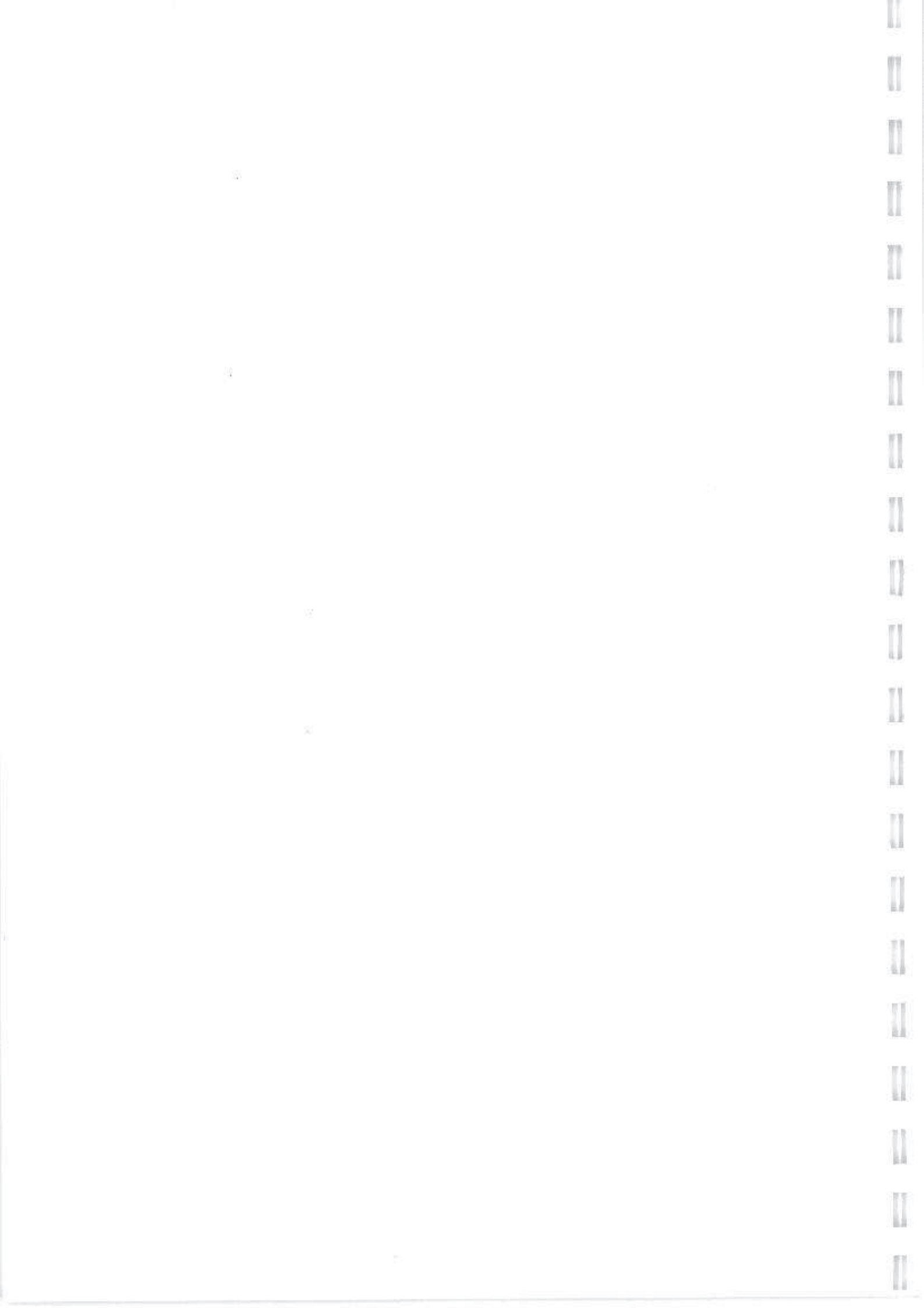




SECTION 4

**COUNCIL OF TRAMWAY MUSEUMS
OF AUSTRALASIA**

ANNUAL GENERAL MEETING



**COUNCIL OF TRAMWAY MUSEUMS
OF AUSTRALASIA**

ANNUAL GENERAL MEETING

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**COUNCIL OF TRAMWAY MUSEUMS
OF AUSTRALASIA
DIRECTORY**

Officers:

Chairman:	Dr John C Radcliffe
Executive Officer:	Mr Bill Kingsley
Treasurer	Ms Carolyn Dean

Member Organisations as at 1 June 1990:

Australian Electric Transport Museum (South Australia) Inc.
Box 2012, GPO, Adelaide, South Australia 5001
(Museum: St Kilda Road, St Kilda, SA)

Ballarat Tramway Preservation Society
Box 632, Ballarat, Victoria 3353
(Museum: Wendouree Parade, Ballarat, Victoria)

Bendigo Trust,
80 Creek Street, Bendigo, Victoria 3550
(Museum: Hargreaves Street, Bendigo, Victoria)

Brisbane Tramway Museum Society
20 Tramway Street, Ferny Grove, Brisbane, Queensland 4055

Maitland Tramway Park and Museum Ltd,
Box 82, Jesmond, New South Wales 2299

Melbourne Tramcar Preservation Association Inc
Box 324, Prahan, Victoria 3181
(Museum: Haddon, Victoria)

Museum of Transport and Technology (Inc.)
Great North Road, Western Springs, Auckland 2, NZ

Perth Electric Tramway Society (Inc).

Box 257, Mt Lawley, Western Australia 6050
(Museum: Whiteman Park, Perth, WA)

South Pacific Electric Railway Co-operative Society Ltd

Box 103, GPO, Sydney, New South Wales 2001
(Museum: Princes Highway, Loftus, NSW)

Steam Tramway and Railway Preservation (Co-op) Society Ltd

Box 108, Kogarah, New South Wales 2217
(Museum: Parramatta Park, Parramatta NSW)

Tramway Historical Society Incorporated

Box 1126, Christchurch, New Zealand
(Museum: Ferrymead Historic Park, Christchurch, N.Z.)

Tramway Museum Society of Victoria Inc

Box 27, Malvern, Victoria 3144
(Museum: Union Lane, Bylands, Victoria)

Tasmanian Transport Museum Society Incorporated

Box 867J, GPO, Hobart, Tasmania 7001
(Museum: Anfield Street, Glenorchy, Tas)

Wellington Tramway Museum Incorporated

Box 2612, Wellington, New Zealand
(Museum: Queen Elizabeth Park, Paekakariki, N.Z.)

Council Address:

51 Lenna Street, East Burwood, Victoria 3150

CHAIRMAN'S REPORT 1990

It is a pleasure to present to you the ninth report of the Council of Tramway Museums of Australasia at our tenth Australasian Tramway Museums Conference.

Previous Meeting

The previous meeting of the Council of Tramway Museums of Australasia was held in Sydney on 5 September 1988.

Membership

Membership remains at 14 organisations, there having been no change in formal membership since the last meeting of the Council.

Office Bearers

At the last meeting of the Council, Mr Bill Kingsley was re-elected as Executive Officer. A new position of Spare Parts and Uniforms Officer was created in lieu of the previous position of Assistant Executive Officer, and Mr Keith Kings has capably filled that position over the past two years, facilitating the acquisition and transfer of spare parts to various museum groups. Mr Lindsay Richardson and Mr David Hinman were respectively elected as the Australian and New Zealand Executive Members and have participated in a number of policy discussions during that period. Ms Carolyn Dean was elected Treasurer and has reconstructed the Council's accounts during the past two years and brought them onto a more convenient format. Mr Robert Paroissien was once again re-elected as Auditor.

