the busway; one at O.G. Road, Klemzig (about half way) and the other at Darley Road, Paradise (the present terminus). At least ten bus routes radiate from the Paradise interchange to the north-eastern suburbs. Six conventional routes terminate or pass through the Paradise interchange while two others pass through the Klemzig interchange. Car parking is provided at Paradise and Klemzig interchanges.

Weekday service frequencies on the City-Paradise section are from two to five minutes while travel time from Paradise to the City centre is scheduled to take only 10-16 minutes.

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VISITS

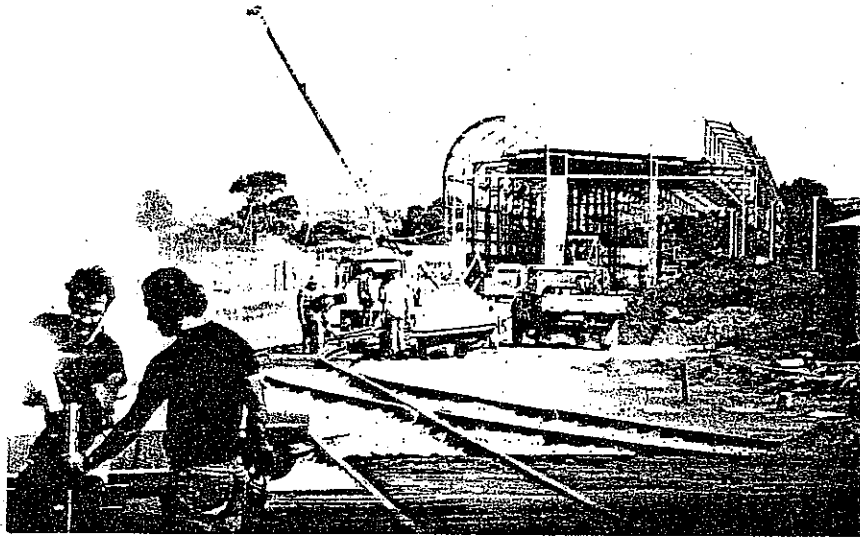
Glengowrie Tram Depot

The final function of the 1986 COTMA Conference was a visit to the new Glenelg tram depot at Glengowrie, adjacent to the Morphetville Racecourse, on Monday afternoon 29th September, 1986. Delegates boarded a coupled "H" set in Victoria Square at about 2pm. for the trip to Glengowrie. In fact, an extra car was coupled to the service car for the benefit of COTMA delegates. For many delegates it would be the last ride on a Glenelg tram with conventional trolley poles and wheels. The opening of the new depot three weeks later on Sunday 19th October, 1986 involved a changeover to pantograph operation on all cars.

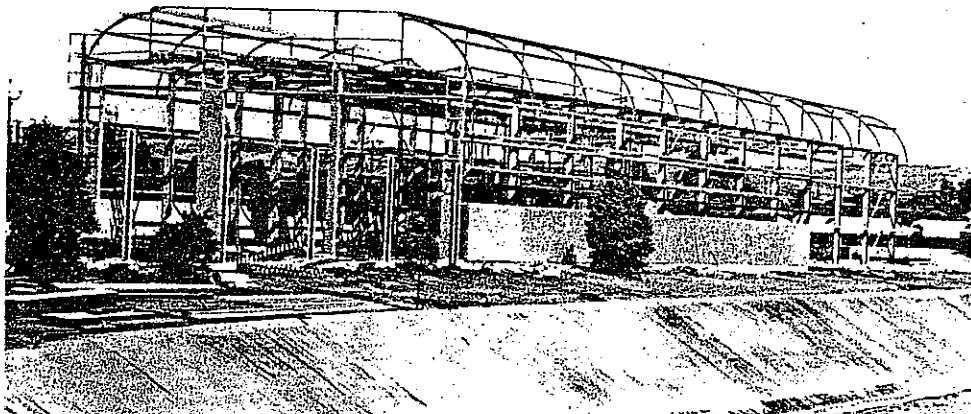
On the afternoon of the COTMA visit, delegates saw the almost completed depot devoid of a single tram car - a most unusual sight indeed. During the preceding days, a number of delegates saw trial pantograph car, 369 performing trials on the line, or stabled in the new depot as part of the test programme.

The new depot is a long rectangular shaped building which stands alongside the Sturt River at right angles to the Glenelg tramline. Access to the depot will be made from either direction from the Down track. A crossover has been installed on the Glenelg side of the Sturt River Bridge to enable cars from Glenelg to cross to the Down track and enter the depot. The access tracks cross Maxwell Terrace and converge into a single entrance track before dividing into a depot fan of four tracks.

Road 1 runs alongside the depot before entering a washing bay. Road 2 enters the depot and extends to the workshop. It ceases at this point but recommences on the far side of the workshop. Roads 3 and 4 run right through the depot. All four roads converge into two storage sidings at the rear of the depot.



The view from Maxwell Terrace as work progresses on both track and building construction at the new Glengowrie tram depot.



A view of the new depot building on 10 March 1986. The Sturt River, which at this point is a concrete lined stormwater canal, is in the foreground.

Glengowrie Tram Depot

Under cover storage will be available for a maximum of seventeen trams at the new depot. Twenty-three trams are maintained under cover at the present City Depot in Angas Street.

During the weeks preceding the changeover, the cars had associated gear fitted under the floor. This equipment included:

- * a large battery box containing four 6 volt batteries
- * a battery charger box
- * a transponder radio pulse mechanism

The batteries are used to power a small electric motor which enables pantographs to be raised or lowered from the overhead wire whilst in the depot. The batteries also power the transponder radio which is an automatic route selection transmitter. This enables the depot points leading to and from the main line to be set by the motorman from the tram.

