

REPORT (a)REPORT OF THE EXPERT PANEL ON TRAMCAR ACQUISITIONS AND
SPARE PARTS

Presented at the Third Australasian Tramway Museum Conference, Adelaide
1977.

Introduction

We have pleasure in presenting our report on the rationalisation of requests to the M & MTB for trams and equipment for preservation. During the year Mr. G. Cargeeg left the panel and you appointed Mr. M. McAulay in his place. Other members were Messrs. K. Kings, G. Breydon and R. Prentice.

Questionnaires

During January 1975 the panel sent questionnaires to Australasian museums requesting details to aid its deliberations. These comprised a policies and objectives section and an electric rolling stock data sheet. Replies were not received in time for consideration at the 1976 conference but have been used in the compilation of this report.

Museum Objectives

The results of the policies and objectives section are summarised in the attachment to this report. The panel found these useful when evaluating conflicting requirements but was concerned that the stated objectives of some groups appeared to be a rationalisation for what they had done rather than a policy basis for determining what they should attempt to achieve.

M. & M.T.B.

The panel then addressed itself to the question of what Melbourne trams may be required by various groups. It noted with concern the failure by several groups⁺ to accept prompt delivery of trams already allocated to them by the M. & M.T.B. and the possible effect this could have on future relations between the Board and the museum movement. It also noted the growing commercial interest in obsolete tramcars and the effect this may have on the availability, timing and cost of Australasian museum acquisitions. The panel does not expect trams, other than W2 series cars, to become available from Melbourne in the near future, however it has set out below its recommendations on the allocation of cars in the event of this estimate being incorrect. It has not prepared detailed recommendations on the allocation of W2 cars as the long-term supply of these cars and related equipment is considered adequate for museum purposes.

W3 and W4 Classes

The allocation of these trams and related equipment was considered at the 1976 conference.

⁺It may be noted that the groups which have failed to take delivery of trams allocated to them are not COTMA members.

L Class (101 - 106)

The panel understands the demand for these cars, and the 77E trucks, to be as follows:-

Complete cars - 1 - TMSV (104)
 1 - BTMS (106)
 1 - SPER (106)
 1 - BTPS (no. unspecified)

Set of trucks - 1 pair THS (for Christchurch 178)
 1 pair TMSV (for Victorian Railways 34)
 ½ pair BTMS (spare for above car)

6½

In addition there is a possibility that the M. & M.T.B. may wish to retain one car. The panel does not concur with the BTMS proposal to obtain a spare bogie as it considers the likely need for spare truck components to be low and the motors involved are common to other trams thus opening up alternative sources for motor spares. Nor does it consider an L class tram appropriate in the Brisbane collection as a comparative car. A comparative car should be of a design which is typical of a city, not a unique car or an intermediate step. For similar reasons the panel is concerned by the proposed SPER acquisition, however it does acknowledge that the Sydney case can be distinguished from Brisbane's due to SPER's special emphasis on the development of the Australian drop-centre car. The purpose of the BTPS proposal is understood to be to relieve the pressures of operation from the Ballarat cars. The BTPS already has two relief cars and proposes to acquire more (see below). It was generally agreed at the 1976 conference that W2 trams would be the preferred relief car-type for Australasian museums. However in this case this would cause some difficulties due to the continued operation of similar cars in nearby Melbourne. The panel believes that the BTPS should re-assess its total acquisitions programme for passenger cars in the light of the above.

VR Class (52 and 700)

No 52 has been requested by the TMSV. Interest in a car of this class has been expressed by SPER and a private source. The panel considers that as one or both of the latter interests may lapse there will be no conflict in the allocation of the VR class cars when they become available.

Y Class (469)

This car has been requested by the TMSV. No other sources of interest in the car are known.

Y1 Class (610 - 613)

No 610 has been requested by the TMSV. One car each has been requested by the BTPS and SPER (preferably 613). It is possible that the Bendigo Trust may also apply for one car in the future as a one-man fully enclosed bogie car would be advantageous on their tourist service. Cars 611 - 613 have been re-equipped with No 15 bogies which the M. & M.T.B. would retain in event of disposal of the cars. It would probably be possible to fit No 1 trucks (from W2 class cars) in their place.

X2 Class (676)

The panel believes that this car is unlikely to become available for museum use.

Works Cars (6-11, 15-17, 19)

These cars are as follows:-

<u>No.</u>	<u>Type</u>	<u>Remarks</u>
6	Suction track cleaner	Bogie car, derived from W2 components
7	Flusher	Bogie car, derived from W2 components.
8	Scrubber/flusher	Requested by TMSV (as scrubber)
9	Scrubber	Has 21E truck
10	Scrubber - ex Sydney)	One car requested by SPER
11	Scrubber - ex Sydney)	
15	Sleeper transport	Has 21E truck
16	Wheel transport	Requested by TMSV (for restoration as passenger car)
17	Freight	Requested by TMSV (for restoration as passenger car)
19	Freight	Requested by TMSV (for restoration as passenger car)

In addition to the requests above the BTPS and the Haddon group are each understood to be seeking a scrubber car for functional purposes. Numbers 6 and 7 are not suitable for museum use and none of the above cars are expected to become available for some considerable time. Consequently the panel believes these groups should construct track cleaning equipment on a bogie frame to be propelled by an existing vehicle. This approach would be less costly, would save on storage space, and would provide a solution now rather than in the distant future. It should be noted that equipment for this may be obtainable from groups re-converting works trams for passenger use.