Communications

Seven memoranda were issued during 1988-90, one more than in the previous two year period. Whilst the primary function of the memoranda has continued to be to deal with the availability of surplus equipment from Metropolitan Transit Authority of Victoria, including the final disposal of the W2 class cars, the Executive Officer has also introduced a wider range of topics into memoranda including notes on movement of both museum and transit personnel and also news items regarding changes in various city systems and various

historical developments.

COTMA Office Bearers have continued to visit constituent museums in the past two years. Executive Officer, Bill Kingsley, has travelled widely throughout Australia and New Zealand and has visited most museums in that period. I have had the opportunity of visiting museums in Sydney, Bylands, Hobart, Perth and Adelaide. I have also been fortunate to inspect a number of overseas museums in that period including museums in Brussels, Amsterdam, Paris, Frankfurt, Britain (Crich), Minneapolis and Fort Collins. I must particularly pay tribute to the hospitality which I was afforded as a representative of the Australasian tramway museums at each of the overseas museums that I have visited. It has been a pleasure to reciprocate that hospitality when the opportunity has arisen.

The Executive Officer has had a number of meetings with staff of the Metropolitan Transit Authority of Victoria and with the new staff following its incorporation into the Public Transport Corporation. There have been many changes in personnel and responsibilities within the Melbourne transit system over the past twelve months, and many of the officers with whom we previously conducted business on behalf of the museums have moved to other appointments. However, Executive Officer, Bill Kingsley, has been quietly working to establish contacts among the new appointees to ensure the continuation of the effective communications at appropriate levels of the Melbourne system on behalf of all museum groups.

Equipment

Constituent museums have continued to share cars and equipment becoming available from the Melbourne tramway system. A number of minor items becoming available as a result of the refurbishment programme in Adelaide have also been made available to other museum groups. Over the past two years, Melbourne has continued to invite tenders for the disposal of withdrawn trams, but in general terms museums have not been disadvantaged by this process and have generally secured the cars which they have required. However, a number of disposals of trams have been without motors in order that the GE 247 motors which are used in the more modern W5 and later types can be retained. This has meant that on a number of occasions, museums have been faced with a possibility of securing cars which are no longer complete and in working order. Nevertheless, through negotiations with the authorities in Melbourne most vehicles have been supplied in working order. Some museums have also chosen to seek damaged vehicles as a source of spare parts.

The only significant problem which arose over the two year period was that concerning the provision of car 426 to the Perth Electric Tramway Society. This was received in Perth in a somewhat disappointing condition and the Executive Officer has been to very considerable trouble to resolve the

difficulties thus created and to provide additional equipment which would enable the car to be restored to an effective operation. Three final W2 class cars have recently been offered to COTMA museums, being cars 647, 568 and 646. These are anticipated to be the last release of cars of this type for museum purposes.

It has been necessary in recent years to store a considerable quantity of equipment on the premises of the Tramway Museum Society of Victoria at Bylands on behalf of COTMA. Spare Parts Officer Keith Kings has been gradually cataloguing and arranging for the disposal of this material and a number of consignments have now been forwarded to constituent museums, the largest of which was a full container load of assorted equipment to PETS in Perth.

At the 1986 Conference, museums were invited to lodge a deposit of \$200 each to help with capitalising COTMA to allow spare parts acquisitions to be made at short notice. A number of museums subsequently arranged such contributions, and this made possible additional items to be obtained. However, the overall financial condition of the organisation remains under-capitalised.

Statement of Understanding

Delegates will recall that a draft "Statement of Understanding" was formally agreed between the Council and the then Metropolitan Transit Authority of Victoria following the 1986 Adelaide Conference. The principles embodied in this statement have generally continued to operate effectively over the past two years, but on several occasions, COTMA has been embarrassed by representatives of one or two museums seeking to conduct their business directly with Melbourne authorities. This is clearly in contravention of the wishes of those authorities and of the commitments given by the respective museums to COTMA itself. It does not reflect well on the credibility of the Council, nor on the constituent museums who have attempted to deal directly with the Melbourne authorities. I must also say that it has been quite disturbing to find in at least one occasion, negotiations were carried out in the name of a museum group without any formal knowledge of the Executive Committee of that body. I entreat all constituent museums to ensure that their administrative procedures are conducted in full compliance of the "Statement of Understanding".

Constitution

It will be recalled that incorporation was initiated at the 1986 Adelaide meeting. It is of considerable concern to both the Executive Officer and myself that our efforts to obtain a final draft of the Constitution are successful. I believe that it is most desirable that we press on with this development as soon as possible.

Transport Heritage Developments

Since the time of the last Conference, there have been a number of interesting developments in the field of transport heritage as represented by the COTMA affiliated museums.

The South Pacific Electric Railway Co-operative Society Ltd has introduced San Francisco PCC car number 1014 to regular traffic. Trolley bus 19 was returned from the Chullora Railway workshops to Loftus on 10 December 1988. The final tramcar transport from the old Royal National Park site to the new Loftus facility was completed on 13 May 1989, completing a process which has dominated the members of the Sydney Tramway Museum over the past five years. A heritage grant was received for the restoration of R1 class car 1971, and reconstruction of the railway square waiting shed is now well advanced.

The Ballarat Tramway Preservation Society covered new ground when it returned its former Melbourne W3 class car 661 to operate over Melbourne tracks again in April-May 1989. Restoration of its Stevenson horsecar is also advancing. The Kilmore Tramway of the Tramway Museum Society of Victoria was recommissioned with cable dummy operation from 18 December 1988, with the electrical operations into Bylands depot also being commissioned from the same date using W1 type car 427 which had been restored by the Metropolitan Transit Authority of Victoria.

Brisbane was able to continue its programme of restoration works in association with the Brisbane City Council, and FM class car 429 returned to the Ferny Grove Museum of the Brisbane Tramway Museum Society on 1 November 1988 where final fitting out was to be undertaken.

The Bendigo Trust introduced the operation of W2 class cars when Victoria's sesquicentenary decorated car number 441 was introduced into traffic from 29 November 1988. It commissioned 441, 470 and 275 as "Talking Trams" and has 421 and 450 stored awaiting attention. The Bendigo Trust has also continued to assemble an interesting collection of older Bendigo vehicles including number 7 of the original Bendigo electric fleet, and steam tram trailer no 2 (ex battery tram no. 3).

The Australian Electric Transport Museum at St Kilda, South Australia, had its new display building formally opened by the Premier of South Australia, the Honourable John Bannon, on 12 March 1989, three days beyond the 80th anniversary of the formal opening of Adelaide's electric tramway system. At the same time, C type car 186 was also inaugurated on the St Kilda line. AEC motorbus number 623 of the type which replaced the trams, had also been restored by apprentices at the STA Regency Park Workshops and transferred to St Kilda. In addition, the title to F1 type car 264, which had been restored in a joint project with the State Transport Authority as a Jubilee 150 project in 1986,

was formally transferred to the AETM in 1990, thereby completing a proposal which had its origins in the second COTMA Conference held in Sydney in 1976.

