



Council of Tramway Museums of Australasia Inc.

www.cotma.org.au



News Update January 2017

From the Chairman

Another year has flown by and again it has been a very significant year for the tramways of Australasia, particularly with the resurgence of the new generation of tramways/light rail continuing apace. Great to see Stage 2 under way on the Gold Coast, continuing progress (with a degree of controversy) of the CSELR in Sydney, a decision to proceed with light rail in Newcastle, an election result which saw confirmation of the Canberra Light Rail Project and an announcement of significant route extensions in Adelaide, as well as on going improvements to the Melbourne tramway system including the opening of the New Preston depot and greatly upgraded workshops and a further 20 E class trams ordered. I have also just heard that Bendigo will be doing a further six W8 tram conversions for the City Circle line in Melbourne. And on the other side of the Tasman there have been encouraging murmurings about early commencement of the first stage of a potentially extensive light rail system for Auckland.

For the tramway museums/heritage tramways the year has not been without its difficulties with challenges such as the runaway incident in Sydney, the lightning strike affecting the Wellington Tramway Museum's substation causing closure for most of the year plus some minor damage caused by the November 14 earthquake which devastated the Kaikoura area, and in a number of museums the issue of aging/declining membership being recognised as a serious issue for their future viability. The good news is that the Christchurch tramway has seen some progress towards completing a further stage of the long planned extension and in Auckland there has been a partial, Sunday only, re-opening of the Dockline tram and both Wellington and Wanganui (closed since July 2015 due to flooding) are both finally back in business. Other groups have been able to record good progress in such matters as track upgrades, passenger numbers and restoration progress.

The 2016 COTMA Conference is reported on separately below, but from my perspective I will just add that after the hard work in putting it together, it was a delight to see the good turnout of attendees, and their enjoyment and appreciation of what they experienced in Christchurch and elsewhere before or after the conference itself. Thanks to all who helped make it a success and in particular Deputy Chairman Mal Rowe who arrived early Christchurch to help with final preparations in addition to his COTMA Executive duties and Richard Gilbert for his always well-organised post conference tour. I caught up with the tour at their lunch stop on their last day (Steve & Lois Lea's house at Jacksons on the West Coast) and it was apparent that a great time was being had by all!

Finally a thank you to the COTMA Executive team for their efforts during the year, and also Warren Doubleday, now appointed as Communication Manager and who despite a recent medical issue requiring hospitalisation, preventing his attendance at the conference, continues to do much behind the scenes, including looking after the website and assisting in the preparation of this news update. I'm pleased to advise that Warren is making a good recovery.

Best wishes to all for the festive season and holiday period.

Dave Hinman

COTMA conference in October

The biennial COTMA conference was generally agreed by all there to be an enjoyable, informative and challenging event.

Around 70 people participated in three days of seminars, tours and trips and socialising around food and drink. The seminars covered a broad range of topics including restoration and regeneration, technical aspects of preservation, history and transport planning for the 21st century. Papers and presentations are now on the COTMA website.

It's hard to name highlights, but some could include:

- Several presentations on the theme of the recovery in post-earthquake Christchurch including planning, re-building and conservation – vividly supplemented by formal and informal visits to the central area of Christchurch which suffered so much damage. Two historical examples are the restoration of the wonderful Arts Centre precinct and the return of the heritage tramway operation. Both are examples of good practice and both have contributed greatly to the sense of well-being of the long suffering citizens of Christchurch.
- We were reminded by Stephen Ryan that museums are about stories at least as much as about objects. His presentation was a welcome reminder that we must 'think like a customer' to pinch the Yarra Trams theme. People come to museums to reinforce and revive memories and that's something we ignore at our risk.
- Presentations by Stephen Taylor and Graeme Richardson (with Daniel King) addressed the issues of use of new and sometime modern restoration techniques alongside traditional approaches.
- Henry Brittain and Ian Saxon looked at recovery from major problems and we were reminded that 'all that OHS manual stuff' about safe and effective procedures is not just for accreditation – it's what enables us to avoid major problems or recover from them.
- Mikael Lund of the Danish Tramway Museum inspired us all with a presentation of a vision for major expansion into a very large operation with substantial track length and multiple displays. It is not just a dream but something actively under construction now.

Our hosts at all venues and events were generous and whether it was riding a steam hauled tram, an electric train, a trolleybus or a gondola to a world class view (and meal!) we were well looked after. For a relatively small city, Christchurch has a remarkable range of transport related experiences to enjoy.



ChCh 1905 Stephenson trams 26 and 1 during the conference Mal Rowe photo



Two Melbourne trams in Christchurch – W2's 244 and (restaurant) 411

Mal Rowe photo

All the COTMA Speaker and Museum presentations available have been placed the COTMA website have been placed on the COTMA Website – www.cotma.org.au/proceedings.html Please do check out the presentations on line, and plan now for the next conference in Perth late in 2018. As well, the details of the Achievement Awards and Volunteer Achievement Awards can be viewed, along with the judges' comments on www.cotma.org.au/awards.html

Most of the member museums produced informative and occasionally very entertaining reports of their progress over the last couple of years. It's well worth looking at them – some good ideas to use in your own setting are described.

Mal Rowe

Change to the Rules of COTMA

COTMA is incorporated in Victoria and legislative changes in that state meant that we needed to update our rules. A new set of rules was approved by the conference general meeting and will now go to the Department of Consumer Affairs in Victoria for checking and approval. As far as possible we have maintained to the 'vibe' of the old rules, but brought them into line with the new requirements. The draft rules are on the website and will come into force once approval is notified.

Pre-conference tour

A small number of COTMA conference participants made a pre-conference visit to Auckland. We were treated like royalty by the MOTAT and Dockline tramway people – especially James Duncan. Highlights included riding some of the 'prize possessions' of MOTAT brought out so we could enjoy them. There's something rather nice about sitting on the open top deck of Wellington 47 and looking out at early 20th century Brush cars and beautiful 'streamliner' 248. We also had the first passenger rides on the re-opened Dockline tramway in 'Auckland 257' aka X1 466 from Melbourne. Their newest acquisition is ex-Melbourne 881. Clinton Pearce has transformed a rather tired tram into a glowing showpiece of what can be done to provide an attractive experience. The new sliding

windows show what Melbourne SW6 cars could have been like if Melbourne had adopted the window design of Sydney's R1s.



Auckland trams 248 and 11 with Melbourne 321 in pursuit

Mal Rowe photo



Dockline trams – recently renovated 881 with 852 and X1 257

Mal Rowe photo

Post Conference Tour - 17th to 21st October

The Post Conference Tour of the western region of the South Island was a great success supported by 22 passengers, all of whom enjoyed a great social time, brilliant attractions and were supported by good accommodation.

The tour coach left Ferrymead on the afternoon of Monday, 17th October at the conclusion of the 'free day' at our host attraction. The coach followed the road north to Hanmer Springs, allowing a view of the main railway north and the closed Waiiau branch, as far as Culverden. From there we swung away from railways both open and closed, to journey to Hanmer Springs. This spa resort town is a great tourist spot and the night was enjoyed in quality accommodation. A momentous meal was held at the Monteith's Hotel.

