



SECTION 5

**NATIONAL FEDERATION OF RAIL
SOCIETIES INCORPORATED
ANNUAL GENERAL MEETING**



**NATIONAL FEDERATION OF RAIL
SOCIETIES INCORPORATED
ANNUAL GENERAL MEETING**

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**NATIONAL FEDERATION OF RAIL
SOCIETIES INCORPORATED**

DIRECTORY

Executive:

President:	Mr Paul Dillicar
Secretary:	Mr Ken Henderson
Treasurer:	Mr Les Stewart
Fourth Executive Member:	Mr Bruce Shalders (resigned 31/3/90) Mr Russell Paul (appointed 1/4/90)

Convenors:

A. & G. Price Locomotive Restoration Award	Mr Bob Mann
Boilers	Mr Ted Pointon
Health and Safety	Dr David Black
Mainline Crewing	Mr Paul Heighton
Publicity	Mr Brian Blanchard
Tramways	Mr Dave Hinman

Member Organisations as at 1 June 1990:

Ashburton Railway and Preservation Society Inc.
P.O. Box 5051, Tinwald, Ashburton
(Museum: The Plains Railway, Tinwald Domain)

Bush Tramway Club Inc.

P.O. Box C10, Pukemiro, R.D. Huntly
(Operating Society: Pukemiro Junction)

Canterbury Branch, N.Z.R. & L.S. (Ferrymead Railway)

P.O. Box 13-039, Armagh, Christchurch
(Museum: Ferrymead Historic Park, Christchurch)

Canterbury Steam Preservation Society Inc.

P.O. Box 6172, Upper Riccarton, Christchurch
(Operating Site: McLeans Island, Harewood, Christchurch)

Ferrymead Trust

269 Bridle Path Road, Heathcote, Christchurch
(Museum: Ferrymead Historic Park, Christchurch)

Fiordland Vintage Machinery Club Inc.

P.O. Box 188, Te Anau

Friends of the Fell Inc.

P.O. Box 71, Featherston
(Museum: State Highway 2, Featherston)

Gisborne City Vintage Railway Inc.

P.O. Box 801, Gisborne

Glenbrook Vintage Railway Trust

P.O. Box 2429, Auckland, 1
(Operating Site: Waiuku Road, Glenbrook. Off Highway 22)

Goldfields Steam Train Society Inc.

P.O. Box 16, Waihi
(Museum: Wrigley Street, Waihi)

New Zealand Railway and Locomotive Society Inc.

P.O. Box 5134, Wellington

Oamaru Steam and Railway Restoration Society Inc.

c/- 20 Derwent Street, Oamaru

Otago Early Settlers Museum Association Inc.

220 Cumberland Street, Dunedin
(Museum: 220 Cumberland Street, Dunedin)

- Otago Excursion Train Trust
P.O. Box 140, Dunedin
(Operating Site: Dunedin Railway Station)
- Otago Railway and Locomotive Society Inc. (Ocean Beach Railway)
P.O. Box 1297, Dunedin
(Operating Site: Adjacent to Kettle Park, St. Kilda, Dunedin)
- Pigeon Valley Steam Museum Inc.
51 Norwich Street, Nelson
- Pleasant Point Railway and Historical Society Inc.
Railway Station Museum, Pleasant Point, South Canterbury
(Museum: Railway Station, Pleasant Point)
- Railway Enthusiasts Society Inc.
P.O. Box 2429, Auckland, 1
(Club Rooms: 38 Alfred Street, Onehunga, Auckland)
- Silver Stream Railway
P.O. Box 30-786, Lower Hutt
(Museum: Silverstream, Lower Hutt)
- Steam Incorporated
P.O. Box 44-181, V.I.C., Lower Hutt
(Workshops: State Highway 1, Paekakariki)
- Tauranga District Museum and Historic Village
P.O. Box 597, Tauranga
- Tramway Historical Society Inc.
P.O. Box 1126, Christchurch
(Museum: Ferrymead Historic Park, Christchurch)
- Waikato Branch, N.Z.R. & L.S.
c/- 236 Raeburn Street, Te Awamutu
- Weka Pass Railway Inc.
P.O. Box 22-622, Christchurch
(Operating Site: Waipara, North Canterbury)
- Wellington Tramway Museum Inc.
P.O. Box 2612, Wellington
(Museum: Queen Elizabeth Park, Paekakariki)

