

Council of Tramway Museums of Australasia Inc.

www.cotma.org.au

News Update January 2018



Trams have always enhanced property value

From the Chairman

Welcome to our first COTMA News Update for 2018.

In this issue you will find a detailed update on this year's COTMA conference to be held in Perth – and now less than eight months away – time to commit to and make plans for attending and enjoying some time and hospitality in the far west! Mal Rowe also updates progress and process on the Newport trams disposal project – those interested in obtaining trams or parts should already be in direct contact with him.

In our previous Update (September 2017) I noted some upcoming anniversaries and these events are reported on with photos later in this Update. The first was the 60th Anniversary of the formation of the AETM, Adelaide, celebrated at St Kilda in October. Then in Auckland in December, MOTAT celebrated 50 years of operating the Western Springs Tramway and in January it was Christchurch's turn with the Ferrymead Tramway 50 – marking 50 years since the Kitson steam tram and trailers began operating at Ferrymead on a short section of track.

This issue also notes the refurbishment at Ferrymead of Sydney R car 1808 and its transfer to the city tramway, somewhat changed in appearance from its previous stint at MOTAT. This is another example of co-operation among COTMA members, this time involving the Sydney Tramway Museum (owner), Ferrymead (refurbisher) and Christchurch Tramway (operator).

It is great to acknowledge some new COTMA affiliates from both sides of the Tasman – welcome aboard! But on a sad note we mark the controversial closure of Australasia's last city trolley bus system in Wellington at the end of October. Advice on the possible availability of parts and equipment was sent out to COTMA members on 24 November and those who have expressed interest should be in direct contact with the Wellington Tramway Museum (Allan Neilson allanecneilson@gmail.com or Henry Brittain henry.brittain@outlook.co.nz

And finally the excitement (and debate) continues in the modern tramway/light rail world with the Gold Coast Light Rail extension complete and open in plenty of time for the coming Commonwealth Games, progress on Newcastle's light rail, and track laying progressing in Sydney, Canberra and Adelaide, and new trams already arrived. With the somewhat unexpected change of government in NZ, the chance of light rail for Auckland now looks promising and interest is also growing for more rail based transport solutions in both Wellington and Christchurch.

Dave Hinman

COTMA Conference 2018 – latest information

The 2018 COTMA Conference to be held in Perth with registration on the evening of Thursday 13 September and concluding on the afternoon of Tuesday 18 September.

The conference venue will be Seasons hotel in Pier St., Perth and a special accommodation rate is available for conference participants: \$120 per night for a studio room or \$165 for a mini apartment. Breakfast is not included in this rate, but a special deal has been arranged for \$15 per person for a full buffet breakfast. The booking links and code will be advised on the booking form.

The Partner program has developed and partners are most welcome to join us and do some non-tramway things while in Perth.

Event details, timings, costings will be available on the booking form planned to be available late March early April. As soon as the booking form and details are available, all members and friends on the COTMA E-mail list will be advised.

The organisers have arranged for the WA State Manager of the National Rail Safety Regulator to speak to update us on Rail Safety. As part of the excursions, a tour of the railcar workshops at Nowergup Depot has been arranged. These workshops were built as part of the extension of the line from Joondalup – Currabmine to Clarkson, to bring the railcars closer to their daily start point, and also to relieve the lack of space at Claisebrook railcar depot. Since the workshops opened, the line was extended to Butler, and now plans are underway to extend the line to Yanchep. It is hoped that a set of cars will be raised on the jacks so that an inspection of the underside of the train can be made. The Perth suburban system has grown extensively since the last Perth Conference in 1992

A post Conference Tour will depart Perth Wednesday 19, and return to Perth on Sunday 23 September including a day at Dwellingup for the Hotham Valley Railway Steam-fest on Sunday 23rd. The planning of the tour will allow participants to travel on The Australind train ex Bunbury at 2.45pm on Saturday 22, stay overnight in Perth and then catch the east bound Indian Pacific from Perth on Sunday 23 Sept.

APHTRO – Conference – China – 15 to 19 October 2018

The Asia Pacific Heritage and Tourist Rail Organisation is holding its next conference in Qianwei Sichuan, China, Full details can be found on their website: - <http://www.aphtro.org/news/?cat=4>

Trams at Newport – progress and process

Mal Rowe has joined the “Retired Trams Stakeholder Reference Group” aimed at dealing with the 200+ trams stored at Melbourne’s Newport Workshops, having been invited by the Victorian Minister of Transport. That group has met regularly and will make a recommendation to the Minister in late March, 2018. All details are confidential until that report is made to, and hopefully approved by, the Minister.

However, a Melbourne TV report gives some insight into the process. It is available on-line at:

https://www.facebook.com/9NewsMelbourne/videos/1925559667707685/?hc_location=ufi

Another report from Fairfax gives information about the Art Trams in particular:

<https://tinyurl.com/y7d9mr99>

Mal Rowe is very pleased with the process to date and believes that heritage requests will be dealt with fairly and sympathetically. Mal is grateful to various COTMA members who have submitted

advice on potential requests for whole trams and various tram components, and others who have assisted with technical and historical advice, especially Kym Smith and Tony Smith.

The next step will be for Mal to circulate to those who have already expressed interest in tram parts a rather large list of the various types of components that are wanted and for groups to 'fill in their shopping list'. If your group has not yet contacted Mal, there is still time. It will also be possible to make a late application once the actual re-purposing process starts. The information Mal is gathering now is for planning purposes.

Note that once the actual process starts, Mal will not be able to provide any advice to groups nor participate in any way in an application. This is due to strict probity guidelines being implemented in the process.

In considering your wish list, one important factor will be timing. Once you request trams or parts, you will need to be prepared to take them away promptly when asked. Actual timing is not clear – largely because the trams need to be removed in order of their location at Newport.

1888 in service at Christchurch

On Tuesday 5 December the latest addition to the city fleet emerged from the Ferrymead tramway paint shop, under power for the first time in Christchurch and resplendent in its new blue, cream and black paint and with a different fleet no. – 1888. Howard Clark from the Sydney Tramway museum was present and enjoyed a couple of trial runs (and a drive!) at Ferrymead prior to its early departure for the city the following morning.



The two photos by Dave Hinman - show Howard together with the HTT and CTL teams who were involved in getting the tram ready and the Dunedin style folding gates.



It was a very early start on Wednesday 6 December for the CTL team and the tram transporter, and by 0615 No. 1888 had arrived in Cathedral Square. By 0630, thanks to the efficiency of the two large fork lifts in attendance it was on the ground and around 7am it was in the town tram shed for finishing touches to be completed by CTL staff over the next fortnight. On 21 December it emerged for test runs around the full tram circuit, checking for clearances and trolley pole performance on the curves. It passed with flying colours, and so driver training began. This was completed on Christmas Eve with revenue service commencing without fuss or ceremony on Christmas day.

1888 is now in regular daily service and is proving a hit with passengers and tram crews alike. One of the changes made from its Sydney configuration that is working well has been the replacement of the solid concertina doors in the centre section with Dunedin style folding gates, on loan from Ferrymead. This gives both a light and airy feel plus much better viewing for passengers.

So why the fleet number change from 1808 to 1888? This was at the request of CTL/Christchurch Attractions management for marketing reasons - eight is a lucky number for the Chinese and the more 8's the better! This is not entirely unauthentic for this tram as there actually was a Sydney R class tram No. 1888. And this commercial decision has already proved itself with the tram in hot demand to lead a Chinese New Year parade coming up in March.

