



AUSTRALIAN ASSOCIATION OF LIVE STEAMERS

AALS Web Site

www.aals.asn.au

Limited

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55th ANNUAL CONVENTION

AGM MINUTES

Saturday, 23rd April, 2011 at 5.08 pm
at the Edgeworth Bowls Club, Edgeworth, NSW.

1. The President of the Lake Macquarie Live Steam Locomotive Co-Op Society Ltd, Mr Jeff Wakeham, opened the meeting and handed over to the President of AALS, Mr Roger Kershaw. The meeting opened at 5.08pm.

2. APOLOGIES.

State Rep (S Qld) Don Hutchison;

Barry and Robyn Webster, Hornsby Model Engineers.

The following Societies were represented or in attendance at the Convention:

Adelaide Miniature Steam Railway Inc
Altona Miniature Railway Inc.
Bathurst Miniature Railway Society Co-op
Ballarat Society of Model Engineers Inc
Berry Railway Inc
Blue Mountains Railway Society
BlueScope Western Port Railway Society
Box Hill Miniature Steam Railway Society Inc
Campaspe Valley Miniature Railway Inc
Canberra Society of Model and Experimental Engineers Inc
Castledare Miniature Railways WA Inc
Central Coast Steam Model Co-Op Ltd
Clare Valley Model Engineers Inc
Euroa Steam Locomotive & ME Society Inc
Evandale Light Railway & Steam Society Inc
Gippsland Model Engineering Society
Highlands Miniature Railway Inc
Hornsby Model Engineers Co-operative Ltd
Illawarra Live Steamers Inc
Katanning Miniature Railway Inc
Lake Macquarie Live Steam Locomotive Co-op Society Ltd
Lake Hume Model Engineers Inc
Logan Model Engineering Society Inc
Model Engineers & Live Steamers' Assoc'n, Gladstone Inc
Model Engineers & Live Steamers' Assoc'n Maryborough Inc

Model Engineers & Live Steamers' Assoc'n Rockhampton Inc
Moirra Miniature Rail Inc
Mooroolbark & District Miniature Railway & Steam Club
Morphett Vale Railway Inc
Mudgee Miniature Railway Society Co-op Ltd
Northern Districts Model Engineering Society (Perth)
North West Model Engineering Society
Orange Society of Model Engineers Co-op
Penfield Model Engineers Society Inc
Penwood Railroad Inc
Pioneer Dairy Steam Railway Inc
Port Augusta Model Engineers Inc
Queensland Society of Model & Experimental Engineers Inc
Roseworthy Railway Club Inc
SA Society of Model and Experimental Engineers Inc
South Western Model Engineers Inc
SouthWest Model Engineers Association (WA) Inc
Sunshine Coast Railway Modellers Society (Inc)
Sydney Live Steam Locomotive Society Co-op Ltd
Sydney Society of Model Engineers
Tamworth & District Model Engineers Inc
The Steam Locomotive Society of Victoria Inc
Tullamarine Live Steam Society
Tweed Valley Miniature Steam Railway Inc
Wagga Wagga Society of Model Engineers Inc

An attendance list circulated and Roger Kershaw welcomed an overseas visitor, Dave Giles, from Manukau Live Steamers, NZ.

3. DEPARTED FRIENDS.

The following friends had departed this life since we were last together.

President of MEANZ, Colin Burleigh;
South West Model Engineers Association WA Inc, Bob Brown;
Queensland Society of Model and Experimental Engineers, John Campbell;
Castledare Miniature Railways WA, Fran Jones;
Quirindi Village Miniature Railway Inc, Colin Saunders;
Hornsby Model Engineers, Bert Freeman;
Hornsby Model Engineers, Kevin Casey;
Andrew Bassett, Penfield Model Engineers Society Inc;
John Lister, Tullamarine Live Steam Society.

The Chairman, Roger Kershaw, called for a minute's silence to remember them.

4. MINUTES of 2010 AGM (circulated).

Moved by Wayne Roberts, Tullamarine, and seconded, Robert Cox, Altona, that the Minutes be accepted. All in favour: CARRIED.

There was no discussion.

5. CORRESPONDENCE.

Moved by Jeff Wakeham, Lake Macquarie, and seconded, Peter Lawson, Evandale, that the Correspondence be accepted. All in favour: CARRIED.

