

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.