

Council of Tramway Museums of Australasia Inc.

P.O. Box 61
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A304117B
ABN 81 315 085 479

News Update – January/February 2005

Next AGM

It is confirmed that the next AGM will be in Melbourne, based at Hawthorn depot on the weekend of 25 and 26 June 2005. Our planning, subject to confirmation and arrangements with Yarra Trams, is:

Saturday – AGM commencing at 10am, depart 12.30pm for a tram tour with lunch, returning at 4.30pm for slide and film presentations, with an informal meal being provided. We would finish about 8pm. It is winter in Melbourne!

Sunday – Executive meeting, followed by a discussion to review the draft Code of Ethics and another topic. After lunch, (possibly en-route), a tour of the new Eastern Road facility of Yarra Trams. Travel would be using route 70 and 1 trams. The weekend would finish on mid afternoon Sunday.

Travel and accommodation arrangements would be left to each individual to arrange. Further details and some indication of cost for the COTMA section in March/April News Update. Put this date in your diary and advise others who may be interested in attending. RSVP's will most likely close end of May or early June.

Executive Meeting

The next Executive Meeting is to be held at the AETM Museum in Adelaide on the weekend of March 19 and 20. A copy of the draft Agenda is attached to the email version of this Update. If you have any comments, points, issues to raise about the Agenda items or those that may be left out, please contact your Museum Liaison Officer or any member of the Executive. The COTMA Executive meeting follows the Executive Meeting of ATHRA (Association of Tourist and Heritage Rail Australia), the previous weekend in Melbourne. COTMA and FRONZ have been invited to this meeting as well. This will be an excellent opportunity to advance the interests of our museums in conjunction with other rail heritage participants.

Review of AS4292

Richard Clarke recently attended the Committee (ME079) that is reviewing AS 4292, the Australian Rail Safety Standard. He advises that the first draft should be released for public comment within two months.

COTMA Conference 2006

The date for the 2006 COTMA Conference planned to be held in Melbourne has been set by the organising committee as commencing on Friday 18 November 2006. Put this date in your diaries! Further details on planning will be made available mid 2006.

Code of Ethics

Don't forget we would like to receive early feedback, preferably by the end of February from the draft Code of Ethics that was circulated in our last mailout. The Chairman of ATHRA, Paul

Rollason, has expressed interest in this document being adopted by ATHRA as well. It is planned to discuss this at the forthcoming Executive Meeting in March and then at the AGM in June. It is aimed to have this ready for adoption at the 2006 Melbourne COTMA Conference.

National Railway Heritage Conference

Recently received was an announcement of a [National Railway Heritage Conference](#) planned for 28 – 30 September 2005 in Tamworth, NSW. The conference has the theme “Thinking Rail: Lessons from the Past, the Way of the Future – The Past, Present and Future of Australian Railways”. The conference is allied with the 150th anniversary of the beginning of Railways in NSW. Further information can be obtained from www.une.edu.au/campus/confco/nrhc2005/

A View of our Industry

In the December 2004 issue of ARHS NSW Railway Digest has an interesting interview with Bryan Nye, the CEO of the Australasian Railway Association. He makes some interesting comments about the rail heritage industry and its relationships with one another and that it does not work well collectively. This was certainly the case for many of us in the rail heritage industry in general, and still is for some. COTMA has been an excellent example of co-operation by a sub-sector of rail heritage organisations (tramway museums) over the years, albeit with some hiccups. There is still room for improvement. It is always good to see some interchange of equipment, sharing of parts and information. The bi-annual conference of COTMA sees this happens in “real time”. A copy of the interview, which can be downloaded is enclosed with the snail mail version of this update.

Waterfall Inquiry

Richard Clarke of STM advises that the Waterfall Report is available free from the Special Commission of Inquiry into the Waterfall Rail Accident Level 8, 345 George Street Sydney NSW 2000. Telephone: (02) 8251 8600, Facsimile: (02) 8251 8686. It is suggested that all COTMA Members get a copy as rail regulators throughout Australia are referencing the report. It is also available on the internet <http://www.waterfallinquiry.com.au/> but rather slow if you only have a steam driven dial up connection.

Attachments.

Accompanying this newsletter (electronic version) are the following documents or references to web links:

Electronic:

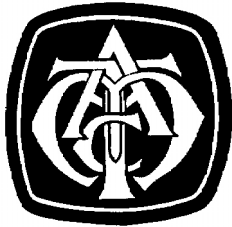
- Draft Agenda for COTMA Executive Meeting 19/3/2005
- Pending adoption - Minutes of the 16th Conference General Meeting – 23/6/2004
- Pending adoption – Minutes of the 10th AGM – 23/6/2004
- Graeme Breydon for the ATHRA Committee, notes on the outcome of the NTC December 2004 discussion paper – “Improving the Regulatory Framework for Rail Safety in Australia”.