There was no discussion.

6. PRESIDENT'S REPORT (circulated). The President, Mr Roger Kershaw, made a verbal update on his circulated report due to recent events:

“He noted it was a mixed year. Natural disasters had affected many clubs early in 2011 in Australia and New Zealand. However, the new clubs seeking affiliation showed the hobby was alive and well.

The motion circulated by one club to all other clubs in December about the separation of AMBSC from AALS was unhelpful. Nothing was communicated to the Board for negotiation, so he had written to all clubs. The pattern of action with demands to the Board (other clubs send genuine concerns) meant that a reply was necessary. The Company must conform to the law; all members have had to share in the \$17,000 cost of legal fees to process such matters over the last 5 years.

In the case of the Duplex code proposal, it was scientifically presented. Objections to it had not been based upon science. NSW WorkCover has accepted Duplex and it is going ahead.

This group has an axe to grind but it is costing us money. This is a hobby which we want to enjoy and in this vein, the Board endeavours to assist clubs in their endeavours.”

Acclamation followed this address.

Moved by Noel Eberhardt, QSMEE, and seconded, Robert Cox, Altona, that the President's Report be accepted. All in favour: CARRIED.

7. SECRETARY'S REPORT (circulated).

Moved by David Kirkland, Western Districts, and seconded, Les Mouat, Wagga, that the Secretary's Report be accepted. All in favour: CARRIED.

There was no discussion.

8. ADOPTION of FINANCIAL STATEMENTS and receipt of AUDITOR'S REVIEW REPORT (circulated).

Wayne Roberts, Tullamarine, enquired whether the 'Audit Review Report' was in accordance with ASIC rules. Ross Walker explained that the statements and report were adapted to the new system and made his job easier; however, a 'Audit Review Report' was still required.

Moved by Wayne Roberts, Tullamarine, and seconded, Jeff Wakeham, Lake Macquarie, that the Financial Statements and Auditor's Review Report be accepted. All in favour: CARRIED.

9. INSURANCE OFFICER'S REPORT (circulated).

Moved by Robert Cox, Altona, and seconded, Jim Lawton, Euroa, that the Insurance Officer's Report be accepted. All in favour: CARRIED.

There was no discussion.

10. AMBSC CHAIRMAN'S REPORT (circulated). The Chairman, Mr Barry Potter, made a verbal update due to recent developments:

"He noted that the boiler meeting had been a productive one with discussion mainly on Duplex. He acknowledged Dave Giles' assistance with Duplex and also the two year's work as AMBSC Secretary by Adrian Cox. Revisions to the Copper and Carbon Steel codes were in progress."

Moved by Harvey Dart, Penwood, and seconded, David Kirkland, Western Districts, that the AMBSC Chairman's Report be accepted. All in favour: CARRIED.

11. ALSSC CHAIRMAN'S REPORT and CONSULTATION REPORT (circulated). The Chairman, Mr Warwick Allison, reiterated the consultation process:

"A letter will go to all clubs about the 'Consultation Process' after the AGM. Submissions are welcomed: these are posted onto the website and a reminder is placed in AME. The outcome of this is motions for the AGM. Someone in each club should monitor the website."

Moved by Robert Cox, Altona, and seconded, Harvey Dart, Penwood, that the ALSSC Chairman's Report and Consultation Report be accepted. All in favour: CARRIED.

12. GENERAL BUSINESS.

Cards for Proxies, Proxy Votes and Delegates needed no explanation. Lynn Venning, Penfield, the Returning Officer, was satisfied that the proxy forms were accurately entered onto the data sheet. There were no questions.

ELECTION OF OFFICERS

12(a) National Secretary of the AALS Ltd.

One nomination was received for the position of National Secretary of the AALS. The Queensland Society of Model and Experimental Engineers Inc nominated Hugh Elsol. Hugh Elsol's CV was attached.

Only one nomination was received, therefore Hugh Elsol was declared elected at the meeting. The announcement was followed by acclamation.

12(b) National Treasurer of AALS Ltd.

One nomination was received for the position of National Treasurer of the AALS. The Campaspe Valley Miniature Railway Inc nominated Ross Walker. Ross Walker's CV was attached.

Only one nomination was received, therefore Ross Walker was declared elected at the meeting. The announcement was followed by acclamation.