The Perth Electric Tramway Society has continued to upgrade its tracks at Whiteman Park and has now completed a new storage shed to provide effective conservation for a number of cars awaiting future restoration. Limited tram passenger carrying has commenced at Rutherford by the Maitland Tramway and Museum.

In New Zealand, the Wellington Tramway Museum opened a long sought extension to the beach at Paekakariki on 10 December 1988. The Tramway Historical Society in Christchurch has recently completed a depot expansion to house additional vehicles, and completed the formal opening of its electrical substation which is an impressive display facility but also a very necessary functional adjunct to its operations. The New Zealand Electrical Institute provided major support to this project. In addition, the title to motor buses 290 and 452, horse tram 43 and Kitson steam tram 7 were transferred to the Tramway Historical Society. The Museum of Transport and Technology in Auckland has continued with a substantial programme to maintain the vehicles which it operates on its external museum line and has also been planning extensions beyond the Auckland Zoo.

There have been a number of additional tramway heritage developments. The creation of Australasia's first operating museum trolley bus route at Foxton in New Zealand has been accomplished by the Ian Little Trust. A collection of five tramway stamps has been issued by Australia Post with advice drawn from museum representatives in Brisbane, Sydney, Melbourne, Hobart and Adelaide and featuring examples of cars represented in those respective museums. In Canberra, the Canberra Tradesman's Union Club built a number of additional cars into its premises including two Sydney R class cars (1819 and 1806), and a Sydney C class car (37) and an Adelaide H type car (356) bringing to a total of at least ten trams now contributing to the ambience of the club.

The proposals for an electric tramway as part of the Museum of Australia in Canberra have been deferred for the time being as the construction of the project has been put on hold until the year 2000. However, the museum itself continues to function and has developed a modest collection of various artefacts, some of which have been loaned out to other museums. Proposals for down-town museum tramway operation have again surfaced, most recently in Sydney, Brisbane, Adelaide, Wellington and Christchurch.

Regular Tramway Museum operations have continued throughout the two years under review in Perth, Adelaide, Ballarat, Bendigo, Bylands, Sydney (Loftus and Paramatta Park), Brisbane, Auckland, Christchurch and Wellington. No significant traffic accidents were recorded on COTMA Museums in the two year

period, although a recent accident in Sydney with an historic steam locomotive-drawn tourist train is of concern to operators in the museum community.

Operating Urban Tramway Systems

The two remaining public tramway systems have maintained their positions in their respective cities. In Melbourne, planning for extensions of light rail lines over heavy suburban electric railway rights-of-way has continued. New articulated cars have been added to the fleet. However a major change to the operation of Melbourne's tramway system in late 1989 through the introduction of a new ticketing system and the introduction of one-man operated trams resulted in a major industrial dispute which led to some three hundred cars being parked for over one month in Melbourne streets with the suspension of all electrical services - a scenario which did little to improve the image of public transport to that city. In Adelaide, refurbishment of the sixty year old H type cars continues quite slowly, with one additional car being completed during the two year period (357). The first of these refurbished cars is now stopped. Three additional cars are now at Regency Park Workshops undergoing refurbishment (369, 378 and 364). One of these cars is currently destined to become a restaurant tram. Tracks have been removed from outside the former city depot and in a bizarre development, the running sheds are to be converted into a series of temporary court rooms with the Victoria Square facade building serving as a public waiting area while some adjacent colonial court buildings are completely reconstructed. The ultimate redevelopment of the site has been deferred for the time being.

Passing of Early Supporters

It is my melancholy duty to note the passing of a number of individuals who supported the early developments of tramway preservation in Australia and New Zealand. Mr J F Fardell, former General Manager of the Christchurch Transport Board and who lent encouragement to the formation of the Tramway Historical Society at Ferrymead, Mr Saul Goldsmith, who was active in Wellington civic affairs and for five years President of the Wellington Tramway Museum, and Mr F Dudley Snell, formerly Chairman of the Melbourne and Metropolitan Tramway Board and a supporter of museum developments in Victoria, have all passed on during the two years since our last conference. We owe each of them recognition and gratitude for their encouragement in their respective cities.

Future

Most of our museums have now been operating for a considerable time. The

Sydney Tramway Museum will, within a matter of a couple of weeks be celebrating the fortieth anniversary of the acquisition of L/P class type car 154 which denoted the commencement of tramway preservation in Australasia. Many other groups have passed their silver jubilee. It is noteworthy that although these enterprises now receive widespread public recognition, they still depend to a considerable degree on the initiative and management of their founders. Transfer of responsibility to a new generation will become increasingly important as the years go by.

Acknowledgements

Ms Carolyn Dean has served as Honorary Treasurer over the past two years and Mr R G Paroissien has continued as Honorary Auditor. Bill Kingsley and Keith Kings have continued to provide strong commitment and skill to their respective roles, which they have severally and together performed since the establishment of the Council in 1975. I express on your behalf our appreciation to them for carrying out the major part of the work involved in running this organisation.

I would once again like to acknowledge the help received from officers of the various urban transit authorities in Australia and New Zealand - in many cases being provided at a time of considerable change within their respective organisations.

Finally, we must again recognise the contribution which individual members of all of our constituent members make to the successful continued development and operation of our respective museums which now have responsibility for the conservation of 252 historic tramcars within Australasia.

John C Radcliffe OAM
CHAIRMAN

4 June 1990

EXECUTIVE OFFICER'S REPORT

It certainly does not feel like two years since we were sharing in Sydney. The time has gone so quickly. COTMA has achieved much but there is still much to do. The completion of one task is merely the opportunity to start another.

A great joy in this work is to be part of a team which stretches beyond museum, state and national boundaries. To work with John Radcliffe (AETM), David Hinman (THS) and Lindsay Richardson (PETS) as the Executive is to be part of a smooth, efficient operation. Then there is that bigger team out there, those who pitch in and help whenever I need them. To Richard Gilbert, Warran Doubleday, Peter Winspur, Gavin Young, Rolf Jinks, Allan Bradley, Dave McCartney (all from BTPS), Andy Hall and Tony Sell from TMSV, Les Stewart and his Conference team (WTM), Mick Hearn (BT), Craig Tooke (MTPA), Dick Jones, David Rawlings, Bob Merchant (all SPER), Hugh Waldron (AETA), Warren Burt (AETM), Peter Hyde (BTMS) and those I may have missed, a very eager thank you for your real and appreciated involvement.

There is yet another team since the last Conference and one of which I am very proud. When we elected Carolyn Dean to be our new Treasurer, we won the service of more than just a Treasurer, for Carolyn is a most effective financial manager and controller. Keith Kings has slipped easily into his new role as Spare Parts and Uniforms Officer and has renewed some of the good work that he was previously doing as Executive Officer. The marvellous thing is that Carolyn (BTPS), Keith (TMSV) and I (BT) live within very easy access of each other. This has enabled many meetings (formal and informal) to take place and the outstanding results of this can be seen both in our Financial Report and in the stocks of parts now arriving in many museums. Robert Paroissien assists us as Auditor and also continues to be a great help to us.

But much of this would be useless without the great co-operation of our friends at the MET in Melbourne. During these two years there have been many management changes at the MET. Kevin Shea and Keith Allender have moved to other fields and Allan Nolan has been relocated. To these three folk especially go our greatest thanks for their tremendous help to us. Mark Edwards has remained where we need him and Neville Woolnough is our new contact at Workshops. At this time I am enjoying new negotiations within the MET towards a completely revamped system for the acquisition of obsolete trams. When this system is officially authorised I will have great joy in sharing with you the identities of our new supporters within the MET.