Links

- [Link to ARHS NSW Railway Digest Interview with Bryan Nye of the ARA.](#)
- [Link to the National Transport Commission, to a recent discussion paper titled “Risk Tolerability in Rail Safety Regulation”. The Summary makes interesting reading. \(<http://www.ntc.gov.au/DocView.aspx?page=A02310403400920020>\)](#)

Did you see this?

During January, featured on ABC TV promotions was a short clip on the Victor Harbor Horse Tramway. Good publicity.



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News Update – March 2005

From the Chairman

March 2005 has been a busy period for COTMA related business. During the second weekend of March, I attended the Association of Tourist and Heritage Rail Australia (ATHRA) meeting at Belgrave Victoria on behalf of COTMA and the following weekend was the COTMA Executive Meeting in Adelaide.

ATHRA is the Australian body formed in June 2004 to represent the interests and needs of all tourist and heritage rail organisations at a national level. It is chaired by Paul Rollason of Queensland. COTMA was invited by ATHRA to send a representative to this meeting of the various state tourist railways members. Representatives from every state attended. It was very pleasing to see the strong co-operative spirit of all the attendees working together to ensure the survivability of the tourist and heritage rail sector in the long term. Attending the meeting was the Federation of Rail Organisations of New Zealand (FRONZ) Chairman/Executive Officer Paul Dillicar. Paul spoke of the organisations history, current work being done by FRONZ in New Zealand and the future directions and challenges ahead for them. The meeting looked at many facets of the sector including the problems of insurance, regulatory reform, training, liaison with the ARA and other bodies, codes of practice and promotion of the sector in general.

ATHRA sees a strong working relationship with COTMA and would like to see a representative at each of the future meetings. By successfully working together, we will be able to influence the regulatory direction and other controls on our industry taken in the future. Tramway organisations form a fair proportion of the number of heritage rail organisations overall and it is important that we take an active part in the management of the sector. This will ensure that we are not accidentally overlooked by the regulators or other people who have an influence on our activities. In this regard, all COTMA members should be an active member of their relevant heritage rail umbrella groups be they in Australia or New Zealand.

While it may seem that that this *News Update* is concentrated on Australian events and news, it should be noted that the New Zealand Regulator regularly attends meetings of the Australian Regulators and even South Africa sent a representative recently to a meeting in Western Australia.

Warren Doubleday

COTMA Executive Meeting

The first meeting of the COTMA executive since Auckland in June 2004 took place in Adelaide on Saturday 19 March. It was hosted by the Australian Electric Transport Museum at St. Kilda and organised by Ian Seymour, the Australian Museum Liaison Officer. Our New Zealand Executive members were unable to attend, David Cawood because of work commitments and Henry Brittain, unable to fly from Wellington to Melbourne on 20 March due to poor weather. The weather affected the Test Cricket as well!

The meeting had a very full agenda looking at the current activities of COTMA, future planning, forthcoming meetings and conferences, tramcar equipment disposal, liaison, our communications within the organisation, matters affecting our members and future influences that can be expected. Many of these will be reported upon in the next two or three News Updates. The

subjects on the horizon, as seen by the Executive, which will affect us in the near future, are Rail Safety Accreditation legislative changes and competency training of our workers.

The Executive accepted the application of Heritrac Tramcar Preservation group of Seymour Victoria, as an Affiliate member of COTMA. The Executive also approved the application to AHTRA by COTMA to become an Affiliate Member.

The Executive was pleased to see the recent movement of surplus tramcars from Melbourne to Members that had requested to obtain complete trams; Perth – W7 1017, Adelaide W7 1013, Bendigo SW6's 880 & 918 and Y1 610, Bylands – W2 646 and Y1 612 and in the future W7 1036 to Sydney. The acquisition of these tramcars by the various Member groups has been the result of a long period of consultation, support and work with the Victorian Department of Infrastructure and VicTrack by COTMA. It is hoped that the next stage will be the commencement of the disposal of spare parts to COTMA members throughout Australia and New Zealand to those who have requested them.

While the meeting was taking place, we could see AETM members busy cleaning the tram to make it presentable after many years of storage at Preston.

AS4292 Revision (ME79 Committee)

Richard Clarke, COTMA Representative on the ME79 Committee undertaking the revision to AS4292 advises that he expects that the draft document will go out for public comment during April. It is most important that all members who work with AS4292 review the document and make comments back to Richard within the required time frame.