Next morning the coach took us through spectacular scenery to Reefton where the local people took great pride in showing us their very historic town. It was the first town in the southern hemisphere to have public electric street lighting, all driven from a hydro plant where we viewed the remains of that powerhouse, which ran until 1947. A brilliant country farmhouse style lunch was enjoyed in the

restored 'Stationmasters House'. The day finished with our arrival at excellent accommodation in Westport.

Wednesday saw us board our coach for a most interesting tour to the nationally recognised historical site of the Denniston Mine and Incline. The tour was fantastic and the weather cleared, from what can normally be a fogged in situation, to a semi clear day for all on the tour to see "The Incline".

We escaped the rain to this point but on the Thursday it rained in typical west coast style, but amazingly this was while we were in the tour coach. When we arrive at Punakaiki Rocks, a world class natural attraction of sea weathered coastal rocks and blowholes, the weather improved to a sunny day. Similarly whilst at the Brunner Mine site for our picnic lunch the weather lifted.

Our visit to Hokitika crowned the tour with success. The tourist shops suited the ladies and some of the men, whilst the machinery museum enthralled the men and the day was well capped off with a grand dinner for our group, attended by three former telephonists, as our guests, from the former manual telephone exchange, on which Richard had worked in 1986.

When we thought we couldn't achieve any more quality on this tour, we were treated to a grand surprise for our lunch stop on the Friday at the holiday home of Steve and Lois Lea. The buffet meal was served in a home with a view that would easily line up on the TV programme 'Grand Designs'. As the Tranz Alpine Express rushed past and we savoured drinks on the balcony admiring the snow covered alps across the valley, this tour had achieved the pinnacle of success.



View from Steve & Lois's deck as the Post-Conference tour coach arrives.

Photo: Dave Hinman

We travelled home to Christchurch all satisfied and convivial, with the patrons questioning if the Western Australian Post Conference Tour could possibly emulate this one. Let's see.

Richard Gilbert - Tour Organiser

Wellington and Wanganui updates

Allan Neilson writes:



“A hard year for me with the substation rebuild at WTM. All went live again on the 8th Dec, so we could de-commission the temporary generator set and commence running over the hill to the beach. See:

<http://www.wellingtontrams.org.nz/>

Photo shows Allan carrying out wiring on the new 11Kv switch.

Photo: Keith McGavin (*reprinted from Tramlines Dec. 2016*)

Also I have been helping Wanganui get up and running again, following flood damage in June 2015. They recommenced passenger operation on Sunday 18 December (their normal operating day) and will run some specials (e.g. for groups) and other occasional events such as twilight running on Saturday 21 January, Wellington’s Anniversary weekend.

So both organisations up and running again for the summer holiday season.”



Wanganui test run prior to Regulator approval to commence public operation

Photo: Allan Neilson

Future of the stored Ws at Newport?

The Victorian Government is conducting a review of the stored W class trams. This is not primarily about the W8 program, but mostly about clearing space at Newport Railway Workshops where a lot of trams are stored. The space is needed for new transport projects. There is likely to be yet another call for tramway museums to indicate what we would like to keep.

Perth Trams Century Celebrations

Perth Electric Tramway Society will be celebrating the centenary of Perth 66 & Fremantle No. 29 on the weekend of 22 and 23 April 2017. At this time plans are not finalised, but it is proposed that there will be an outdoor dinner on the Saturday evening. The arrangements for the dinner will be similar to that held last November at the Village Café and details will be available soon.

For catering it would be useful to know if you would like to attend the dinner and receive further information.

This is the same weekend as the Classic Car Show which is to be held on Sunday April 23rd at Mussel Pool.

A combined display with vintage vehicles, trolleybuses and buses alongside the two trams is to be set up as part of the display at Mussel Pool. It is hoped that a new Transperth bus from PTA will also be on show. The combined display will be about public transport in Perth from 1899 to the present.

For further details contact pets1@iinet.net.au

Safety Issues

Road Rail Vehicles – new draft standards

The Rail Industry Safety and Standards Board has released a draft for Consultation Guideline titled “Operating Road Rail Vehicles”. The document can be downloaded from the RISSB Website at:

<https://www.rissb.com.au/wp-content/uploads/2016/12/Guideline-Operating-Road-Rail-Vehicles-for-Consultation.pdf> OR <http://tinyurl.com/hkwloe7>

The guideline is for the use of road vehicles in a rail environment. They have become ubiquitous in the heavy rail sector and there are some in use on the tramways in Australasia, though very rare in the heritage tramway sector amongst COTMA Members. The guideline is referenced for use in New Zealand as well. Road Rail vehicles have been involved in a number of significant incidents in the rail industry around the world and can be very hazardous if not used correctly. While such vehicles are seldom used in our Sector, Members should be aware of this document and any potential impacts.

The draft guidelines are now open for comment. Return your comments to the RISSB Project Manager, Sarah Bonnar, by COB Thursday February 16, 2017 by email: sbonnar@rissb.com.au

Fire on a tram in Blackpool – lessons to be heeded?

On Saturday 24 September 2016, heritage tramcar number 272 operated by Blackpool Transport Services (BTS) caught fire. All passengers were evacuated, but the driver re-entered the burning tram to get a pole used to lower the trolley pole. This was achieved safely, but the safety audit questioned the safety of the procedure.

The short but useful report is available online at:

<https://www.gov.uk/government/publications/gynn-square-safety-digest/fire-on-heritage-tram-at-gynn-square-blackpool-24-september-2016> OR <http://tinyurl.com/hzsqlur>

Croydon UK – tram rollover

Readers will be aware of the Croydon tram that rolled over on November 9, 2016. An interim report can be viewed at: <https://www.gov.uk/government/news/interim-report-fatal-tram-accident-croydon> . The information provided in the urgent safety advice on page 8, should be noted by tram operators where excessive speed is possible. COTMA will reference the full report when it is made available.

The North Canterbury-Kaikoura earthquakes - Wellington impacts

Readers will be aware of the latest NZ devastating earthquake on 14 November. As well as the South Island impacts, including massive damage to the main road and rail line north and south of Kaikoura, there was damage in Wellington. From WTM's December 2016 edition of Tramlines.

“The Museum suffered some earthquake damage... The old refrigerator which is used to store paint fell over and some paint spilled. Shop stock in the kiosk fell off shelves and various other minor items fell over. In the workshop a toppling item fell on a saw horse and narrowly missed damaging tram 159. There was no building damage.

Outside the damage was more severe. Poles 50 and 55 both saw structural failure. At 50 the shorter of the two elements that make up the span wire let go. It has been replaced by Parafill. Thanks to Steve Porter, Allan Neilson and Russell Jenkins who repaired the overhead damage the day it occurred.”

Tramlines also reported that Graham & Anne Stewart's recently built apartment was badly hit, with many of their valuable possessions accumulated over a lifetime (and including some tram models) were destroyed or damaged. Thankfully both Graham and Anne escaped unharmed.