12(c) National Secretary AMBSC:

One nomination was received for the position of National Secretary of AMBSC. The Penwood Railroad Inc nominated Les Irwin. Les Irwin's CV was attached.

Only one nomination was received, therefore Les Irwin was declared elected at the meeting. The announcement was followed by acclamation.

13. SPECIAL BUSINESS

THE BOARD OF DIRECTORS PROPOSED THE FOLLOWING RESOLUTIONS

13(a)

That the following changes be made to the Standing Orders:

Reasons for the resolution, 13(a):

The size of the convention has grown considerably over time with the number of people and the amount of equipment in attendance. The number of clubs with the facilities to hold a convention has become limited. The rigid rotation of the convention around the states as required by the standing orders has not been able to be achieved in the past and will be difficult to achieve in the future. It was proposed to remove the rotation around the states from the standing orders.

7 (delete existing clause 7 in its entirety and substitute the following)

CONVENTIONS

- (a) The Company shall promote an annual convention during the annual Easter holiday period.
- (b) The convention venue shall be chosen by:
 - (i) the Board based on an offer from a Member, or;
 - (ii) the Board based on an invitation from the Company to a Member, or;
 - (iii) a resolution at the annual general meeting.

In each case the chosen venue must possess the necessary overall facilities to adequately conduct a satisfactory convention in view of the increasing numbers of visitors, road vehicles, and the variety of track gauges required.

- (c) The host Member is responsible for notifying Members invited to attend a convention of any special local requirements regarding the safety code.
- (d) Invitations should be issued no later than five (5) months prior to a convention. Accommodation lists should be provided no later than the 30th of June each year.
- (e) The host Member's decision on safety matters at the convention is final.
- (f) In the event of minors driving or operating equipment during conventions, the host Member must ensure that Section 5.2.3 of the Code of Practice: Operations of Miniature Railways, Road Vehicles and Plant is observed.
- (g) As far as possible the public is to be excluded from attendance at conventions, but if the host Member is committed to a public event during the convention period, then such public event should be limited to the period between 1300 hours and 1600 hours on one day only (preferably Sunday) and all Members must be notified of this no later than the issue of official invitations.
- (h) Standard colours for identification ribbons at conventions are to be:
 - (i) Red Victoria.
 - (ii) Brown A.C.T.
 - (iii) Green South Australia.
 - (iv) Light Blue Tasmania.
 - (v) Yellow New South Wales.
 - (vi) Purple Western Australia.
 - (vii) Orange Queensland.
 - (viii) White Northern Territory.
 - (ix) Black New Zealand.
 - (x) Dark Blue Visitors.
- (i) At the host Member's discretion trade stands within the scope of the hobby may be permitted at conventions.
- (j) Only the Members are to receive official invitations to attend the annual convention. However, non-members who have applied for membership will be invited to attend the annual convention at the discretion of the host Member. The Company Secretary will supply details of such membership applications to the host Member who shall register them as visitors.
- (k) Members of non-member organisations, or lone model engineers, may attend conventions upon personal application for a registration form from the host Member, such persons to be registered as visitors.
- (l) The host club has the right to charge fees to persons attending the Convention.
- (m) No Convention fees shall be payable by directors of the Company.

Comment: The Board supported these changes.

There was no discussion.

Ballot: For: 46 Against: 1 RESULT: CARRIED.

13(b)

That the following changes be made to the Standing Orders:

Reasons for the resolution, 13(b):

The current requirement for the Technical Representative to the ALSSC to be a professionally qualified mechanical engineer has proved to be unnecessarily onerous, and has been the prime factor in the position's remaining vacant for many years. Professional mechanical engineering has changed in its focus in the past twenty years to embrace advanced technology and engineering practice. A number of other professions and sub-tertiary qualified people now provide the majority of participants in safe work methods, risk management, and industrial design. Recent reformatting and redrafting of the operational codes have highlighted the fact that a number of members of member clubs have the necessary skills and expertise to fulfil the position if the proposed motion amending the Standing Orders were passed.

5.8 (h) (delete existing clause 5.8 (h) in its entirety and substitute the following)

5.8 (h) The Technical Officer of the Australian Live Steamers Safety Committee shall advise the committee officers on design and safety matters, and should have appropriate qualifications and experience relevant to design and safety matters, and need not necessarily be a financial member of a Member.