West Coast Mechanical and Historical Society Inc.
c/- Post Office, Shanty Town, Greymouth
(Museum: Shanty Town, Greymouth)

Western Springs Railway
P.O. Box 44-144, Pt. Chevalier, Auckland, 2
(Museum: MOTAT, Great North Road, Pt Chevalier, Auckland)

Western Springs Tramway
P.O. Box 44-144, Pt. Chevalier, Auckland, 2
(Museum: MOTAT, Great North Road, Pt Chevalier, Auckland)

Affiliated Organisation:

N.Z. Model Railway Guild Inc.
Christchurch

Federation Address:

P.O. Box 13-771, Onehunga, Auckland, 1006

1990 ANNUAL REPORT

General

The year recently ended has been busier than any with the possible exception of our formative years. The pace of legislative and regulative change as the Government moves the country further along the economic path of "Rogernomics", has produced a plethora of work at Government Department and SOE level. On the positive side, we have at last gained recognition from the Government as being a responsible and useful consultative body and this is encouraging for the future.

Executive

The Executive was sorry to receive the resignation of its 4th member, Bruce Shalders, at year end. Due to pressure of other commitments, Bruce had to conclude a most helpful and constructive contribution to the Federation and we take this opportunity to record our thanks. The Executive have appointed Russell Paul to the vacant position and we welcome him to your team. The Executive met in Auckland in March to discuss a number of important issues and to seal an Agreement with Weka Pass Railway regarding mainline operation of their carriages.

Convenors

No formal quarterly reports were received from Convenors during the year and although this has become a regular pattern it is nevertheless in breach of our Rules. It says something about how busy we all are. We take this opportunity to thank those who worked to advance the position of their portfolios during the year and to keep us informed informally, although the Health and Safety Convenor made no contact at all during the year. We record, with much sadness, the death in October 1989 of former Convenor, Robert J. Meyer.

Membership

We have maintained membership numbers at 29 organisations and the 1990 AGM is expected to confirm the membership of Opuia-Kawakawa Railway. It would assist the Treasurer a great deal if member groups would pay our subscription accounts promptly - two organisations came close to forfeiting membership through payment being received over 9 months late.

Newsletter

We smartened the appearance of the Newsletter during the year and it is now more widely read. The Executive are surprised that many of the issues raised do not appear to have been discussed at Committee/Board level within some member organisations and since we rely enormously on feedback to guide us in our dealings with Government and other agencies, it is imperative you record your point of view in response to the matters raised.

Financial

The Federation is in good heart financially but faces increasing expenditure in attending meetings with central Government to confer on new regulations and legislation. It is imperative that ample funds continue to be available for this purpose if we are to have any chance of either defending a position (as in the case of the proposed Boiler Regulations) or maintaining an input into new legislation (as proposed for Operating Codes and Practice). We again thank the operators of mainline excursion trains for their very substantial input into the Federation funds from levies. It appears some groups may not have made these contributions although amendments were approved last year and perhaps we should clarify this position as every cent helps and funds from the Hillary Commission have dried up. After several calls for applications for assistance from the Machinery Fund, none have been forthcoming and the Executive will recommend to the 1990 AGM that the fund be wound up.

Executive Visits

Your Executive have individually paid visits to the sites of at least 20 of our 29 member organisations in the last 12 months and it is intended to widen this programme next year as it helps both parties to understand and question many of the matters under discussion in more detail. We have also considered the possibilities of regional meetings mid-year and would welcome debate on this topic at the AGM. The cost of getting to some of the more "remote" sites makes it impractical for us to visit all our member groups in any one year but all members of the Executive are happy to respond to individual requests for specific information.

1989 Conference

This Annual Report thanks the Weka Pass Railway Inc. for superbly hosting the 1989 Annual Conference and AGM. We are delighted to find that there is no shortage of groups offering to host Conference in future years. Costs are increasing but we urge those groups who do not attend regularly to at least

attend the Conference when it is in your region. It is a fact that the value of Conference cannot be measured in monetary terms alone.

Milestones

As mentioned above, the NFRS was involved in intense negotiations during the year on a number of Governmental legislative and regulative measures. The value of the Federation was never more amply demonstrated than by successful defence of our position on the proposed changes to the boiler inspection regime. As delegates will learn at Conference 1990, we have also been heavily involved in proposed new operating legislation and we believe the role of the Federation in this area will increase as the next year unfolds. It is not lost on your Executive that a number of other organisations and individuals outside the Federation also benefit from our work without contributing to our costs. We believe the time has come to widen the current membership to include such bodies where compliance with our membership Rules can be confirmed and we look forward to the debate on this topic at the 1990 AGM.