Full conversion saw the installation of special switches on the left pillar of each motorman's windscreen. One switch is used to raise and lower the pantograph, while the other switch operates the route selection mechanism. The points are normally set for main line operation. A manual push button route selection box is situated adjacent to the various signal locations near the depot as a backup should the transponder system fail to operate.

Glengowrie Depot has been built to replace City Depot in Angas Street, adjacent to the City terminus in Victoria Square. City Depot has been the main home of the famous H type Glenelg inter-urban cars since they entered service in December 1929. The depot was actually opened on 23rd December 1923 after several years of disagreement with the Adelaide City Council.

Goodbye, City Depot.



Glengowrie Tram Depot (Cont'd)

The Council were concerned about the prospect of such a prominent site being occupied by a tramway depot. In March 1920, the MTT announced plans to erect an imposing eight storey office building on the site. Trams were to enter the building inconspicuously from Angas Street. The Council rescinded it's motion of opposition to the depot soon after.

However, the MTT decided to erect a temporary depot of wood and corrugated iron pending erection of the eight storey building. Eleven tracks, capable of holding about forty trams were provided. The special trackwork necessary to enter the depot was laid across a liberal portion of Angas Street, despite protests from the City Council. In 1926, the MTT purchased an adjoining block of land and during the next two years, proceeded to lay another eight tracks into the depot from Angas Street. The Adelaide City Council again unsuccessfully raised it's voice in protest.

Soon afterwards, the MTT began planning an office building for the Victoria Square frontage of the depot. Instead of the originally planned eight storey building, a two storey building to house traffic officers and provide a public enquiry counter was opened in October 1933.

From December 1929, City Depot became the home of the 30 H type Glenelg trams, although it continued to service other routes using conventional trams.

City Depot became Adelaide's only tramway depot, when the last tram left Hackney Depot on 13th November, 1958 - one week before the closure of the street tramway system. In 1959 City Depot was converted to a combined tram and bus depot.

Glengowrie Tram Depot (Cont'd)

In 1983 it was announced that City Depot would cease to operate as a bus depot. Its 30 buses, along with drivers were transferred to other depots in February 1984. It was also announced that a new tram depot would be built adjacent to the Morphetville Racecourse.

REPORTS

REPORT FROM PUBLISHING SECTION OF SOUTH PACIFIC
ELECTRIC RAILWAY CO-OPERATIVE SOCIETY LTD.

Robert I. Merchant
Editor, Trolley Wire

Trolley Wire continues to be published at bi-monthly intervals with generally on-time production.

Over the last two years the magazine content has reflected the increased input by contributors, particularly in the range of major articles from states other than New South Wales. Two instalments of serialised articles by our historian Ken McCarthy have been held over for just on twelve months in an attempt to provide a more balanced spread of material.

The "Museum News" section is now expanding at an almost embarrassing rate. With one exception, news has been received regularly from most museums and the smaller groups such as Hobart and Parramatta Park supply news and photos as their progress and activities dictate. It should be noted here that all news received is published and items received after our publishing deadline are held for the following issue.

The change to direct subscribing has been forced upon the SPER Publishing Department as late receipt of magazine subscriptions from certain museums was creating financial problems. Despite a loss of subscribers in some areas it is pleasing to note a nett increase in subscriptions renewed.

The intention of Australia Post to phase out the registered publications concessional postage rate will cause some problems and the cost of postage will rise dramatically. The SPER has taken action through their local Federal Member of Parliament to address this problem.

REPORT FROM PUBLISHING SECTION OF SOUTH PACIFIC
ELECTRIC RAILWAY CO-OPERATIVE SOCIETY LTD. (Cont'd)

Very prompt action was taken by Australia Post who acknowledged the problem and the need for an intermediate concession postage rate for non-advertisement carrying non-profit publications such as Trolley Wire. It is likely to be investigated.

If all postage concessions for Trolley Wire are eliminated it may be necessary to change to quarterly publication with an increase in the number of pages to take the maximum advantage of the full postage rate. It would be appreciated if museums could informally let the publisher know of their views on such a move. It should be noted that this is not a matter to be discussed by C.O.T.M.A. but an attempt to keep subscriptions to a reasonable level without reducing the total magazine content.

Lastly, the Editor would like to record his appreciation for the efforts of the various museum correspondents as without their assistance Trolley Wire would not be the success it is today.

FROM PUBLISHING DEPARTMENT OF
WELLINGTON TRAMWAY MUSEUM

Richard Cannemeyer
Assistant Editor, Tramway Topics

Activities on the local New Zealand as well as the Australian Museum scene and progressive developments in kindred organisations further afield and modernisation of remaining Public tramway undertakings throughout the world have continued to provide much copy for the magazine and is to a large extent due to the continued efforts of our regular contributors and subscribers.

We were also able to publish some feature articles in a series form of (local) historical and some of technical interest thanks to the exercise of some of our members and we would like to encourage more fellow members and readers to keep up the inflow of suitable material.

For a number of years now, the magazine's content has been maintained at 36 pages. This includes 11 photo pages (including inside covers), while of the remaining pages some 10 to 12 are devoted to the local New Zealand tramway museum activities.

Australian news and some articles also featured during the last 2 years and happily on an increased basis, which we hope might increase as time goes on. Overseas news and some articles have appeared partly as a result of contributions received from individuals or have been gleaned from periodicals such as MODERN TRAMWAY, RAILWAY GAZETTE INTERNATIONAL and a few more.