Theft of tram motor parts in Christchurch – security alert

THS have advised that during October there was an early morning break-in to Tram Barn 1 (during which the alarm system was activated) as well as some apparent audacious daylight thefts or attempts when HTT staff and members were present. In particular, they lost some motor parts (motor end caps and suspension bearing caps) from one of the GE 247A motors being overhauled as part of the P class truck fabrication work being undertaken by HTT for the Sydney Tramway Museum, and also a suspension bearing cap and part of a slack adjuster from a tram motor off one of their Brisbane drop centre trucks. The police have so far not managed to find the culprits, and a big thanks to MOTAT for supplying a surplus GE247A motor case. Brisbane are also helping but so far no luck finding a suspension bearing cap to fit a GE 275B motor case. While the scrap value of the items stolen is not great, having to make new patterns and cast new parts would be a very expensive exercise. Discussions continue with the Society's insurers, and in the meantime audible sensors have been fitted at the entrance doors, which are also being kept locked when there is no one working in the immediate vicinity.

MMTB No. 9 Truck Patterns

The patterns for the MMTB No. 9 trucks were transferred to COTMA when they were disposed of during the early 1980's by the MMTB. They are currently stored in the COTMA Shed at Bungaree. Recently when THS were seeking some motor nose mounting castings for some of their truck manufacturing work, amazingly the appropriate pattern was relatively quickly spotted and able to be shipped to Christchurch.

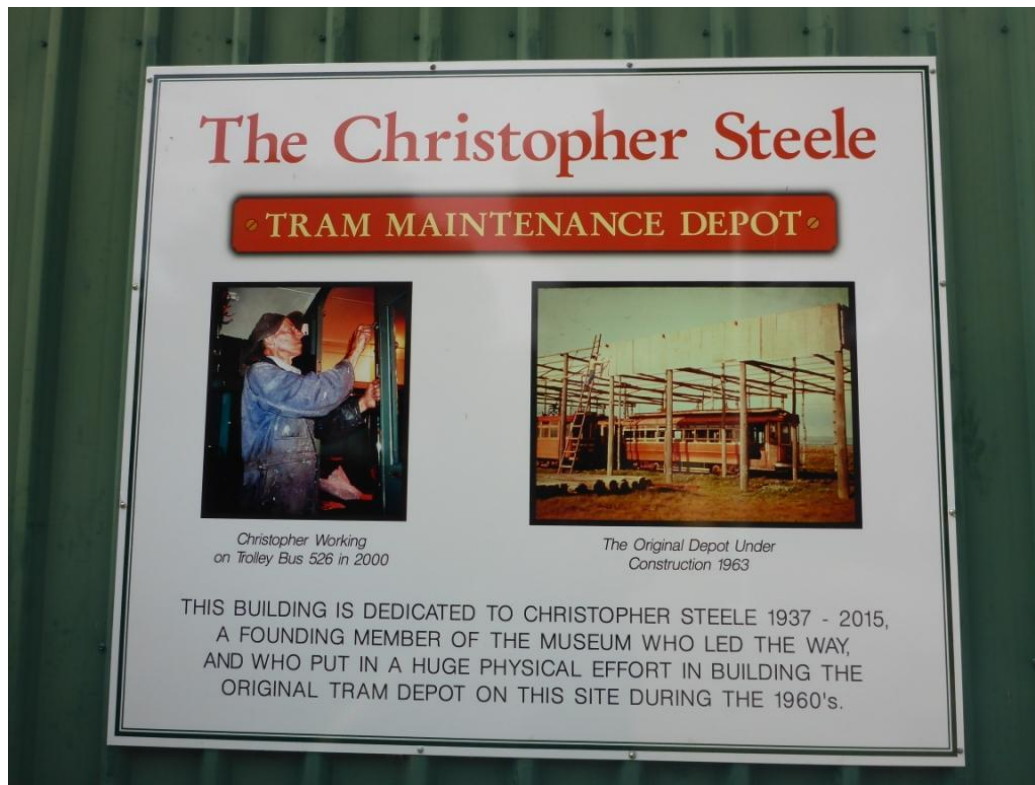


AETM turns 60

The Tramway Museum, St Kilda Adelaide operated by the Australian Electric Transport Museum celebrated its 60th anniversary over the Labour Day long weekend of 1 – 2 Oct. 2017. The two most important events were:

- Official naming of the Christopher Steele Tram Maintenance depot in memory of Christopher being a founding member of the Museum. He put in a huge effort in building the original depot, oversaw the construction of the tram line to St Kilda in 1973, and was the Museum's archivist and a transport book author. He attended many COTMA Conferences, but sadly passed away in 2015.

- The re-launch of H1 tram No. 381. Originally built in 1952, it only saw service of 5 years before it was withdrawn as the Adelaide tram system was closed down in stages during that period. Recent re-profiling of the wheels allowed the tram to be re-commissioned again after an absence of 15 years.



Above: - the dedication sign on the workshop – photo by Colin Seymour.

Below – Car 381 leaving the Museum 1-10-17 – photo – Andrew Gilbertson



COTMA congratulates the AETM on reaching its 60th anniversary and may there be many more. In 2018, the AETM will celebrate 60 years at the St Kilda site.

50 years of trams operating at MOTAT and Ferrymead

Dave Hinman reports on both these events. The MOTAT event was of special significance as he and Dot had met there in 1970 and the following year they celebrated their wedding there with many of the then MOTAT tram team in attendance. They were delighted to be able to be present to join in the 50th anniversary celebrations.

The first short section of the internal line of the Western Springs Tramway was officially opened with due ceremony of Saturday December 16, 1967.

Exactly 50 years later, on Saturday 16 December 2017, current and surviving past members gathered in the same location to celebrate half a century of museum operations. The key speaker and ribbon cutter was Ian Mison, one of the 1967 MOTAT originals. After photos were taken, a parade followed, starting on the original line and led by Auckland streamliner 248 (representing the original parade leader, "Queen Mary" 253, currently in offsite storage, and Wellington Fiducia 257, the only other passenger tram that had been in service 50 years ago.

Out on the tramway, all of the current (NZ) operating fleet, which included ex Sydney/ex Wanganui Baldwin Steam tram no. 100, were pressed into public service, and sometimes as training trams for those guests keen to have a turn at motorman duties.

Right: Ian Mison cuts the ribbon held by Alan Curtis and Collin Zeff. Photo Albert Chan.



Below: WST Anniversary Parade – Photo Albert Chan.



A great day, which concluded with about 20 of us, many being out of towners, gathering at the home of Leyton and Vincent Chan in Epsom (the “Chan barn”) for some excellent food, refreshment, chatter and some tram related picture shows. Then on Sunday a chance for more tram riding, both at MOTAT and also at the currently truncated Dockline tram on restored and red painted Melbourne SW6 881. Then in the evening over 80 of us assembled at Stardome in One Tree Hill domain to enjoy a dinner, great conversations, some star gazing, and a brilliant keynote address by MOTAT founder member and tram historian Graham Stewart, describing the early days and the great volunteer effort that went into building the Western Springs Tramway. More details and photos of this great weekend can be found in the December 2017 issue of the WST Newsletter, the Controller, No. 59.



John Wolf and Graham Stewart share stories and a drink – Photo Vincent Chan

Meanwhile in Christchurch preparations were being finalised for the Ferrymead Tramway 50th, and on Saturday 6 January 2018, 50 years to the day since Kitson 7, “Ballantynes” double decker 10 and “Duckhouse” trailer 115 began carrying passengers, the same three trams were lined up inside Tram Barn No. 1 for the re-enactment ceremony outside. There were speeches by THS founder John Shanks, Max Taylor, former CTB engineer and later successor to General Manager John Fardell who had officiated at the original opening. Don Spicer, who had restored and driven and maintained the steam tram in its early years was also present, and again “driving” the steam tram, but unfortunately last year the boiler had failed its ten year survey and was no longer usable. No one minded however that at the rear of the tram set was Dunedin electric tram no. 22, quietly assisting the re-enactment by acting as the pusher (and puller)! A couple of trips to and from the original terminus, including stops for photos and then it was afternoon tea in the tram barn, as per 50 years earlier and with the rest of the afternoon available for tram and trolley bus riding, with our oldest (restored) Christchurch electric trams, Nos. 1 and 26, doing the honours. Some of our former motormen were seen having another turn at the handles.