TREASURER'S REPORT

I am pleased to report that, in the year ended 31 March 1990, the Federation recorded a very satisfactory surplus income of \$2,898.32. However, this surplus must be viewed against commitments in the very near future.

We will be faced with a substantial increase in spending for travel while negotiations are underway in respect to operating legislation and the Mainline Operating Agreement. The cost of holding one Executive meeting in Auckland to review legislative proposals was in excess of the reserve fund (\$530.54) established for the review of the tramway legislation. Also, a new portable electronic typewriter is to be purchased shortly at a cost of around \$600.00 after writing off our old manual typewriter because it no longer met the Federation's needs.

Notwithstanding these commitments, I do not believe there is any need to adjust fees and levies, either up or down. We should be in a position to meet commitments from reserves and future income. I therefore recommend to the A.G.M. that fees and levies remain at current levels.

Once again, despite repeated notices in the newsletter, no member group has taken advantage of the Machinery Fund. With a basic lack of demand for this facility I question the need for us to maintain such a fund and accordingly recommend to the A.G.M. that the fund be wound up with the funds being distributed back to member groups in proportion to their original contribution. This will mean that groups will receive approximately 1.8 times their original contribution and in particular will release approximately \$3,600 to the Federation's general reserves as the Federation contributed \$2,000 itself.

The winding up of the Machinery Fund should not affect the Federation's ability to save or acquire essential plant and machinery in the future. The Federation now has sufficient reserves and, if need be, could seek special contributions to either assist groups with purchases or purchase items in its own right.

I am also pleased to report that the Federation was able to either hold or reduce insurance premiums for mainline operators. The premiums for carriage and locomotive insurance remain unchanged while the premium for public liability insurance was reduced by 25%. This is indicative of two things, firstly that the Federation and its member groups are perceived as less risky than before and, secondly, the collective buying power of the Federation.

Furthermore, our brokers believe that our insurance premiums are still too high and can be negotiated down. In this respect and using the Federation's

collective buying power, the information collected last year about member groups insurance requirements will be useful over the next couple of months in building an insurance package to meet the needs of all member groups.

In closing, 1989/90 has been a very busy year for me, particularly in projects I have been involved with in my own Museum and, at times I have felt that I have not been able to give the Federation's business my fullest attention. I trust that this has not caused member groups too much inconvenience.

I.L. Stewart,
Hon Treasurer.

21 May 1990.

**NATIONAL FEDERATION OF RAIL
SOCIETIES INCORPORATED**



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

AUDITOR'S REPORT

I have examined the books and accounts of the National Federation of Rail Societies Incorporated for the year ended 31 March 1990 in accordance with accepted auditing standards and have obtained all the information and explanations required.

In my opinion according to the best of the information given and as shown by the Federation's records, the Balance Sheet and accompanying Statements and Notes to the Accounts have been properly drawn up so as to present a true and fair view of the financial position of the Federation as of that date and for the year ended 31 March 1990.

M. Flinn BCA ACA.
Hon. Auditor

21 May 1990.

**INCOME & EXPENDITURE ACCOUNT
FOR YEAR ENDED 31ST MARCH 1990**

Last Year		This Year	
\$		\$	\$
	INCOME		
8,303	Insurance	5,427.95	
1,160	Membership Subscriptions	1,500.00	
0	Capitation Fees	508.50	
1,140	Trip Levies	2,680.00	
635	Interest	587.87	
2,100	Hillary Commission	0.00	
<u>18</u>	Other	<u>88.89</u>	
13,356	Total Income		10,803.21
	EXPENDITURE		
8,303	Insurance	5,427.95	
1,881	Conference	545.45	
932	Travel	697.80	
1,402	Administration	973.63	
<u>424</u>	Other	40.06	
12,942	Total Expenditure		<u>7,684.89</u>
415	Surplus Income Over Expenditure		3,118.32
234	Less Prior Period Adjustment		0.00
<u>0</u>	Write Off Typewriter (Note 1)		<u>220.00</u>
<u>181</u>	Surplus Transferred to Accumulated Funds		<u>2,898.32</u>