FROM PUBLISHING DEPARTMENT OF
WELLINGTON TRAMWAY MUSEUM (Cont'd)

Some of the material published since the last C.O.T.M.A. Conference in Auckland New Zealand have been listed but this is by far not a complete summary:

The Museum line trackworks in Auckland, Wellington and Christchurch, some of these coinciding with anniversary years of the closure of New Zealand systems including Dunedin some 30 years ago.

The return to service of Brisbane 236, its historic voyage from Wellington to Christchurch and its inauguration after 9 months of concentrated team effort. Further reports on restoration currently in hand in the Museums' workshops to mention are Dunedin 11 at Christchurch, 260 and 151 at Wellington, Ex Wellington 47 and Baldwin 100 at Auckland, while some more hulks, some quite "incredibly" old and decrepit have been snatched back from the gnawing tooth of time in Christchurch (Ex Dunedin horse car and cable trailer and a Birney) while Wellington is overjoyed with the find of their oldest yet Combination Car 17.

The publication of a series of New Zealand stamps depicting former tramways and the public function of the launching of yet another superb work from the hand of Graham Stewart entitled "When Trams Were Trumps In New Zealand" almost coincided, while the spotlight also illuminated a feature on steam tram locomotives not only in Australasia but throughout the world, including vertical boilered varieties.

From the opposite side of the Tasman we learned of the Victor Harbor venture, the Kilmore Horse tram line, the calling into life of the Perth Museum Group a substantial article on the W2 Melbourne Restaurant tram, highlights of the St. Kilda 10th Anniversary and last but not least A.E.T.M's Royal visitor in more recent months.

FROM PUBLISHING DEPARTMENT OF
WELLINGTON TRAMWAY MUSEUM (Cont'd)

Channels are also beginning to open up to glean some news items from the "Far East", Japan, Hong Kong etc., while from the Northern Hemisphere we featured items from Northern Europe and the Blackpool Centenary Celebration. North America provided some unexpected tramway returns (San Diego and Calgary to name just two) and the San Francisco Trolley Festival which many of us would have loved to have seen.

Both Editors, (re)elected by the Wellington Tramway Museum Board, which publishes the magazine have enjoyed looking after the production and collating and a recent upgrade in the typescript is now being used by our (ex) Queensland typist who does the work efficiently, the friendly service extending to charging only approximately half the commercial type rate.

We would wish C.O.T.M.A. affiliated Societies and their delegates a successful Conference and express the hope that we can continue the publishing with the co-operation of our Australian fellow enthusiasts and so guarantee the future of the magazine.

BRUCE MAFFEY (Editor)
pp. RICHARD CANNEMEYER (Asst. Editor)
TRAMWAY HISTORICAL SOCIETY INC.
CHRISTCHURCH - NEW ZEALAND

FROM PUBLISHING DEPARTMENT OF
WELLINGTON TRAMWAY MUSEUM (Cont'd)

ADDENDUM

Tramway Topics continues to be published on a bimonthly basis and is Edited and compiled in Christchurch by Editor, Bruce Maffey and Assistant Editor, Richard Cannemeyer with the script being sent to Wellington for printing, collation and distribution by members of the Wellington Tramway Museum.

Until recently 500 copies were produced, however this has now been reduced to 480 as some 15 subscriptions were not renewed this year. Out of the 480 copies produced approximately 140 are subscribed for while 290 approximately are sent to other museums and sales outlets for distribution to members or for retail sale.

We have managed to keep increases in subscription rates to a minimum over the past two years and we hope to be able to continue this trend. However, for New Zealand subscribers, subscription rates will increase by at least 10% to cover the introduction of the Goods and Services Tax on October 1, 1986.

The Wellington Tramway Museum is grateful for the continuing excellent work of Messrs. Maffey and Cannemeyer in editing the magazine on behalf of all our subscribers and thanks them for their efforts.

(L. Stewart)

Wellington Tramway Museum.

1986 General Report of COTMA

It is a pleasure to present to you the seventh report of the Council of Tramway Museums of Australasia at our Eighth Australasian Tramway Museum Conference.

PREVIOUS MEETING

The previous meeting of the Council of Tramway Museums of Australasia was held in Auckland on 5th June, 1984.

MEMBERSHIP

Membership currently stands at thirteen organisations, with the Melbourne Tramcar Preservation Association Inc. (formerly Haddon Tramway Workshops) having become a formal member at the last meeting of the Council. Service is also being provided to one organisation outside the formal COTMA framework, namely the Newcastle Tramway Museum.

ASSISTANT EXECUTIVE OFFICER

As a result of considerable business being generated in Melbourne in consequence of the disposal of W-2 type cars and associated equipment, Mr. Tony Smith accepted an invitation to assume the role of Assistant Executive Officer and has considerably helped Council activities.

COMMUNICATIONS

As in the three previous two-year periods, eight memoranda were issued during 1984-86. The majority of these dealt with the availability of surplus equipment from the Metropolitan Transit Authority of Victoria, but other specific needs were also addressed.

COTMA office-bearers have continued to visit constituent museums in the past two years, calls being made to Ferny Grove, Loftus, Bylands, Ballarat, Bendigo, Haddon, Hobart and St. Kilda. Periodic visits have been made by COTMA office-bearers on behalf of constituent museums to the M.T.A. Little Collins Street offices and to Preston workshops to discuss issues of mutual interest.

EQUIPMENT

Constituent museums have continued to share equipment becoming available from the M.T.A. A considerable quantity of spare parts has been offered to COTMA museums over the past two years and in general terms, your executive has sought to acquire items wherever possible. However, until recently, the Authority has not been able to fulfil comprehensive large orders for spares, though it has been able to provide individual items requested for specific projects.