Comment: The Board supported this revision.

Barry Glover, ILS, had a question about the wording and the clarity of the word 'member'. Warwick Allison explained that in the previous wording it was only "shall" not "should" and that the Technical Representative does not need to be a club member. Alf Grigg emphasized that the aim was to attract expertise and to remove barriers to the appointment of someone. Ross Walker noted that the Constitution was clear in its definition of 'Member' (with its meaning an affiliated society). There was no further discussion.

Ballot: For: 46 Against: 3 RESULT: CARRIED.

13(c)

That the following changes be made to the Code of Practice for Interoperability and Safety of Miniature Railways, Road Vehicles and Plant.

Reasons for the resolution, 13(c):

Following suggestions by the Bankstown Steam Locomotive Society it was proposed to alter 4.2.1. This fitted better with Clause 4.2.2.

4.2.1 Delete “Effective brakes shall be fitted to carriages utilised for public passenger carrying.” And substitute “Effective brakes shall be fitted to Trains utilised for public passenger carrying”.

Comment: The Board supported these changes.

There was no discussion.

Ballot: For: 43 Against: 6 RESULT: CARRIED.

13(d)

That the following changes be made to the Code of Practice for Interoperability and Safety of Miniature Railways, Road Vehicles and Plant.

Reasons for the resolution, 13(d):

Carriages

The essence of the change was to:

1. Remove the provision for carrying public passengers on 3½” gauge. This is now considered to be redundant.
2. Change the carriage dimensions to be general and typical, and consistent.
3. Ensure design goals required for safety are included but without prejudicing any specific design.

6.3, 6.4, 6.5 (delete existing clauses 6.3, 6.4, & 6.5 in their entirety and substitute the following).

- 6.3** Common Requirements for carriages that are used for the carrying of public passengers
- 6.3.1 Carriages that are used for the carrying of public passengers shall:
- 6.3.1.1 Be a bogie type
- 6.3.1.2 Incorporate end boards to prevent passengers riding across two carriages or slipping endways off the car.
- 6.3.1.3 Incorporate full length footboards on straddle type cars. Such footboards must not be of a width which may increase the risk of overturning or provide some other hazard, and if such footboards incorporate up-turned edges, such up-turned edges must not exceed 100mm in height.
- 6.3.1.4 Have full length guards provided to prevent passenger contact with track or running equipment.
- 6.3.1.5 Have a place at each end on to which a passenger can hold.
- 6.3.1.6 Incorporate a suspension arrangement that ensures the vertical forces act within the wheel gauge.
- 6.3.1.7 Have a minimum gauge of 127mm (5 inch).

- 6.3.1.8 Recognise and allow for the potential for overturning given the gauge, mass and width of the vehicle.
- 6.3.1.9 Be consistent with the track structure (including loading) and structure gauge of the railway.
- 6.3.1.10 Incorporate buffers or other protection to prevent the potential jamming of passengers' hands in the event of a derailment.
- 6.3.1.11 Have no places which could cause the trapping of a passenger's hands or limbs.

6.4 127mm (5") Gauge Straddle Type Public Passenger Carriages

6.4.1 Straddle type Carriages that are used for the carrying of public passengers utilised on 127mm (5") gauge railways should have the following characteristics:

- 6.4.1.1 Length 1520-1830mm (5' - 6') long,
- 6.4.1.2 Seat boards 250-300mm (10"-12") wide
- 6.4.1.3 Seat Height 180-250mm (7"-10") above footboards (ground level rolling stock)
- 6.4.1.4 Foot boards 100 -115mm (4" - 4½") wide Seat 5 adults maximum
- 6.4.1.5 End boards 100mm (4") high minimum above the seat
- 6.4.1.6 Hand holds approximately 50-150mm (2"-6") above the seat

6.5 184mm (7¼") Gauge Carriages that are used for the carrying of public passengers

6.5.1 Carriages that are used for the carrying of public passengers whether straddle type or sit-in type, utilised on 184mm (7¼") gauge railways should have the following characteristics:

- 6.5.1.1 Length 1830mm-2500mm (6'-8') long bogie type to seat 4 to 7 Adults.
- 6.5.1.2 Seat boards 250 - 300mm (10" - 12")
- 6.5.1.3 Seat Height 250-300mm (10"-12") above foot boards.
- 6.5.1.4 Foot board width 100 - 150mm (4" - 6")
- 6.5.1.5 End Boards 100mm (4") high above the seat
- 6.5.1.6 Hand holds approx 50mm -150mm (2"-6") above the seat

Comment: The Board supported these changes.