MACHINERY FUND
INCOME & EXPENDITURE ACCOUNT
FOR YEAR ENDED 31ST MARCH 1990

Last Year		This Year	
\$		\$	\$
	INCOME		
<u>595</u>	Interest	493.50	
595	Total Income		493.50
	EXPENDITURE		<u>0.00</u>
<u>0</u>			
595	Surplus Income Over Expenditure		493.50
<u>234</u>	Plus Prior Period Adjustment		<u>0.00</u>
829	Total Surplus Income Over Expenditure		493.50
<u>5,123</u>	Plus Balance at Start of Year		<u>5,952.60</u>
<u>5,952</u>	Balance at End of Year		<u>6,446.10</u>

BALANCE SHEET
AS AT 31ST MARCH 1990

Last Year		This Year
\$		\$
	ASSETS	
	General Funds	
8,867	Accumulated Fund	6,858.70
<u>3,624</u>	Acquisition Fund	<u>3,901.78</u>
12,491		10,760.48
	Machinery Fund	
2,590	Bank	3,396.78
<u>3,000</u>	Investments	<u>3,000.00</u>
5,590		6,396.78
37	Debtors (Note 2)	1,864.66
	Fixed Assets	
1,754	Locomotive Df 1301	1,754.38
0	Rail Car RM56	0.00
727	KP Wagon	727.27
<u>220</u>	Typewriter & Suitcase (Note 1)	<u>0.00</u>
<u>2701</u>		<u>2,481.65</u>
20,820	TOTAL ASSETS	21,503.57
	LESS LIABILITIES	
6,347	Creditors (Note 2)	4,169.48
	Monies Held in Trust	
5,953	Machinery Fund	6,446.10
<u>531</u>	Tramways Act Reserve (Note 3)	<u>0.00</u>
<u>6,484</u>		<u>6,446.10</u>
<u>7,990</u>	TOTAL NET ASSETS	<u>10,887.99</u>
	NET ASSETS WERE FUNDED BY	
	Accumulated Funds:	
7,809	Balance at Start of Year	7,989.67
<u>181</u>	Plus Surplus Income	<u>2,898.32</u>
<u>7,990</u>	Total Accumulated Funds	<u>10,887.99</u>

STATEMENT OF ACCOUNTING POLICIES

These accounts are prepared in accordance with generally accepted accounting principles using the historic cost convention.

Particular accounting policies are as follows:

1. Fixed assets are valued at cost less any donations contributed towards their purchase.
2. Depreciation is not charged against any item.

NOTES TO THE ACCOUNTS

1. The Federation's typewriter has been written off.
2. All debtors and creditors have been received and paid since balance date.
3. The Tramways Act Reserve was used to meet some of the costs in holding an Executive meeting to discuss legislation issues.

I.L. Stewart.
Hon. Treasurer.

21 May 1990.

BROADENING THE MEMBERSHIP BASE OF THE FEDERATION

Traditionally, historic railways and tramways and those organisations catering specifically for the needs of the railway and tramway enthusiast have been started, developed and run by voluntary organisations most commonly in the form of Incorporated Societies or Charitable Trusts. By their nature, such organisations have been "non-profit" in terms of their legal and, in some cases, their taxation status.

The term "non-profit", as it applies to such groups, is a misnomer. They all exist to make a profit from their railway or tramway business, for without a profit none of the groups would be able to develop and enhance their museums, rolling stock, charter business, publishing activities etc. They would simply stagnate or go out of existence.

It must be clearly understood that "non-profit" relates to the legal status of the organisation. In a legal sense "non-profit" means that the particular organisation does not distribute its profits to its members. In other words, individual members of an organisation do not benefit financially from the success of any activity and conversely they do not have any liability in the event of financial failure.

The Federation, having been formed during a time when all the participants in our industry were "non-profit" has had an unwritten rule that its member groups should also meet the "non-profit" criteria. It is a status that has been jealously protected and defended by a number of member groups over the years. However, in more recent years, a small number of private operators have entered the industry, who because of their profit making objectives have not had the ability to join the Federation. What is of considerable annoyance to your executive and a number of our member groups is that these operators benefit from the work of the Federation without contributing a cent to its costs. This is even more annoying when the Federation is increasingly accepted as the representative for our industry in discussions with government departments and agencies.