In a number of instances, COTMA has been invited to accept "job lots" of mixed spares, as it is not worth the detailed administration necessary to break up these lots into their individual components. The Executive have acquired these lots, have calculated prices of the components to cover the acquisition of the lot and any subsequent handling costs, and have advised museums of detailed availability of the items contained in each lot.

Whilst this process is generally recognised to be of advantage to the museum, it has involved three major problems for COTMA, namely:

- . Financial outlays for acquisitions, the demand for which is not yet confirmed.
- . The physical task of removal from Preston workshops, and
- . The need for adequate storage.

The acquisition process has involved considerable funding outlays. Fortunately the reserves of COTMA have generally allowed these transactions to be completed. However, attention is drawn to the fact that Mr. Kings has personally funded the acquisition of the M.T.A.'s remaining stock of "brown uniforms" so that items could be obtained by museums on a more convenient basis. Museums should resolve their needs for these items so Mr. Kings may be reimbursed. The fact is, however, that COTMA is now involved in financial transactions of considerable significance in its own right as an intermediary for COTMA museums, and consideration should be given to incorporation of COTMA itself as well as requiring the incorporation of constituent museums as a pre-requisite for membership.

The physical handling of the parts acquired, and their transport to a storage location has involved considerable work, primarily borne by Mr. Kings and Mr. Smith. As each have also had considerable responsibilities within their own museums, all constituent members owe a debt of gratitude for their work. A number of other Victorians have also contributed to the handling of these parts and we would also like to acknowledge their assistance.

Arrangements for storage of equipment were made with the Tramway Museum Society of Victoria whereby parts obtained by COTMA could be stored at Bylands in a surplus bus body which COTMA has leased on a nominal monthly basis for the purpose. This help is gratefully acknowledged.

It will be important for COTMA societies to develop effective mechanisms for the selection and disbursement of these parts after acquisition.

It is pleasing to record that there has been a continued exchange of parts and equipment over the past two years. Surplus W-3 truck parts taken to Loftus on behalf of THS were shipped to Christchurch, while the TMSV has offered surplus Brill 77E trucks and parts to THS to fill a long-sought need by that group.

The Perth Electric Tramway Society has moved rapidly into the operating arena over the past two years and a number of societies have supplied vital items which have helped that transition - assistance for which the Perth group are most grateful.

CARS

Museums have continued to acquire cars - under COTMA auspices in the cases where M.T.A. vehicles have been involved. Additional W-2 cars have gone to Bendigo, Bylands and Perth. Wellington transferred Brisbane car 236 to Christchurch on contractual terms which allowed its refurbishment and use in service on the standard gauge tracks at Ferrymead. Additional bodies have been acquired by most groups over the past two years. It is important that these groups acquiring additional bodies identify that they have the resources to ultimately restore the cars or it may well be that the resources would be better placed towards contributing to accommodating and maintaining existing collections.

When the M.T.A. advised COTMA in mid 1986 that a number of its service vehicles were surplus and available for disposal, significant competition developed between groups for the opportunity of acquiring these cars. Although the M.T.A.'s express preference to have museums negotiate through COTMA to the Authority had been outlined at the previous COTMA conference, the preferred mechanisms of the M.T.A. were again brought into question.

In consequence, the Chairman and Executive Officer of COTMA met with the M.T.A. Managing Director, Mr. Kevin Shea, Engineer, Mr. Alan Nolan and Board member, Mr. Norman Maddocks on 3rd June, 1986 to ascertain the policies which the Authority would prefer in its relationship with transport museums. In summary, the Authority's preference to operate through COTMA in the disposal of cars and equipment was reconfirmed.

The Authority also gave recognition to the TMSV as the primary voluntary museum having responsibility for preserving Melbourne's tramway heritage. As a result, a statement of understanding has been developed between the M.T.A. and COTMA for consideration at the 1986 Council meeting.

Following discussions with those museums seeking the opportunity of acquiring the surplus M.T.A. service stock, it was accepted that their distribution to museums should be recommended to the M.T.A. on the basis of the draft statement of understanding.

TRANSPORT HERITAGE DEVELOPMENTS

The activities of transport museums continue to be recognised in Australia and New Zealand. Commonwealth government funding under the Community Employment Programme has provided resources for new main lines at Loftus and Perth. Similar funds have also supported tramcar restoration at Ballarat, Bylands and Perth. The Brisbane City Council has assisted with the refurbishment of Brisbane cars 65 and 99, while in Sydney, the Apprentice Training College at Chullora is restoring a double-deck trolleybus for SPER and a tramway carriage for ST & RPS. The Warrawong High School has also contributed by undertaking restoration of King Street Cable Trailer No. 23. A major Bicentennial grant has been received by SPER to construct restoration facilities at Loftus, while informal advice has been received that the AETM will receive a Bicentennial Heritage grant for the restoration of C type car 186. The restoration of F-1 type car 264 has been supported by the South Australian Jubilee 150 Board and the STA. The car has made preview runs at this conference prior to its projected use on the Glenelg line later in the year.

In Melbourne, the M.T.A. has undertaken to return W-2 class car 427 from Bylands to its original W-1 class configuration, in which form it is expected to run in Melbourne.

Wellington received a grant from the Todd Foundation to lend support to the Queen Elizabeth Park project at the time the track was being extended to the new beach terminus. This extension was formally opened on 31st March, 1985.

Grants towards developing improved display facilities were recently received in Ballarat from the Victorian Ministry for the Arts and at St. Kilda from the History Trust of South Australia.