Murray Hill, Wimmera and Ballarat, asked how the sizes of carriages was determined.

Warwick Allison explained it was a tidy up of the COP and its reference to mandatory dimensions so that, firstly, safety requirements are mandatory and, secondly, there were no mandatory dimensions.

Robert Cox, Altona, believed there were misconceptions about dimensions in the motion.

Warwick Allison noted the 'should' and 'shall' in the definitions and the 'typical and general' requirements.

Jim Lawton, Euroa, noted that it gave common requirements.

Paul James, Northern Districts Perth, asked if 6.4 was for raised tracks or not.

Warwick Allison answered that it was not specific.

There was no further discussion.

Ballot: For: 34 Against: 13 RESULT: CARRIED.

13(e)

That the following changes be made to the Code of Practice for Operations for Miniature Railways, Road Vehicles and Plant.

Reasons for the resolution, 13(e):

These changes were due to incorrect references:

On page 8 of 19 section 4.4 Insurance claims, 4.4.1.9 refers to details as outlined in 3.4.1.6 and 3.4.1.8 above.

These references should be 4.4.1.4 to 4.4.1.6.

4.4.1.9 delete '3.4.1.6' and '3.4.1.8' and substitute '4.4.1.4 to 4.4.1.6'.

Comment: The Board supported these changes.

There was no discussion.

Ballot: For: 44 Against: 0 RESULT: CARRIED.

13(f)

That the following changes be made to the Code of Practice for Operations for Miniature Railways, Road Vehicles and Plant.

Reasons for the resolution, 13(f):

Ages of Operators and Attendants for Miniature Railways.

Background

At the 2010 AGM a motion regarding ages of operators and attendants was withdrawn due to legislated requirements potentially being different from that proposed.

Relevant Legislation

OH, & S Regulations NSW Page 206 Chapter 9 Part9.1 Division 1 section 265 (d) (ii) and in the Victorian Regulations Schedule 4 Sections 2.7 & 2.8 on pages 484 & 485 states that an AMBSC boiler is not considered a boiler for the purposes of *certification of the operator* if it is operated by a person over 18 when in a public place. AS 3533 (Amusement Devices). This document excludes us by scope, however as it was used as the basis for our Code of Practice it is useful as a guide. Appendix G (clause a) of AS3533.2 requires operators to be more than 18. Attendants (clause b) may be under 18, but it is not specific on how old they should be.

There was no specific requirement in OH&S legislation or regulations regarding ages for amusement devices, as far as can be ascertained.

It was also pointed out that the term 'days' is inappropriate and any restrictions should be actually only during public running.

5.2 (delete existing clause in its entirety and substitute the following)

5.2 Minimum Age

5.2.1 The minimum age for Attendants during Public Running shall be fifteen (15) years of age.

5.2.2 The minimum age for Operators during Public Running shall be if operating a steam boiler, eighteen (18) years of age, and otherwise shall be fifteen (15) years of age. Persons fifteen (15) to seventeen (17) years of age inclusive shall be under direct supervision of an Operator, eighteen (18) years of age or older at all times.

5.2.3 The minimum age for Operators during Non-Public Running shall be seven (7) years of age. Persons seven (7) to seventeen (17) years of age inclusive shall be under direct supervision of an Operator, eighteen (18) years of age or older at all times.

Comment: The Board supported these changes.

Eric Heeley, Gippsland, wanted clarification of “Direct Supervision”.

Warwick Allison read the definition from the Code of Practice.

Robert Cox, Altona, asked if it was steam, 18 years and over and other 15 years and over.

Warwick confirmed it was OH&S regulations that steam was 18 years and the 15 was AALS.

There was no further discussion.

Ballot: For: 43 Against: 4 RESULT: CARRIED.

13(g)

That the following changes be made to the Code of Practice for Operations of Miniature Railways, Road Vehicles and Plant.

Reasons for the resolution, 13(g):

The Bankstown Steam Locomotive Society noted Clause 5.2.3 uses the words ‘competent person’ when the intent was that it should be ‘Operator.’