Max Taylor cutting the ribbon - Photo Dave Hinman

A great social evening, including spit roast dinner followed and like Auckland there was lots of chat, some great reminiscing, led by early members John Shanks, Don Spicer, and Michael Kerr, and some slides and movies featuring the early days of the Ferrymead tramway.



The original 1968 tram set re-enactment. Not in the photo is Dunedin 22 pushing! Even the cloud lined up to give smoke coming from No. 7! Photo Alastair Cross.

Sunday began with a visit to the city tramway and a ride around the full circuit in ChCh Boon 152, originally restored by THS volunteers in the late 1970s, and then back to Ferrymead for “steam Sunday” which turned out to be very busy with more than 1200 people through the gates. No 1 with DD trailer 74 and DD tram 26 were busy all day. Again an enjoyable event with many asking about when the next anniversary/reunion might be - 9 May 2020 is a definite possibility – that will be 50 years since the Ferrymead electric tramway was officially opened!



THS Members and Friends line up in front of Boon 152 while touring the Christchurch City Tramway – 7 Jan. 2018. Photo Dave Hinman.

New COTMA affiliates

COTMA welcomes the following new members:

- Melbourne Tram Museum – Hawthorn Tram Depot
- Auckland Electric Tramways Trust – Auckland.

Membership Renewals

The Treasurer will be shortly sending out membership renewals. Your early renewal will be appreciated.

Australian Charity Financial Accounting Proposals

Most Australian COTMA Members are recognised charities and subject to financial reporting systems that vary in each state and the one required by the Australian Charities and Not-for-Profits Commission (ACNC). Two recent reports into financial reporting by charities may be of interest to those who are accountants or managing Museum finances. These are:

Australian Accounting Standards Board – Research Report No. 5 – Financial Reporting Requirements Applicable to Charities – Oct. 2017 -

http://www.aasb.gov.au/admin/file/content102/c3/AASB_RR_05_10-17.pdf

and

Withdrawal of prototype articulated trams

The two Melbourne B1 class were prototypes for the fleet of articulated light rail vehicles in Melbourne. They were officially withdrawn at the end of the previous Yarra Trams franchise at the end of October, but 2001 had a last day out for a tour on November 2nd. The pic shows 2001 at the Acland St terminus in St Kilda.

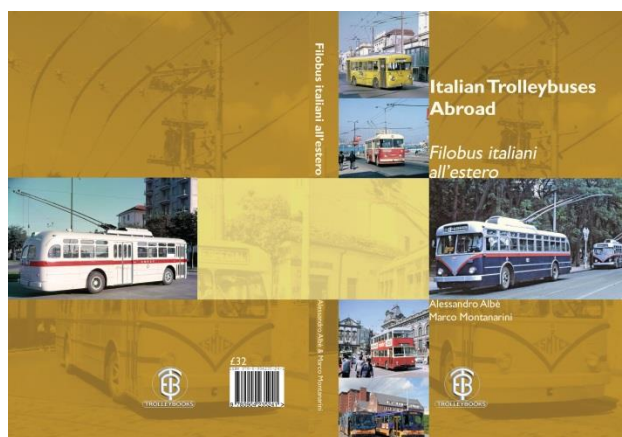


There are no clear plans for preservation of one of these trams, but Mal Rowe has suggested to VicTrack that 2001 should be set aside for preservation.

Seeking Photos of Lima Peru

COTMA recent had a query from Alessandro Albe of Italy who is preparing a book on Italian tramcars built for export. A fleet of tramcars were built for Lima by the Italian firm Breda. His is looking for photographs of these tramcars operating in the city, but appear to be relatively few. The system closed in 1965 and he is hoping that some Australian enthusiast visited the city. If anyone can help, please let us know and we will pass the details on.

Alessandro also advised that a book on Ansaldo Trolley Buses which includes a chapter on Wellington is about to be published.



Council of Tramway Museums of Australasia Inc.

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News Update April 2018



Perth 63 in 1952 – Courtesy of Noel Reed

From the Chairman

Welcome to the second COTMA News Update for 2018.

By way of introduction, from my home perspective it has been great to see a number of overseas visitors in Christchurch over recent weeks. So far this year we have welcomed Peter Hyde (passing through on a one week South Island motor cycle trip), Lindsay Richardson (spending a part day in the city while on a cruise from Fremantle) Colin Seymour on his first ever NZ visit, Howard Clark in town for a catch up with CTL and HTT/THS *and* to experience R class '1888' hard at work carrying full loads around the city, and from the UK David Hanchett, from the Sandtoft Trolley bus museum.

In this issue we have more information about the upcoming Perth COTMA Conference. Together with Mal Rowe and Peter Hyde I had a few days in Perth last month ahead of our Melbourne Executive meeting and caught up with Bob Pearce and his conference team. Plans are well advanced for September and the selected conference venues both in town and at Whiteman Park look to be good choices. So with dates firmed up, the accommodation offer in place, and the programme details emerging it's time to start sorting transport options – watch out for airline specials etc. and make your bookings. In just over 5 months the conference will be under way. I am quite excited about the post conference tour as well - we are looking forward to seeing and experiencing some great places for the first time. See below for further details and also shortly to be on the COTMA web site: <https://www.cotma.org.au/conference.html>

There's a report from the Wellington Tramway museum about the surplus overhead components from the Wellington Trolley Bus System that they have purchased, for on sale to tram and trolley bus interests, mostly brand new/never used. This together with an update from Mal Rowe on the Newport Trams "Repurposing" Project contains important messages for groups needing parts and equipment for their heritage operations.

The COTMA Executive met in Melbourne in early March and key discussion points and decisions are summarised below, including welcoming three new affiliate Members to COTMA.

Also included is a warning about the life expectancy of video and audio tapes with a practical solution demonstrated, an update on the (Australian) definition of "level crossing" as it relates to tram/light rail operations and finally a brief commentary on tramway / light rail progress on both sides of the Tasman.

Dave Hinman

COTMA Conference 2018 – booking information

The 2018 COTMA Conference to be held in Perth with registration on the evening of Thursday 13 September and concluding on the afternoon of Tuesday 18 September.

The conference venue will be Seasons Hotel in Pier St., Perth for two dinners and the Motor Museum at Whiteman Park for daytime sessions. Bus transfers between the hotel and Whiteman Park will be provided. A special accommodation rate at Seasons Hotel is available for conference participants: \$120 per night for a studio room or \$145 for a mini apartment. Use the booking code TRAM to get the special rate.

A partners tour has been planned and full details on the booking forms.

Sessions discussed as possibilities include:

- VicTrack on retired trams strategy and future parts management
- Taiwan visitor on Asian tram museums / Taiwan
- Parts Management session including workshops at tables
- A Perth / WA tram history overview

Follow these links for:

[Conference Program](http://cotma.org.au/documents/Perth_2018/COTMA_2018_program.pdf) - http://cotma.org.au/documents/Perth_2018/COTMA_2018_program.pdf

[Partners Tour Program](http://cotma.org.au/documents/Perth_2018/COTMA_2018_partners_program.pdf) - http://cotma.org.au/documents/Perth_2018/COTMA_2018_partners_program.pdf

Booking Forms –

[Word Version](http://cotma.org.au/documents/Perth_2018/COTMA_2018_booking_form.docx) – for emailing to the organisers. Please put your name into the document file name to assist identification - http://cotma.org.au/documents/Perth_2018/COTMA_2018_booking_form.docx

[PDF version](http://cotma.org.au/documents/Perth_2018/COTMA_2018_booking_form.pdf) – to be hand written and return by either scanning and email or by post. - http://cotma.org.au/documents/Perth_2018/COTMA_2018_booking_form.pdf

The Post Conference Tour Program is not quite ready at the time of publication of the News Update, but will be added as soon as possible. It will be placed on the COTMA Website as soon as it is available.