We must realise that there is no way to stop new entrants to our industry, whether they be individuals, companies or other entities out to make a profit (from the legal point of view) and we cannot prevent them from benefiting from our work. Rather than worrying about these new participants, we should perhaps be inviting them to join us and thus contribute towards the cost of maintaining an active and healthy industry. Accordingly, the Executive believe

the time has come for the Federation to re-consider its attitude to those participants in our industry which are formed for profit.

The Federation's Constitution and Rules allows any body corporate whether it be "profit making" or "non-profit" to be a member. Other member groups voting on whether to admit a new group simply have to be of the mind to accept them. Rule 4 (a) states:

"Membership shall be restricted to corporate bodies having objects altogether or in part similar to those of the Federation. Applications for membership must be approved by not less than three quarters of the member groups present and entitled to vote and voting at a General Meeting to which member groups were given notice of such membership application in the Notice of Meeting"

It should be noted in this connection that the objects of the Federation contain no statement as to financial objects.

Recommendation

In order that the Federation remains truly representative of our industry, The Federation Executive recommend that an invitation to join the Federation be extended to all operators in the railway and tramway industry which are corporate bodies regardless of their legal status as to "profit".

Paul Dillicar,
President.

Ken Henderson,
Secretary.

Les Stewart,
Treasurer.

Russell Paul,
Executive Member.

30 April 1990.

TRAMWAYS CONVENOR'S REPORT

Operating Legislation

The tramway groups are pleased to hear that, at last, action is underway on the legislative review.. Together with Ian Stewart (MOTAT), I was pleased to be able to join with the NFRS Executive in early discussions with Roger Toleman and have some input at the early stages. We certainly wish to remain involved as the matter proceeds.

Roslyn No. 1

Largely because of oversight and misunderstanding on my part there were considerable delays in writing to the Dunedin Museum of Transport following last year's (continuing!) discussion on this matter. This was, at last, achieved earlier this year, but I understand that there has been no response. (Ken or Paul may wish to comment further).

Light Rail Proposals

If the changing content of recent issues of *Rails* magazine is anything to go by, the world-wide come back of trams may be about to hit N.Z.! Should all or any of the light railway/tramway proposals being mooted for Auckland, Wellington and Christchurch eventuate this will mean a new era in railed transport in N.Z. New attitudes and relationships will develop and this will impact upon both the tramway and railway members of the Federation. Who knows if a wider membership policy may see some new light rail operators increase the tramway presence at the table!

C.O.T.M.A.

It has been a real delight to me personally that this weekend's conference has brought the N.F.R.S. and C.O.T.M.A. together so well, a great advance from the much more limited contact when both groups met in Auckland in 1984 (a visit and a BBQ at MOTAT). While often difficult choices have to be made about which sessions to attend (including today!), I know that there have been real benefits to both groups being together. Despite the "rivalries" of the Saturday night debate, there have been excellent contacts made and friendships

established between members of both groups, with common interests now clearly established. Most tramway people are "closet" railway enthusiasts and I've seen a fair bit of evidence that the converse also applies. It is quite likely that Christchurch (THS) will be invited to host the 1996 C.O.T.M.A. Conference and, if that eventuates, I invite Federation members to consider the prospect of a second combined event that year. This matter will be raised at tomorrow's C.O.T.M.A. A.G.M.

Dave Hinman.
Tramways Convenor.

4 June 1990.

BOILER CONVENOR'S REPORT

This year I have been very busy with little time to write a long report on boiler convenor's activities throughout the year. The Federation newsletter has already reported our meetings with the Marine Transport Division of the M.O.T. and the outcome of the new boiler inspection requirements they helped to bring into use. The drilling of stays has been dropped. The other problem is what code new loco boilers can be built to. Gisborne City Vintage Railway cannot get an answer as to which code is agreeable to the Marine Transport Division. I myself feel that the old 1975 boiler code or the 1969 British Standards metric code is all that is required for our type of boiler building requirements. The 1969 B.S. code is not in use but I think the M.O.T. should let us use these codes for loco boilers as we do not want to build super boilers, but only loco boilers built to more modern ways of manufacture using boiler quality steel and welding. The 1969 B.S. code is a metric version of the N.Z. 1975 boiler code. We will have to discuss these codes with the M.O.T. and get something sorted out soon.

E.J. Pointon.
Boiler Convenor.