NTC – Regulatory Framework for Rail Safety in Australia Review

Prior to the ATHRA meeting on Saturday, three representatives of the NTC gave a presentation to some of the delegates on Friday afternoon on the progress of their work to improve the regulatory system for rail safety in Australia. This will most likely result in uniform legislation and regulations nationally, but with state based oversight. Possibly during April, model regulatory documentation will be released for comment. The Australasian Railway Association in association with ATHRA is proposing to undertake a visit to each of the state tourist rail associations seeking comment and analysis on the draft documents. It is most important that each our Member's review these documents and determine what the impacts on them could be and feed them back to the state organisations.

The Waterfall Accident Report

Recently forwarded by email to each Member was a four page document titled –*Implications of Waterfall Final Report March 2005*, as ATHRA Alert No. 1. Each Member operating rail heritage vehicles should review this document and determine what the implications are for their operation and whether they need to change any operational practices.

COTMA will circulate such alerts received from ATHRA, FRONZ or other organisations just in case our Members don't see them from another source. We apologise for any cross postings of these documents.

June AGM

The dates of 25 and 26 June 2005 for the COTMA AGM based at Hawthorn Depot are confirmed. The programme outlined in the Jan / Feb issue of the *News Update*. More details in the next issue.

Next Issue – late April 2005



STEAM SCENE

Newsletter of the Steam Tram and Railway Preservation (Co-Op) Society Ltd.
t/a Valley Heights Steam Tramway.
Affiliated with the Council of Tramway Museums of Australasia and
Rail Heritage Australia (NSW) Inc.

"Preserving the past,
enriching the future."

Volume 2 Issue 2

March 2005

Passing on the baton—who picks up the future?

It besets all volunteer organizations from the biggest like Rotary and Lions Clubs to the tiddlers like ourselves—how do you get more volunteers involved? Who is going to do the job in the future?

The perceived causes are many and varied. Some of them have been mentioned in passed issues of Steam Scene. But again, what do you do about it. Do you do nothing and hope that something will turn up? Or do you look further afield for answers?

We have opted for the latter.

Resulting from our liaison with Museums and Galleries NSW, a visit to the museum by a "volunteering professional" was organized by STARPS. On Wednesday February 2, Kerrie Spinks of Volunteering Central West, met with nine interested parties from STARPS and VHLDHM.

Being around as long as one has in the business, we tend to think we know it all. This might make us experts in recognizing problems but not always adept at finding solutions.

A frank interchange took place in which Kerrie took the role of "devil's advocate". Much was discussed and really, none of it was "rocket science" just good old common sense. Like most common sense however, it only becomes obvious when some else has pointed it out. Too much detail to place on record here but some major points were:

- There are opportunities to get volunteers as distinct from members e.g. "mutual obligation" is expanding in dole programmes.

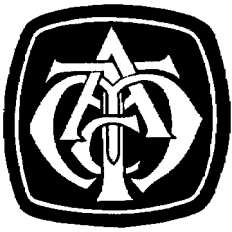
- Sort out what you really want to do and how you want to do it. Define the project.
- Project a positive message, not one of desperation. Few respond to plight that seems to have no end for their potential involvement. Don't overlook the fun part.
- Actively seek assistants in executive positions to share the load and promote succession. If a bus strikes us down, we will have to be done without. Better to be prepared.
- Much, much more.

We have a lot to digest and sort through as to what approaches can be used. It is not a quick-fix but it is a help for a big problem. Our horizons on the issue have been broadened. We have been encouraged to think outside the square. Things have changed in society and railways don't have as high a profile in the mind of youth in particular, as they used to. That is a challenge in itself. In the meantime there is still a lot of potential to be tapped into from baby-boomer retirees coming on-stream. Contacting professional organizations to alert them to our activities is another thing we learnt. We must learn to change as the rest of society changes. There are resources out there that we can tap into. We shouldn't make an impenetrable wall of problems—go over the top and see what the community has to offer. The need to do "good deeds" is innate in most people. Unfortunately, I think there is also a rising tendency to "let someone else do it".
(Continued in column 3)

Continued from column 2.

Our challenge is to make our profile as appealing, worthwhile and fulfilling to men and women as fire fighting and S.E.S. volunteering.

When it comes down to it, we are not looking for 100 new workers at once, just a steady flow to pick up the baton for the future in their turn.