Let me also thank the TMSV for our continued use of their facilities by Bylands for storage.

Without doubt, the greatest joy of being Executive Officer is to visit the museums, meet the people and experience the operations. I have been moved by your sincere welcomes and tremendous hospitality. These two years I travelled wider than usual, to the lateral extremes of our COTMA world. To Lindsay Richardson (PETS), Dave Hinman (THS), Les Stewart (WTM) and Ian Stewart (MOTAT), and to all my new friends at your museums, can I say thanks for your trust and confidence, for some unforgettable and wonderful experiences, and for allowing me to be part of your team for the brevity of my visit.

However, this work is not without its dark side. The most regrettable task of these two years was to try and find the truth behind the substituted trucks under PETS' SW2 426 and to know that the whole unfortunate saga was due to false information provided at the very first instance at our Sydney Conference. The other regrettable task is to chase up museums who have promised but not delivered precious parts to other museums. As museums, why can't we all co-operate better with each other?

As I move about the museums, one aspect that worries me greatly is the ageing of our work force versus the increasing task being generated by expanded facilities and operations. There is very little young talent coming on. Our minds and bodies will not always be sufficiently nimble to support our enthusiasm. Without young people to take over from us the future is frightening. There is a crunch time coming. I know that Chairman John shares this concern. We need to give it some urgent attention now. Our future is not working beside us.

I guess that the hardest aspect of being your Executive Officer is to find time to do everything. In 1988 I took long service leave from Footscray TAFE on half pay so that I could spend three weeks continuously at my COTMA desk. Although effective, this proved to be financially undesirable personally. So in 1990 I decided to have my long overdue operation on my left knee just so that I could catch up with COTMA desk work during the recuperation period at home - full pay. This was a much better trick. I think the other knee must need an operation about now! In 1991 I look forward to the best trick of all. It is known as retirement. Although I am coping (just) with the current demands of COTMA, I have this vision for better procedures, for further work which can be developed, for new horizons, all for the betterment of COTMA museums. My retirement from teaching will enable me to give to COTMA the real attention

that it truly deserves. Not only that, but one needs a real focus in retirement, and for me I hope that COTMA can be it. So my wish is that you will see fit to keep me in this role so that I can at last give to it the full justice that you deserve.

Bill Kingsley
Executive Officer

27 May 1990

ADDENDUM

Tasks Completed 1988 - 1990

B Van delivered to Bylands (with Andy Hall)
W2 and SW2 trams successfully tendered from the MET to MTP&M, BT and TMSV
Tramcar beading from MET to MTPA
Lifeguards and linebreakers for C 186 to AETM (from Tony Smith)
Liaise with John Shanks re TMSV parts to THS and WTM
Advise BTMS re availability of mercury arc rectifiers
Move truck frames, trestles, parts galore from MET to Bylands (organised by KSK)
Correct and confirm Minutes of 8th General Meeting from Dick Jones
KSK represented COTMA at Ken Hesse's Civic Reception
Visit New Zealand, THS, WTM and MOTAT
Follow up on Keith Allender's promotion
Solve problem with IATM fees (they had misfiled our 1987 contribution)
Memorandums 53 - 57 plus other notices
Co-ordinate tenders for W5 trams from MET (bodies)
Follow up on SPER members pleas for W2 456
Prepare list of societies, groups, publications etc
Assist Bendigo in planning, advertising W2/SW2 tour day
Liaise Andy Hall/MET/Jim Johnson re trucks to PETS
Advice to BT re windscreen wipers

Overhead frogs from MET to PETS (with Gavin Young)
 Investigate and report on reported switch of trucks under SW2's 426 and 432.
 Collect destination boxes from MET (with Hugh Waldron) and transfer to
 Bylands
 Collect more parts from MET (Joe Gauchi, Kew Depot) and transfer to KSK
 Initiate purchase of telephone boxes from MET for MTPA
 Develop prototype COTMA membership card
 Prepare list of Australasia's oldest trams for BT
 Convene Membership Fee Working Party (with Carolyn Dean and Richard
 Gilbert)
 Convene Conference Tour Meeting (same folk) and type Richard's brochure
 Liaise with MET re pole collars for MTPA
 Organise Bendigo T-shirts for resale at THS
 Share timetable suggestions from WTM with BT
 Discuss Conference with WTM
 Establish new contacts with MET
 Hobart bus colour info to Allan Chambers via THS (from Don Lange TTMS)
 VR rail deck bridge plans to David Hinman and THS
 Investigate the dyeing of uniforms for THS
 Advise MTPA re articles in 'Sparks'
 Organise pit details from Warren Doubleday (BTPS) to WTM
 Warren Doubleday also contributed to Victorian Legal and Constitutional
 Committee enquiry on our behalf
 Organise advice from Rolf Jinks (BTPS) - earthquake bridge damage for
 MTP&M
 Provide advice to MTP&M - development matters at Rutherford
 Represent COTMA at various functions
 Information for PETS on points and turnouts
 Try to encourage movement of parts from SPER to MTPA and from TMSV to
 several museums
 Liaise on problems caused by the application by a museum member direct to
 MET for a tram
 Investigation solutions to problems of different wheel sizes at PETS
 Visit most Australian museums
 Assistance towards driver training for PETS and PTP&M (Peter Winspur
 MTPS)
 Etc.

Tasks in Hand

Conference Proceedings from SPER
 Tramcar fleet update
 Update museums and contact information
 Electrical rules
 Needs for wheels, axles, trucks, especially 21E type

Tower wagon for BT
Patterns (Allan Bradley BTPS)
Sale of spare parts and uniforms (KSK)
Sundry tasks for PETS from MET - includes more frogs, drawings, parts etc
Need for cable tram dollies
Listing of manuals etc.
Co-ordinating applications for obsolete trams being offered by MET
W2 mirrors for MOTAT
Reciprocal visits between museums
Incorporation and the new Constitution (with Tony Sell TMSV)
Bundy clocks still awaiting distribution (from Tony Smith)
Negotiations with MET towards new system for procuring obsolete trams
Cloth badge information to PETS
Traction series light bulbs
Safety valves for BTPS
Etc.

Continuing Tasks

Liaison with MET
Items for Trolley Wire
Liaison with IATM
Co-ordinating the ever increasing COTMA team
Co-ordinating the acquisition of obsolete trams from the MET
Etc.

TREASURER'S REPORT

It is with extreme pleasure that I can inform you that the COTMA accounts have recorded a profit for the first time since March 1987.

The sizeable profit is due mainly to the sale of spare parts and uniforms and the catching up with Memberships falling due in their current year plus late renewals.

The year 1988-89 saw the beginning of the sale of uniforms and the catching up on memberships.

1989-90 was a much better year where the sale of spare parts and uniforms increased quite dramatically due to a superb effort by Keith Kings, COTMA Spare Parts and Uniforms Officer.

Membership fees were increased slightly and procedures were updated in the Treasurer's department. Some museums had still not renewed at 31/3/90. It is disappointing to note that some museums leave it late to renew.

It is still hoped that in the near future we can commence repaying the member's loan and the contributors to the Acquisition Fund.

I would like to thank Bill Kingsley and Keith Kings for all their help during the last two years.