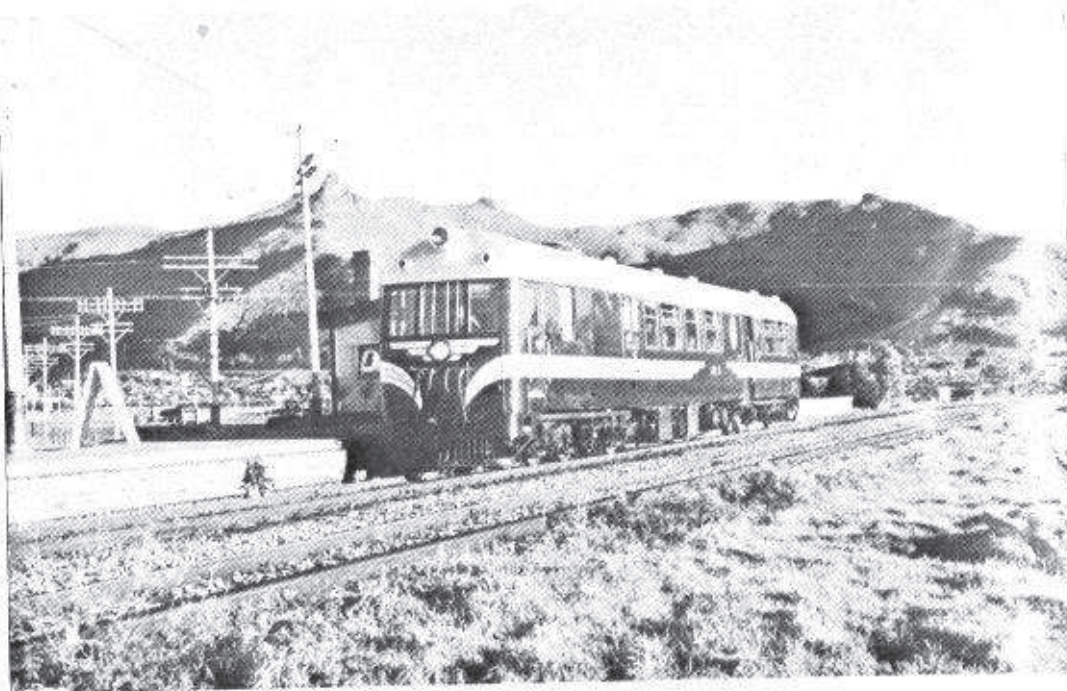
4 June 1990.

REPORT ON RM 56

Normal maintenance was carried out over six week periods. Apart from this the replacement of all brake blocks was also done. The deadman's control at no. 2 end was also replaced. The bushes in the Layrob drive coupling were replaced over a period between 21 - 24 May at Linwood Loco Depot. The outside of the car body was also waxed twice.

G.K. Jory.
General Manager,
Ferrymead Railway.

28 May 1990.



The Federation's railcar RM 56 on the Ferrymead Railway, June 1989.
Photograph: Les Stewart.

MINUTES OF THE ANNUAL GENERAL MEETING

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

Date: Monday 4th June 1990

Present:

Executive:

Messrs. P Dillicar (Chairman), K. Henderson, L. Stewart, R. Paul.

Representatives of the following members groups:

Opuia & Kawakawa Railway Preservation Society, Western Springs Railway, Glenbrook Vintage Railway, Railway Enthusiasts Society, Bush Tramway Club, NZR & LS Waikato Branch, Goldfields Steam Train Society, Gisborne City Vintage Railway, Friends of the Fell, N.Z. Railway and Locomotive Society, Steam Incorporated, Silver Stream Railway, Weka Pass Railway, Canterbury Railway Society, Tramway Historical Society, West Coast Mechanical & Historical Society, Otago Excursion Train Trust.

Apologies:

It was resolved that the following apologies be sustained:

Pleasant Point Railway & Historical Society, Canterbury Steam Preservation Society, Oamaru Steam & Railway Restoration Society, Whangarei Steam and Model Railway Society, Wellington Tramway Museum, Western Springs Tramway.

Taylor/Symonds

MINUTES OF PREVIOUS ANNUAL MEETING

It was resolved that "the minutes of the 1989 Annual General Meeting be taken as read".

Hinman/Porter

It was resolved that "the minutes of the 1989 Annual General Meeting be taken as a true and correct record".