Perth 66 enjoys the sunshine
– Photo Michael Stukely.

Post Conference Tour

A post Conference Tour will depart Perth Wednesday 19, and return to Perth on Sunday 23 September including two nights at Albany, various rail history visits and finally a day at Dwellingup for the Hotham Valley Railway Steam Ranger on Sunday 23rd. The schedule also allows for those wishing to travel back from Perth on the Indian Pacific train (Sunday morning departure) to catch a train back to Perth on the Saturday afternoon.

COTMA Awards

It's time to start to think about what your tramway will be submitting for your COTMA Achievement Award nomination. The closing date is 3 July 2018. See <http://cotma.org.au/awards.html> for details of the award and judging criteria.

Remember also that each museum has the opportunity to recognise up to two volunteers for significant contributions. The process and contact details are on the same web page.

Conference Museum Updates – theme – “Challenges encountered and how they were overcome”

This is the session where each member can update other members on their activities and plans for the future that they have done since the last conference. It would be great if you could present your report following the theme of “Challenges encountered and how they were overcome”.

Updates are to be no-longer than 10 mins in duration and can take the format of either a DVD or a PowerPoint presentation. If you are doing a DVD, can you please make it available for uploading on YouTube as they can be quite large in size and also get the OK of the production crew to use on YouTube. The Museum presentations are made available through our website.

COTMA rules

As we have applied the new rules agreed at the last CGM, we have become aware of some ‘tweaks’ needed to clarify some definitions. There will be a new version of the rules circulated soon with these minor amendments and we expect to consider and vote on them at the Perth Conference CGM.

Surplus Overhead Components Ex Wellington Trolley Bus System

Following the decision to cease trolley operations in Wellington City, the Wellington Tramway Museum (WTM) has purchased all the inventory of overhead parts suitable for both trolley bus and tram operations from the Wellington Cable Car Company Ltd. (WCCL). This decision was made as WCCL had indicated that they were not interested in dealing with individual organisations and WTM therefore agreed to purchase on behalf of Heritage groups with the intention of on-selling most of it. It should be noted that no contact wire was included in the purchase.

Many parts are new while some have been recovered from earlier use. In some instances, the recovered items have been refurbished. All were stock items held in the WCCL overhead store but does not include any recovered items from street removals currently under way which is under separate contract arrangements. All recovered items in the latter category are being sent for scrap so the stock items WTM has purchased are likely to be the only ones available. Manufactured items include K & M, Phoenix and Ohio Brass components.

The Tramway Museum also has surplus overhead equipment which is also being made available for sale including old OB and BICC components (some in unused condition)

WTM are currently transferring items purchased from WCCL to their premises and are compiling an inventory of those that should be available for purchase. It is hoped that this inventory will be available in April or early May. It will then be circulated amongst all interested Heritage organisations.

It is intended that expressions of interest will be called once we have completed transferring the items back to WTM and compiled the inventory lists which will also include a discounted list of prices. All transport arrangements and costs for any purchased components will be the responsibility of the purchaser.

Any enquiries should be addressed to Henry Brittain at henry.brittain@outlook.co.nz and Allan Neilson at allanecneilson@gmail.com

Trams at Newport – progress and process

The consultation process regarding the future of the 200+ Melbourne trams (plus one Sydney tram!) stored at Newport has completed and a proposal for a structured ‘re-purposing’ process has gone to the Victorian Minister of Transport. Some members of the COTMA executive committee met with Colin Campbell, the VicTrack Senior Project Manager responsible for the project on March 7th for a confidential briefing. Colin thanked COTMA for our support of the work of the group and the exec indicated that the process as planned is something we see as appropriate and which will enable heritage groups to continue the work. Details will be available once the minister has approved the process and announced it.

Do you ‘have a point there?’

Sydney Tram Museum is making changes to their track layout and need a left-hand point set. Does your museum have a spare set that you could offer to Sydney?

VHS and Audio Archives recording Tape conversion

Do you have a collection of archive or personal, non-commercial VHS tapes? Their life span is nearing its end both in terms of the magnetic medium and the means to play them. The same applies to audio tapes. Part of the problem is also the equipment to use it on is breaking down or getting worn out. See <https://www.nfsa.gov.au/corporate-information/publications/deadline-2025>

Mal Rowe recently ‘fired up’ his old reel-to-reel tape recorder to digitise a recording of a speech by MMTB Chairman Bob Risson, given at a dinner to celebrate the 50th anniversary of the MMTB in 1969. You can copy it, or hear it here:

https://www.dropbox.com/s/td23jd6pqlek1xz/Risson_speech.wma?dl=0

Community Relations

Recently a tourist railway commenced a new evening service and as a result have received a number of complaints about noise. They are working closely with local council to address the issues. Good relationships with Council, residents and other stakeholders is important, especially when introducing or changing operations.

Executive Meeting

A meeting of the Executive was held in Melbourne on Tuesday 6th March 2018 following some members of the Executive travelling to Perth to discuss conference arrangements with the hosts, the Perth Electric Tramway Society.

Outcomes of interest were:

- A discussion with Steve Strangward, Chairman of the Association of Tourist Railways of Victoria and board member of the Association of Tourist and Heritage Rail Australia (ATHRA) about COTMA and ATHRA working together and a possible Memorandum of Understanding.
- Changes to the National Medical Standards to require sleep apnoea testing is under consideration by the NTC. This would add significantly to expense for members if found necessary. Peter Hyde has made a submission questioning the need. Details can be found on the National Transport Commission website. We understand that the move is not viewed positively by most operators.
- The date of a formal COTMA Annual General Meeting to approve the accounts and submission to the Victorian Associations Incorporation Office is likely to be held in Melbourne during late July or early August.
- Discussion took place on the actions of the Wellington Tramway Museum (WTM) of obtaining and making available to other COTMA Museums. The WTM is to be congratulated on their proactive involvement.
- PC5 components - COTMA has a stock of PC5 components in Adelaide. This is a valuable, but limited resource. Over the last few years there has been some discussion at the Exec Committee level and with individual museums about how to allocate these. This topic will be workshopped in the 'Parts Management' session at the COTMA Conference in Perth.

New COTMA affiliates

Three new COTMA affiliates were welcomed at the recent Exec Committee meeting.

Auckland Electric Tramways Trust is closely associated with existing member but is (for now) a separate entity.

T – Mate transport museum is a small group who have a couple of Brisbane trams and some Melbourne Z1s. They are low key, but want to be in contact with other groups.

Walhalla Goldfields Railway is about to become an accidental tram operator – having purchased two X1 trams from Melbourne with plans to convert them to bogie railcars on 760mm gauge using ex Z class tram trucks! The trams will be fitted with former H class tip-over seats from COTMA. With all this tram material they saw it as valuable to be part of COTMA.

Tramway Level Crossings in Australian Rail Safety Law

In the December 2015 issue of the News Update, we reported on the issue of level crossings, tramways and the problems of definitions in the Australian Rail Safety Law and an Office of the

National Rail Safety Regulator (ONRSR) proposed policy that would resist any new level crossings on Australian railways (and by definition – tramways).

This problem is now being reviewed. Tramway operators are seeking to exclude light rail and trams from the definition of a level crossing unless it has a level crossing sign as such. This would also be applicable to pedestrian crossings where they are independent of a road. New Zealand has appropriately excluded tramways or light rail in its legislation as does Victoria. COTMA will be supporting the recommendation made by the Rail Safety Director of the Gold Coast Light Rail.