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News Update – May/June 2005

From the Chairman

The tasks and issues our Museums face today, often seem endless and unsurmountable, so much do we hear volunteers say “why bother” or “we will be closed down soon”. They forget the battles that the Museum founders faced in setting up their Museums in the first place and obtaining tramcars and equipment and then getting it to operable order on an operational tramway. Some of the equipment was in working order, a lot of it was not. While COTMA cannot solve all the problems its Members face, it often can help and assist in one way or another.

In these days, it is easy to forget why we are existence in the first place – to preserve and operate tramway heritage. Our tramway heritage is significant, but the question could be asked; how significant? Two publications that are available from the web, may help you or your grant writers or conservation (tramcar restoration) staff to assess significance.

The first is a Heritage Collections Council publication in association with Museum & Galleries Foundation of NSW training package “[Training Significance](#)”. It is a large document, available to be down loaded from the Australian Museum On Line web site, soon to be phased over to the Collections Australia Network. While a large document, it has plenty of worked examples and gives a very good background to significance assessment. The package contains a set of modules and resources that can be used by collecting institutions (and that includes your Museum), trainers and learners to understand and apply the concept of significance in a range of museum contexts.

Another document is “*A Methodical Approach to Assessing the Significance of Railway Artefacts*”. It can be found on the Fedecrail web site, conference proceedings for the [Llandudno 2003 Conference](#). The paper by Richard Gibbon, the Head of Engineering Collections at the National Railway Museum in York, UK, looks at scoring various criteria as a group activity. It is quite interesting reading and only four pages long. It is found on pages 31 – 34 of the proceedings.

COTMA Conference – Melbourne 2006

If you are interested in coming along to the COTMA Conference, November 2006, you can register your interest on the [COTMA web site – Conference section](#). We would be grateful if your Museum Webmasters could link our Website to theirs and the Conference registration as well.

Succession planning

One of the items that was noted as a need in the Auckland Conference workshop on “What can COTMA do for your Museum”, was the problem with aging memberships. While COTMA cannot solve this problem for you, it can provide some thoughts on the problem and that of Succession Planning.

The Steam Tram and Railway Preservation Society at Valley Heights NSW, has tackled this issue with a workshop held in association with the Museums and Galleries Association of NSW. The outcome of this workshop was reprinted in STARPS March 2005 new sheet. The front cover of this issue is attached to this News Update. Good work.

International Web site of Interest

A web site Museums may wish to send some details of their Museum to is www.touristrailways.com

AS4292 – Part 1 Revision (ME79 Committee) – DR05168

Don't forget that submissions on part 1 of AS 4292, the Railway Safety Management Part 1: General Requirements (Revision of AS4292.1 – 1995) close on Friday June 17. Please send your comments to COTMA's Committee Representative Richard Clarke. (rickclar@ozemail.com.au). This is important, it is your once-only chance to influence this document for probably the next 10 years. COTMA's Chairman has prepared some thoughts on this as well and these have been circulated to Australian Museum members for their comments and support if they are not sending in a separate submission.

COTMA AGM – 25 & 26 June 2005

RSVP's for those attending the COTMA AGM at Hawthorn depot on 25/26 June have been good with representation from most states and an excellent number from NZ. The details of the event as published in the last News Update remain generally as planned. Please RSVP by Sunday 19 June 2005 either returning the form attached to the last newsletter to the COTMA Post Office Box or by emailing your details etc to the Chairman, Warren Doubleday (tramwad@alphalink.com.au). All active members of our Museum Members are welcome to attend. The minutes of the last AGM, held just after the COTMA Conference General Meeting are enclosed with this newsletter and an e-mail copy,

If you can't find the last newsletter form and programme outline, it can be found on the COTMA web site.

For those Museum delegates attending the meeting, it is an excellent opportunity to bring some brochures of your Museum to leave at Hawthorn and/or swap with other Museums so bring plenty along.

The Agenda for the meeting will be distributed by email to those who are coming to the meeting who email addresses we know and to Museum Members about a week before the meeting along with any other paperwork.

STARPS Now on the Web

Following the request for Museums to check their details on the COTMA website in the last News Update STARPS advised of some web-site, address updates (now on the COTMA Web site) and soon after their web site location. They can be found on <http://infoblumountains.net.au/locodepot/>. Can individual Museum webmasters please update your Museum's website for this additional Museum link.

Electronic Attachments to the News Update

There are three electronic attachments not distributed with the hardcopy of this News Update, but are included in the email version. Our apologies if you have already seen these.