21E Trucks

From the previous paragraphs it is evident that only two single trucks will eventually be available from Melbourne. Other sources could be Brussels, as being negotiated by COITMA, or local fabrication (utilising components from M. & M.T.B. No. 9 trucks). The panel understands the demand, including Brill, Brush and Peckham trucks, to be :-

MOTAT	2 (inc. 1 unpowered)
WTM	2
THS	4
TTMS	2 (cars were 3ft 6in gauge)
AETM	1
WATM	3 (cars were 3ft 6in gauge but std. gauge trucks are suitable)

The panel is unable to make a recommendation on the allocation of the two Melbourne trucks due to the uncertainties involved. It does, however, wish to identify the following matters which may be relevant in reaching a decision at some future time :

- (a) One MOTAT request and one WTM request are for similar cars (from Wanganui)
- (b) One TTMS request is for a Hobart double-deck car which the panel considers to be of national significance.
- (c) The other TTMS request is for the only Launceston car to be preserved as a tram and therefore also of special significance.
- (d) The TTMS have not yet determined whether operation of its trams will be attempted. If not then unmotored replica trucks would suffice.
- (e) It would be preferable to use the Melbourne trucks on bodies which had Brill equipment.
- (f) Subject to the above, the groups which were allocated No. 9 truck components should receive a lower priority in the allocation of complete trucks.

Sundry Parts

The panel has not prepared detailed allocation recommendations for sundry items such as bells, line breakers, brake blocks, etc. It considers that requests for these items should not be made to the M. & M.T.B. individually by museums but that about once a year COTMA should present the M. & M.T.B. with a consolidated request. Accordingly we recommend that COTMA member-groups should direct their requests to the executive officer and not the Board.

General

We have not commented in the foregoing on situations where the anticipated demand does not exceed the available supply of a particular class although some of the proposed acquisitions do not seem appropriate in the light of the stated objectives of the museums concerned. The members of the panel have indicated that they are prepared to continue to serve COTMA in implementing this report and advising on other matters which may be referred to it.

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POLICIES AND OBJECTIVES OF AUSTRALASIAN TRAMWAY MUSEUMSResults of Questionnaire - Expert Panel on Car
Acquisitions and Spare PartsAETM - replied 15.1.76

Operating electric tramway, no other technological displays.
 9 electric trams, 1 horsetram, 3 trolleybuses, 1 motorbus,
 1 electric locomotive
 Primary area - South Australia (both in origins and/or operation)
 Vehicle sources - local and Melbourne
 Component sources - local, Melbourne and overseas.

BTMS - replied 8.4.76

Propose operating, limited other technological displays, 19
 electric trams, 1 horsetram, 2 trolleybuses, propose motorbuses.
 Locomotives belonging to Aust. Narrow gauge Railway Museum
 Society in temporary storage. Primary area - Brisbane.
 Outside cars may be acquired for comparative purposes.
 Hold patterns for some operational spare parts.

BTPS - replied 4.11.76

Operating electric tramway, no other technological displays.
 9 electric trams, primary area Ballarat. Other cars may
 be acquired for operational reasons.
 Cars and parts from Local and Melbourne sources.

MAAS - replied 3.2.76

Static technological museum with much other material.
 4 electric trams, 2 cable trams, 1 horsetram, 2 steam
 trams, 1 trolleybus, some motorbuses. Also railway
 shipping and agricultural exhibits.
 Primary area N.S.W.

MOTAT - replied 7.3.77

Operating electric tramway, numerous other technological
 displays, 15 electric trams, also cable, horse, steam trams,
 motor and trolleybuses, railway, agricultural and shipping
 exhibits. Primary area Auckland. Securing other
 exhibits for comparative purposes. Parts ex-Melbourne.
 Considering W-2 type cars.

SPER - replied 9.2.77

Operating electric tramway, 24 electric trams, 1 cable tram,
 motorbuses, 1 railmotor. Primary area N.S.W. Acquisitions
 from outside primary area for comparative purposes with
 special emphasis on development of Australian Dropcentre design.
 Vehicle and Parts sources Melbourne, Adelaide and overseas.

STRPS - replied 7.4.76

Operating steam tramway. No other displays. 4 steam trams,
2 electric trailers. Primary area N.S.W., steam only.
Liaison with MOTAT for brake block patterns.

THS - replied 2.2.76

Operating steam electric trams, other technological displays,
14 electric, cable, 1 horsetram, steam tram, trolleybuses,
motorbuses, wide range of other transport equipment.
Primary area Christchurch, with limited representation from
other South Island tramways. Parts from Melbourne and
overseas. Holds some parts patterns and will make more
from Melbourne prototypes.

TMSV - replied 29.2.76

Operating horse, propose electric tramway. 14 electric,
3 cable, 1 horsetram. Two privately preserved tramway
buses. Primary area Victoria. One interstate car may
eventually be obtained for comparison after Victorian
acquisition programme completed. Local parts.

TTMS - replied 10.2.76

Operating future not determined. Other displays.
3 trams, trolleybuses, motorbuses, heavy and light railways,
vintage cars, fire engines, agricultural, coastal shipping.
Primary area Tasmania.

WATM - replied 12.3.76

Propose operating. No other displays. 7 electric trams,
trolleybuses, motorbuses.
Primary area W.A., other cars for comparative purposes.
Cars local and Melbourne, parts from Melbourne and Adelaide.

WTM - replied 11.3.77

Operating electric, no other displays, 13 trams, trolleybuses,
Primary area Wellington. 2 comparative cars owned (Brisbane).
No additions planned. Emphasis is post-1920.