

# Managing Spare parts for tram museums



Owning, sharing,  
conserving and  
retaining.

Issues for consideration  
and discussion.



# The current situation



“COTMA spares” stored at various museums and in various storage arrangements.

- Bungaree – patterns, variety of parts
- Adelaide – PC5 components
- Haddon? – some parts?

Museums actively share, trade and sell components to one another.

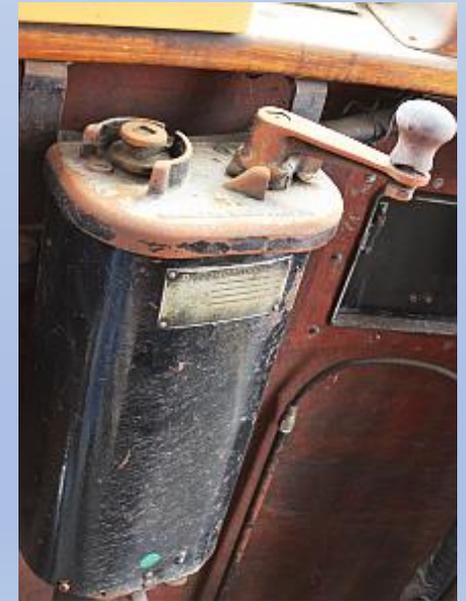
- Sydney parts and complete trams
- Bendigo – tram restorers
- TMSV components to Christchurch



# A case study – PC5 controller parts Retirement of Adelaide H type



- Needed to grab as many spares as possible
- Agreed to a joint project – but some concern later
- A pile of parts rather than distinct controller sets
- Expertise required ... and lost
- Who was supposed to do what?
- Setting priorities and criteria



# Emerging situation



- Wellington overhead components
  - ... temporary or on-going?
- Melbourne spares held by VicTrack
  - Priorities and management
- COTMA spares stock management
  - Replace or repair
  - Refurbishing worn out components

# Managing the stock and distribution



- “COTMA” has limited human resources (a committee whose members are also involved in local museums).
- So – parts storage is actually handled by individual museums.
  - COTMA oversees the distribution so that we can all have a ‘fair go’.
- VicTrack have signalled that they will establish a parts management process for parts stripped in the current tram re-purposing project.
  - How will a fair go be delivered in that scenario?



# A draft policy

In 2008, COTMA began a policy process involving a “Tramway Equipment Advisory Committee” which included the following principles:



- The sale of tramway parts and equipment to COTMA members is based on cost recovery of the capital used to acquire the parts.
- Funds to be allocated by the Executive where necessary to undertake the initial purpose.
- Execution of the Tramway Parts and Equipment Policy will be managed by the Tramway Equipment Advisory Committee, as established by the COTMA Executive.
- Parts and Equipment are not to be sold or transferred to non COTMA Members or for scrap unless by the unanimous recommendation of the Tramway Equipment Advisory Committee and approval by the COTMA Executive.
- Applications for parts and equipment from COTMA Member museums are to be addressed to the Tramway Equipment Advisory Committee, and must be accompanied by a justification for the items.
- Any dispute between a COTMA Member and the Advisory Committee is to be referred to the COTMA Executive.
- Maintain a stock list with documented prices of all parts owned by COTMA.

# Missing policy?

More work needed ...



- How does COTMA make a judgement between spares for the operational heritage trams scattered across the country vs parts to restore bodies to operational status?
- Do we implement a 'trade-in' policy for spares where a faulty part is sent to COTMA for refurbishment?
- Refurbished by whom and on what payment?
- How would we engage with a VicTrack program?



# Discussion?

## Topics:

- Storage and cataloguing
  - decentralised?
  - storeperson?
- Tramway Equipment Advisory Committee?
  - Who?
  - How?
- Liaison with transport undertakings?
  - VicTrack / Others





# Next steps?

*Who would like to be  
part of a group to  
move ahead with this  
matter?*

*Thank you  
for travelling*



**SWANSTON**  
*t r a m s*