Melbourne does have at least one signed tramway level crossing – at a small road crossing in Victoria Parade, opposite St Vincents Hospital – Photo Mal Rowe 15-3-2016.

Auckland Dockline – keep the trams running Petition

There is currently frustration building in Auckland about the extraordinarily long time it is taking Auckland Transport to complete the road redevelopment at the southern end of Wynyard Quarter. This has dragged on for 3+ years now, preventing the Dockline Tram from fulfilling its purpose as a "people-mover" circulating people around the Quarter, and confining the tram to just half of its 1.5km loop. At this stage it will still be the end of 2019 before the full circuit can be restored and there are concerns that some vested interests will attempt to delay it further or try to force full closure. There is a great opportunity for the tramway to have a significant role when the America's cup village comes to this part of the Auckland waterfront for the next regatta in 2021.

A private individual has now organised an on-line petition in support of the tramway and signatures are now being urgently sought for it. Locals in support agree that it is a matter of interest and concern to a much wider community than just Auckland.

Please see the link below, and after reading its text, if you feel able, please add your name electronically to this petition, as soon as possible. If you know of friends who might be happy to support this, please forward the link to them.

<https://www.change.org/p/auckland-transport-keep-the-auckland-dockline-tram-running>

LIGHT RAIL

Finally on the modern light rail scene, Australia gets a “Special Focus” in the April 2018 edition of Tramways & Urban Transit, commencing with the front cover headline and photo, followed by articles on each of the new or extended tram/light rail systems



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| Newcastle is undergoing a transformation, with light rail at its heart. | |
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| This South Australian city is taking steps to reinstate its once-extensive tramway. | |
| SYSTEMS FACTFILE: SYDNEY | 142 |
| Neil Pulling explores the NSW capital and its existing network – and looks forward to the exciting new tram and metro projects. | |

It looks like 2019 will be a good time for another visit to the eastern states - new systems and/or extensions should be running in the Gold Coast, Newcastle, Sydney and Canberra. Meanwhile, in Adelaide, recent election results may have some negative impact on further light rail expansion for the time being, but across the Tasman there are encouraging signs with the new Government starting to implement its pro-public transport policies. Light rail is on their agenda for both Auckland and Wellington, though funding public transport and road safety improvements through petrol taxes has created a media led political storm, particularly in Auckland. The possibility of “commuter” rail for Christchurch is also in the mix, but at this stage any light rail/tramway discussion appears to be locally focussed on further progressing the partially completed city heritage tramway extension.

Next Update June



Sign on Kalgoorlie Electric Tramways Tram No. 25 – in the days before pictograms.

Photo Mal Rowe March 2018

Council of Tramway Museums of Australasia Inc.

www.cotma.org.au

News Update June 2018



Photo: courtesy of VicTrack

From the Chairman

Welcome to our 3rd Update for 2018. I am writing this in Wellington while attending the Annual conference of the FRONZ (Federation of Rail Organisations of NZ) conference, where NZ heritage and tourist train and tram groups get together each year to talk about current issues, celebrate successes and visit local members' sites. FRONZ is complementary to COTMA in NZ but is also involved in other issues such as main line rail access/ excursions etc.

The conference got off to a great start with an opening address by Hon. Peter Dunne, recently retired MP and a coalition Minister in the previous government. Peter is a member of the Wellington Tramway Museum and a strong supporter of modern and heritage and tourist rail and gave an insightful talk about the art of effective lobbying and making select committee submissions. Throughout the weekend there has been cautious optimism about the future of rail in NZ, including light rail, under the new Labour led coalition government, though some of the promised funding and policy changes have yet to be actioned. Rail safety is always a major topic, with the NZ Regulator (NZTA) being a major sponsor and participant. This year has been no exception with some excellent presentations including an update by its new rail division manager, Brett Aldridge, indicating what appear to be positive, client friendly changes, and also from Nick Doncaster, South Australia, a fascinating and pertinent talk about fatigue risk which focussed on current research on human rest and sleep requirements, a dynamic presentation during which *no-one* dozed off!

This Update includes information/reminders on several matters where there are some looming deadlines for actions and responses. These include firstly the **6 July** deadline on expressions of interest re the Newport trams and tram parts. There has been international publicity about this but media focus has been on the 134 trams on offer to good homes. But note the late announcement that a response on tram parts is now also sought by **July 6**. Secondly those interested in overhead parts from the Wellington Trolleybus system need to respond by **20 July**. We visited the Wellington Tramway Museum yesterday and there is an impressive and well organised array of parts now awaiting new homes and we were advised of considerable interest being expressed from far and wide including the UK. (see photo p.4). A third looming deadline is registration for the COTMA conference, (early bird closes on **July 31**) and even sooner, applications for the COTMA awards (**3 July!**) and comments on COTMA rule changes (**late July**) These matters were discussed/publicised at the FRONZ conference.

You will see Warren's item about the Larger & Working Historic Objects (UK). This is very timely as you may recall from previous Updates, an NZ set of guidelines prepared for Museums Aotearoa in

2016 with little consultation with the tram and rail fraternity has been of ongoing concern and at the meeting yesterday those of us who have had a chance to review this UK version were able to report that this is much more realistic and operating museum friendly than its current NZ counterpart and contains much useful information and guidance about the conservation, restoration and operation of large moveable objects such as trams and trains.

Finally, last week saw the retirement of CTL's Tramway Operations Manager John Smith after 13 years in the position - John took over when the current owners of the Tramway (Wood Scenic Line) purchased the business in 2005. He has had a key role in the growth of the business following purchase and then together with Managing Director Michael Esposito and others in the team battled to save and rebuild it following the February 2011 earthquake and the tramway's enforced closure for almost two years. He has been a strong supporter of THS/HTT and has forged a strong relationship with Ferrymead, the Christchurch City Council and the Sydney Tramway Museum as well as the local business community. John's successor is Mark Small, experienced in people and fleet management and also having tram driving experience with the company. Dave Hinman

COTMA Conference 2018 – booking information

The 2018 COTMA Conference to be held in Perth with registration on the evening of Thursday 13 September and concluding on the afternoon of Tuesday 18 September.

The conference venue will be Seasons Hotel in Pier St., Perth for two dinners and the Motor Museum at Whiteman Park for most daytime sessions.

Booking details for the hotel have **CHANGED** since the last COTMA update.

Follow these links for the latest conference program details:

[Conference Program](http://cotma.org.au/documents/Perth_2018/COTMA_2018_program.pdf) - http://cotma.org.au/documents/Perth_2018/COTMA_2018_program.pdf

A partner's tour has been planned and full details are on the COTMA website.

[Partners Tour Program](http://cotma.org.au/documents/Perth_2018/COTMA_2018_partners_program.pdf) - http://cotma.org.au/documents/Perth_2018/COTMA_2018_partners_program.pdf

Post Conference Tour

A post Conference Tour will depart Perth Wednesday 19, and return to Perth on Sunday 23 September including two nights at Albany, various rail history visits and finally a day at Dwellingup for the Hotham Valley Railway Steam Ranger on Sunday 23rd. The schedule also allows for those wishing to travel back from Perth on the Indian Pacific train (Sunday morning departure) to catch a train back to Perth on the Saturday evening. Details are at the link below, book via the Conference Booking Form.