And finally, back at the COTMA conference.....



In bright sunlight, Christchurch English Electric Trolley bus No. 210 waits while the Paparazzi take their photographs during the COTMA Conference at Ferrymead. Photo: Rod Atkins – 15-10-2016.



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News Update April 2017

From the Chairman

Welcome to our second COTMA News Update for 2017. Sadly we report on the passing of former COTMA Chairman and long serving AETM member Ian Seymour, but there's continuing good news on the Australasian modern light rail scene, and we have some updates from the COTMA Executive and from around the regions. A timely report on the need for Child Safety Policies in our museums is also included.

I was privileged to be able to attend the 4th Annual ARA Australasian Light Rail Conference at Surfers Paradise on 21-22 February, which fortuitously followed on a few days after a COTMA Executive Meeting which was held on the Gold Coast. Thanks to Peter Hyde for organising accommodation and meeting venue and a local tram enthusiast who showed some of us around the new extension of the GCLR now proceeding rapidly in readiness for the 2018 Commonwealth Games. A summary of the conference appears elsewhere in this update.

The THS has recently had a debrief meeting on the 2016 COTMA conference and have come up with a few suggestions for Perth in 2018. One of these was about updating and reissuing the COTMA CONFERENCE ORGANISATIONAL GUIDELINES which have been dormant / forgotten about for some years (last dated 2010!) and in fact were never seen by the Christchurch team! They came to light at the recent COTMA Executive team meeting and have now been reviewed by THS in the light of our conference experience. Suggested changes and updates are being fed back to the Executive for consideration and then with the revised document being sent to Perth, to be a living document, updated and passed on following each conference.

Coming up soon on the NZ rail calendar is the Annual conference of the Federation of Rail Organisations of NZ (FRONZ), this year to be held in the southern city of Dunedin. The NZ tram groups are members of FRONZ as well as COTMA and it is good to have an annual catch up as well as meeting up with our narrow gauge colleagues, many of whose issues etc are the same for similar to ours. I also happen to be the current FRONZ Tramways Convenor, which basically means an annual report and slide show covering what the tram groups have been doing over the past 12 months, with some Australasia wide COTMA news also included. While it has been quite some time since we ran combined COTMA/FRONZ conferences in NZ, the last was Auckland in 2004, we do enjoy welcoming Australian tramway reps when they are able to come over. Details of this year's conference can be found on the FRONZ website at <https://www.fronz.org.nz/conference.php> or in the Feb. FRONZ Journal: <https://www.fronz.org.nz/magazines/FRONZ%20Journal%20163%20Feb%202017.pdf>.

You will all be aware of the weather events that affected Queensland and Northern New South Wales and even New Zealand. At this stage we are not aware of any major damage to any our COTMA member museums. Even Rockhampton has been operating since the cyclone and floods. We do know that in Wanganui the flood waters, while close, did not get into the tram shed this time and Sunday operations and weekday charters continue.

Dave Hinman

Passing of Ian Seymour

The COTMA Executive and many of our fellow volunteers were saddened to hear about the death of former Chairman of COTMA Ian Seymour. This tribute from Kym Smith and Colin Seymour.

“Sadly, Ian Seymour passed away in January 2017 aged 56 after a period of ill health. He was a former President, Trustee and long-time committee person, of the AETM, St Kilda South Australia, and in addition held key positions with related rail preservation groups - COTMA, ATHRA (Association of Tourist & Heritage Railways of Australia) and Heritage Rail SA. Ian was the Chair of COTMA from 2012-2014. He is and will continue to be missed.



Ian takes over from Warren as COTMA Chairman - Adelaide Conference 2012

Ian joined the AETM in 1979 and very quickly became active in both operations and tram maintenance and restoration. Ian was on the AETM Committee from 1982 until 2014, mostly as General Manager. He was also a Trustee. Ian was President from 2009 to 2014.

Ian played a significant part in the development of the Museum during the 1980's, 1990's and 2000's, being involved in nearly all projects during that time. The Wheel Lathe and other heavy machinery were all arranged by Ian who was a fitter and turner by trade. Ian played a key part in other infrastructure developments including the Body shop, Tram Storage (Crock) Shed, the Northern Depot and more recently the replacement Workshop and Main Depot. In terms of trams, 264, 186, 42, 360, 118 and 14/15 have all had involvement from Ian in their restoration, along with his maintenance of all of the Museum's tram fleet.

In recognition of Ian's efforts on the mechanical reconstruction of Dropcentre 264, he was given the job of driving the tram as it was launched on 28 September 1986. The story of this including photos appear in the September 2016 issue of AETM's newsletter *Trolley Flash*.

Without Ian's contribution over many years, the Museum would be nowhere near what it is today. Although Ian stepped down from all roles within the Museum in 2014 many members have kept in contact with Ian either through contact at the local shops or at model railway activities. A number of members attended a Memorial Gathering held for Ian on Sunday 12 February 2017 at the Midway Tavern, Elizabeth Downs.

Ian worked at the DSTO (Defence Science & Technology Organisation) at Edinburgh near Salisbury for nearly 40 years before retiring in October 2016. . A large group of DSTO employees attended the memorial gathering.”

AETM is planning a commemorative plaque. COTMA will ask that his COTMA role be noted and offer a contribution towards the cost

COTMA Executive Committee news

The COTMA Exec met in February on the Gold Coast. This location facilitated our chairman to attend a Light Rail Conference that week – a report appears later in this newsletter.



The Chairman at the site of the Helensvale tram-train interchange under construction (Mal Rowe)

As part of a general review several museums were identified as not having been in recent contact – these are being followed up.

Finances are OK, but gradually dwindling. We have not increased our fees for several years and will develop a two year budget with a view to bringing a fee recommendation to the next CGM.

Warren Doubleday accepted the honorary position of Communications Manager – reflecting his on-going great work in maintaining the website and managing communications including this news update. A draft Position Description was accepted.

The 2016 conference in Christchurch was reviewed – a more detailed review is being undertaken by THS. The aim of both of these is to give support and advice to PETS for the Perth conference in 2018. A short questionnaire to participants is to be sent out soon.

Contact with Victorian government re parts has been at a reduced level in recent years, especially since the heritage coordinator retired. We are seeking to develop new contacts and look forward to the forthcoming appointment of a heritage coordinator.

ATHRA is reviewing its structure and COTMA is simultaneously reviewing our membership. While this group is strongly biased towards heavy rail, it gives us an entrée into the Australian regulatory environment which we might not be able to otherwise have.

One matter which was not able to be addressed was the status and policy of the COTMA owned equipment and its allocation. This is certainly 'on the radar' but has been delayed following the resignation of Ian Seymour and his more recent untimely passing. A related request is covered later in this update.

Mal Rowe

Request for COTMA owned seats – your comments please

COTMA has received a request for supply of tramcar parts from the Walhalla Goldfields Railway. This group operates a heritage train service on part of the former narrow gauge railway to Walhalla in Victoria. They have purchased two Melbourne X1 class trams from Newstead Tramcars and intend to rebuild one of these as a narrow gauge bogie railcar which will be used in weekday services. They have been successful in obtaining a significant grant for this work.