Recognition has also been received in other forms during the last two years. The Tasmanian Transport Museum Society received an Advance Australia Award for its developments at Glenorchy. The New Zealand Prime Minister paid an informal visit to the Wellington Tramway Museum with his family, while at St. Kilda, H.R.H. the Duke of Edinburgh called at the museum and drove himself in car No. 1 to Shell Street to go on the Mangrove Walk as part of the S.A. Jubilee 150 Royal Visit.

Several transport heritage developments have also taken place outside of COTMA-affiliate museums. The National Museum of Australia has now been developing plans for the possible use of a tramway in its new Canberra complex, and the Museum's Director, Dr. Don McMichael visited a number of affiliate museums including St. Kilda, Ferrymead and Western Springs to learn of the attributes of a museum tramway. Unfortunately the entire Canberra project is under close financial review and at best its completion is likely to be delayed.

At Victor Harbor, South Australia, the horsecar line from the town to Granite Island, last operated in 1954, was reinstated in June 1986. Four new double deck cars essentially similar in design to those originally used have been constructed for the service. This project was also funded through CEP and Jubilee 150 grants.

Several constituent museums have contributed towards the assembling of a static collection of tramcars in the Canberra Tradesmen's Union Club. Although a commercial operation, this will allow visitors to the nation's capital to view a cross-section of Australian car types.

OPERATIONS

The major new operational development of the past two years has been the commencement of the Perth Electric Tramway Society's Whiteman Park Tramway on 30th November, 1985. A formal opening of the Park project was held on 20th September, 1986.

Another milestone was the availability of electrical operation at the new SPER site adjacent to Loftus station. Apart from one use for film-making, the installation is initially for developmental purposes, but is the forerunner of a major project which is expected to be in place within a short space of time linking the museum with Sutherland and involving the complete relocation of SPER operations from Royal National Park to the new location.

Following suspension of operations for periods to allow upgrading of electrical systems, both Brisbane and Bylands have returned to regular operations.

Regular museum tramway operations have continued throughout the two years under review in Adelaide, Ballarat, Bendigo, Sydney (Loftus and Paramatta Park), Auckland, Christchurch and Wellington.

No significant traffic accidents were recorded on COTMA museums in the two-year period.

OPERATING URBAN TRAMWAY SYSTEMS

The two remaining public tramway systems have maintained their positions in their respective cities. New rigid tramcars continue to be built in Melbourne, with planning well advanced for a fleet of articulated cars following successful proving of the two prototype cars. Adelaide's venerable H type cars, now nearly 60 years old, continue to operate and are receiving some modernisation through provision of roller bearing axle boxes, low voltage lighting, pantographs, and transponder-operated point-changing facilities. The car fleet will relocate to a newly-built depot at Glengowrie within the next few weeks and relaying of the majority of the track has now been completed.

THE FUTURE

Australia is moving towards a period of economic readjustment with more limited public funding at both State and Commonwealth level, with a likelihood that after the Bicentennial in 1988, acquisition of external support for museum projects may become increasingly difficult.

In New Zealand, a new order of economic rationality has come into vogue, with full-cost recovery being the aim for many services hitherto provided without charge by the public sector.

In both countries, these changes reflect economic externalities over which neither country can exert any effective control.

The conclusion must be that our museums will have to continue to walk a tightrope in which development is still significantly dependent on the resources of our memberships. It is important therefore that we ensure that our objectives are contained within our likely ability to achieve them.

ACKNOWLEDGEMENTS

Mr. Allan Harnwell has continued to serve as honorary Treasurer of COTMA, a position he has held since its inception. We should like to recognise the contribution which he has made in providing this service to a body made up of a disparate group of organisations.

In conclusion, we should like once again to acknowledge the help received from officers of the urban transit authorities in Australia and New Zealand. In particular, we should like to recognise the help of staff of the Metropolitan Transit Authority of Victoria, with a special tribute being paid to Mr. Ken Hall who recently retired from the Authority as Departmental Manager, Engineering Development.

Finally, we must again recognise the efforts of the individual members in all our constituent museums, since it is only by their enthusiasm and contributions that the various museums have been able to reach their current levels of development.

John C. Radcliffe
CHAIRMAN

Keith S. Kings
EXECUTIVE OFFICER

Tony Smith
ASSISTANT EXECUTIVE OFFICER

29th September, 1986

MINUTES OF THE SEVENTH GENERAL MEETING OF THE COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA HELD AT THE ADELAIDE HILTON MOTOR INN, GREENHILL ROAD, PARKSIDE, ADELAIDE, AUSTRALIA ON MONDAY, 29TH SEPTEMBER, 1986.

The Meeting was declared open by Chairman Dr. John Radcliffe at 8.50 a.m.

PRESENT: Delegates R. Jones (SPER), I. Seymour (AETM), A. Hall (TMSV), F. Millier (STRPS), K. Morgan (TTMS), W. Kinglsey (BT), C. Tooke (MTPA), J. Woolf (MOTAT), L. Stewart (WTM), D. Hinman (THS), L. Richardson (PETS), R. Gilbert (BTPS). It was resolved that all those members of various Societies attending this Conference who wished to be present at this Council Meeting be admitted as observers. Mr. Morgan had previously indicated that he was also present as a representative of the Aero-Tram Museum which he is founding as a family concern in Hobart. Apologies were recorded from NTM and BTMS.

MINUTES OF THE PREVIOUS MEETING:

It was moved R. Gilbert, seconded C. Tooke, that the Minutes of the previous Council Meeting be confirmed as a correct record of that Meeting.

BUSINESS ARISING FROM THE MINUTES

- (1) Patterns: A report had not been received from Peter Hyde so it is not known if he has made any progress. The Executive Officer reported that Preston Workshops state that they still hold their stock of patterns.

