COTMA Conference General Meeting
Launceston 2008

Executive Officers Report 2006 - 2008

Is it really two years since our last Conference in Melbourne ? Where has al the time gone ?

As I sit back review and report on the activities over the past two years I once again am able to report great progress in our work.

The Executive of COTMA led by our Chairman has met twice since our last Conference and there have been numerous phone calls and emails in the intervening period.

So what has been achieved ?

- Negotiations with Victrack to see complete trams for Sydney, Haddon, Adelaide, Bendigo, Perth & Auckland
- Negotiations with Victrack to see trams obtained for spare parts Haddon, Perth, Wanganui & Bylands
- Negotiations with Trans Adelaide to see complete trams for Perth, Bylands, Adelaide, 568 & Sydney
- Negotiations to see mercury arc substation equipment for Brisbane
- Negotiations and provision of surplus substation equipment for Christchurch
- Negotiations to obtain surplus infrastructure material for a number of museums
- Acquisition of remaining Adelaide H class tram spare parts
- Continued liaison and provision of assistance to Victrack in their tram heritage responsibilities
- Continued liaison and provision of assistance to Yarra Trams where requested

This is only but some of our achievements over the past two years. There are many other things not listed that have been also achieved.

All of this has been achieved through one thing, working together.

I would like to record my thanks to the members of the COTMA Executive Warren Doubleday, Henry Brittain, Howard Clark, Rod Atkins, Ian Seymour & Clinton Pearce.

Each member of the Executive has worked tirelessly in addition to their own individual museum workloads to ensure we have been able to achieve what has been achieved.

There are two very important issues on the horizon for all tram museums that we must grapple with over the not to distant future.

The first is that we must realize that the days of easily obtaining parts and equipment from Melbourne have ended.

In future the needs for any such trams or equipment will have to be justified and documented by those that are seeking to obtain them.

The Executive was requested and in conjunction with Victrack has developed a spare parts protocol.

This protocol is a very important document which we must ratify at this Conference. Victrack have indicated all museums regardless of who or what they are must support and abide by a protocol such as this in the future to ensure Victorian Government assets are properly utilized, housed and not sold for individual organizational gain.

The Executive commends the draft protocol to each museum.

Rail safety regulation is the second point of concern.

Museums and indeed many members of the Executive are spending countless hours on rail safety in an environment which is continually changing. The latest idea is to potentially have one national regulator.

Unfortunately we are all caught up in this ongoing process and we must continue to battle on and more importantly ensure out voice is heard at the highest levels.

Warren Doubleday currently does this however like anyone he needs support from you the member museums. I urge you all to be abreast of the changes and support the Executive in our endeavors.

Commercial tramway operations in Melbourne (despite the current refranchising negotiations) and Adelaide continue to flourish and we look forward to extensions and new initiatives being announced in the not too distant future.

Electric traction both train and tram is very much in vogue again and as museums it is in our interests to support any initiatives that are voiced.

I conclude my report by remaining very confident in what we are doing and how we are doing it.

The continued support of my Wife Allison and my six children is essential in being Executive Officer and wish to record my thanks and appreciation for their patience.

Craig Tooke
Executive Officer