Source: Narrow Gauge World No 115

The seats they seek are some of the spare H car seats obtained by COTMA when the Adelaide H cars were withdrawn from service. It is likely that we have more than enough of these items to meet foreseeable needs for the preserved H class trams.

The exec committee will invite WGR to join COTMA – as they will have 'effective control of a tramcar' as required for membership!

The exec would be very pleased to hear comments from members as we consider this request.

COTMA membership Matters

Subscription Renewals

The Treasurer has recently sent out the invoices for your Museum's membership. Your early renewal would be appreciated. Please also advise of any address changes to the Executive Officer.

Resignation accepted

The Tramway Museum Society of Victoria has advised that, following a review of its overall operations, affiliations and commitments the Society Board decided to terminate its membership of COTMA. The Executive Committee of COTMA accepted the resignation with much disappointment, waived outstanding fees, and advised that we are open to continue dialogue into the future as any needs arise.

News Update Email Addresses

Warren Doubleday who looks after the email address lists for the News Update and other documentation has recently reviewed all the email addresses and hopefully has them up to date. If

you don't wish to continue to receive the News Updates or have other names to be added to the list, or your email address changes, please advise Warren – warren@wads.id.au

Gold Coast Light Rail conference



There were over 200 attendees at the 4th Annual ARA Light Rail Conference, which included international keynote addresses from Hong Kong (Terry Wong GM infrastructure Maintenance, MTR) on the challenges in running HK's busy light rail network, and Edinburgh (Lee Harrison, GM Edinburgh Trams Ltd), giving the good news (finally – 3 years late and vastly over budget!) of the trams up and running and proving very popular with over 5 million passengers in the first 12 months and a 99% reliability rate and 97% customer satisfaction. Being held on the Gold Coast, much of the focus naturally was on the success story of the GCLR, and learnings from this, its progress on the 7km Stage 2 extension to Helensvale Station, under construction and on time for its projected opening for the Gold Coast Commonwealth Games, now only a year away in April 2018, and an update on the planning for Stage 3 ultimately to the Gold Coast Airport at Coolangatta and the NSW State boundary.

There were also progress reports on the CSELR and Parramatta projects (Sydney) Canberra, Newcastle and extensions about to get under way in Adelaide, together with an enthusiastic presentation by David Warburton, CEO Auckland Transport entitled "A compelling case of Light Rail in Auckland" arguing that the need is now – Stage 1 to the airport to be open by 2024, not in 30 years' time as announced a few weeks later by the NZ Transport Agency who continue to support a an interim busway proposal, while agreeing to designating land now for future light rail access.

Comparisons of the various light rail projects discussed show some interesting similarities and differences:

Edinburgh (Stage 1)	14 kms	27 LRV's	16 stops	opened 2014
Gold Coast (Stage 1)	13 kms	14 LRV's	16 stops	opened 2014
(Stage 2)	7 kms	3 LRV's	3 stops (initially)	under construction opens 2018
CSELR	11.8 kms	30 LRV's	19 stops	under construction opens 2019
Parramatta	12 kms	?	16 stops	construction starts 2018 opens 2023
Newcastle	2.7 kms	6 LRV's	6 stops	construction 2017-18 opens 2019
Canberra	12 kms	14 LRV's	13 stops	under construction opens 2018

Two streams of workshop sessions discussed at a more technical level matters including stray currents, customer communication, design considerations for light rail stops, funding models and sustainability. The conference concluded with a tram ride and site tour of the Keolis Downer/ Bombardier maintenance depot at Southport.

Dave Hinman (COTMA) & Vincent Chan (LRTA Auckland)

Perth in 2018

The Perth Electric Tramway Society (PETS) have advised that the 2018 Conference is planned to open on Thursday 4th October 2018 and continue through to Tuesday 9th October. A Post Conference Tour is planned to commence the following day (Wednesday 10th) and conclude on Monday 15th October.

This will be the second COTMA Conference in Perth. The first was in 1992. Please put aside these dates in your calendars. Further information as it comes to hand will be published in News Updates and on the website.

Children at our museums – being pro-active to ensure their safety.

Railways and tramways of all types have always been an item of fascination by the young. Many of us started a life-long interest at a very young age.

It is unfortunately also true that various forms of child abuse have occurred in a number of groups related to train and tram preservation. Some members of preservation societies have spent time in prison as a result of our collective failure to be sufficiently aware of and prevent child sexual abuse.

While the Royal Commission on this matter is still taking evidence in Australia, Australian states and New Zealand have already put legislation in place to reduce risk. In general, volunteer based transport museums are not specifically required to implement all the standards, but that does not mean we would be exempt from civil and criminal penalties if we were seen to be negligent.

In some jurisdictions it is already a requirement that some aspects of a child safety policy (like a 'working with children check') is required by visiting groups – including school groups.

Museum boards would be well advised, if not already done, to make a start on practices and processes to minimise the risks to children in our care and to give confidence to those planning visits to our museums. The 7 standards below are from the Victorian policy. Similar policies will be in place in most jurisdictions.

1. Strategies to embed an organisational culture of child safety, including through effective leadership arrangements
2. A Child Safe Policy or Statement of Commitment to Child Safety
3. A Code of Conduct that establishes clear expectations for appropriate behaviour with children
4. Screening, supervision, training and other human resources practices that reduce the risk of child abuse by new and existing personnel
5. Processes for responding to and reporting suspected child abuse
6. Strategies to identify and reduce or remove risks of child abuse
7. Strategies to promote the participation and empowerment of children.

Some explanation of these standards and tips on implementing them, are available on-line at:

<http://ccyp.vic.gov.au/downloads/Checklist-Child-Safety-Review-and-Action-Plan.docx>

It's time now to put some of these matters on the agenda and in our Management System manuals.

Mal Rowe

Next Update - June 2017

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News Update July 2017



From the Chairman

Welcome to our third COTMA News Update for 2017.

In this issue we report on the recent FEDECRAIL conference held in Antwerp, Belgium and attended by Warren Doubleday, and the NZ FRONZ conference in Dunedin which I attended. As I write this I am preparing to travel to Melbourne for the COTMA AGM on Tuesday (25 July) and an Executive meeting which will follow. At the Executive meeting we have a number of important issues to discuss, including spare parts - note the references further below to Wellington (trolley bus closure), and PC5 equipment, as well as getting an update on Melbourne W's and equipment. All member museums will have received an invitation to the AGM and should by now have indicated whether they will be attending.

The annual conference of the Federation of Rail Organisations of NZ (FRONZ) was well attended by both railway and tramway groups from around N.Z. and included rail trips on the Taieri Gorge line and on the main line to Oamaru as well as visits to the local Gasworks Museum, the Ocean Beach Railway and Toitu Otago Settlers Museum which includes in its collection former Maryhill Cable car No. 106, Roslyn Electric tram No. 1 (restored at Ferrymead) and Dunedin Trolley bus No 10. The Settlers Museum was the venue for an informative talk about the Dunedin Cable car systems and proposals to set up an operating cable car museum using restored cable cars from Ferrymead. This was a public event and the small theatre was full to overflowing!