Carolyn Dean
Treasurer

5 June 1990

**COUNCIL OF TRAMWAY MUSEUMS
OF AUSTRALASIA**



**ANNUAL ACCOUNTS
FOR YEAR ENDED 31 MARCH 1989**

AUDITOR'S REPORT

In my opinion the accompanying Balance Sheet as at 31st March, 1989 and the Income and Expenditure Statement for the year ended 31st March, 1989 are properly drawn up to give a true and fair view of the affairs of the Council of Tramway Museums of Australasia.

R G Paroissien
AASA, CPA, ACIS,
Registered Company Auditor

30th June 1989

BALANCE SHEET
AS AT 31ST MARCH 1989

1988
\$

<u>COUNCIL FUNDS</u>		
736	Accumulated Fund	562
<u>1200</u>	Acquisition Fund	<u>1200</u>
<u>\$1936</u>		<u>\$1762</u>

THESE FUNDS ARE REPRESENTED BY:-

Current Assets

387	Australia & New Zealand Banking Group Ltd.	627	
640	Members Subscriptions in Arrears	-	
<u>1909</u>	Stock on Hand (at cost)	<u>1458</u>	
<u>2936</u>			2085

Less Current Liabilities

-	Creditors	676	
<u>1000</u>	Members Loans (at call)	<u>1000</u>	
<u>1000</u>			<u>1676</u>
1936	<u>Working Capital</u>		409

Plus Non Current Assets

1800	Electrical Former (at cost)	1800	
(1800)	Less Government Grant	<u>1800</u>	-
-	Storage Van (at cost)	1408	
<u>-</u>	Less Provision for Depreciation	<u>55</u>	<u>1353</u>
<u>-</u>			<u>1353</u>
<u>\$1936</u>			<u>\$1762</u>

COUNCIL FUNDS
FOR YEAR ENDED 31ST MARCH, 1989

1988
 \$

ACCUMULATED FUND

745	Balance brought forward 1st April 1988	736
<u>(9)</u>	Less (Deficit) for Year	<u>(174)</u>
<u>\$ 736</u>	Balance carried forward 31st March 1989	<u>\$ 562</u>

ACQUISITION FUND

800	Balance brought forward 1st April 1988	1200
<u>400</u>	Plus Members Deposits	<u>-</u>
<u>\$1200</u>	Balance carried forward 31st March 1989	<u>\$1200</u>

**INCOME & EXPENDITURE ACCOUNT
FOR YEAR ENDED 31ST MARCH 1989**

<u>1988</u>			
\$			
	<u>Income</u>		
640	Members Subscriptions	517	
55	Interest Received	27	
150	Sale of Equipment	461	
-	Tram Tour	<u>411</u>	
<u>845</u>			1416
	<u>Less Expenses</u>		
38	Affiliated Memberships	43	
2	Bank Charges Duties	5	
-	Depreciation	55	
361	Postage & Telephone	162	
152	Printing & Stationery	300	
150	Purchase of Equipment	461	
-	Tram Tour	412	
<u>151</u>	Travelling Expenses	<u>152</u>	
<u>854</u>			<u>1590</u>
<u>(\$9)</u>	<u>(Deficit) for Year</u>		<u>(\$174)</u>

**COUNCIL OF TRAMWAY MUSEUMS
OF AUSTRALASIA**



**ANNUAL ACCOUNTS
FOR YEAR ENDED 31 MARCH 1990**

AUDITOR'S REPORT

In my opinion the accompanying Balance Sheet as at 31st March, 1990 and the Income and Expenditure Statement for the year ended 31st March, 1990 are properly drawn up to give a true and fair view of the affairs of the Council of Tramway Museums of Australasia.

R.G. Paroissien
AASA, CPA, ACIS
Registered Company Auditor

15th May 1990

BALANCE SHEET AS AT 31ST MARCH 1990

<u>1989</u>			
\$			
	<u>COUNCIL FUNDS</u>		
562	Accumulated Fund		3442
<u>1200</u>	Acquisition Fund		<u>1200</u>
<u>\$1762</u>			<u>\$4642</u>
<u>THESE FUNDS ARE REPRESENTED BY:-</u>			
<u>Current Assets</u>			
627	Australia & New Zealand Banking Group Ltd.	1526	
-	Debtors	234	
-	Members Subscriptions in Arrears	315	
<u>1458</u>	Stock on Hand (at cost)	<u>2372</u>	
<u>2085</u>			4447
<u>Less Current Liabilities</u>			
676	Creditors	297	
<u>1000</u>	Members Loans (at call)	<u>1000</u>	
<u>1676</u>			<u>1297</u>
<u>409</u>	<u>Working Capital</u>		3150
<u>Plus Non Current Assets</u>			
1800	Electrical Former (at cost)	1800	
1800	Less Government Grant	<u>1800</u>	-
1408	Storage Van (at cost)	1688	
<u>(55)</u>	Less Provision for Depreciation	<u>196</u>	<u>1492</u>
<u>1353</u>			<u>1492</u>
<u>\$1762</u>			<u>\$4642</u>

COUNCIL FUNDS
FOR YEAR ENDED 31ST MARCH, 1990

1989
\$

ACCUMULATED FUND

736	Balance brought forward 1st April 1989	562
-	Plus Surplus for Year	2880
<u>(174)</u>	Less (Deficit) for Year	<u>-</u>
<u>\$ 562</u>	Balance carried forward 31st March 1990	<u>\$3442</u>

ACQUISITION FUND

1200	Balance brought forward 1st April 1989	1200
<u>-</u>	Plus Members Deposits	<u>-</u>
<u>\$1200</u>	Balance carried forward 31st March 1990	<u>\$1200</u>

INCOME & EXPENDITURE ACCOUNT FOR YEAR ENDED 31ST MARCH 1990

<u>1989</u>			
\$			
	<u>Income</u>		
517	Members Subscriptions	1425	
27	Interest Received	10	
461	Sale of Equipment	2930	
<u>411</u>	Tram Tour	-	
<u>1416</u>		-	4365
	<u>Less Expenses</u>		
43	Affiliated Memberships	140	
5	Bank Charges Duties	6	
55	Depreciation	141	
162	Postage & Telephone	644	
300	Printing & Stationery	182	
461	Purchase of Equipment	372	
412	Tram Tour	-	
<u>152</u>	Travelling Expenses	-	
<u>1590</u>			<u>1485</u>
<u>(\$174)</u>	<u>Surplus/(Deficit) for Year</u>		<u>\$2880</u>

COTMA UNIFORMS AND SPARE PARTS OFFICER'S REPORT

The sale of items in these two groups commenced nearly two years ago. The main results have been achieved in the uniforms section and virtually all sales have been to Adelaide and Melbourne. Spares parts sales have started and are gathering momentum. Orders placed by several Societies over the years are being assembled and two have been completed, with two more in hand. The request at the last conference for all Societies to lodge their Carrier/Agent/Customs Agents names and addresses with the writer has had the attention of only one Society.

A total of 1,403 items were received from the Melbourne Tramways in the "Brown Uniforms" category and 298 items have been sold to 31/3/90, for \$2,233.00, thus well covering the purchase price of \$1,000.00. Some items will never be sold, particularly very large or small sizes, or those with excessive quantities. The whole of the tramways left-over stock was offered to us on an "all or none" basis. The obvious chance was too good to miss. Even at our modest prices the potential value is considerable, even though it will never be achieved. The cost of spare parts to date is \$2,425.69, with sales at \$1,290.00. All will never be sold, but it is expected that the cost will be covered in the next few months. Thus the profits from Uniforms and Parts are now providing us with "working capital" on hand to be a reserve against future events.