Hinman/Porter

CONSIDERATION OF ANNUAL REPORT

Mr Dillicar outlined the work of the Executive over the year. He commented on an approach to a commercial organisation by S. Porter to get sponsorship for a Diesel Traction Award which will be pursued. R. Mann recommended that for the Loco Award submissions of up to 3000 words should be allowed. The Executive had decided to delay purchase of the Ultra Sonic testing equipment due to proposed changes in legislation and difficulties that may be experienced with unskilled use. The benefits of bulk insurance cover were emphasised and delegates were referred to the Treasurer's recent correspondence. Changes of General Manager and/or Inspecting Engineer must be registered with the M.O.T. If operating groups do not have an inspecting engineer when the new legislation is enacted they could be closed down. A Mainline Running Agreement has been executed with the Weka Pass Railway.

It was resolved that "the Annual Report be taken as read".

Stichbury/Summers

Discussion: Mr Dillicar suggested that a half year regional conference could be worthwhile if there were important issues to discuss.

It was resolved that "the Annual Report be adopted".

Allen/Rockliff

ANNUAL ACCOUNTS

The accounts for the year ended 31 March 1990 were presented by the Treasurer who reported that a satisfactory surplus of income of \$2,898 had resulted from the years operations but that this had to be viewed against commitments in the near future.

It was resolved that "the Annual Accounts be received"

Heighton/Simmonds

Levies: Mainline Levies apply to all trips including those using NZR cars. It includes shuttle type services and any use of members cars.

The Treasurer spoke to his precirculated report in which he recommended that the Machinery Fund be wound up on the basis that no use was being made of it. It was moved Porter/Rockliff that "the Machinery Fund be wound up in the

terms recommended in the Treasurer's Report".

Discussion: General Opinion that there may be an occasion such as a NZR auction of stores when funds may be required in a hurry.

Motion Lost.

It was resolved that "the Machinery Fund be converted to a projects fund which may be used in an emergency with the approval of the Executive under the same terms and conditions as currently exist".

Stichbury/Campbell

It was resolved that "the Annual Accounts be adopted and that the Treasurer be thanked for the work carried out through the year".

Stichbury/McCallum

It was resolved that "the fees, levies and subscriptions for the 1990/91 year remain the same".

Rockliff/Savage

MEMBERSHIP

It was resolved that "the Opua and Kawakawa Railway Preservation Society be accepted to full membership of the Federation".

Taylor/Allen

Mr Cranston gave a short report on the recent progress of the railway.

The chairman spoke to the precirculated paper on broadening the base of the membership of the Federation. Most delegates spoke in favour of the proposal and concerns raised by Steam Incorporated were satisfied when it was confirmed that there was no intention to change the rules of the Federation.

It was resolved that "the principles outlined in the paper "Broadening the Base of Membership of the Federation" prepared by the executive be endorsed".

Hinman/Stichbury

It was suggested that we encourage groups such as traction engine clubs to form federations like ours.

CONVENORS' REPORTS

Tramways

Mr Hinman reported that tramway groups were happy with the progress being made with the legislation review. He felt that the new light rail proposals could enhance interest in tramway projects. He was sorry to report that no progress had been made with Roslyn No. 1 however, the meeting agreed that the matter would be followed up.

T.H.S. is to host C.O.T.M.A. in 1996 and it may be possible to combine again with the Federation.

Health & Safety:

It is understood that Dr Black is preparing a video on health and safety which concentrates on longer term effects on health such as ear damage due to using noisy tools without earmuffs or eye injuries due to no protection being worn. Dr Black has made some informal visits to groups and noted that lack of ear and eye protection was common. He was also concerned at the use of unlabelled containers for storing paints and chemicals and that this extended to recycled food containers. He is happy to be approached by any group seeking help.

Boilers

Mr Pointon reported a very busy year's activities. The M.O.T. have recently advised the Gisborne group that any work should be done to British Standard code 270,1969 but it should be noted that there is no B.S. code for railway boilers.

The new operating legislation requiring safety audits will affect choice of boiler design. There is a need to influence legislators of our needs.

It was resolved that "the Boiler Convenor attempt to find favour with the M.O.T. for a Federation produced/endorsed design code for boiler design".
Campbell/Scott

Mainline Crewing

Mr Heighton reported that he and Mr Dillicar had met with the L.E.A. and presented a discussion paper on training for steam and diesel drivers. The L.E.A. were happy with the approach and agreed to discuss with N.Z.R. with a view to having the proposals implemented. No further developments to report. It is probable that the Federation may have to fund such training but would not wish to pay for any than successful trainees.