Other highlights/significant topics included a presentation by the Wheelwright Shop, Gladstone (North Island north of Wellington), currently restoring Wellington Combination tram no. 17 for the Wellington Tramway Museum, risk analysis and safety issues by the NZ Regulator, the NZ Transport Agency, and a presentation about draft "Moving Objects Guidelines" (see more about this on p. 5 below). There was also news of NZ's latest operating tramway - at the Whangarei Museum and Heritage Park, where former Lisbon tram No 520, at one time intended for operation in Henderson,



Auckland, has been restored, including its regauging from 900mm to 1067mm (3ft 6ins) and after being opened by the local mayor on May 20, is now operating as per Launceston,

towing a motor generator mounted on a railway bogie, on a newly built 1km line.

FRONZ has quite an array of awards presented at the Annual Awards Dinner and while for tramways there is only one specifically focussed award, no less than four awards were won by the tramway fraternity this year. The Dockline Tramway, Auckland won both the **Tramway Restoration Award** (for ex Melbourne SW6 881) and the **NZTA Tourist & Heritage Rail Safety Award** (for Proactive work in Fire Prevention Interventions in former Melbourne Trams - learnings from the Memphis W2 fires). The Wellington Tramway Museum was awarded the **KiwiRail Infrastructure Improvement Award** (for Power Supply Upgrade - substation rebuild following lightning strike in Jan 2016) and finally I was humbled to receive the **Paul Heighton Award for Excellence** (for services ensuring the survival of working heritage tramways).

Great to see the progress being made with both new and expanding tramway and light rail projects in Australia, notably the Gold Coast Light rail extension now almost complete, ongoing progress with CSELR in Sydney, rails being laid in Canberra and a just announced start being made in Adelaide, as well as Melbourne's latest project – the completion with unrivalled speed and efficiency of the Toorak Road deviation in Melbourne – see p. 4 below. Sadly on my side of the ditch the end of street electric traction in Wellington draws near, with its modern trolley bus system now confirmed to be closed on 31 October. See below (p.5) for what is likely to be the only organised farewell tour on August 10. Some good news however from Christchurch, where as a result of submissions to its Annual Plan, the City Council is having a serious look at completing the extension along High Street in the central city, with the intention of coordinating street repair works, including track laying, with the completion of the restoration of an adjacent block of heritage shops. In the meantime Christchurch Tramway Ltd received advice this week that it has achieved a Qualmark Gold award for its tourism business under the Sustainable Tourism Business criteria. As only five percent of tourism operations in New Zealand achieve such a grading this seal of approval signifies that the Christchurch Tramway experience is one of the most high-quality experiences New Zealand has to offer.

Dave Hinman

European Tramway Operating Group Meeting Notes

Warren Doubleday attended the European Federation of Museum and Heritage Railways (FEDECRAIL) conference in Antwerp during May 2017. At this meeting, the first meeting of the



Tramway Operating Group was held. The meeting on 4 May was chaired by Mimmi Mickelsen of Gothenberg and the President of the Swedish Tramway Society. Attending were representatives of tramway museums from Sweden, The Netherlands, Germany, Belgium and the UK.

Many of the Museums in Europe are city based and run their tramcars on their city network, some maintaining and driving their own vehicles on the city network or having the city maintaining and driving vehicles. However some have problems with their facilities, (buildings), the number of tramcars held and actually operating them within the varying operating environments allowed by the cities or the country in terms of legislation. The chair of FEBERAIL, Jeff van Olmen (the Belgium equivalent of ATHRA or

FRONZ) noted that there seems to be more interest in heritage tramways in Belgium rather than railways at this time. Belgium itself was the home of the once massive SNCV rural tramway system.

Warren introduced COTMA, the Ballarat Tramway Museum (noted the solar panels which was of interest) and the Melbourne Tram Museum.

There are a few stand-alone tram museums in the Continent, one being the Swedish Tramway Museum at Malmköping. They all have the same problems as us, regrowth of membership, that is the replacement of the aging membership. The Swedish Tramway is running a youth camp for 12 to 18 year olds which sees about 80% retention of those who participate at the museum. They have about 20 attendees a year.

The Heritage Railway Association UK has some 10 active Tramway Museum Members of the total approximately 250 membership including static museums.

It was noted that there a number of tram museums starting up in the former Eastern bloc, a lot of young people are involved in these new museums.

The meeting identified the:

1. The need for benchmarks, - best practice models and interchange of information.
2. How to get younger people involved, foster regrowth both as volunteers and customers.
3. Fostering school visits – teaching “mobility”. Dusseldorf teaches tram safety at the depot and school students learn about heritage.

One of the consequences of the Paris Climate Conference identified by FEDECRAIL is the community viewpoint in Europe of burning coal. This will have an impact on its use for heritage steam locomotives. FEDECRAIL has prepared a draft policy paper on this topic. It was noted that at the time of the conference, the Republic of Ireland has banned the burning of “smoky coal” and this has resulted in the reported cessation of steam locomotive operations. Dirty diesels are next. (See <http://www.steamrailway.co.uk/steamnews/2016/5/13/future-looking-black-for-irish-coal>), though I have not seen an update on this since my visit.

As part of his tour Warren visited Museums in Amsterdam, Antwerp, the SNCV Museum, ASVi at Thuin, Crich, Seaton, Birkenhead (Liverpool) and the Llandudno – the Great Orme Tramway. While in Liverpool, he visited the Liverpool Maritime Museum store to photograph the last minute book of the Electric Supply Company of Victoria who operated both the Ballarat and Bendigo tramway systems until 1934. The company was head quartered in Liverpool. As well visits were made to the large operating systems of Rotterdam, De Haag and Manchester.

COTMA Conference 2018 – Change of Dates

The dates for the Perth Conference have been revised by the Perth Electric Tramway Society, the host museum. The dates are now: **Thursday 13th to Tuesday 18th September 2018**. The post conference tour dates at this time are Wednesday 19th to Monday 24th September.

Further conference details will be made available on both the COTMA website and the News Update as soon as they are known.

WGR request for seats

The last edition of COTMA News Update asked for comment on a request from the Walhalla Goldfields Railway to purchase H type tram seats. Thank you to those who got back to us.

The Exec Committee has agreed to sell surplus seats to WGR, subject to a couple of sets being set aside as spares for a member museum and to WGR agreeing to return to us all leather seat coverings removed in good condition – as spares for all. Timing of the pickup from Adelaide is being negotiated and is likely to be in September.

WGR are also considering joining COTMA –as they will have two trams preserved!

Domain Rd tramway closes

Melbourne has seen the closure of the tramway in Domain Rd and Park St in South Yarra on route 58 (formerly 8) to Toorak. This tramway opened in October 1888 as a cable tramway, was electrified in 1927 and closed on June 30, 2017. It closed to allow work on a new underground railway station at the corner of Domain Rd and St Kilda Rd, and has been replaced by a new tramway along Toorak Rd to St Kilda Rd. The change is nominally temporary – for 5 years – but it is unlikely that the old tram line will be re-instated.