Keith Kings
COTMA Uniforms and Spare Parts Officer

5 June 1990

TROLLEY WIRE REPORT

*Publisher: South Pacific Electric Railway Co-operative Society Ltd.,
Box 103,
GPO, Sydney,
New South Wales 2001,
Australia.*

The production of Trolley Wire over the last 21 months has been far from smooth, with a number of problems arising for the production team to solve. A brief outline of its production may be in order here.

The text is photoset from a computer disc prepared and supplied by the editor. The computer on which it is produced was purchased from our printer, Meulen Graphics, at a very reasonable price and, although not IBM compatible, is adequate for the purpose at present. It was, in fact, used by John Meulen to transfer the previously-supplied typewritten text to disc.

The supplied text and the photographs to be used are laid out in page order and the completed sheets and photos returned to John Meulen. John then completed the final layout incorporating any corrections or additional text required, had the colour separations and plates made, and printed, collated and stapled the magazine.

In January 1988, John retired from printing but continued to provide text and layout work for selected clients, including Trolley Wire. The actual platemaking and printing were sub-contracted out.

In November 1989 the printing of the magazine was taken over by a firm which had handled Meulen Graphics' overflow work some years previously. This firm, we shall call it Henry's, handled the reproduction of the colour and black and white photos supplied with excellent results. The price was very competitive and enabled us to hold our prices at the current level. A change of paper to that used by Henry was made in February 1989 and contributed to the favourable price. We later discovered that Henry specialised in magazines which are not available over the counter or sold to those under 18 years of age! It did, however, explain to some extent the excellent reproduction of our photographs, particularly the colour prints reproduced in black and white.

In February 1989 issue of Trolley Wire was the first in which colour was used on the inside pages. In this instance the cost of this additional colour work was donated by a SPER member.

About mid-year John Meulen moved to Canberra but offered to continue to prepare Trolley Wire for us if required.

Henry, however, offered to do the whole job for us at a price slightly less than the combined Meulen Graphics/Henry price. The August 1989 issue was to be his first but after delivering our disc to him we heard no more. He became totally uncontactable, despite phone messages being left and visits to his office. His office girl, the only staff on the premises, was very helpful but did not, at that time, know how to contact him. His home phone was not answered and a visit there disclosed that he had moved residence.

An emergency call to John Meulen in Canberra brought results and John produced text and completed layout in a short time. The editor worked until the early hours of the morning to complete the layout and prepare photos. John's son, David, who runs a printing business in Sydney's far western suburbs, printed the magazine for us. A surprise for us was the colour photo on page 45 of that issue. It had been provided at no cost to us - a gift from our printer.

David Meulen offered to print Trolley Wire for a cost matching Henry's, an offer which we accepted. There has been a loss of clarity and some muddiness in the reproduction of the photos and this problem has been discussed with David. We hope some improvement will result from this.

Colour was again used inside the magazine in the November 1989 issue. This included a full page map which, we were told, did create some problems with colour registration. We will, however, continue with colour inside the magazine whenever possible.

At the 1988 Conference, I reported that no articles from Ken McCarthy were on hand. Ken has since rectified this with no less than five articles. These will complete his long-running Manly and Newcastle steam series, among other things. It is pleasing to report that a number of smaller articles from readers are also on hand. It is a situation the editor hopes will continue!

Thanks are also expressed to Bill Scott who has provided the editor with articles which have appeared in six of the seven issues. It should be mentioned here that the coverage given to last October's tramway stamp issue delighted Australia Post and copies were sent to most of their regional offices.

Special mention must be made of the museum correspondents who continue to provide news and photographs of their museum's work and special events. Their efforts are very much appreciated.

As this report was being completed, a phone call was received from John Meulen saying that the layout for the May 1990 issue had just arrived. It had taken just eleven days to go from Sydney to Canberra. Needless to say we are now looking for a more reliable, but not too expensive, way to send our work to John instead of using the postal service. And there goes our chance to have the May issue in your hands before the end of May.

Oh, well, we can but try

R I Merchant
Editor, Trolley Wire

5th June 1990

TRAMWAY TOPICS REPORT

*Publisher: Wellington Tramway Museum Inc.,
P.O. Box 2612,
Wellington,
New Zealand.*

Tramway Topics has continued to be published at two monthly intervals, although production problems have led to a few issues being published later than was desirable.

As mentioned in the 1988 report, having one printer complete the entire job from making plates etc to stapling and trimming has resulted in much neater and tidier publication.

However, since writing those words costs have risen considerably especially in printing, postage (concession rates for publications disappeared in September 1989) and Goods and Services Tax (GST) rose from 10% to 12.5%. With all these extra costs mounting up we are looking at various options for producing the magazine at a lower unit cost but at the same time maintaining a similar standard, but inevitably there may have to be an increase in the subscription rate. The result of this is issue No. 1 1990 which has been produced using a new photocopying process, excluding the cover. Provided the photographs used are of a good clear sharp quality there is no reason why we should not continue with this method.

We have not been successful with seeking advertisers for the magazine, probably due to having a circulation of approximately 450 copies per issue. If delegates know of potential advertisers we would be pleased to provide rates etc.

Bruce Maffey continued to edit the magazine along with Richard Cannemeyer assisting up until May 1989 when Bruce left on an overseas trip for about a year. Richard then continued to edit the magazine assisted by Bradley Knewstubb for a few months and Bradley has been editing the last few issues. A special commemorative issue has been produced for the conference with a copy for each delegate. This issue was edited by Keith McGavin. We are pleased Alan Smith (a previous editor) will be assuming the position of editor from June and we look forward to the benefits of his knowledge and expertise.

As for the future we must increase the circulation to help produce a lower unit cost and the possibility is being looked at of desk-top publishing which will produce a better quality print and more evenly spaced margins.

Finally a word of thanks to the editors in Christchurch who have done a tremendous job in editing the magazine. It is not an easy job to gather material and put out a publication on a regular basis. Also thanks to the group of Wellington people who turn up to envelope and dispatch the magazine to subscribers. To everyone associated with Tramway Topics thanks as without your assistance there would be no magazine.

Richard Gray
Tramway Topics Co-ordinator

5 June 1990

**MINUTES OF THE NINTH GENERAL
MEETING OF THE COUNCIL OF
TRAMWAY MUSEUMS OF AUSTRALASIA**

Place: The Royal New Zealand Police College, Porirua, New Zealand

Date: Tuesday 5th June 1990

The meeting was declared open by the Chairman, Dr John Radcliffe, at 8.45 a.m.

Present:

Officers - John Radcliffe (Chairman), Bill Kingsley (Executive Officer), Carolyn Dean (Treasurer).
Delegates - Chris Andrews (AETM), Richard Gilbert (BTPS), Peter Hyde (BTMS), Keith Kings (BT), Craig Tooke (MTPA), Ian Stewart (MOTAT), Jack Nyman (MTP&M), Lindsay Richardson (PETS), Richard Jones (SPER), David Hinman (THS), Len Millar (TMSV), Les Stewart (WTM)

Apologies:

Apologies were received from the Steam Tram and Railway Preservation Society, Tasmanian Transport Museum Society, Rockhampton Purrey Steam Tram Group.

