

## BUS AND COACH MUSEUMS AS COTMA MEMBERS - DISCUSSION SESSION

Session Chair: John Radcliffe

Session Secretary: Bill Kingsley

Bill Kingsley related his visit to the Historic Commercial Vehicle Association (HCVA) at Tempe, Sydney, with Peter Kahn and of his discussions with HCVA Secretary David Wilson. The HCVA is seeking to be part of a larger 'umbrella' organisation. No such yet exists in the bus and coach preservation field. COTMA's achievements encourage HCVA to look in our direction. They do have two Trolley buses so are eligible for full membership. But does this set a precedent? Do we accept pure petrol/diesel bus/coach museums? Should we move towards being COSTMA - Council Of Street Transport Museums of Australasia? We should note that many of our tram preservationists are also bus preservationists - people with feet in both camps.

John Radcliffe. Individual bus owners come and go. The BTMS abandoned its bus committee for lack of interest.

Peter Kahn. Ownership of vehicles is important. Even within bus/coach museums, a lot of vehicles are privately owned.

John Radcliffe. It is core ownership of vehicles which is important.

Don Lange. How many tramway museums have buses?

John Radcliffe. Many have exhibits but few are operational. A majority have buses but it is not part of the core business.

Les Stewart. There are problems in using an umbrella to lobby governments (eg the narrow gauge steamers). There are problems in diversifying from one activity. There is a danger of take-over. Traction engine preservationists are also trying to squeeze into the Legislative framework.

Bob Merchant. Buses can be an embarrassment.

Rod Atkins. A TMSV problem of parts for buses could be sought through COTMA.

Don Campbell. Conflicts possible in the future, trying to promote both polluting and non-polluting vehicles.

Martin Grant. Conferences would become unwieldy. There is too much business for a three-day Conference now.

John Radcliffe. Disparate groups can be a problem.

John Phillips. (also President at BCSV). Bus enthusiasts can suffer tunnel vision.

Trevor Burling. Buses would attract younger members and create some cross-pollinisation.

Les Stewart. (also Tramway Convenor within NFRS). We would need a Bus Convenor to co-ordinate the bus people.

Frank Doherty. Asked if we should restrict to city buses only or coaches as well, to which Peter Kahn suggested mainly urban.

Consensus

The Chairman asked as follows:-

- A. Should COTMA include groups who are mainly preserving buses but with some electric traction? 80% for.
- B. Should COTMA include groups who are preserving buses alone, without electric traction vehicles? 30% for.