One interesting detail is that a section feeder box made for the MMTB (which ceased to exist in 1983) has been installed in the new section of track.



Disposal of Z1 trams

It seems that the last few remaining Melbourne Z1 class trams are being disposed of – for scrap.



WGR (referred to elsewhere in this update) are using trucks from these trams in their conversion of their X1 trams to railmotors. They have one set and are seeking another set. It will be interesting to many of us seeing an ASEA truck converted to 760mm gauge!

PC5 controllers

COTMA has several PC5 controllers (in a dismantled condition) acquired after the withdrawal of the Adelaide H type trams. The late Ian Seymour was the 'guru of PC5' and since his passing the effort to catalogue and allocate this equipment has stalled. We are now reviewing the stock and requests. It is clear that we will see competing interests for spare parts for operating H class trams vs equipment to re-build trams without control gear. It is already agreed that any strategy will need to ensure that components are restored rather than replaced – otherwise we will quickly run out of PC5 parts! Queries, requests and comments are welcome as we work through this issue. Email cotma@cotma.org.au

Preservation of Moving Objects Guidelines

At last year's FRONZ conference, concerns had been raised about a paper recently produced by a team of professional staff for Museums Aotearoa (MA) and presented at their Australasian conference, promoting draft guidelines for the conservation and use (or not!) of movable heritage objects. These included trams and trains and parts of the guidelines seemed to cut across some of the long held aims and practices of our membership. A combined and very detailed submission by FRONZ and COTMA had been forwarded to MA and they agreed to attend this year's conference and discuss the issues. One of the authors, Stephen Fox, fronted and explained the guidelines in his paper "Preservation of Moving Objects". Trevor Burling's paper "Care of Moving Objects" which followed referred to the FRONZ/COTMA submission, copies of which had been made available to all conference attendees. Given the differing views expressed in these two presentations, and an identified potential impact on future funding applications by operating museums, there is a need for further dialogue between FRONZ/COTMA and MA on this issue.

Wellington Trolley Bus Tour: Thursday 10 August 2017.

Announcement from Omnibus Society NZ (OBNZ)

Go Wellington have kindly allowed us to undertake an enthusiasts' tour of the system before it closes down on 31 October, 2017.

Bookings are essential. **Cost is \$NZ40 per person, payable in cash on the day.**

Start is at 10 a.m. from the Railway Station terminus and will finish at the Railway terminus no later than 4pm.

The Itinerary is as follows: to Kingston, to Aro Street, to Karori, to Lyall Bay, to Miramar and Seatoun, to Zoo, back to the Railway station via Hataitai. If any wired parts are missed we will endeavour to cover them in an Ansaldo (older dieselised former trolley bus) and then, if time permits, some of the closed routes will be traversed.

BOOKINGS must be made through Peter Rendall at obnz@paradise.net.nz advising name, number of passengers and contact details, as soon as possible, and no later than Friday 4 August.

There is no guarantee that intending passengers without a booking can be accommodated on the day.

This tour has come up at rather short notice, particularly for anyone from overseas interested in attending. Enquiries about the possibility of later tours, closer to the closing date revealed that this will be the only one being organised by OBNZ and it is doubtful that others will be sanctioned. The reason for the timing was to avoid the risk of some routes already being closed which could happen e.g. in the event of overhead damage or buses becoming unserviceable and not repaired.

The question of the obtaining of spare parts and equipment from the Wellington system will be a subject for discussion at the COTMA Executive meeting, and at this stage it appears that requests will be best channelled through the Wellington Tramway Museum. It is not yet known what equipment and parts are likely to be available and further details will be advised once known. In the meantime any groups interested in being informed about this should advise COTMA – email cotma@cotma.org.au

Happier Times – Earlier Tours



Above: Trolleys from all NZ cities in Wellington - 50th Anniversary Festival March 1999

Photo THS Collection

Below: Trolley bus tour – COTMA conference 2010

Photo Dave Hinman



Council of Tramway Museums of Australasia Inc.

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News Update September 2017



Cross promotion by the Victorian SEC

From the Chairman

Welcome to our fourth COTMA News Update for 2017.

In this issue we report on possible progress on the future of the trams at Newport, summarise the feedback from a recent questionnaire sent to attendees at last year's COTMA conference in Christchurch, provide some news about next year's conference in Perth and report back on the COTMA AGM and Executive meeting held in Melbourne in August and a update on Museums Aotearoa Working Objects Guidelines.

As the years roll on, more of our member museums will reach a significant milestone - 50 years of operation, which in some cases exceeds that of their local tram system. In Auckland the Western Springs Tramway, MOTAT commenced operations on Saturday 16 December 1967, with just two trams (Auckland "Streamliner" No. 253 and Wellington Fiduccia No. 257) and this will be recognised and celebrated 50 years on over the weekend of 16-17 December 2017. Meanwhile in Christchurch, on Saturday 6 January 2018 it will be exactly 50 years since the start of steam tram operation on the then short completed section of the Ferrymead tramway on 6 Jan 1968, and this will be re-enacted on the day with an evening gathering to follow. Sixty years ago, the Adelaide based Australian Electric Traction Museum was formed and during August 1958, trams were first taken to the St Kilda site. The Museum is celebrating this event during the first weekend of October.

Congratulations to all involved and well done those who were there 50 or 60 years ago and are still active with their group.

Once again it is exciting to note the on-going progress with the new light rail/ tram systems and extensions proceeding apace in Australia and as I write this the very closely fought New Zealand General Election campaign is reaching its climax. One of the hotly debated issues is about public transport and rail v road spending and some of the parties are actively promoting/promising light rail for Auckland, Wellington and Christchurch! Watch this space!

The latest issue of the FRONZ Journal has news on the re-opening of the Auckland Dockline tram, relocation of ex Sydney 1808 from Auckland to Christchurch and the Dunedin Heritage Light Rail Trust. For the journal: https://www.fronz.org.nz/magazines/FRONZ_Journal_169_Sep_2017.pdf

Dave Hinman

Trams at Newport – next steps

Over a period of a couple of decades, very few Melbourne trams have been scrapped – they have either been presented to tramway museums or similar bodies or stored in the former Victorian Railways workshops in Newport. Newport also holds a small number of recognised heritage trams

either owned by VicTrack or tramway museum groups. There are now over 200 trams at Newport in various states of repair ranging from rusty, rotten shells to complete trams not far away from being operational.

The Transport Ministry, through its property owner agency VicTrack, want to work out a process to deal with these trams and is setting up a review group to make recommendations to the Minister. COTMA has been asked to nominate a representative to the group to provide some advice on historical significance of particular vehicles and to serve as a conduit for requests for vehicles or parts thereof for heritage operators. The COTMA executive committee has nominated Mal Rowe for this role. At the time of writing no formal invitation to participate has been sent to COTMA or Mal Rowe, but this is expected soon.