He said that the specific W3 and W4 patterns had been transferred to COTMA a couple of years ago, and BTPS stated that some old patterns had been given to the SEC many years ago. Alan Bradley (BTPS) offered to try and list patterns held. This was accepted on the motion of R. Gilbert and A. Hall, to supersede the appointment of P. Hyde at the last Council Meeting. The AETM mentioned that they would be interested in building 22E trucks. WTM stated likewise, and it is believed that NTM will need a set for their LP class tram. It was agreed that these three museums should co-operate regarding patterns and construction of 22E trucks.

- (2) Proceedings: The Executive Officer reported that the BTMS were most grateful for the \$300.00 voted to them at the last Council Meeting to assist with the production of the 1980 Conference proceedings. The job was underway, but a completion date was not yet known. The 1982 Conference Proceedings by the TMSV were handed out to Delegates at this Meeting. John Woolf explained the difficulties that MOTAT were having due to defective tape recordings and non-supply of Papers, but stated that the job was almost at the printing stage.
- (3) Controllers: THS reported that the Lisbon Tramways say they are still using their trams. The matter will be followed-up.

- (4) New Zealand Tram and Trolleybus: No replies have been received to the letters sent by COTMA's Chairman. THS stated that the tram is still at the Dunedin Museum and it continues to deteriorate; Richard Gilbert supported this statement. Peter Kahn (SPER) asked if any Government Act could be used to help the position. It was stated that the Antiquities Act is no use at present but is under review. Barry Ollerenshaw (WTM) suggested that a letter be sent to the New Zealand Prime Minister. Richard Gilbert (BTPS) felt that a submission needed to be prepared on the subject. WTM and THS agreed to follow-up locally and report back to COTMA if necessary. No one knew of any suitable Australian legislation that could be quoted. Leslie Stewart (WTM) advised that Wellington City Council officers were not really interested in the trolleybus, but that the Omnibus Society would like to see it preserved.

- REPORTS:
- (1) It was moved W. Kingsley, seconded C. Tooke, that the Chairman's Report, as circulated, be accepted, having been taken as read. Carried.
- (2) It was moved R. Gilbert, seconded R. Jones, that the Financial Statements for the years 1984-85 and 1985-86, as circulated, be accepted, having been taken as read. Carried. SUBSCRIPTION RATE: A. Smith, Assistant Executive Officer, mentioned the early need for a capital fund with which COTMA could purchase W2 class spare parts over the next several months during the inevitable disposal of the combined stocks of these materials from Preston Workshops and the various Running Sheds.

David Himan (THS) suggested that groups put in the extra money on a levy basis to generate the necessary funds. Discussion ensued and it was suggested that societies interested in obtaining W2 parts should contribute to a fund of, say, \$1,000.00 in total. It was resolved that any Society wanting to acquire equipment from the MTAV as per a submitted list to COTMA should lodge a deposit of approximately \$200.00, interest free. The AETM, TMSV, MOTAT, WTM, TTMS, PETS, SPER, BT AND THS indicated that they were interested in obtaining items and could contribute. Discussion on the rate of annual subscription ensued and it was resolved that each society pay at the rate of 30 cents per member with a minimum of \$40.00

GENERAL BUSINESS:

- (1) Membership Application - Newcastle Tramway Museum: The Executive Officer reported that he had telephoned NTM Secretary Jack Nyman shortly before this meeting on two matters. Firstly, he was advised that they still wanted to proceed with this application. Secondly, regarding the set of No. 1 trucks ordered by Stan Shorte for NTM which went to the Municipality of the City of Waverley, Sydney. The Executive Officer reported that NTM placed a request for trucks fairly early in 1984, and that a set became available in December of that year. He advised Stan Shorte to send payment and be ready to collect same, preferably before Christmas, when Preston Workshops close for their holidays.

This did not happen, and unfortunately, a skeleton crew working during January scrapped the trucks during January.

Another set was not available for several months and, just before this, a letter was received from the Municipality of Waverley saying that they had paid for their trucks early in 1985 and expressing concern at their non-receipt.

Photo-copies of correspondence with Stan Shorte was enclosed. The Executive Officer wrote to Stan seeking an explanation, which was followed over the months by two follow-up letters. No replies received. When in Sydney in July, 1986 Stan Shorte was contacted by telephone, and said he had moved a short distance but retained the same phone number. He had received the first letter and tabled it at the next NTM Committee meeting, but had not received the other two letters. He said the Secretary should have communicated the details by letter, and would get this done. No letter received. The Executive Officer rang Stan Shorte on 10th. inst., and Stan expressed surprise at no letter from the Secretary and again said he would get it written. Jack Nyman said this morning that he knew nothing about the whole affair and that it had not gone through any NTM Committee meeting. In the ensuing discussion, Delegates expressed various feelings on this matter. Queries were raised on the degree of private ownership of trams in the NTM collection and the degree of influence of key members in the Society. It was felt that these were internal matters for the NTM. It was moved by Dave Hinman, seconded by Craig Tooke, that the NTM be admitted to membership. An amendment was moved by Bill Kingsley: that the matter of membership of the Newcastle Tramway Museum be deferred until such time as correspondence between NTM and COTMA be put on a reliable basis and we be informed of the sure nature of their operations.

The amendment lapsed for want of a seconder. The motion was put and carried.

Affiliation: Dave Hinman raised this question on behalf of the the three New Zealand societies. They feel that some form of contact, such as affiliation, with the National Federation of Rail Societies, N.Z., would be beneficial to COTMA. After discussion, during which the question of other useful affiliations was raised, it was moved D. Hinman, seconded A. Hall, that the Secretariat be authorised to investigate and, if thought fit, to arrange affiliation with like-minded bodies. Carried.