[Post Conference Tour Program](http://cotma.org.au/documents/Perth_2018/COTMA_2018_post_confb.pdf) - http://cotma.org.au/documents/Perth_2018/COTMA_2018_post_confb.pdf

Booking Forms – for conference and tours - also **UPDATED** since last COTMA Update

[Word Version](http://cotma.org.au/documents/Perth_2018/COTMA_2018_booking_formb.docx) – for emailing to the organisers. Please put your name into the document file name to assist identification - http://cotma.org.au/documents/Perth_2018/COTMA_2018_booking_formb.docx

[PDF version](http://cotma.org.au/documents/Perth_2018/COTMA_2018_booking_formb.pdf) – to be hand written and return by either scanning and email or by post. - http://cotma.org.au/documents/Perth_2018/COTMA_2018_booking_formb.pdf



Photo courtesy of Noel Reed

COTMA Awards

A reminder to think about what your tramway will be submitting for your COTMA Achievement Award nomination. The closing date is **3 July 2018**. See <http://cotma.org.au/awards.html> for details of the award and judging criteria.

Remember also that each museum has the opportunity to recognise up to two volunteers for significant contributions. The process and contact details are on the same web page.

Museum Presentations

One of the best parts of any COTMA conference is hearing about the progress (and challenges) of other museums. Time to start thinking about how you will tell your story in around 10 minutes. If you plan to use video, then please bring a copy AND post a copy on the web on YouTube / Vimeo or similar so others can see it later on via the COTMA website.

Trams and parts from Melbourne

– last chance to get trams and parts from those stored at Newport.

The recommendations of the Retired Trams Stakeholders Group in Victoria have been endorsed by the Minister of Transport (Hon Jacinta Allan) and details are available on the VicTrack website at: <http://victrack.com.au/trams>

For the best summary, go to the Download panel and download the “Retired Tram Strategy”, the “Terms and Conditions” and the “FAQs” where most of your questions will be answered.

Historical significance trams

Several trams (the 11 in the on-line document) have been set aside as having historical significance based on the submissions by COTMA members, the TMSV and another museum. They will be available to museums without further process. The museums will be contacted in due course. There are some privately owned trams, which will hopefully also be available for a museum. Two museums who have both requested the same tram (SW5 840) will need to agree on who actually takes it.

If you made a request for one or more of the **trams listed above**, VicTrack will be in touch with you to advise on the process to have the tram formally allocated to you and arrange delivery. This will take some time as the trams basically have to come out of Newport in reverse order of when they went in.

General trams for operational purposes

If you want trams that are not on that list (which will be the case for those who specified a **generic request rather than a specific tram**) then you **MUST** make a submission through the public EOI process that is open on line until **Friday 6 July**.

You can only apply to receive a tram during this period.

Parts

If your interest is in **parts**, you can apply now via a separate EOI process, with the same time period. Re-usable parts will be stripped from trams identified in the audit as donors. Parts will be catalogued and most likely be managed or overseen by VicTrack. You will be able to apply for parts on the basis of need. You won't get parts on the basis of building up a large local stock of spares – the 'large stock' will most likely be managed or overseen by VicTrack. Although the parts application process is running alongside the whole tram process, it is anticipated that parts will be also stored and remain available for requests at a later date.

The Art trams

The Art trams of the late 1980s are being handled as a separate process, as outlined in the Strategy and FAQ documents. Any museum who would like to receive one of these trams may contact VicTrack and advise their interest. The primary consideration in allocation of these trams is going to be conservation of and public access to the tram as a work of art, in line with the wishes of the artist and/or their family. It is the intent that the artist or family would sign off on any recipient of the tram. The conservation of a work of art is a complex matter and museums may want to think carefully and engage with local arts organisations before considering going down this path.

Any questions?

Please read the Strategy, FAQ, T&C and EOI sample documents, and note that **Mal cannot advise on individual applications** as this would be conflict of interest owing to his involvement in the re-purposing process design.

All documents and processes are now available from <http://victrack.com.au/trams>

Surplus Overhead Components Ex Wellington Trolley Bus System

Details of the overhead components which Wellington Tram Museum has available following the closure of the Wellington trolley bus system have been circulated to all COTMA members. For any enquiries please contact Mr Henry Brittain Secretary, Wellington Tramway Museum Email: henry.brittain@outlook.co.nz Phone: Landline: +64 4 293 8929

Mobile: +64 274 303 536.



Just a small part of the (mostly) new overhead parts acquisition by WTM for disposal to COTMA members and other interested parties.

Henry would like to have your reply by **20th July 2018** so that they can allocate the parts.

Rail Safety – Incident Reporting

A message regarding new Australian rules regarding creation of a new incident reporting category of Light Rail or Tram Authority Exceeded (LRTAE) was circulated to all museums. If your museum is in Australia and you have any form of traffic signalling, you need to read this. The document is available on request from cotma@cotma.org.au

Rail Safety – Level Crossings Definition

COTMA has worked with the Australasian Railway Association and the Light Rail Safety Manager's Group to recommend a definition of a Tramway or Light Railway level crossing to the National Railway Safety Regulator for incorporation into a revised Rail Safety Act. As the National Act currently stands, every time a tramway or a light railway line in a roadway crosses another roadway it is considered a level crossing. This is not the case in Victoria, New Zealand or the UK.

Rail Safety – Medical Standards

In December 2017, the National Transport Commission (NTC) released a discussion paper that considered expanding the testing criteria for sleep disorders and reconsidered the health assessments for Category 3 around the track personnel under the National Standard for Health Assessment of Rail Safety Workers. Following a 12 week consultation period, the NTC is of the view that changes to the Standard are not warranted and that further research should be done.

H tram seats go East

Walhalla Goldfields Railway is a new COTMA affiliate member. Why? As we noted in the April 2017 COTMA Update, they have purchased two former Melbourne X1 trams for conversion to railcars on the Walhalla to Thomson River 760mm railway. They will incorporate more tram parts with sets of seats from former Adelaide H type trams ... and to make them even more 'trammy' they will run on former Melbourne Z1 tram bogies regauged to 760mm!

Kym Smith, Peter Hyde, Mal Rowe, Robert & Julie Lench, Kevin Collins, and Michael Pretty made short work of loading the seats into a container on Saturday the 26th of May at St Kilda.

In addition to paying a 'fair cost price' for the seats, WGR are making additional donations to both AETM & COTMA. Thanks are due to all involved including Kym Smith and helpers at AETM.



Peter Hyde, John Rawnsley and Robert Lench loading the H tram seats into the container

Changes to COTMA Rules

It is planned to distribute shortly to Members the revised Rules of Association to be considered at the forthcoming COTMA General Meeting for approval by the end of July. Can Members please consider these and advise COTMA if they have any issues prior to the meeting.

Care of Large Working Historic Objects – UK Documents

Just before going to press, we received advice from Museums Australia, Victoria Branch of the a new UK based document titled “Guidelines for the Care of Larger and Working Historic Objects” that cover stationary engines, industrial machinery, road vehicles, aircraft, railway vehicles, ships, boats and other working items. The Guidelines can be down loaded from the following link:

<https://collectionstrust.org.uk/resource/guidelines-for-the-care-of-larger-and-working-historic-objects/>

and then following the various links to get to the various formats that it can be downloaded in.

Here’s the direct link:

<https://abtemguidelinesorg.files.wordpress.com/2018/02/124317-abtem-guidelines-booklet.pdf>

They seem to be very comprehensive and cover many topics in the 92 page document.

European Tramway Operating Group Meeting – Edinburgh April 2018

Peter Hyde and Warren Doubleday attended the FEDECRAIL Conference in Edinburgh during April 2018. As part of the conference, a meeting of those parties who operate tramways was held. Attending were representatives from the UK, Sweden, The Netherlands and Australia.

