

INDIVIDUAL PRESENTATIONSProgress of Each Museum Over The Past Twelve MonthsChairman: Mr R. Thomson

Conference delegates reassembled at 7.30 p.m. on the Opening Day of the Conference for a programme of summaries of the progress of each museum since the last COTMA Conference twelve months previously.

The following summarises the presentations of each museum.

1. Museum of Transport and Technology -
Introduced by Mr I. Mison.

The aim of the tramway division of MOTAT for the year was to restore 1902 Brush Car No. 11 to operating condition, to have the Baldwin steam tram engine in operable condition and the new tram line to the zoo commenced. These objectives have been achieved.

Delegates were then entertained by the screening of a brief film forwarded by Mr I.W. Stewart, Chairman of the Tramway Division of MOTAT, showing No. 11 and the Baldwin in operation.

2. Tramway Museum Society, Crich, United Kingdom -
Introduced by Mr G.B. Claydon.

Mr Claydon screened slides depicting the development of Crich from 1960 as a quarry site before work on the tramway museum commenced up to the present time, including views of the first tram cars in the first "Depot A" and general vistas of the museum and a site plan. Further slides showed a new track extension of 500 yards on a 1 in 30 gradient to give a total operating route approximately 1 mile in length.

Other Crich projects depicted included car restoration being undertaken under the job creation scheme and construction projects undertaken under the same scheme. One car under restoration was anticipated to cost some £13,000. The reconstruction of the Derby hall originally built in 1775 and transported stone by stone to the Crich site will cost £35,000.

Mr Claydon outlined further diversification being undertaken at Crich to strengthen the background support for the tramway, including the reconstruction of the Red Lion Hotel from Stoke-on-Trent, a restaurant, traction engines at the wellknown "Extravaganza" and the reconstruction of an 18th century lead mine.

The museum operates until 10 p.m. for the August Bank Holiday weekend.

3. Dunedin Museum of Transport and Technology -
Introduced by Mr E. Brockie.

This museum is being built on the site of the former Seacliff Hospital, a site of 8 acres in area, adjacent to a Lands and Survey Department reserve through which an easement will eventually be given for the

construction of a tramway. However, the Lands and Survey Department has insisted that the existing buildings, which are unsuitable for housing tram cars, be repaired before new buildings are erected. The museum is, therefore, unable to house its tram cars under cover on the site at present.

4. Tramway Museum Society of Victoria -
Introduced by Mr C. Mottram.

Mr Mottram described the progress of his society on re-gauging the former 5'3" gauge railway branch line to the 4'8½" gauge required for tramway operation. A team of Rover Scouts had assisted in this work and with site tidying work.

The group had undertaken a number of publicity ventures in Melbourne as public relations exercises and had been fortunate in having the costs of these ventures paid for by the Victorian Government. Mr Mottram further outlined his Society's progress towards the purchase of the freehold of its museum site at Bylands.

This discussion concluded with a set of slides illustrating the points outlined in Mr Mottram's talk and depicting the horse tram which at present provides passenger service at Bylands.

5. Brisbane Tramway Museum Society -
Introduced by Mr P. Hyde.

Mr Hyde outlined the new vehicle acquisitions, new work done on storage depots and the legal problems experienced by his museum over the tenure of these storage depots on the site.

His museum has 11 kV circuit breakers installed in its substation with rectifier cabinets and d.c. switchgear under storage. It has also been fortunate in that the Brisbane City Council has granted it the opportunity to salvage building materials from the former Milton Tramway Workshops.

Mr Hyde's points were illustrated with a movie film and slides which depicted a most attractive site in a park-like setting of gum trees.

6. Wellington Tramway Museum Inc. -
Introduced by Mr C. Perfect.

Through a series of slides taken during the past year, Mr Perfect outlined the programme of work undertaken by his museum, in particular in the upgrading of its track. A new car barn has been completed and painted with paint supplied to the museum by the Queen Elizabeth II Park Board, the owners of the museum site. An ornate facade is to be placed on the tram barn, financed by the Park Board as part of a colonial street re-creation.

Work on overhauling cars and bogies is continuing and the museum is seeking a high pressure water supply for fire protection sprinklers. Various other improvements being carried out by the Park Board were also outlined.