(2) Publishing Reports

(a) Tramway Topics

The written report by R. Cannemeyer, with addendum by L. Stewart, was received. Leslie Stewart also raised the matter of remittance of subscriptions from Australia to New Zealand, and this was discussed. It was resolved that WTM should investigate. It was moved R. Gilbert, seconded W. Kingsley, that we record our appreciation to all concerned with the production of Tramway Topics.

(b) Trolley Wire

A written report was received from R. Merchant. The possibility of a reciprocal exchange of news was raised. I. Seymour asked the advantages or disadvantages of combining the two magazines; would there be any benefits? The Chairman suggested that the two societies involved, and their magazine Editors, keep this in mind.

M. Kerr, THS felt that a combined magazine would be no good as each catered for a different market.

It was moved L. Richardson, seconded D. Hinman, that appreciation be expressed to R. Merchant and SPER for the production of Trolley Wire.

(3) Protocol

The Chairman mentioned the problems and difficulties created by some societies still contacting the MTAV direct for tramcars instead of via COTMA. He also mentioned the meeting on Tuesday, 3rd June, 1986 at the MTAV Head Office, between himself and the Executive Officer, and the MTAV's K. Shea, Chairman and Managing Director, N. Maddock, Board Member and A. Nolan, Departmental Manger, Engineering Operations. Subsequent to these discussions, John Radcliffe sent Mr. Shea a letter containing a three paragraph summary of the points agreed upon and asking if he agreed with the text; if so, would he kindly confirm same to enable it to become the future working base between COTMA and the MTAV. Mr. Shea confirmed two paragraphs unaltered, rearranged the words and phrases of one paragraph and added a fourth paragraph. The text now reads:

"While recognising that its primary function is the provision of transport services in the Melbourne metropolitan area, the MTAV is prepared to assist with the development of transport museum projects in the voluntary museum sector in Australia and New Zealand. This is achieved by offering surplus cars and equipment through COTMA for possible acquisition by COTMA affiliated museums.

The prices and conditions of acquisition of surplus cars and equipment will be determined by the MTA.

It is noted that the various museums have accepted roles of conserving the transport heritage of the cities where they are located and that the Tramway Museum Society of Victoria has undertaken the task of conserving Melbourne's tramway heritage. As such, the TMSV is seen by the Authority as having a primary claim on any items offered through COTMA in relation to other affiliate museums.

To expedite this understanding, the Authority prefers that all significant requests for parts of equipment from the MTA are co-ordinated through COTMA. Where the Authority agrees to dispose of items to COTMA-affiliate museums, accounts for the items must be settled with the Authority prior to delivery and removal of the items is then to be effected promptly from the Authority's premises.

Under the MTA's tram modernisation program a supply of fully operational old trams is available for sale. Currently W2's are being withdrawn from service and the MTA reserves the right to dispose of these at the best obtainable prices. Where any tram is of particular historical significance, such as a special purpose tram and its disposal is intended, it will be offered in the first instance to COTMA."

It was moved by A. Hall that COTMA accept the above agreement. The meeting resolved to adjourn this item until later in the meeting.

(4) Availability of Trams and Equipment

(a) MTAV - W2, SW2, W5, Parts

The Executive Officer gave a summary of the past and present situation of availability of parts from Preston Workshops, together with tramcars and trucks. Messrs. D. Hinman, A. Smith, I. Seymour and the Executive Officer also took part in the ensuing discussion. It was moved C. Tooke, seconded W. Kingsley, and carried, that all societies interested in acquiring trucks and parts from Preston Workshops submit fresh lists quickly to COTMA. A. Smith expressed concern at the growing number of items being left on sold W2 cars and the difficulties he and the Executive Officer had had in obtaining some such items for societies. However, a recent re-arrangement of staff at the Workshops and the placement of disposals in the hands of one clerk seemed to be favourably altering this situation. Nevertheless, he said that he was carrying out research of recently sold trams to ascertain what equipment had been left on them and whether or not the owners would be willing to have same removed and, if so, if a charge would be made. He undertook to advise the Executive Officer. The Executive Officer mentioned that he had enquired recently about the possibility of members of COTMA affiliated societies being permitted to remove equipment from trams about to be sold by Preston Workshops on behalf of COTMA, instead of

societies having to endure the cost and trouble of buying a complete tram, transporting and craning it, and then selling the body after removing the equipment. The matter involves obvious problems and is under consideration. The meeting adjourned at 11.10 a.m. to enable some delegates and members to "check-out" of their rooms and was re-convened at 11.25 a.m.

(b) STA - H, parts

I. Seymour said that cars 378 and 355 are now to be scrapped and that the AETM would try to save 355 by purchasing it. Past sales indicated a price of possibly \$600 for a body and \$1,000 for a complete tram. The TMSV, BT, PETS and SPER indicated that they would be interested in obtaining an H class tram complete in the future. THS reminded the meeting that it was interested in obtaining parts from H class trams. It was resolved that the AETM obtain everything it could from Angas Street Depot and trackwork and supply COTMA affiliate societies on behalf of COTMA. PETS and SPER are interested in some trackwork and are to advise the AETM within a fortnight. Likewise, societies interested in overhead fittings and troughing advise the AETM quickly.

(c) COTMA - allocation of four 33" diameter tyres

There were applications from TMSV, PETS, THS and MTPA each for four of these tyres. The TMSV application was withdrawn. R. Gilbert pointed out that small quantities could be added to MTAV orders for these tyres as was done by BTPS a while ago. Thereupon PETS withdrew its request. THS and MTPA then agreed to take two tyres each.