Observers:

A motion for the admission of the observers present from the various affiliated societies was moved by Len Millar and seconded by Richard Jones.

Carried

MINUTES OF THE PREVIOUS GENERAL MEETING

It was moved, C. Tooke (MTPA) and seconded L. Richardson (PETS),

"that the minutes of the eighth General Meeting (Sydney, 1988) be accepted and confirmed as a true and accurate record of that meeting."

Carried

MATTERS ARISING

Proceedings

Les Stewart indicated that he hoped to have the proceedings of this Conference published before Christmas 1990.

Minutes

It is intended to forward minutes of this meeting as soon as possible.

Controllers

There was a discussion on Controllers with THS wanting a K10 and four K6's. It was agreed that the Executive Officer would publish details of controllers required if details are forwarded to him.

Statement of Purposes and Rules

The Executive Officer presented COTMA's proposed "Statement of Purposes and Rules" as drawn up by Tony Sells for discussion and amendment. It was agreed that "Tram or Trackless Tram (commonly known as a Trolley Bus)" be included in the Interpretations.

Debate then took place on various aspects of the Rules and the following amendments were proposed:

1. Clause 4(4) new clause

It was moved, C. Tooke (MTPA) and seconded R. Gilbert (BTPS),

"that no one individual may represent more than one Member at any Meeting of the Council".

Motion lost 4:8

2. Clause 4(4) new clause

It was moved, C. Tooke (MTPA) and seconded R. Gilbert (BTPS),

"that no member of the Executive Committee be allowed to represent a Member at a Meeting".

Motion lost 2:10

3. Clause 5(1)

It was moved, R Gilbert (BTPS) and seconded C. Andrews (AETM),

"that in Clause 5(1) third line, word "Treasurer" be inserted after "Executive Officer" and,

"that in Clause 5(5), second line, the word "Office" be changed to "Officer" and,

"that in clause 6(1) a new subsection (c) be added, reading "(c) Treasurer" and that the existing subsection "(c)" be renumbered "(d)".

Motion carried 10:2

4. Clause 9(1)

It was moved, P. Hyde (BTMS) and seconded L. Stewart (WTM),

"that at the end of the second line after words "Bank or Banks" there be inserted the words "or financial institutions registered with the Central Bank of Australia or New Zealand".

Motion carried 11:1

5. Clause 9(7)

It was moved, L. Miller (TMSV) and seconded C. Tooke (MTPA),

"that the words "Executive Officer" in the first and last lines be deleted and replaced by the word "Treasurer".

Motion carried 12:0

6. Clause 14

It was moved, J. Nyman (MTP&M) and seconded L. Richardson (PETS),

"that the Executive Committee be empowered in consultation with its solicitor and upon the advice of other Government Agencies to review clause 14 to meet all the requirements of The Associations Incorporation Act (Victoria) the Income Tax Assessment Act and any other relevant statutes, and that the revised clause as recommended by the Executive Committee, be circulated out of session for approval by 2/3 of Members, responses to be received within 60 days of the recommendation being forwarded by airmail or facsimile transmission".

Motion carried 12:0

7. Clause 15

It was moved, L. Richardson (PETS) and second L Stewart (WTM),

"that the insertion of "Treasurer" means the person elected to pursuant to rule 6 (1) to be Treasurer of the Council".

Motion carried 12:0

8. Act:

It was moved, J. Nyman (MTP&M) and seconded L. Stewart (WTM),

"that one copy of the Associations Incorporation Act (Victoria) be forwarded to each Member".

Motion carried 12:0

9. Incorporation

It was moved, L. Miller (TMSV) and seconded D. Hinman (THS),

"that the Council proceed to incorporation under the Associations Incorporation Act (Victoria) subject to the various amendments".

Motion carried 12:0

10. Mr W. Kingsley was nominated as the person to secure incorporation.

Patterns

Allan Bradley (BTPS) has had no response from Museums in 4 years as to what patterns each member holds. It was suggested that if a Member has a requirement for a pattern to let the Executive Officer know.

It was agreed that all societies will advise the Executive Officer urgently of a nominated person, who will draw up an inventory of patterns held and advise the Executive Officer.

Tramcar Questionnaire

Each member was requested to supply an updated list of all exhibits held every two years and the information will be printed in Tramway Topics and Trolley Wire.

Rockhampton

Details were given regarding the new system. It is to operate in the new Botanical Gardens in conjunction with a new Transport Museum. Details were noted by the meeting.

Electrical Safety Rules

Moved C. Tooke (MTPA), seconded J. Nyman (MTP&M). " That COTMA formulate a set of safety rules in conjunction with the four Victorian Museums and with Noel Blackmore of PETS, the rules to be circulated to all members before Christmas 1990 and Members to vote on them at the next Council meeting in 12 months time. The rules should be basic but subject to local Electrical Authorities.

Carried 12:0

Brill 21E Trucks

Tim Borchers (BT) reported from the workshop held yesterday that there was a demand for 6-8 trucks. However, he could only be vague on estimated costs \$10-20,000 each.

B Van at TMSV

Keith Kings reported the total cost in acquiring the B Van was \$1688. It has been cleaned out and shelves are being installed. Richard Gilbert asked whether a fixed shed would have been cheaper but Keith mentioned that there were problems with fixed buildings.

SW2 426 at PETS and SW2 432 at MTP&M

Bill Kingsley reported that this matter was now resolved satisfactorily. Investigations had been long and thorough, problems arising due to much false information given to him. 432 is at MTP&M on its own trucks, while the trucks from 426 were retained by the MET. There was no interchange of trucks between the two trams and no MTP&M member or MET employee was involved in any such interchange.

Reciprocal Visits and Travel

Discussion centred on free admission to other museums. Various suggestions were made, such as having a questionnaire for Members to complete explaining what entry requirements are needed for entry to their site and what visitors should expect. Another suggestion was letter of introduction, or telephone call from the Member's Secretary to the COTMA Representative of the museum to be visited, indicating that the visitor is an active member.

Resolved that Executive Officer will write to each museum to ascertain their requirements and what visitors should expect.

The Chairman adjourned the meeting for lunch. The meeting re-convened after lunch

Instruction Manuals

The Executive Officer reminded delegates that he was continuing to collect from member organisations details of any instruction manuals etc that they held. These could for example either be original makers manuals, instructions prepared by the previous owner of the material (City Council, SEC etc) or prepared by the museum itself.

A reminder would be included in the next COTMA newsletter, and results reported to the next Conference General Meeting.

Sale or Disposal of Members Trams

Ballarat advised delegates that it has 2 tram bodies available, Nos 121 and 32.

Roslyn Tramway No. 1

THS reported on the continued concerns over the storage of this tram and efforts are continuing to secure the future of this tram.

Kaiwharrawharra Trackless Tram

WTM advised no further change had occurred but the status of this vehicle is being monitored.

Affiliation

After discussion it was moved L. Richardson (PETS), seconded R. Jones (SPER), that steps be taken to affiliate with the National Federation of Rail Societies of New Zealand.

Carried 11:0 with 1 abstention

REPORTS

Chairman's Report

The Chairman spoke to his report, it having been previously distributed to delegates.

Executive Officer's Report

The Executive Officer spoke to his report, it having been previously distributed to delegates.

