



# Council of Tramway Museums of Australasia Inc.

[www.cotma.org.au](http://www.cotma.org.au)



## News Update April 2017

### From the Chairman

Welcome to our second COTMA News Update for 2017. Sadly we report on the passing of former COTMA Chairman and long serving AETM member Ian Seymour, but there's continuing good news on the Australasian modern light rail scene, and we have some updates from the COTMA Executive and from around the regions. A timely report on the need for Child Safety Policies in our museums is also included.

I was privileged to be able to attend the 4<sup>th</sup> Annual ARA Australasian Light Rail Conference at Surfers Paradise on 21-22 February, which fortuitously followed on a few days after a COTMA Executive Meeting which was held on the Gold Coast. Thanks to Peter Hyde for organising accommodation and meeting venue and a local tram enthusiast who showed some of us around the new extension of the GCLR now proceeding rapidly in readiness for the 2018 Commonwealth Games. A summary of the conference appears elsewhere in this update.

The THS has recently had a debrief meeting on the 2016 COTMA conference and have come up with a few suggestions for Perth in 2018. One of these was about updating and reissuing the COTMA CONFERENCE ORGANISATIONAL GUIDELINES which have been dormant / forgotten about for some years (last dated 2010!) and in fact were never seen by the Christchurch team! They came to light at the recent COTMA Executive team meeting and have now been reviewed by THS in the light of our conference experience. Suggested changes and updates are being fed back to the Executive for consideration and then with the revised document being sent to Perth, to be a living document, updated and passed on following each conference.

Coming up soon on the NZ rail calendar is the Annual conference of the Federation of Rail Organisations of NZ (FRONZ), this year to be held in the southern city of Dunedin. The NZ tram groups are members of FRONZ as well as COTMA and it is good to have an annual catch up as well as meeting up with our narrow gauge colleagues, many of whose issues etc are the same for similar to ours. I also happen to be the current FRONZ Tramways Convenor, which basically means an annual report and slide show covering what the tram groups have been doing over the past 12 months, with some Australasia wide COTMA news also included. While it has been quite some time since we ran combined COTMA/FRONZ conferences in NZ, the last was Auckland in 2004, we do enjoy welcoming Australian tramway reps when they are able to come over. Details of this year's conference can be found on the FRONZ website at <https://www.fronz.org.nz/conference.php> or in the Feb. FRONZ Journal: <https://www.fronz.org.nz/magazines/FRONZ%20Journal%20163%20Feb%202017.pdf>.

You will all be aware of the weather events that affected Queensland and Northern New South Wales and even New Zealand. At this stage we are not aware of any major damage to any our COTMA member museums. Even Rockhampton has been operating since the cyclone and floods. We do know that in Wanganui the flood waters, while close, did not get into the tram shed this time and Sunday operations and weekday charters continue.

Dave Hinman

## Passing of Ian Seymour

The COTMA Executive and many of our fellow volunteers were saddened to hear about the death of former Chairman of COTMA Ian Seymour. This tribute from Kym Smith and Colin Seymour.

“Sadly, Ian Seymour passed away in January 2017 aged 56 after a period of ill health. He was a former President, Trustee and long-time committee person, of the AETM, St Kilda South Australia, and in addition held key positions with related rail preservation groups - COTMA, ATHRA (Association of Tourist & Heritage Railways of Australia) and Heritage Rail SA. Ian was the Chair of COTMA from 2012-2014. He is and will continue to be missed.



Ian takes over from Warren as COTMA Chairman - Adelaide Conference 2012

Ian joined the AETM in 1979 and very quickly became active in both operations and tram maintenance and restoration. Ian was on the AETM Committee from 1982 until 2014, mostly as General Manager. He was also a Trustee. Ian was President from 2009 to 2014.

Ian played a significant part in the development of the Museum during the 1980's, 1990's and 2000's, being involved in nearly all projects during that time. The Wheel Lathe and other heavy machinery were all arranged by Ian who was a fitter and turner by trade. Ian played a key part in other infrastructure developments including the Body shop, Tram Storage (Crock) Shed, the Northern Depot and more recently the replacement Workshop and Main Depot. In terms of trams, 264, 186, 42, 360, 118 and 14/15 have all had involvement from Ian in their restoration, along with his maintenance of all of the Museum's tram fleet.