Some of the topics discussed were:

- Impact of Franchising Tramway Operations on Museum tram operations in city operations such as Germany. Another challenge is changes in Infrastructure and vehicles such as battery operation.
- Young drivers - is a motor car licence on a “closed” tramway needed? Many young people are no longer getting a driver’s licence.
- The Croydon (London) accident – picking up the issues raised - toppling speed and the relevant cultural issues of reporting of issues by tram crews and taking them up. Noted that there will be no RAIB report on the Snaefell runaway on the Isle of Man – The UK Rail Investigator, the RAIB, does not have coverage.
- Crew training in customer care as well as driving the tram.
- Getting new volunteers. The Swedish Tramway Museum is showing success in getting younger volunteers and their annual Youth Camp. Many are going on to work in the rail or tramway industry. Local advertising to attract new volunteers – must have a process to in place beforehand to bring them on.
- The use of Social Media such as Facebook and Trip Advisor. Noted that it is important to respond to both the good and bad responses on Trip Advisor – shows you care as an organisation.
- Tram Driving lessons – or just having a taste, can be a lucrative product.

Council of Tramway Museums of Australasia Inc.

www.cotma.org.au

News Update October 2018



COTMA conference participants in Perth

From the President

Welcome to our 4th Update for 2018. I have yet to get used to the “upgrade” (?) in title from Chairman to President as bestowed upon us by the new Constitution and its standardized rules as provided by the (Victorian) legislation under which we are incorporated (see p.4). In this issue we report on the recent COTMA conference and post conference activities, together with an update on operational safety news and a report on some European tramway museums following Warren Doubleday’s recent overseas adventures.

For those of us fortunate enough to get over to Perth in September for the 24th conference of COTMA, it was great to experience the hospitality of the West Australians and to enjoy an interesting programme involving both formal sessions and field trips. To me the highlights included firstly having many of the conference sessions at Whiteman Park, where we were also able to enjoy visiting its comprehensive range of transport and other museum groups and attractions and their variety of well-presented offerings. We experienced riding (and driving) on their tramway and seeing their extensive workshop and car barns complex and were there for the formal opening and naming of their latest building, the large and impressive “Don & Laurie Tyler Carbarn”. Another highlight was the support given to the conference by the Public Transport Authority of Western Australia and which featured a visit (by special train) to the Nowergup Railcar depot and maintenance facility, followed by a fast non-stop trip back through central Perth and south to Mandurah, as well as interesting presentations by the TransPerth management team.

Following the conference a bus load of us enjoyed exploring some of the heritage rail sites along with other historic and natural heritage features of the South West during a five day trip which took us as far as Albany and then back to Perth via Denmark (WA!), Pemberton, Busselton and Pinjarra.

All in all a great conference and only a couple of things which disappointed me – firstly the low attendance or no show from some member groups, perhaps due in part to the distance/ cost of travelling to the far west, and secondly the small number of nominations (just two) for achievement awards, particularly when some of the museum presentations revealed several other worthy candidates, plus only three COTMA groups participating in the individual volunteer awards category. Let’s get some more next time!

Our grateful thanks to the PETS team for putting together a very successful and enjoyable conference and post conference tour. We look forward to meeting again in Bendigo in 2020.

Dave Hinman

COTMA Conference 2018

The biennial COTMA conference was held in Perth in September. Over 60 attendees participated over 5 days. We heard from rail and tram professionals and one another. New Zealand was well represented, and we also had participants from Denmark, Japan and Taiwan.

Mark Burgess, MD of Perth Public Transport Authority and Dave Hinman present mementos to our guests Kyoichi Oda, Asia Pacific Heritage and Tourist Rail Organisation, Noi, Railway Cultural Society Taiwan and Mikael Lund, The Danish Tramway Museum



Awards at COTMA 2018

Bill Kingsley Award

This award is for outstanding achievement and the judges (Graham Stewart, Dr John Radcliffe and Carolyn Cleak) gave the award to Perth Electric Tramway Society for the restoration of E class Perth Tramcar No. 66. They said, in part: “The final restoration has been achieved with high standard, using as much as possible for parts from E type cars. It has resulted in PETS having for the first time a true Perth car that can be used by the visiting public at the museum’s operation at Whiteman Park.” The full statement will appear on the COTMA website.



Photo: Mal Rowe

The E class trams were built for the Western Australian Government Tramways at Midland Junction Workshops in 1917. They were based on a standard Brill design but, in keeping with their time, they were fitted with a plain arch roof. Tram No. 66 was the last tram to run in Perth, and was used to shunt other trams for disposal after the system closed. It was placed on display at Perth Zoo and later came into the collection of PETS.

Achievement Award

The judges also made an Achievement Award for the cooperative work across many years enabling the continued commercial Service of Sydney R class tram 1808, now running as Christchurch 1888. The award was shared between the volunteer-based organisations of Sydney Tramway Museum as owner of the car, Western Springs Tramway Auckland and Tramway Historical Society (Christchurch) on behalf of the Heritage Tramways Trust and Christchurch Tramway Ltd in developing a continued use for the car.



Volunteer Achievement Awards

COTMA marks notable volunteer efforts based on the recommendations of member groups. In 2018, we celebrated the following:

- Tramway Historical Society (Christchurch) – Phyllis and Graeme Belworthy and Barry Marchant
- Ballarat Tramway Museum – Barry Richardson and Les Williams
- Melbourne Tram Museum – Carolyn Cleak and Noelle Jones.

COTMA Chairman's Award

Wellington Tramway Museum was presented with the occasional "Chairman's Award" for their commitment to purchasing at considerable expense, all of the available overhead fittings and parts arising from the closure of the Wellington trolley bus system. These are available for distribution across the world to museum tramway and trolley bus organisations.

James Duncan (Auckland) was also given an award, deserving "high commendation for the often heroic effort he has put in attempting to keep the struggling Dockline Tramline operating and for his ability to rally others to the cause".

Conference Papers and Reports

Conference papers included a presentation and discussion on barriers to the use of heritage trams in city street operations in the USA by Tim Borchers and as a comparison in New Zealand from Dave Hinman, a report on the 'Retired Trams' program in Melbourne, discussion of options and processes for spare parts sharing and management, processes and changes made by the Sydney Tram Museum following the runaway over two years ago and a presentation by the WA based Manager of the Office of National Rail Safety Regulator.

Museums presentations outlining their work over the last two years were well received.

Over the next couple of months, the various papers and reports from Members will be placed on the COTMA web site along with details of the Conference Achievement and Volunteer Awards.

Check out www.cotma.org.au This will include a larger version of the conference participant photograph at the top of this edition of Update.

Conference General Meeting

Election of the 2018-2020 Committee of COTMA

New and existing office bearers in the COTMA Committee (formerly Executive*) were elected or re-elected unopposed as follows:

President (formerly Chairman) – Dave Hinman

Vice President (formerly Deputy Chairman) – Rod Atkins

Secretary (formerly Executive Officer) – Mal Rowe

Treasurer – Howard Clark

Australian Museum Liaison Officer – Peter Hyde

New Zealand Museum Liaison Officer – Henry Brittain

Ordinary Committee Member – Warren Doubleday

The meeting also re-elected Hugh Ballment as auditor.

** This and other titles following changed to align with new constitution (Rules of Association)*

Other Conference meeting decisions:

- Approved the Revised Rules of Association to align with Victoria's "Model Rules". These have since been lodged with Consumer Affairs Victoria and accepted.
- Upgraded Melbourne Tram Museum to full member status.
- Suggested that museums read papers on Working Objects Guidelines, as these may impact on our future operations, including funding applications. (Look for links to these papers soon in the documents section of the COTMA website.)
- Agreed to continue discussions with the re-organised ATHRA about models for cooperation.
- Set up a spare parts management working group (see below)
- Agreed to send a letter to member groups responding to some comments about COTMA and some COTMA membership in the September edition of the TMSV "Running Journal".

Parts Management

The COTMA conference re-established a Parts Management Group which will work on projects including logging current parts held by COTMA, developing suggestions on how we share those parts and maintain parts availability for the long term, and liaison with VicTrack over the parts expected to be retained as the trams at Newport are dispersed. Members include Roy Winslow from Perth, Steve Lea from Christchurch and Tony Smith from Haddon. Mal Rowe will support the group as COTMA secretary.