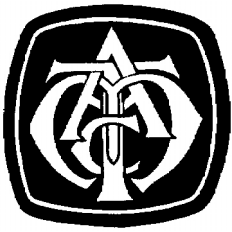
- 1) ATHRA Newsletter issued May 2005
- 2) A list of Australian Accredited Rail Organisations – prepared by ATHRA May 2005*
- 3) Profile of Tourist and Heritage Railway & Tramway Sector in Australia*

* As COTMA's Chairman had a part to play in the preparation of these documents, if you spot any errors about your museum, please advise him at tramwad@alphalink.com.au

Do you need Advertisement follow up

The advertisement for some MV 101 A, AN, AR and AX Motor Pinions or Composite brake shoes for Melbourne Trams in the last issue of the News Update has resulted in a number of orders for composite brake blocks, but none for pinions. Please get in touch with [Bob Pearce](#) of PETS for these items ASAP.

Next Issue – early July 2005 following the AGM



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News Update – July / August 2005

From the Chairman

June is over, and I am over it too. It was a busy month for the Chairman. Going to the very enjoyable and well attended FRONZ Conference in Greymouth NZ, having a few days off in NZ, then undertaking final arrangements for the COTMA AGM on the last weekend of June and being busy at work with year end.

The FRONZ Conference was a good opportunity to catch up again with the COTMA's NZ members and the various rail heritage operators in NZ. The NZ Regulator attended the conference and spoke of the introduction of the new Railways Act and the introduction of Safety Cases. This will mean a lot of work for our NZ members over the next 12 months. All the paperwork has to be with the Regulator by July 2006. Many of the issues they are facing are similar to those of Australia. The regulators all talk to each other too. While in Christchurch I met with the new manager of the Christchurch City Tramway, John Smith. The new operator also operates the Christchurch Gondola.

The COTMA AGM weekend was very successful, with an excellent attendance, including six representatives from New Zealand and most Australian Members. One of the principal benefits of these meetings is the opportunity to meet and network with each other and find out what is happening around the place.

The 2005 COTMA AGM

The AGM based at Hawthorn Depot was held on the weekend of June 25 and 26. It was well received by those who attended. The formal meeting itself on Saturday and the follow on discussions on Sunday morning ranged over a number of matters. The affiliate memberships applications of Heritrac and Tramcar W2 568 Inc accepted by the Executive were endorsed. Some of the matters discussed were public liability insurance, COTMA Achievement Awards, disposal of redundant equipment from Melbourne and Adelaide, COTMA handling charges for disposal of surplus equipment, the ex MMTB drawings now stored at Hawthorn, the Museum Agreements and security protection on Saturday.

On Sunday morning, discussions included the draft Code of Ethics, a review of how COTMA is going, the web site and knowledgebase. Graeme Breydon, ATHRA representative updated us on the situation regarding the proposed changes to Rail Safety in Australia. We will elaborate on the items discussed at the meeting over the new few News Updates.

Although we did not use Y469 as planned for the tour due to technical problems with the tram and due to nearby track and overhead replacement works, we had to rearrange the tour in the week before the AGM. After a lot of emails etc, we used 'future' heritage tramcar B2001, out of Southbank Depot. Thanks to Greg Rodgers for driving the tram and to Yarra Trams for making the tramcar available to us. A great lunch was provided by the ???? team on the tram.

Following the tram tour, Mike Ryan of the Victorian Department of Infrastructure held the regular two monthly Tram Heritage Forum Meeting at Hawthorn. Also attending was Tricia Brett of the Public Transport Safety Division of the Victorian Department of Infrastructure and Ian Cordwell of VicTrack. Mike, Tricia and Ian updated the group on a number of matters including the disposal

of the redundant equipment, PLI insurance arrangements in Victoria, the Friends of Hawthorn Tram Depot, Custodial Agreements for surplus VicTrack trams, changes to State and National accreditation systems and the use of heritage trams on the network.

On Saturday evening a very pleasant social function was held in the depot at which a series of slides from the late Wal Jack collection (from the BTM Collection) was screened. We had hoped to screen some old movies as well, but equipment difficulties prevented this. This highlighted the problem of deteriorating movie projection equipment – now becoming heritage in its own right. Following the completion of the Sunday morning meeting, most of us adjourned to Yarra Tram's Eastern Road Operations Centre for a tour of this new facility. Thanks to Yarra Trams again for allowing us to visit the centre and for the staff on duty who expertly explained how the Melbourne Tram system is monitored and controlled and to Yarra Tram's Marketing Department who provided a bag of interesting information and samples.

Finally thanks to all those who arranged the food and the events or assisted during the weekend and to those who attended and made the meeting very successful overall.

As the 2006 Conference will be held in Melbourne during November, commencing Friday 17 November, it is planned to hold an informal AGM in Sydney in June 2006 to enable matters to be discussed by Members. Although the formal AGM must be held in Victoria, it can be undertaken in a short format, as it was done following the Auckland CGM, for example at a DOI Tram Heritage Forum meeting.