5.2.3 Delete 'competent person' and substitute 'Operator'.

(Note this adjustment was included in the motion above regarding Ages but was also included here in the event that that motion was not adopted.)

Comment: The Board supported these changes.

There was no discussion.

Ballot: For: 44 Against: 2 RESULT: CARRIED.

The Chairman, Roger Kershaw, read the following to the meeting:

A motion about the Standing Orders sent by Diamond Valley Railway Inc was unable to be included. The text of the letter sent to that Society was:

“We have obtained legal advice to the effect that parts of the proposed resolution relating to the proposed independence of the AMBSC are unconstitutional and therefore invalid. If the AMBSC was

to have independence, constitutional amendments would be required, together with the establishment of a separate legal entity, presumably with limited liability, and wholly owned by AALS.

This information will be placed in the 2011 AGM agenda so that all clubs will be aware of the outcome of your proposed motion.”

14 APPLICATIONS FOR AFFILIATION

14(a) Highlands Miniature Railway Inc, NSW. This recently formed group has established a 5” G miniature railway at Bowral in the NSW Southern Highlands. *The Directors recommended that this Society be admitted to the Association.*

Peter Glover explained the club’s progress. After twelve years looking for land in another club, some members formed a new club, obtained a site, laid Neil Graham’s track and are now running. From a membership initially of ten, it has grown to thirty-four. Acclamation followed.

Ballot: For: 49 Against: 0 RESULT: CARRIED.

14(b) Model Engineers and Live Steamers Highfields Inc, Queensland. This group has a 7¼” G track at Jondaryn in SE Queensland. *The Directors recommended that this Society be admitted to the Association.*

There was no discussion.

Ballot: For: 49 Against: 0 RESULT: CARRIED.

14(c) Edward River Steam Railway Inc, NSW. While it has had difficulty in obtaining a site from its local council in Deniliquin in SW NSW since 2004, this has now been resolved and a portable 7¼” G track has now established. *The Directors recommended that this Society be admitted to the Association.*

There was no discussion.

Ballot: For: 48 Against: 0 RESULT: CARRIED.

14(d) Hamilton Model Railway Group Inc, Victoria. This SW Victorian group originated in 2003 to build an HO layout and, having done that, is now constructing a 7¼” G railway at the Pastoral Museum in Hamilton. *The Directors recommended that this Society be admitted to the Association.*

There was no discussion.

Ballot: For: 49 Against: 0 RESULT: CARRIED.

15. AFFILIATION FEE 2011 – 2012

The Board recommended that the Affiliation Fee reduce to \$1.50 (which includes the GST).

Comment: The reasons were that the Association's expenses were stable and for ten years the monies held as a contingency reserve had not been required, so it was felt a reduction in fees was appropriate.

There was no discussion.

Ballot: For: 46 Against: 2 RESULT: CARRIED.

16. WHEN AND WHERE: 2012 AND BEYOND

Penfield Model Engineers, at Salisbury in Adelaide, is now advanced in its preparation for the 2012 Convention. Ray Hall, the Penfield President, had folders for each club with information sheets and registration papers available. He provided an update about the facilities available at the club: track changes, camping, parking and meals. There was spontaneous acclamation.

The Queensland Society of Model and Experimental Engineers Inc, at Warner in Brisbane, sent an offer to host the 2013 Convention. Since there were no other firm offers, this offer was accepted. Noel Eberhardt, the QSMEE President, thanked the Lake Macquarie club for hosting this Convention then gave a brief progress update about the QSMEE site noting the rebuilt canteen and new yards for the track. Those camping need to book early.

Dave Giles from Manukau Live Steamers in Auckland, extended an invitation to the NZ Convention at Whangarei from 05th to 09th January, 2012. Information is in the AME and on the Whangarei Model Engineering Club's website.

Wayne Roberts of the Tullamarine Live Steam Society offered to host the 2014 Convention. The Chairman, Roger Kershaw, mentioned that the "opt in" method seemed to be the solution for the hosting of Conventions.

17. VOTE OF THANKS

Ray Hall, AALS Vice-President, thanked the hosts, LMLSLS for the running of the Convention with a special thanks to the ladies in the canteen.

The meeting closed at 1800.

The presentation of annual awards followed the meeting.