As a preliminary exercise, Mal visited Newport in early September with former VicTrack heritage officer Mike Ryan and inspected the scene.

Most of the 200 trams are SW5, SW6, W6 and W7 classes, but there are also two W2s, a Sydney R class, a Victorian Railways crossbench tram, a bogie cable tram trailer (owned by TMSV) and a pair of broad gauge Brill 77E trucks (owned by STM). There are also three trams belonging to the Tramcar 568 group and 15 trams from the 1990s “Art Trams” series. While most are stored under cover in the former East Block of the workshops, the recent arrivals have been “plonked” in the open dotted around the Workshop.

The terms of reference of the review group are not yet known, but it is expected that some trams will be retained at Newport or elsewhere and many will be available for museums or other groups either complete or as sources of parts for heritage trams already held.

This could be your last chance to obtain important parts – or perhaps even additional trams. Mal will keep COTMA member informed as the process develops. Please start to think about what your needs might be NOW, and appoint a contact / liaison person who is able to respond promptly to COTMA about any opportunities

The 2016 COTMA conference – your feedback

The 48 participants in the 2016 COTMA conference in Christchurch who provided email addresses were invited to complete a survey with regard to the conference. 21 responses have been received and the response is overwhelmingly positive.

The results so far, are available on both the COTMA website and accompany this edition of News Update in the original E-mail sent out to those who are on our contact list.

In summary, there was a very positive response to all aspects of the conference with approval ratings between 90% and 70%. Clear favourites were presentations on museum practicalities ranging from marketing and development to painting techniques and safety management. In a question on cost, most participants were prepared to accept current costs rather than drop the quality in an attempt to reduce costs.

The survey is still open if others who attended in Christchurch want to express their views – just go to <https://www.surveymonkey.com/r/7Q8T8RV>

A paper copy of the questionnaire is available – just send your mailing address to COTMA at: **Council of Tramway Museums of Australasia, PO Box 6172, HAWTHORN WEST VIC 3122, Australia**

COTMA Conference 2018 – more information

Planning is going well for the 2018 Conference to be held in Perth from Thursday 13 September to Tuesday 18 September. Events planned so far are:

- Thursday 13 - Registrations and opening function
- Sunday 16 – formal dinner with Achievement Awards
- Monday 17 – visit to Whitman Park
- Tuesday 18 – Conference General Meeting.

Included in the current planning is a possible visit to the new Forreestfield Railway Works.

Post Conference Tour:

Depart Perth Wednesday 19, now planned to return to Perth on Sunday 23 September instead of the Monday. The revised plan includes a day at Dwellingup for the Hotham Valley Railway Steam-fest on Sunday 23rd.

COTMA AGM – 25 July 2017

The COTMA AGM was held as scheduled on the 25th of July. The Annual Financial Report was accepted by the meeting. The possibility of NZ members to paying their fees into an NZ based account based on a nominated NZ dollar amount was raised. This will be further discussed at the 2018 COTMA Conference General meeting.

COTMA Executive Meeting July 2017

An Executive meeting followed the AGM and was completed the following day with those Executive Members who able to attend. Outcomes were:

- As an interim arrangement, Warren Doubleday, our Communications Manager has filled the temporary vacant position of Assistant Executive Officer.
- Melbourne Tram Museum (Hawthorn) was accepted as an Affiliate Member.
- Walhalla Goldfields Railway have indicated an interest in joining COTMA. They are currently converting an ex Melbourne X1 to a narrow gauge “tram”.
- Discussed the matter of PC5 controllers and spare parts for these controllers. The Executive Committee agreed that:
 - The priority in allocation of PC5 components and controllers should be to restore additional identified trams, not as a bank of spare parts for the H type trams.
 - H type tram maintenance should be based on repair and rehabilitation of existing components. It is suggested that a museum may wish to take this on as an enterprise – maintaining a pool of spares based on a trade-in and refurbish model.
 - The summary document needs more work – including a better stocktake of what is in store at AETM. Peter Hyde & Mal Rowe will look into this in connection with a visit to Adelaide related to H type seats for WGR.
- Sale of Adelaide H class seats to the Walhalla Goldfields Railway endorsed.
- Monitoring of component availability for our members.
- Decided not to renew our membership of the International Association of Transport Museums.
- The proposal of the Association of Tourist and Heritage Railways Australia (ATHRA) to move from a “federal” system of state based organisation being members to an individual organisation membership was noted.
- Updating of the Conference Guidelines
- Next meeting will be in March 2018 in either Melbourne or Sydney.

Museums Aotearoa – Working Objects Guideline

At the time of writing it would appear that we have further work to do with Museums Aotearoa (NZ) in understanding our concerns with their Working Objects Guideline, despite having our concerns expressed during the recent FRONZ conference in Dunedin in June 2017. An article in the September edition of Museums Aotearoa Quarterly, which included some MOTAT tram images, seems to suggest no change from the draft Guidelines as published last year. COTMA will continue to work with FRONZ to express our problems with this document.

Disposal of Z1 trams - correction

In the last edition of COTMA update it was implied that Z1 78 (in the picture below) was going to scrap. In fact it seems that the car has gone to the Melbourne Fire Brigade – as a training aid in firefighting/motor vehicle incidents with trams.



New Member

The Executive welcomes on-board the Melbourne Tram Museum Inc. This Museum is based at the former Hawthorn Tram Depot and was previously known as the Friends of Hawthorn Tram Depot Inc. The organisation has been renamed after a new set of rules were adopted last year. The reorganisation has changed the way that VicTrack representatives were involved in the management of the organisation. The Museum is entering into a Community Lease with VicTrack who will continue to be involved in the maintenance of the building.

The Museum advised that it has recently arranged with VicTrack for Z101 to be stored under cover at Newport Workshops.

Late News – Fatal Tram Accident Croydon UK.

Members and readers will be aware of the 9 November 2016 fatal accident that occurred at Croydon London. The Rail Accident Investigation Branch has just released an update into this event which seven people suffered fatal injuries. This update provides the key recommendations likely to be addressed by UK tram operators. The update can be accessed at:

<https://www.gov.uk/government/news/fatal-tram-accident-in-croydon>



Council of Tramway Museums of Australasia Inc.

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Conference Review Questionnaire - Report

48 participants in the 2016 COTMA conference in Christchurch who provided email addresses were invited to complete a survey with regard to the conference. 20 responses have been received and the response is overwhelmingly positive.

Q1 The first category includes **general presentations on museum development, management and marketing**. These included: "Christchurch Regeneration, and the Arts Centre Restoration Project", "Ferrymead Park Regeneration", "Sustainable heritage is about more than just the money", "Welcome Aboard Group/Christchurch Tramway – Our Earthquake Recovery", "The Danish Tramway Museum - expansion, challenges and opportunities – on a European background."

The average score on this question was 89% - with a spread (standard deviation) of 10% (84% to 94%)

** This and Technical Presentations got the highest approval rating and the lowest spread of opinion.

Q2 The second category is on **historical matters**. These included: "Public transport evolution in Christchurch - did we miss the bus?", "Tramway Treasures – some surprises from the NZRLS Archives", "It all started 60 years ago in New Zealand".