Australian Museums - Check your Charitable Organisation Status

As from July 1, 2005 you can check your organisation status as a charitable organisation and the tax concessions you are entitled to access on the Australian Business Register at www.abr.business.gov.au. It is recommended that you check your status on this list. You should note that anyone can check your status using this website.

AS4292 Review

COTMA along with other COTMA Members and Yarra Trams made submissions to the Committee reviewing AS4292 part 1. These submissions were made in conjunction with the Australian Tourist and Rail Heritage Association (ATHRA). The main point made is that street tramways are different to heavy interstate railways, have different interface characteristics and the need to consider heritage elements as well.

The Riga Charter

At the Auckland 2004 Conference AGM, one of the matters raised was: *What are our ethics of work?* In the August 2004 *News Update*, the draft version of the Fedecrail, the European Federation of Museum and Tourist Railways *Riga Charter* which addresses these issues was noted as being available on the web and a web link provided. The Charter was finalised at Fedecrail's recent Conference held during April 2005. Arthur Brook of the Daylesford Spa Country Railway has prepared an article for their newsletter, *The Turntable* and has made it available for publication. It includes the final version of the Charter. It is well worth reading and a copy has been included in both the digital mail and the mailout itself. Thanks to Arthur for following through on the Charter and preparing the article. The Charter will be very useful in preparing or updating your Conservation Plans and explaining to people outside the Museum movement what we are about.

Visibility at Level Crossings

ATHRA Alert No. 4 – *Australian Code of Practice – Rolling Stock Lighting and Visibility Sections were issued for comment.* This is currently being developed by the Australasian Railway Association (ARA) was distributed to all Members by email on July 2 or July 4. While light rail (trams are excluded), those Members who operate their vehicles across “level crossings” with road traffic should review the document, just in case. Comments can be made either direct to the ARA (please include us on a copy) or send any comments to the Chairman for consolidation into a single submission.

Rail Safety Matters

The Victorian regulator has sent out a questionnaire to all Victorian Rail Heritage operators seeking feedback about the implementation of the Code of Practice for Health Assessment of Railway Safety Workers. While the evaluation is limited to Victoria, if you wish for us to feed back any comments from your organisations viewpoint, please let us know of them.

One issue common to us and the rail industry in general is we are all suffering from change fatigue. This applies to those across the Tasman as well. While they may be some prioritisation of the issues, they could still be overwhelming for us and our volunteer workers. Issues currently on the big agenda are Training, the National Accreditation Package, skills knowledge and competencies, interface management and the list goes on. Stay Alert for all these possible changes in case they consume you.

Documents Available on the Web or from the COTMA Chairman

The following documents are recommended for those interested in Tramway or Railway Engineering standards or knowing what is happening around us and can be downloaded off the web.

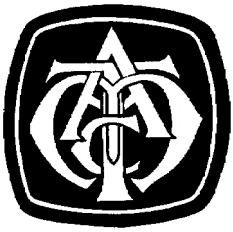
1. Railway Safety Principles and Guidance – part 2, Section G – Guidance on Tramways (UK – Health and Safety Executive, HM Railway Inspectorate)
2. ditto – part H – minor railways
3. The Management of Steam Locomotive Boilers (UK) – also from HM Railway Inspectorate.
4. ARTC – NSW railways Engineering Standards – many interesting infrastructure related.
5. TDT Paper
6. The US Vintage Trolleys document – available from the Chairman by email.
7. A review of Western Australia's Rail Safety Act 1998 of October 2004. The report has only recently (21 June 05) become available on the web at <http://www.dpi.wa.gov.au/rail/safety/act.html> It includes a very eloquent summary of how regulation can have undue impacts on small heritage operations and summaries of verbal and written submissions by Hotham Valley, PETS, ARHS-WA and ARPGWA. This is good background reading for those reviewing the NTC model legislation and regulation proposals over the next six months.

Forthcoming Events:

Brisbane Tramway Museum - 25th Anniversary of Opening celebration on Wednesday 10th August with the Brisbane Lord Mayor officiating at 9am.

Ballarat Tramway Museum – 100 years of electric trams – Sunday 25 September 2005. Book Launch, *The Golden City and Its Tramways* - Wed. 21 September.

Next News Update – mid to late August 2005.



