



# Council of Tramway Museums of Australasia Inc.

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## News Update – October 2005

### From the Chairman

This News Update is mainly concerned about the changes in the environment that we work within; when we operate our heritage tramcars. This environment is undergoing massive change, new Rail Safety Acts in both Australia and New Zealand and regulations, guidelines, codes, competency standards for training etc.

Yes, it is hard to keep up with all these changes and if we don't work in together and try to make them fair and reasonable, volunteers, in particular those who manage all the safety systems etc will be in need of preservation themselves. Our New Zealand members are seeing new systems imposed on them too. In some areas, their heritage rail sector in NZ is well ahead of Australia, for example having a boiler code for heritage steam equipment. The recent National OH&S "high risk" proposals (ATHRA Alert #8) could impose severe training and licensing requirements on those who operate boilers, such as the Steam Tram and Railway Preservation Society at Valley Heights.

While on holidays recently, I called in at Valley Heights and rode the rebuilt steam tram motor. It was great to see the tram running again after the disastrous fire many years ago. Congratulations to STARPS, long may the tram run. I also visited the Glenreagh Mountain Railway who have leased a W2 from the Sydney Tramway Museum and operate it along their railway line with a generator. For a relatively new railway (and tramway), they are going well and quite impressive. Their website is well worth visiting [www.gmr.org.au](http://www.gmr.org.au)

Actually it seemed like a working holiday in many ways – calling in at the Sydney Tramway Museum twice, attending the Australian Tourist and Rail Heritage Association (ATHRA) meeting at Mt Victoria and visiting some other rail heritage operators too.

Attached to the email version of this News Update is a document, supplied by John Radcliffe, from the Minnesota Streetcar Museum, about removing a truck from under a streetcar without being able to lift the body fully: – slide it out sideways. When discussing this with Kym Smith of Bendigo, he advised that the Bendigo depot has plates in the floor to do something similar. The Minnesota team show just how resourceful on occasions we have to be. They provided some photos of the single ended car in running too. I love the open entry/exit on the rear of the car – would be great for their winters.

There is a huge amount of work by the Regulators etc going on at the moment. Keeping up with it is difficult. If we don't, we may not have our tramways to operate for much longer – we could be accidentally regulated out of business. Our apologies to those when we get overwhelmed and miss things or seem to be slow – we try to have lives too! For example, the outcomes of the COTMA AGM / Executive meeting of late June have yet to be fully attended to along with requests for information and spare parts etc.

### IATM Newsletter

The latest International Association of Transport Museums news letter can be downloaded from [http://www.iatm.org/finished/start\\_klein.php](http://www.iatm.org/finished/start_klein.php) and click on the "Download Newsletter". The newsletter is well worth reading – 37 pages. It has an excellent update on COTMA itself provided by John Radcliffe. Bill Rayner of MOTAT is a new IATM Board Member and has written an introduction about himself and MOTAT. An article titled *Driven to Distraction; the Curse of the Enthusiast* – brings out some home truths about ourselves. It is written by Bob Pilgrim, the former Senior Curator at the National Motor Museum at Birdwood in South Australia.

## **Disposal of trams/parts ex Melbourne**

The COTMA Executive Officer and Chairman, along with Russell Jones of the TMSV and Kym Smith of Bendigo recently met with VicTrack to discuss the process and methodology of obtaining spare parts for Members from the surplus materials and trams stored at Newport. This is going to be a process that will take some time to fully get in place and needs to address some sensitive political and work place safety issues. If there is an urgent need for a piece of equipment, some interim arrangements may be possible.

## **Disposal of H Class Cars ex Adelaide**

At the time of writing, there had been no word from TransAdelaide about the disposal of the 9 operational H class trams and associated spare parts. COTMA has put in a Tender for the spare parts on behalf of the Museums wishing to obtain the operational tramcars.

## **The National (Rail Safety) Scene in Australia**

*(New Zealand readers may wish to skip this bit – or say “us too in some other ways”)*

Australian Tramway Museum managers, especially those involved in rail safety, will be well aware of the progress on the proposed National Transport Model Rail Safety Bill. The Rail Heritage Sector through ATHRA has a lot of input into the model Bill and this has been welcomed by the National Transport Commission (NTC). During late October and early November, the NTC will make presentations in each capital city about the proposed model bill, looking for comments on the documents. There are a number of changes in the rail safety process proposed that will hopefully enable a common outlook throughout Australia in rail safety rather than each state doing its own thing. Fortunately it appears that Victorian Govt. will fall in line with the model bill proposals rather than going their own way introducing a partial Safety Case system.

Heritage rail organisations will have three years to comply with the new Safety Management System (SMS) requirements. AS4292 is not a referenced document in the model Bill. Instead the regulations and National Accreditation Package (NAP) and for the Heritage Rail Sector, an abbreviated model NAP will be available for our sector. Richard Clarke of the Sydney Tramway Museum is providing input into this document being prepared by the NSW Regulator on behalf of COTMA.

One of the problems we have seen in the past, is that every heritage tramway/railway prepared their own documentation – some good, some poor, with little sharing of information or models. Hopefully some more sharing of the documentation will enable a more common approach to be taken and save time overall.