- (3) (Cont'd) The meeting resolved to resume item (3) which was adjourned previously. The motion had been moved by A. Hall to accept the agreement made with the MTAV, inasmuch that:

Recognising the desirability of coordinating the Australasian electric traction supplies and equipment in the interests of all member museums and the primary claim of each recognised local museum to supplies and equipment made available by its local transit Authority.

- (a) The policy statement confirming relations between COTMA and the MTAV is approved and adopted;
- (b) The Secretariat is authorised to make arrangements in accordance with this resolution and on like basis to the policy statement as it thinks fit either directly with an Authority or by utilising the recognised local museum as agent'
- (c) The Secretariat is authorised to approach the Conference of Australasian Transit Authorities in pursuance of this resolution;
- (d) The members of COTMA note and agree that the "primary claim" referred to in this resolution and the policy statement shall extend only to cars for museum collection purposes and to parts immediately necessary for their continuance and operation.

It was now seconded by C. Tooke and carried.

(5) Possible Revision of the Constitution: A

Summary of the workshop discussion from Saturday evening was given. It was moved A. Hall, seconded C. Tooke, that:

- (1) That the Council proceed to incorporate under the Associations Incorporation Act 1981 of the State of Victoria.
- (2) The (the public officer) be authorised to incorporate the Council under the Associations Incorporation Act 1981 of Victoria.
- (3) That the proposed Statement of Purposes attached be approved.
- (4) That a Committee be appointed to prepare Rules for the incorporated Council, so that:
 - (a) the proposed Rules be forwarded to each member by the committee secretary no later than 31st October, 1986.
 - (b) each member may request variations to the Rules in writing to the Committee Secretary, to be received no later than 31st December, 1986.
 - (c) the Committee shall review the requested variations and forward them and the rules of each member no later than 14th February, 1987 for consideration and adoption by postal ballot, and approval of the Rules by a majority of Museums shall be deemed to be approval of them by this meeting.

- (5) The following shall comprise the Committee: A.E. Sell (Secretary), R. Gilbert, L. Richardson, C. Tooke, L. Stewart. The motion was discussed but it was resolved to defer voting until after the election of officers in item (7). A.E. Sell said that the cost of incorporation would be possibly up to \$100.00.

(6) Sales Tax

This matter was raised by STRPS in a letter to the Executive Officer. It was requested that any society who had exemption from Sales Tax should notify the Executive Officer who would circularise members in the next Memorandum.

(7) Election of Office Bearers

The composition of the Secretariat and the office bearers was discussed, as a result of which it was moved by A. Hall, seconded C. Tooke, that there be an Assistant Executive Officer, plus one member from an Australian museum plus one member from a New Zealand museum. Carried. It was resolved that the retiring Executive Officer, K. Kings, take the Chair and conduct the elections. The elections were conducted as follows:

Chairman: J.C. Radcliffe was nominated by R. Gilbert, seconded by L. Richardson. There were no other nominations and John Radcliffe was declared elected.

Executive Officer: A. Smith was nominated by I. Seymour, seconded by C. Tooke, W. Kingsley was nominated by A. Hall, seconded by D. Hinman. There being no further nominations a secret ballot was held and counted by K. Kings, who announced that A. Smith received five votes and W. Kingsley seven votes. He declared W. Kingsley elected to the position.

Assistant Executive Officer: A. Smith was nominated by A. Hall, seconded by W. Kingsley. There were no other nominations so A. Smith was declared elected.

Australian Member of the Executive: L. Richardson was nominated by R. Gilbert, seconded by C. Tooke. There was no other nomination so L. Richardson was declared elected.

New Zealand Member of the Executive: D. Hinman was nominated by J. Wolf, seconded by L. Stewart. There was no other nomination so D. Hinman was declared elected.

Treasurer: The Executive Officer indicated that A. Harnwell was available for election, and he was nominated by R. Gilbert and seconded by L. Stewart. There was no other nomination so A. Harnwell was declared elected.

Auditor: The Executive Officer indicated that R. Paroissien was available for election and he was nominated by R. Gilbert and seconded by R. Jones. There was no other nomination so R. Paroissien was declared elected.

The elections being concluded, J. C. Radcliffe resumed the Chair, and spoke on the retirement of K. Kings from the position of Executive Officer. He proposed a vote of thanks for services rendered during the tenure of office, and this was carried by acclamation.

- (8) Next Conference: (a) 1988. It was resolved to confirm the decision that the 1988 Conference be held in Sydney and hosted by SPER.
- (b) 1990. WTM applied for this Conference on the grounds that it would be the turn of a New Zealand Museum to host same and that it was their country's 150th anniversary year. PETS said they would withdraw their offer made at the last Conference under these circumstances. It was resolved that the 1990 Conference be held in Wellington and hosted by the WTM, and that the 1992 Conference be held in Perth and hosted by the PETS.

- (9) Closure: The Chairman hurriedly closed the meeting at 12.25 p.m. as all present were late for the closing luncheon at a city restaurant, after a vote of thanks was moved by D. Hinman, seconded by R. Jones, that the AETM and B. Smith be thanked for the excellent manner in which this Conference had been organised and run.

The Chairman re-convened the Council Meeting in mid-afternoon at the new tram depot at Glengowrie (after the inspection visit), as it had been realised that one item of business had not been concluded. Item (5), Possible Revision of Constitution: It was moved L. Stewart, seconded C. Tooke, that the Executive Officer, W. Kingsley, be appointed as Public Officer, to effect the Incorporation of COTMA. Carried. The original motion, which had been deferred, was then carried.

The Chairman then closed this brief session of the meeting.