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News Update – September 2005

From the Chairman

While things may at times seem to slow down a bit, there is always plenty going on. With the revision of codes such as AS4292, training processes, new rail safety Acts and regulations, there is often far too much for all of us to keep up with. The sale by tender of the Adelaide H class trams by Trans Adelaide, has livened things up for those Museum Members who are interested in acquiring them. COTMA is assisting those members who are interested in obtaining these trams with letters of support and will be submitting a tender on behalf of the Members to acquire the spare parts. But the preservation of historic equipment and the traditions of running a tramway system are some of the reasons why we are here and forge on despite everything. Our volunteer and paid workers are to be congratulated on preserving, getting on with the job and achieving their goals. Our Community thanks you.

SA level crossing ads

It is good to see the SA Government putting some effort into level crossing safety by advertising on TV. The ads can be seen at www.transport.sa.gov.au/safety/rail/advertising_campaign.asp. Some criticism was levelled at the ads over their graphic nature – but the effects are very good and hopefully will start to get the message through to the public.

Membership List.

Enclosed is a copy of the current COTMA Membership list, with email addresses. Can you please check and update your records.

Items for Download

Two documents that could be of interest and that can be downloaded off the Web are:

1. [ICS Electric Railways Handbook c1901](#) – how to build and operate an electric tramway.
2. [USA Military Railways Handbook 1917](#) – great for building railways in France during a war.

AS 4292 Review

Richard Clarke reported that the AS4292 meeting while successful in having some of our comments included in the code, we were not successful in others, in particular with the definition of “light rail” or “tramways”. There seems to be a lack of appreciation that light railways in a shared street environment are different to heavy rail. We understand that it will be, however a bit more friendly towards Heritage Rail organisations than currently.

Conserving Photographs and Slides

The problem of scanning photographs on digital scanners is relatively easily handled by most commercial scanners. But few handle negatives of varying sizes and colour positive slides. They tend to be slow, one at a time and don't give that good a definition, without paying a huge amount of money. A STM member recently obtained a Canon Canoscan 9950f which does 12 slides at a time, at 4800 dpi. The cost is about \$750. Details can be obtained from the Canon website at:

http://www.canon.com.au/products/scanners/scanners_low_medium_volume/canoscan9950f.html

The National Scene

The drafting of the National Model Rail Safety Bill by the NTC, including the Regulations, Regulatory Impact Statement is proceeding, but is running about three months late. It is expected to be released for public comment during September. Also expected soon is the NTC's paper on accreditation requirements and risk. Watch for ATHRA alerts on these matters. Your comments could be very important. Unfortunately the Victorian Regulator has beaten the starting gun with their own new Rail Safety Act. COTMA Victorian members attended a Victorian DOI briefing on some of the draft provisions of the new Act on 15 September. The period for comments closed ten days later.

ATHRA Alerts

Since the last News Update the following ATHRA Alerts have been issued. Your timely comment on these could be important for your ongoing operations. Don't leave it to the few to make comment.

#6 – Draft of Revision of AS 1742.7-1993 - *“Manual of uniform traffic control devices Part 7: Railway Crossings.”* Although comment has now closed, it was interesting to see that it included a definition of light railways/tramways – *“Urban public transport systems comprising railed vehicles, i.e. trams, which commonly, but not necessarily travel on streets intermingling with road traffic, and maintain separation from other traffic by line of sight.”* One of the outcomes of this review is likely to be the change in the standard of new level crossing signage, from open cross bucks to a sign with white cross bucks on a red background.

#7 - Draft “National Standard for Licensing Persons Performing High Risk Work” The National Occupational Health and Safety Commission has put out a call for comment on a proposed "New National Standard for Licensing Persons Performing High Risk Work". This includes operation of Boilers and Reciprocating Steam Engines. It would replace the standard originally declared in 1992 which has been adopted in OHS regulations throughout Australia. It includes forklifts, work platforms and other machines that require licensing to use. Comments close 26 October. One of the important changes is that the requirement for training and assessment to be provided by Registered Training Organisations (RTF) under the Australian Quality Training Framework (AQTF); This could be difficult for there is a lack of courses available on old types of boilers for example.

These alerts have been emailed to Members. If you need copies, please contact the Chairman.

2006 Centenary in Melbourne' COTMA Conference

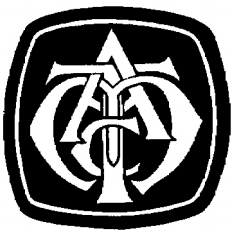
Planning continues for the November 2006 conference with details planned to be sent to all Museums early in 2006.

Forthcoming Events:

Sydney Tramway Museum – Forties Days – Sunday 9th October – winding the clock back to the 1940's with scenes reminiscent of the wartime Home Front. A camouflaged double decker bus will operate between Loftus and Sutherland. Trams will be blackout ready and staff in the uniforms of the day. The Sydney Swing Dance Group will be providing the music.