The average score on this question was 79% - with a spread (standard deviation) of 21% (69% to 89%)

This and Museum presentations received high approval ratings but with a wide spread of opinion.

Q3 The third category is **technical presentations** on tram and equipment restoration. These included: "Hills Car 24 Restoration Project", "Tram painting techniques –current best practice or traditional methods?", "Trials and Tribulations when Your Traction Power Supply Fails - experience of a catastrophic power outage at the Wellington Tramway Museum and what we can all learn from this", "Reporting a Serious Incident to Authorities"

**** The average score on this question was 90% - with a spread (standard deviation) of 12% (84% to 96%)**

This and General Presentations got the highest approval rating and the lowest spread of opinion.

Q4 There were 15 scheduled museum and related presentations at the last COTMA plus a couple of 'extras' not scheduled but accepted as of interest at the time. Please rate the importance of the museum presentations. with a score of 1 to 5 – where 1 is low interest and 5 is high interest.

The average score on this question was 81% - with a spread (standard deviation) of 18% (84% to 96%)

This and Historical matters received high approval ratings but with a wide spread of opinion.

Q5 Please rate the importance of the 'other short' presentations like Melbourne Update, Light Rail for Auckland and NZ conductresses a score of 1 to 5 – where 1 is low interest and 5 is high interest.

The average score on this question was 69% - with a spread (standard deviation) of 22% (58% to 80%)

This group received the lowest approval ratings – and with a wide spread of opinion - but were still approved on average by over two thirds of participants.

Q6 The conference included a variety of activities including tram and trolley bus driving, an Arts centre tour, a tour of Lyttelton, a visit to the Air Force Museum and behind the scenes at Ferrymead. Please rate these as a group - low means too much time is spent on these activities and high if you would have liked more time on these activities (so 3 is 'just right'!)

The average score on this question was 73% - with a spread (standard deviation) of 22% (62% to 84%)

There was a preference for more time on visits and tours.

Q7 The dinner is usually a highlight of the conference. It was busy at Christchurch, and included several presentations including achievement awards. There was no trivia quiz – a regular event in past years.

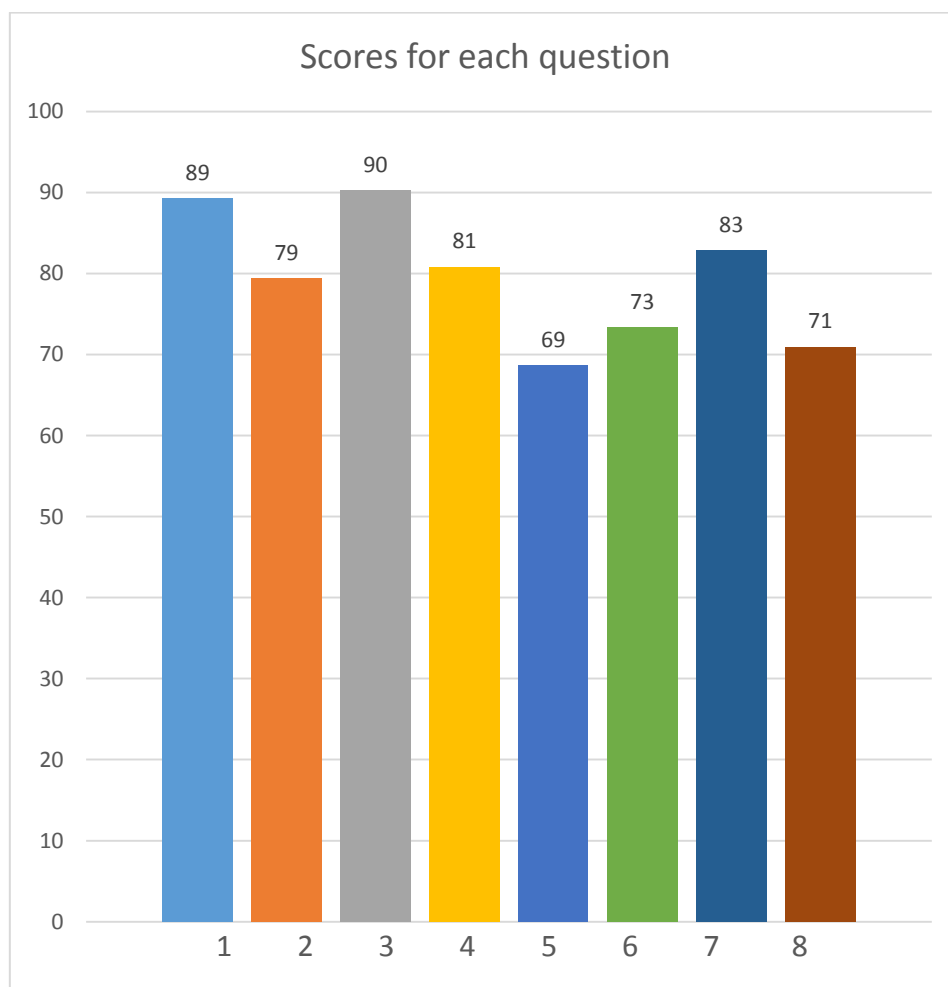
The average score on this question was 83% - with a spread (standard deviation) of 21% (72% to 95%)

** The dinner was popular – but not with all. There were no comments that gave reasons.

Q8 The combined cost of the conference, accommodation and travel is not small. While we have limited control over costs, we would value your comments on the balance between low cost at one end and good quality and content at the other.

The average score on this question was 71% - with a spread (standard deviation) of 21% (60% to 82%)

The preference was for quality rather than cost cutting, but with a quite wide spread of opinion.



Comments or suggestions

- C1 I liked it all - but I'm easily pleased
- C2 This was my first attendance at COTMA conference and I found it well worth while
- C3 A very well run conference.
- C4 It was a pleasure to attend and exchange views and experiences with colleagues in the 'industry'. Hope to be able to attend in Perth
- C5 We should be gauging if the overall interest in having conferences is dying off, attending numbers of people dropping and if museums are interested in hosting future conferences.
- C6 As it's the only transport museum conference in ANZ the Sydney Bus Museum thinks it is worth attending, Perhaps some way of being an associate member?
- C7 This was a well structured, organised and delivered COTMA conference. I enjoyed all aspects of the program and, where the subject, visit, activity was not of great interest to me, I was able to undertake other, related activities. I would not presume to offer suggestions on improvements as, I am sure the Perth COTMA event will have its own 'flavour' and entertainments. COTMA 2016 was a winner for me.
- C8 I thought the Christchurch conference was very good - with a good balance between the various activities and presentations.
- C9 A Great conference, is always good to hear about and see what other groups are doing, and to discuss with other groups the trials and issues and fun of operating Trams in this day and age. cheers
- C10 It's always a problem, but somehow time is wasted standing around at the museum waiting for information on what's happening next - just being grumpy?