Publicity

Mr Blanchard sent details of costs for a reprint of the Federation handout detailing each group's operation, but at a cost of 7 cents each there was little enthusiasm. It was suggested that some sponsorship should be sought to pay for some or all of the cost.

It was reported that work is still progressing on the Museums Book by Mr Turner but that one of the problems was lack of response from some societies.

ELECTION OF OFFICERS AND CONVENORS

President

P. Dillicar vacated the chair and the Secretary called for nominations for President.

Mr P. Dillicar was nominated. Turner/Allen

It was moved that nominations be closed. Simmonds/Rockliff

Mr P. Dillicar was declared elected.

Secretary

There being only one nomination, Mr K. Henderson was declared elected. Stichbury/McCallum

Treasurer

There being only one nomination, Mr L. Stewart was declared elected. Hinman/Porter

Fourth Member

There being only one nomination, Mr R. Paul was declared elected. Porter/Mann

Auditor

There being only one nomination, Mr M. Flinn was declared elected. Rockliff/Campbell

Convenors

Health and Occupational Safety:	Dr D. Black	Porter/Stichbury
Boilers:	Mr E. Pointon	Taylor/Savage
Tramways:	Mr D. Hinman	Richardson/Pointon
Publications:	Mr B. Blanchard	Stichbury/Meek
Mainline Operations:	Mr P. Heighton	Simmonds/Summers

Mr Heighton suggested that thought should be given to creating a position of Immediate Past President. In the event of the whole Executive being changed at least continuity of knowledge would be guaranteed. There was general support for the idea and that a rule change should be considered.

GENERAL BUSINESS

RM 56

A report was received from the General Manager of Ferrymead of Ferrymead Railway on the maintenance carried out on RM56.

The proposed operation agreement between the Federation and the Canterbury Railway Society for the use of RM56 was discussed at length clause by clause. The C.R.S. had on the advice of their solicitor objected to much of the wording in the Federation's document.

The C.R.S. delegates conceded that many of the points raised by their solicitor were minor but felt that the price of 45 cents per km had not been properly negotiated with the Federation.

It was resolved that "the fee of 45 cents per km remain"

Taylor/Rockliff

The C.R.S. delegates apologised on behalf of their committee that the Railcar sub-committee had not sought permission from the O.E.T.T. to run on the Central Otago line.

Df 1301

Mr Austin reported that the condition of Df 1301 was good.

Legislation and Regulations

Mr Dillicar outlined briefly the changes proposed for the operation of railways. He recommended that groups should purchase a copy of the M.O.T. Maritime Transport Division Review - "Quality and Safety Systems"

Groups were asked to submit the names of suitable persons who could be submitted to the M.O.T. to act as independent auditors. Groups were requested to advise the Federation by 30 June 1990 of persons suitably qualified in Boilers, Mechanical, Civil, Electrical and Management who could be considered if available.

Taxation Changes

There was nothing further to report on taxation changes but delegates were advised to be aware of measures which may be introduced which could affect their operations.

Antiquities Act

It was reported that the Antiquities Act covers items 25 years old and over and that permission has to be sought to export such items.

Resource Management Act

Mr Dillicar noted that we had missed out on making a submission to the Resource Management Bill currently going through Parliament. The emission of smoke, for example, can be classed as air pollution and as it reads one would need planning permission to use steam engines.

Railways Restructuring Bill

No submissions were made on the Railways Restructuring Bill on the basis that it was known that further legislation was being drawn up by the M.O.T.

1991 Conference

The 1991 Conference will be held at Shanty Town. Transport to the venue could prove difficult to some delegates. Thought had been given to running RM 56 or a bus over on the Friday providing it was economically viable. Delegates were asked to make a commitment to attend by the end of the year.

Track Fittings

Mr Hinman raised the issue of an apparent shortage of track fittings from N.Z.R. It was suggested that groups approach the scrap dealers at the N.Z.R. scrap collection depots.

Conference Presentations

It was suggested that each group be encouraged to make a short presentation of slides or a video depicting work carried out over the year preceding the

conference to be shown at conference.

Marketing Video

It was suggested that the Federation could look into the possibility of producing a video depicting each group's operation for marketing purposes.

Communication

Mr Dillicar reminded delegates of the need to communicate with their own memberships on the activities of the Federation.

Vote of Thanks

Mr Heighton proposed, seconded by Mr Campbell that "a vote of thanks be accorded to the Executive for the work carried out through the year".

The meeting closed at 3.45pm