In recognition of Ian's efforts on the mechanical reconstruction of Dropcentre 264, he was given the job of driving the tram as it was launched on 28 September 1986. The story of this including photos appear in the September 2016 issue of AETM's newsletter *Trolley Flash*.

Without Ian's contribution over many years, the Museum would be nowhere near what it is today. Although Ian stepped down from all roles within the Museum in 2014 many members have kept in contact with Ian either through contact at the local shops or at model railway activities. A number of members attended a Memorial Gathering held for Ian on Sunday 12 February 2017 at the Midway Tavern, Elizabeth Downs.

Ian worked at the DSTO (Defence Science & Technology Organisation) at Edinburgh near Salisbury for nearly 40 years before retiring in October 2016. . A large group of DSTO employees attended the memorial gathering.”

AETM is planning a commemorative plaque. COTMA will ask that his COTMA role be noted and offer a contribution towards the cost

## COTMA Executive Committee news

The COTMA Exec met in February on the Gold Coast. This location facilitated our chairman to attend a Light Rail Conference that week – a report appears later in this newsletter.



The Chairman at the site of the Helensvale tram-train interchange under construction (Mal Rowe)

As part of a general review several museums were identified as not having been in recent contact – these are being followed up.

Finances are OK, but gradually dwindling. We have not increased our fees for several years and will develop a two year budget with a view to bringing a fee recommendation to the next CGM.

Warren Doubleday accepted the honorary position of Communications Manager – reflecting his on-going great work in maintaining the website and managing communications including this news update. A draft Position Description was accepted.

The 2016 conference in Christchurch was reviewed – a more detailed review is being undertaken by THS. The aim of both of these is to give support and advice to PETS for the Perth conference in 2018. A short questionnaire to participants is to be sent out soon.

Contact with Victorian government re parts has been at a reduced level in recent years, especially since the heritage coordinator retired. We are seeking to develop new contacts and look forward to the forthcoming appointment of a heritage coordinator.

ATHRA is reviewing its structure and COTMA is simultaneously reviewing our membership. While this group is strongly biased towards heavy rail, it gives us an entrée into the Australian regulatory environment which we might not be able to otherwise have.

One matter which was not able to be addressed was the status and policy of the COTMA owned equipment and its allocation. This is certainly 'on the radar' but has been delayed following the resignation of Ian Seymour and his more recent untimely passing. A related request is covered later in this update.

Mal Rowe

## Request for COTMA owned seats – your comments please

COTMA has received a request for supply of tramcar parts from the Walhalla Goldfields Railway. This group operates a heritage train service on part of the former narrow gauge railway to Walhalla in Victoria. They have purchased two Melbourne X1 class trams from Newstead Tramcars and intend to rebuild one of these as a narrow gauge bogie railcar which will be used in weekday services. They have been successful in obtaining a significant grant for this work.



Source: Narrow Gauge World No 115

The seats they seek are some of the spare H car seats obtained by COTMA when the Adelaide H cars were withdrawn from service. It is likely that we have more than enough of these items to meet foreseeable needs for the preserved H class trams.

The exec committee will invite WGR to join COTMA – as they will have 'effective control of a tramcar' as required for membership!

The exec would be very pleased to hear comments from members as we consider this request.

## COTMA membership Matters

### Subscription Renewals

The Treasurer has recently sent out the invoices for your Museum's membership. Your early renewal would be appreciated. Please also advise of any address changes to the Executive Officer.

### Resignation accepted

The Tramway Museum Society of Victoria has advised that, following a review of its overall operations, affiliations and commitments the Society Board decided to terminate its membership of COTMA. The Executive Committee of COTMA accepted the resignation with much disappointment, waived outstanding fees, and advised that we are open to continue dialogue into the future as any needs arise.

### News Update Email Addresses

Warren Doubleday who looks after the email address lists for the News Update and other documentation has recently reviewed all the email addresses and hopefully has them up to date. If

you don't wish to continue to receive the News Updates or have other names to be added to the list, or your email address changes, please advise Warren – [warren@wads.id.au](mailto:warren@wads.id.au)

## Gold Coast Light Rail conference



There were over 200 attendees at the 4<sup>th</sup> Annual ARA Light Rail Conference, which included international keynote addresses from Hong Kong (Terry Wong GM infrastructure Maintenance, MTR) on the challenges in running HK's busy light rail network, and Edinburgh (Lee Harrison, GM Edinburgh Trams Ltd), giving the good news (finally – 3 years late and vastly over budget!) of the trams up and running and proving very popular with over 5 million passengers in the first 12 months and a 99% reliability rate and 97% customer satisfaction. Being held on the Gold Coast, much of the focus naturally was on the success story of the GCLR, and learnings from this, its progress on the 7km Stage 2 extension to Helensvale Station, under construction and on time for its projected opening for the Gold Coast Commonwealth Games, now only a year away in April 2018, and an update on the planning for Stage 3 ultimately to the Gold Coast Airport at Coolangatta and the NSW State boundary.