Spare Parts and Uniforms Officer's Report

The Spare Parts and Uniforms Officer presented his report, it having been previously distributed to delegates.

Lindsay Richardson asked whether there had been a review of the uniforms and spare parts pricing policy and it was moved L. Millar (TMSV) and seconded L. Richardson (PETS),

"that the incoming Executive Officer, Treasurer and Spare Parts and Uniforms Officer review pricing policy in line with current values".

Carried

Treasurer's Report

The Treasurer presented her report, it having been previously distributed to delegates. The Treasurer reported that the subscriptions of two organisations (neither represented at conference) were still outstanding.

Adoption of Formal Reports

It was moved R. Gilbert (BTPS) and seconded R. Jones (SPER),

"that the four formal reports be received and adopted."

Carried

"Trolley Wire" and "Tramway Topics"

Reports from the publishers, SPER ("Trolley Wire") and WTM ("Tramway Topics"), of the above two magazines had been circulated to delegates.

The Chairman expressed appreciation to the two organisations for their great efforts in producing the magazines.

COTMA FEES

After discussion it was moved R. Gilbert (BTPS) and seconded L. Richardson (PETS),

"that COTMA adopt a two-tiered subscription rate system based on a flat charge per museum but with a concessional charge for small museums."

Carried 12:0

It was moved D. Hinman (THS) and seconded L. Millar (TMSV),

"that the following organisations be treated as "small" for the next 2 years.

Maitland Tramway Park & Museum Ltd
Melbourne Tramcar Preservation Association
Parramatta Steam Tram & Railway Preservation Soc.
Tasmanian Transport Museum."

Carried

It was moved C. Tooke (MTPA) and seconded P. Hyde (BTPS),

"that for 1990/91 the subscription rate be set at AUD\$100 for "large" museums and AUD\$70 for "small" museums."

Carried

In discussion on the adequacy of the subscription rate the question of the cost of

toll/STD/ISD telephone charges incurred during the course of negotiating tram spares ex Melbourne was raised. It was moved L. Richardson (PETS) and seconded D. Hinman (THS),

"that toll charges of over \$20 be charged to the recipient organisation, at the discretion of the Executive Officer."

Carried

GENERAL BUSINESS

International Association of Transport Museums (IATM)

COTMA is a member and the Chairman and Executive Officer receive material from this organisation.

Following discussion, it was moved L. Millar (TMSV) and seconded I. Stewart (MOTAT),

"that relevant material be summarised and included by the Executive Officer in COTMA bulletins, and that it also be provided to the editors of "Trolley Wire" and "Tramway Topics"."

Carried

Acquisition of Obsolete Tramcars from MET

The Executive Officer outlined the present state of his recent discussions with MET officials and was optimistic that beneficial arrangements would soon be completed.

Details would be advised to COTMA members as soon as available.

Liaison with TMS (UK)

It was noted that Mr C Tooke had been appointed as the Tramway Museum Society's (UK) liaison officer.

Co-ordinating Diary

The meeting authorised the Executive Officer to run a co-ordinating diary of planned Tramway museum events.

Bundy (Cincinnati) Clocks/Keys

The meeting authorised Keith Kings to determine what keys are required.

Mercury Arc Bulbs

Adelaide informed the meeting of a number of mercury arc bulbs which were available from the STA if urgent action were taken. Craig Tooke advised that electrical sub-station equipment should also be available from Melbourne this year.

COTMA-wide Pass

The concept of having a Pass produced which would provide free entry to all Member museums was discussed. There were practical difficulties. Instead it was agreed that Members at their own discretion would provide passes for their own organisation to the Executive officer for issue at his own discretion.

Trolley Buses

The question as to whether the Motor Coach Museum Trust, also known as the Foxton Trolley Bus Museum be invited to join COTMA was raised.

It was agreed that the Executive Officer follow-up with WTM (L. Stewart) to see whether appropriate arrangements can be made for this, or for assistance to members with parts.

Sales Tax Exemptions

Lindsay Richardson (PETS) advised that his organisation had had some success in gaining sales tax exemptions on sundry items, e.g. hand rails. They would be pleased to pass on details to any members interested.

ELECTION OF OFFICERS

The Chairman vacated the Chair and Les Stewart (WTM) took the chair for the elections.

Chairman.

Nominations were invited for the position of Chairman.

It was moved L. Richardson (PETS) and seconded I. Stewart (MOTAT),

"that Dr John Radcliffe be nominated."

In the absence of any further nominations Dr John Radcliffe was declared elected with acclamation.

Executive Officer

Nominations were invited for the position of Executive Officer

It was moved R. Jones (SPER) and seconded L. Millar (TMSV),

"that Mr Bill Kingsley be nominated."

In the absence of any further nominations Mr Bill Kingsley was declared elected with acclamation.

Australian Executive Member

Nominations were invited for the position of Australian Executive Member.

It was moved R. Jones (SPER) and seconded P. Hyde (BTMS),

"that Mr Lindsay Richardson be nominated."

In the absence of any further nominations, Mr Lindsay Richardson was declared elected with acclamation.

New Zealand Executive Member

Nominations were invited for the position of New Zealand Executive Member.

It was moved I. Stewart (MOTAT) and seconded K. Kings (BT),

"that Mr David Hinman be nominated."

In the absence of any further nominations, Mr David Hinman was declared elected with acclamation.

Treasurer

Nominations were called for the position of Treasurer.

It was moved C. Tooke (MTPS) and seconded R. Jones (SPER),

"that Ms Carolyn Dean be nominated."

In the absence of any further nominations, Ms Carolyn Dean declared elected acclamation.

Auditor

Nominations were called for the position of auditor.

It was moved R. Gilbert (BTPS) and seconded L. Millar (TMSV),

"that Mr Robert Paroissien be appointed."

In the absence of any further Mr Robert Paroissien was declared elected with acclamation.

Person to seek Incorporation

It was moved P. Hyde (BTMS) and seconded D. Hinman (THS),

"that Mr Bill Kingsley be recommended to the Executive as the person to organise the seeking of COTMA's incorporation."

Carried with acclamation.

Dr John Radcliffe resumed the Chair.

NEXT CONFERENCES

1992 Conference

It was moved R. Jones (SPER) and seconded C. Tooke (MTPA),

"that Perth be confirmed as the venue for the 1992 Conference to be held over the third weekend in May.

Carried

1994 Conference

On behalf of the Bendigo Trust Representative (who was absent) Mr Kings issued an invitation for the 1994 Conference to be held in Bendigo.

It was moved D. Hinman (THS) and seconded L. Millar (TMSV),

"that Bendigo's invitation to host the 1994 conference be accepted."

Carried

1996 Conference

The Tramway Historical Society of Christchurch gave notice that it would be pleased to host the 1996 COTMA Conference, possibly in association with an NFRS Conference.

THANKS TO HOST

On behalf of representatives and of all others present, the Chairman, Dr John Radcliffe, expressed appreciation to the Wellington Tramway Museum for its work in organising the Conference and in particular to Mr Les Stewart, Chairman of the Wellington Tramway Museum Conference Organising Committee.

The meeting responded with acclamation

Mr Keith Kings, on behalf of the Bendigo Trust, presented to the Wellington Tramway Museum (represented by Mr Les Stewart) a small plaque of tramway rail cross-section, as a mark of thanks for the Conference.

The meeting responded with acclamation

The Chairman declared the meeting closed at 3.00 p.m.