The NTC in its Supplementary Bulletin for Tourist and Heritage Operators noted that “...*there is an awareness of the challenges faced by these sectors and the varying risk profiles. The model Bill, therefore, provides scope for exemptions from accreditation requirements. Not all tourist and heritage rail organisations will be able to gain access to exemptions from accreditation requirements. In order to maintain consistency with the wider regulatory regime applied, the decision to grant (or not to grant) an exemption must necessarily be risk based. An exemption policy proposal will be developed in consultation with ATHRA and the Rail Safety Regulators Panel.*”

Some of the issues identified in the NTC Melbourne seminar were the need for an Annual Report on Rail Safety, consultation with your workers, the disappearance of the accredited organisational type *Rolling Stock Provider*, and that Volunteer managers could face penalties if they err in their duties or tasks. This would make attracting people to take on the task more difficult and onerous.

Comments on the model Bill close with NTC on 18 November and can be sent in separately or co-ordinated through the COTMA Executive or through ATHRA. COTMA working in conjunction with ATHRA will keep abreast of these issues and in particular the regulations that provide the framework for the Safety Management Systems and accreditation criteria.

COTMA, through Kym Smith of Bendigo, in association with ARA/ATHRA representatives is involved in the revision of the Transport Distribution industry Training (TDT) competency standards. These will now have a heritage transport competency included as well. Although a tram driver was included, positions such as steam locomotive driver and fireman weren't. Many of the TDT competencies can be used by the sector without a lot of change already.

Another project that is being "road showed" around Australia, is the *National Rail Resource Management (RRM) Project - the effective utilisation of all available resources by an individual or team to achieve safe, efficient and effective rail operations and support activities*. This is essentially Human Factors in Transport. A consultant, Dedale Asia Pacific, primarily with airline industry background, is developing a framework for competency based Human Factors training tailored to the railway industry and rail safety works and suitable training resources. While unlikely to be mandated by regulation, it is worth being involved. We all have some team issues in ensuring that we operate safely. Volunteers often bring different work place cultures to their museums and often only work together as a team on infrequent occasions.

As noted above, the Chairman attended the recent ATHRA meeting in Mt Victoria during mid October. The meeting attended by delegates from all state Rail Heritage Associations discussed many issues, mainly regulatory reform (or change), Insurance, our relationship with the ARA, training and competency standards, links to tourism and the management of rail heritage collections.

Just in case you think this report covers all the issues, it doesn't – not by a long way. There are the ARA draft codes for example. The knowledge of the rail heritage and tramway sector has been vastly improved by ATHRA and COTMA working together. While the regulators and others may have good intentions, this is not always achieved.

### **2006 Centenary in Melbourne' COTMA Conference**

The Venue selected for the 2006 COTMA Conference is the *Batman's Hill on Collins*. The hotel is located on the corner of Collins and Spencer St, diagonally opposite Spencer St. Railway Station, and with plenty of tramcars passing by. The web site for the hotel <http://www.batmanshill.com.au> It is now down to finalising the draft programme and then put some costs around the programme. The draft programme should be available for the next News Update with aim to have the programme and costs fully available by Feb. 2006. The conference will commence on Friday November 17 2006. Allow a full week in Melbourne and return home on Sunday week at the earliest. Please start letting your members know of the preliminary details via your in house newsletters.

### **W6 965 to Copenhagen**

Readers may have seen recent Press stories about W6 965 going to Denmark as a gift to Crown Princess Mary and Prince Frederick. The tram will be housed at the Danish Tramway Historical Society's Museum about 65km south west of Copenhagen For details of their museum see [www.sporvejsmuseet.dk](http://www.sporvejsmuseet.dk) The Sydney Tramway Museum, introduced the Museum to the Victorian Government and assisted with negotiations for the gift of the tramcar. The recent closer Australian relationship with Denmark certainly assisted with the gift and its timing. The Danish Museum is one of a very few European Museums that can accommodate a Melbourne W, due to their width. The handover to the Danish Consul General by the Victorian Minister of Transport is scheduled for 10 November. The Melbourne based COTMA Executive and COTMA Treasurer have been invited to attend the presentation. For the news item have a look at <http://www.sporvejsmuseet.dk/2005/nyhed/05/0514e.htm>

### **Forthcoming Events:**

Don't forget PETS are holding their 20<sup>th</sup> Anniversary Celebrations on Sunday 27<sup>th</sup> November at Whiteman Park, Perth.

### **Change of Member Address Details**

In the last News Update we issued the membership address and email list. Some changes / corrections have been received, and a revised list has been attached to the email version of this newsletter.

### **Melbourne Conductor Bags**

If any Museum Member requires some ex MMTB Conductor bags, could they please advise the Executive Officer by either phone on 0419 301 345 or by email to [tookec@bigpond.com.au](mailto:tookec@bigpond.com.au)

### **Next News Update – mid December 2005.**

To fill in a bit of space, on a News Update that was initially planned to be only two pages, a photo of the Steam Tram Motor No. 103A at work at Valley Heights. It was a gloomy rainy day.