There were also progress reports on the CSELR and Parramatta projects (Sydney) Canberra, Newcastle and extensions about to get under way in Adelaide, together with an enthusiastic presentation by David Warburton, CEO Auckland Transport entitled "A compelling case of Light Rail in Auckland" arguing that the need is now – Stage 1 to the airport to be open by 2024, not in 30 years' time as announced a few weeks later by the NZ Transport Agency who continue to support a an interim busway proposal, while agreeing to designating land now for future light rail access.

Comparisons of the various light rail projects discussed show some interesting similarities and differences:

<b>Edinburgh</b> (Stage 1)	14 kms	27 LRV's	16 stops	opened 2014
<b>Gold Coast</b> (Stage 1)	13 kms	14 LRV's	16 stops	opened 2014
(Stage 2)	7 kms	3 LRV's	3 stops (initially)	under construction opens 2018
<b>CSELR</b>	11.8 kms	30 LRV's	19 stops	under construction opens 2019
<b>Parramatta</b>	12 kms	?	16 stops	construction starts 2018 opens 2023
<b>Newcastle</b>	2.7 kms	6 LRV's	6 stops	construction 2017-18 opens 2019
<b>Canberra</b>	12 kms	14 LRV's	13 stops	under construction opens 2018

Two streams of workshop sessions discussed at a more technical level matters including stray currents, customer communication, design considerations for light rail stops, funding models and sustainability. The conference concluded with a tram ride and site tour of the Keolis Downer/ Bombardier maintenance depot at Southport.

Dave Hinman (COTMA) & Vincent Chan (LRTA Auckland)

## Perth in 2018

The Perth Electric Tramway Society (PETS) have advised that the 2018 Conference is planned to open on Thursday 4<sup>th</sup> October 2018 and continue through to Tuesday 9<sup>th</sup> October. A Post Conference Tour is planned to commence the following day (Wednesday 10<sup>th</sup>) and conclude on Monday 15<sup>th</sup> October.

This will be the second COTMA Conference in Perth. The first was in 1992. Please put aside these dates in your calendars. Further information as it comes to hand will be published in News Updates and on the website.

## Children at our museums – being pro-active to ensure their safety.

Railways and tramways of all types have always been an item of fascination by the young. Many of us started a life-long interest at a very young age.

It is unfortunately also true that various forms of child abuse have occurred in a number of groups related to train and tram preservation. Some members of preservation societies have spent time in prison as a result of our collective failure to be sufficiently aware of and prevent child sexual abuse.

While the Royal Commission on this matter is still taking evidence in Australia, Australian states and New Zealand have already put legislation in place to reduce risk. In general, volunteer based transport museums are not specifically required to implement all the standards, but that does not mean we would be exempt from civil and criminal penalties if we were seen to be negligent.

In some jurisdictions it is already a requirement that some aspects of a child safety policy (like a 'working with children check') is required by visiting groups – including school groups.

Museum boards would be well advised, if not already done, to make a start on practices and processes to minimise the risks to children in our care and to give confidence to those planning visits to our museums. The 7 standards below are from the Victorian policy. Similar policies will be in place in most jurisdictions.

1. Strategies to embed an organisational culture of child safety, including through effective leadership arrangements
2. A Child Safe Policy or Statement of Commitment to Child Safety
3. A Code of Conduct that establishes clear expectations for appropriate behaviour with children
4. Screening, supervision, training and other human resources practices that reduce the risk of child abuse by new and existing personnel
5. Processes for responding to and reporting suspected child abuse
6. Strategies to identify and reduce or remove risks of child abuse
7. Strategies to promote the participation and empowerment of children.

Some explanation of these standards and tips on implementing them, are available on-line at:

<http://ccyp.vic.gov.au/downloads/Checklist-Child-Safety-Review-and-Action-Plan.docx>

It's time now to put some of these matters on the agenda and in our Management System manuals.

Mal Rowe

**Next Update - June 2017**