If you have a person in your museum who has responsibility for Parts Management, then please advise Mal their contact details so we can get in touch with them directly.

Post Conference Tour

Over 30 people toured the south west corner of Western Australia after the COTMA conference. Highlights included historic Albany, featuring its still intact whaling station (closed in 1978 but now a well presented visitor attraction), together with the impressive ANZAC memorial commemorating Australian and New Zealand soldiers departure point for Gallipoli in 1914), a tree top walk in a Tingle tree forest, the 1.7km

restored jetty at Busselton with its rail connection to an undersea aquarium and its restored railway station, riding the Hotham Valley Railway by night and by day and even dinner in a former Kalgoorlie and Perth tram!

Bob Pearce presented the owners of the Hidden River Estate winery / restaurant with watercolour paintings by well known 'tram painter' Graham Lees showing their tram in service in Perth.



Operational Safety News

Since our last newsletter there have been a number of events and news pieces concerning operational rail safety.

1 – Transport Safety Victoria in its June 2018 news reported on a number of Light Rail and heritage rail incidents that have occurred in the UK, Ireland and Belgium. It is recommended that managers and workers responsible for railway safety review these. See <https://transportsafety.vic.gov.au/rail-safety/newsroom/recent-incident-reports> The newsletter itself can be accessed through <https://transportsafety.vic.gov.au/rail-safety/newsroom> It has a number of documents that should be reviewed as well on the use of standards, asset management, governance, risk basements and electrical safety.

2 – Tram Over speed on curve in Sheffield – in a Rail Accident Investigation Branch Report published on 28/9/18, a tram on the Sheffield system entered a curve at 37kmph (23mph) against the permitted speed of 16kmph (10mph). The driver applied the emergency brake which resulted in an injury to a passenger. The report can be accessed at: <https://www.gov.uk/government/publications/safety-digest-102018-middlewood-road/tram-overspeeding-on-a-curve-sheffield-19-july-2018>

The incident demonstrated the importance of situational awareness by the drivers taking care at high risk locations, need of operators to ensure that appropriate mitigations are in place and the risk of passengers being thrown against the interior or even out of the tram in such a situation.

3. The New Zealand Regulator (NZTA) has just announced a funding review which is likely to have an impact on the rail safety administration costs for all NZ rail operators, including tramways. COTMA together with FRONZ will be supporting member groups in a submission process now underway -closing date 21 November.

International News

Belgium Tram Museums

In Belgium there are some eight Museum tram operations including major museums in two of the cities operating trams. An excellent range of electric, steam and diesel powered trams. Belgium once had a

wealth of small metre gauge lines and many of the tramcars and some lines have been preserved. We recently received a brochure giving their locations, operating hours and websites. Our Communications Manager has visited a number of them and they are well recommended to consider if you are planning a visit to Belgium. For the web link see: <http://cotma.org.au/news/Belgium-Tram-Museums-2018.pdf>

Amsterdam Tram Museum

In an email received late June, we read that the Amsterdam tram museum depot which operates along a semi-rural line in the outskirts of Amsterdam was under threat. The depot is in an area that has been earmarked for housing development. The news link on their website gives details of their current status. See <https://museumtramlijn.org/EN/news.php> They are running a much-shortened line since a visit by the Communications Manager during May 2017.

Finnish Tram Museum Helsinki and De-accessioning

In late June, COTMA became aware of the downsizing of the Helsinki Tram Museum at a former tram depot and that some trams were being disposed of. For the background see:

<http://railpage.com.au/news/s/helsinki-giving-away-trams-to-collectors>

The Museum, part of the Helsinki City Museum network did not seem to mention anything on their website as such. After a bit of searching, an English language document, 2016, on downsizing a number of collections in Finland including the city trams was located. See:

https://issuu.com/suomen_museot/docs/deaccessioning_sharing_experiences

The two most relevant pages are numbers 44 and 46. The criteria listed on page 44 in the white box is detailed, though gives a wide scope of application.

Milan – stored trams

During the COTMA Conference we received an email from an interested person in the USA about the large number of stored trams in a Milan depot. At this time there is no further advice as what may happen to them, but reading the message, reminded us of the situation of Newport Workshops, though only about a quarter of the number of trams.

Seaton Tramway

It's not all doom and gloom in Tram Museums. The English 838mm gauge Seaton Tramway, <https://www.tram.co.uk> opened its new station building at Seaton on Saturday August 11. After weeks of hot sunshine it turned to rain! Question: What is their most popular tramcar? See page 8.

Wanted – GE57 600V Motor

COTMA Received a request late August from the NSW Dept of Finance, Services and Innovation seeking a GE57, 600V Traction motor to give them a spare for the Pyrmont Bridge in Sydney. If you just happen to know of one lying around, even if in poor condition and a need of a rebuild, let us know and we will put you into contact with the relevant person in Sydney. The bridge has a great set of tramway looking controllers to operate it.

Coming Soon – Australasian Tramway Atlas

Soon to be published is an Illustrated Tramway Atlas of Australia and New Zealand. Very comprehensive and will be current in terms of the new Australian Tramways as planned at the time of publication. It has been prepared by Hugh Ballment and Carl Segnit.

New Australian Railway and Tramway Website

Recently launched is a new website, <https://www.railtram.com.au/> exploring the major facets of Australian Railways and Tramways. Presents lots of interesting facts with many links to the various heritage operators. It is well worth checking out, a lot of work in compiling it has gone into it. Can we suggest you check your Museum entry too.

Forthcoming Conferences and Events

FRONZ - The next Federation of Rail Organisations - <https://www.fronz.org.nz/> -of NZ conference will be held in Timaru from Friday 31 May to Monday 3 June 2019 and hosted by the Pleasant Point Railway.

COTMA – the next COTMA Conference will be hosted by Bendigo Heritage Attractions in 2020.

SteamFest – Tasmania – the annual Great Rail Experience tour of Tasmania including the Tasmanian Transport Museum in Hobart, the Launceston Tramway Museum and Famous SteamFest at Sheffield takes place from Sat 9 March to Sat 16 March. Details can be found at <http://www.tours.greatrailexperiencetasmania.com.au/>

News from the Members

Track upgrade grant for Ballarat

The Ballarat Tramway Museum was recently granted \$200,000 from a Victorian Government *Pick My Project* community-based voting funding scheme. Along with matching funding from the City of Ballarat this will enable the commencement of the reconstruction of the Wendouree Parade Tram track. For my details see: <https://pickmyproject.vic.gov.au/>

Variotram arrives at Loftus

The Sydney Tramway Museum took delivery of the 1997 Sydney Variotram 2107 on the night of the 10/11 October. The tram remains the property of the NSW State Government with the Museum “caring” for the tram. It took some three years and a lot of paperwork to achieve this outcome. It is the Museum’s largest exhibit. For more details see: <http://www.sydneytramwaymuseum.com.au/tramfans/sydney-variortram-2107-arrives-at-loftus/>



Variortram 2107 in service in 2005 – Photo by Mal Rowe

ATHRA News

The latest news from the Association of Tourist & Heritage Rail Australia (ATHRA) can be seen on a blog page at: <https://athranews.wordpress.com/> You can sign up to receive these blogs by email if you wish or place a bookmark in your browser.

Vale Robert Paroissien

COTMA's financial Auditor for many years, Robert Paroissien recently passed away, aged 75. Robert undertook the work pro bono. Our condolences to his family.

And Seaton's most popular tram is:



The "Pink One" – Photo by Warren Doubleday at Seaton – 19-5-2017.



PET's Fremantle No. 29 outside the Whiteman Park Café. Photo Warren Doubleday 17-9-2018.