7. Ballarat Tramway Preservation Society -
Introduced by Mr G. Jordan

Mr Jordan outlined a reorganisation of work and staff duties undertaken by his Society in order to allow non-traffic staff to get on with the work in hand without continual questions and interruptions from passengers and the public.

The Society decorated tram No. 14 for Christmas.

Depot additions were planned but had still to pass the hurdle of approval of the Ballarat City Council.

Mr Jordan was able to report that Council approval had finally been obtained after a pleasant evening with Councillors, at which a presentation of detailed submissions was made.

The Society is planning to repaint one bogie and one single truck car in a livery which illustrates an earlier stage of S.E.C. ownership. The tram car fleet has grown since the last COTMA Conference from 10 to 16 cars.

Mr Jordan illustrated these points with slides showing the picturesque street running available to his Society round the lakeside and through the tree studded botanical gardens. He stated that his was "one of the most attractive museum sites in Australia" and those present could only agree with him.

The Society has a storage yard available to it at Sebastapol in which spare trams are stored. They have also salvaged a number of ex-Ballarat cars which were "preserved" by community organisations when the system closed.

8. Australian Electric Traction Museum - Adelaide -
Introduced by Dr J.C. Radcliffe

Dr Radcliffe showed slides of the progress made by his museum during the year and provided a suitable commentary on its activities in conjunction with these slides.

Views depicted included the repainting of No. 192, a glorious line-up of cars viewed at night at the St. Kilda Beach terminal at the previous COTMA Conference, the overhauling of H1 class No. 381 and repainting the original paintwork of this car.

Newly acquired ex-Melbourne cars, including one for use as a works car, were also shown.

Dr Radcliffe outlined the proposal of his museum to run a double decker horse tram in King William Street to celebrate the centenary of tramway operation in Adelaide on 11 June 1978, a proposal put up by the museum and accepted by the Government.

This horse tram was to be driven by the State Premier in period costume, followed by a parade of vintage transport down King William Street, including some of the museum's vehicles. These vehicles were to be transferred to the City system at ramps to be constructed on a disused tramway siding at Morphetville. A similar transfer ramp is to be constructed at the St. Kilda Museum site.

Dr Radcliffe's commentary illustrated the very happy and co-operative relationship enjoyed by his museum with the various authorities, in particular as the tramway administration seeks suitable vehicles to restore and exhibit at its forthcoming centenary celebrations.

9. Tramway Historical Society Inc. -
Introduced by Mr D.D. Hinman

Mr Hinman described the use made by his Society of ex-Melbourne trucks obtained through COTMA: (1) to make a steeple-cab works locomotive (2) to provide a spare truck for Brill car No. 178 and (3) to provide parts for the fabrication of maximum traction bogies for Boon car No. 152 which was under restoration by his Society.

Mr J. Moore outlined the completion of the restoration of English electric trolley bus No. 210. Further work undertaken by the Society included the extension of track work by unemployed relief workers, and the preparation for the construction of concrete track. Overhead extension has also been undertaken.

It was further reported that the sprinkler system in the main tram barn was now completed and is connected to the high pressure water supply. A second car barn was under construction, despite set backs occasioned by storm damage. Most of the labour for this project has been provided by unemployment relief workers.

Acquisitions by the Society during the year included two trolley buses - 209, ostensibly to provide spare parts for 210, and Ransomes No. 216; and a Stephenson combination electric tram, No. 20, from mainly covered storage. A spare boiler for the Kitson steam tram was also obtained.

The Society had taken part in an Easter Festival which was organised at very short notice. A film showing activities at this very successful festival was screened, followed by a film depicting the final years and closure of the City tramway system.

10. SPER -
Introduced by Mr D. Rawlings

Mr Rawlings summarised the various developments at his organisation's site and its version of a bottle drive as a fundraising venture - the collection of aluminium cans!

Mr Rawlings screened slides which showed the proposed new site for SPER's museum. This site provides for an initial kilometre length of track with a further extension possible to give a total operating length of approximately 1 mile.

Others slides screened showed the restoration of R1 car and other cars and related museum activities.