Perth Electric Tramway Society are holding their 20th Anniversary Celebrations on Sunday 27th November at Whiteman Park. A big weekend is planned, including a dinner on Friday night, a practice day on Saturday. Please let Bob Pearce, PETS Secretary know by email at probert@iinet.net.au or on mobile 0418 337 302 if you are likely to be attending during the weekend or for the dinner. All welcome.

Next News Update – late October 2005.



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News Update – December 2005



Roger Salen of Ballarat Tramway Museum – 2004
Ballarat Courier Photo

**Merry Christmas and
A Happy New Year
to all our
Member's workers
and their Families.**

From the Chairman

Well 2005 has almost finished. This year has seen the start of two new Rail Safety systems in both Australia and New Zealand. Next year will see the commencement of the implementation of these by the various regulators.

COTMA made a submission to the National Transport Commission's draft Rail Safety Act, complementing that of ATHRA. A copy of this submission is available on the COTMA web site in the Documents section. Another change will be in the area of training. At this stage we don't know the full implications of this, but expect changes in this area too. All we can hope is that we are given sufficient time to implement these changes and have very good practical guidance information rather than the high level stuff that is often dished out.

Congratulations to the Wellington Tramway Museum celebrations for their 40th anniversary of operations on 17 December 2005 with a re-enactment of the opening day.

COTMA Achievement Awards

It is less than a year to go before the next COTMA Conference and it is time to start to consider what your Museum's submission will be for the COTMA Achievement Awards. The final date for submissions will be the end of September 2006. Following the June 2005 AGM, it was agreed that as well as individual Achievement Awards, there will be a single *Award of Excellence*. This would be the 'Winner of Winners'. Submissions can be for restoration, infrastructure, management, special events or any field of endeavour that you would think suitable for an award.

It is proposed to have a perpetual shield or equivalent on which the winners of the *Award of Excellence* would be inscribed on a biannual Conference basis, plus a medal (or small trophy) for permanent display by the recipients.

At the Auckland Conference, Achievement Awards were made to:

- Australian Electric Tramway Museum – *Northern Depot and Administration Building*
- Ballarat Tramway Museum – *Ballarat Begonia Festival 2004 – “Moving People”*
- Perth Electric Tramway Society – *Mainline Re-sleeping Project*
- 1912 Boon Tram for Wanganui Society – *Conservation Plan for Electric Tram No. 12.*

Disposal of H Class Cars ex Adelaide

Congratulations to COTMA Museums who successfully tendered for their preferred H class trams. COTMA has also obtained most of the spare parts. The distribution of the trams is thought to be as follows:

357	SPER	371	PETS
358	SPER	372	PETS
361 (Operational)	Holdfast Bay Council	373	TMSV
363	Wesley Australian Train Movers (WATM)	375	WATM
364	AETM	376	Glossop High School (GHS)
365 (Operational)	An Adelaide Hills B&B	377	Wolsely SA
368	Tramcar W2 568	378	GHS
369	Bendigo Tramways	379	WATM

COTMA Website updated

The COTMA website has been updated and extended. Most of the proceedings from the Auckland Conference have been added, a new Documents section is added giving links to documents that have been referenced in these news updates, a new section re COTMA Achievement awards, membership lists and links revised. Some further work will be done over Christmas to update the Membership websites as well. If you have any comments, please contact the Chairman – via the website!

2006 Centenary in Melbourne’ COTMA Conference

As reported in the last COTMA News Update, planning for Nov. 2006 Conference proceeds to schedule. We should have the draft programme available on the website during Jan, an indication of the costs during Feb and the formal brochure out for distribution during March. Bookings will open immediately.

A call for Papers/workshops is enclosed in this mailout. We have a couple of presenters already, but we will be looking for more. Any suggestions will also be welcome.

W6 965 to Copenhagen

Following up on this item from the last issue of News Update, the presentation of this tram to the Danish Consul General by the Victorian Minister of Transport on 10 November went very well. The Chairman, of Danish Tramway Historical Society’s Museum, Michael Lund was also present and was very impressed with the tram. The tram will be housed at their Museum. It will be their second air braked car. Howard Clark and Greg Sutherland of the STM facilitated the process with the Victorian DOI. Rod Atkins has been assisting with arranging the shipping of the tram on the Danish shipping line Mersk. He has also been assisting MOTAT with the shipping of W6 906 to Auckland early in 2006.

Next News Update – Feb 2006.

On behalf of the Executive Committee I wish you all and your families the best for Christmas and the coming New Year. May the rails be smooth.

Warren Doubleday - Chairman