

2nd May, 1976.

### INTRODUCTION

1. In terms of Section 45 of the Interim Constitution of C.O.T.M.A., the Panel was established by the Secretariat in October 1975.
2. The members: Messrs K.S. Kings (Chairman), G. Breydon, R.H. Prentice and G. Cargeeg, met formally on three occasions and conducted additional work informally and by questionnaires to advise members on the matters set out as the Terms of Reference published in C.O.T.M.A. Memorandum No. 3 of 27th October 1975. In addition, the Panel Chairman and the C.O.T.M.A. Executive Officer met with the Secretary of the M. & M.T.B. on 17th December.

### CURRENT EXHIBITS

3. The Panel commenced to compile a listing of the technical specifications of all electric cars currently held for preservation, generally by organisations meeting the criteria for listing in the Australian Museums Directory (ISBN 0 642 001146). This is intended to assist the Panel in its deliberations and in the exchange of information and experience, and to provide an indication of equipment being sought for completion.
4. This project has been severely affected by the lack of reply by a number of member groups. Consequently the Panel is able to present only an interim report at the 1976 Conference, but is willing to continue the project.
5. The Panel are considering the feasibility of having C.O.T.M.A. publish the completed listing (approx. 60 copies).

### FUTURE ACQUISITIONS

6. The Panel is unable to make an recommendations on the rationalisation of future acquisitions pending the completion of the listing of current exhibits.

### ADVISORY ROLE OF C.O.T.M.A.

7. The Panel considers that it would be difficult for C.O.T.M.A. to assume a general advisory role to authorities as C.O.T.M.A. officers could not be sure that they would be properly reflecting the views of members groups, except on matters covered by resolutions of the Council. It would, however, be practical to provide information to authorise on matters such as whether or not a group's aims are complimentary to those of member groups.

### SPARE PARTS POOL

8. A C.O.T.M.A. financed and administered spare parts pool would, in the view of the Panel, not be practical. The listing of preserved vehicles discussed above and the cataloguing of parts held by member groups, discussed below, would strengthen the informal pooling arrangements already operating.

9. The Panel believes that the exchange of parts between member groups should be on the following basis:

- (a) A group cannot be expected to relinquish equipment forming part of the stock of restoration materials or operational spare parts for a tram which it controls or can be reasonably certain of acquiring, but in all other cases should try to assist any other C.O.T.M.A. member requiring equipment.
- (b) The terms of the transfer should be evidenced in writing with copies held by both parties to avoid later misunderstanding. Whether it is sale, gift, or loan for a fixed term or until required should be agreed before the transfer occurs.
- (c) The group receiving the equipment should bear the costs of the transfer and any costs paid by the original group to third parties, including initial acquisition, transport or external storage but should not be expected to pay any premium or profit for the equipment.

INVENTORY

10. While the establishment of an inventory of parts and fittings held by member groups is desirable, the majority of groups are not in a position to compile such a list due to the time required and the difficult conditions under which materials are presently stored by the various groups. The Panel sees such a project as being a long-term one and requiring co-ordination of the method of indexing and describing items (possibly by modifying the M. & M.T.B. stores system for museum use).

FORTHCOMING SURPLUS MELBOURNE EQUIPMENT

11. The M. & M.T.B. advised certain applicants early in April 1976 of W3 and W4 class tramcars and equipment available at a nominal cost. The Panel is not aware of when further tramcars and equipment will become available, nor under what conditions.

12. The Panel recognises that the M. & M.T.B. has the sole right to determine the disposition of its own property. It is consequently concerned that several cases of what could almost be considered demands rather than requests for equipment have occurred and reminds members to be careful in the wording of letters to the Board in this respect.

13. The Panel strongly advises member groups to direct all requests for tramcars and equipment to the operating authority concerned and not to the political arena.

14. The Panel has not yet considered what rationalisation of requests is desirable among members but has developed the following priorities:

- (a) Equipment necessary for the continued operation of complete tramcars already preserved by C.O.T.M.A. member groups.
- (b) Equipment necessary for the restoration and continued operation of tramcars preserved by C.O.T.M.A. member groups where there would otherwise be a gap in the basis chronological coverage of

exhibits of the principal collection of tramcars from a particular locality.

- (c) Equipment necessary for the display or operation by a C.O.T.M.A. member group of a Melbourne tramcar for comparative purposes or to supplement operation of other vehicles, and
- (d) Other equipment requirements.

15. It considers that the application of these priorities would result in the most equitable distribution of equipment consistent with the preservation of examples of tramway technology in regional museums throughout Australasia. It should be noted that the Committee of Inquiry on Museums and National Collections by the Australian Government recommended a regional approach for transport museums other than air and sea transport.

#### STORAGE AND SHIPPING

16. Both the B.T.P.S. and T.M.S.V. are faced with a shortage of storage space for their own equipment and therefore, except in exceptional circumstances, will be unable to provide storage of equipment on behalf of other preservation groups.

17. B.T.P.S., T.M.S.V. and C.O.T.M.A. personnel located in Melbourne have limited time available to arrange and supervise the anticipated large volume of shipping and it will therefore be necessary for groups acquiring equipment to carry out much of the work involved in booking transport, etc. It is expected that the lifting facilities of the M. & M.T.B. Preston Workshops would be made available for loading road transport during normal working hours.

#### GENERAL

18. The Panel is prepared to continue to advise the Chairman and members of C.O.T.M.A. subject to receiving the co-operation of members in the collection of the information necessary for its work. In particular we seek co-operation as follows:-

- (a) Prompt response to requests for information such as the questionnaires mentioned above, and
- (b) Provision of copies of correspondence regarding acquisition of tramcars and equipment.

PRESENTATION OF FIRST REPORT OF EXPERT PANEL ON TRAMCAR

ACQUISITIONS AND SPARE PARTS

SUNDAY 2nd MAY, 10.30a.m.

Mr. Keith Kings, Chairman of the panel, noted that those present had received copies of the first report of the panel on the previous day (a copy is included in these published proceedings) and invited discussion and questions on each section. These questions were answered by Mr. Kings with the assistance of Mr. Graeme Breydon. In doing so, particular attention was drawn to the recommended basis for the exchange of parts (paragraph 9) and the priorities established for determining rationalisation of requests for surplus Melbourne equipment (paragraph 14).

The attention of those present was also drawn to an error in the data sheets distributed by the panel where wheel diameter had been incorrectly listed instead of the axle diameter. It was suggested by Mr. Malcolm McAuley that axle diameter be measured at the motor suspension and not journal or elsewhere.

It was agreed between the Chairman of C.O.T.M.A. and the two panel members present that:-

- (a) the inventory of parts and fittings in the terms of reference should exclude parts awaiting attachment in restoration of tramcar bodies held, and
- (b) that the panel would consider what a reasonable level of operational spare parts would be for the purpose of paragraph 9 (a) of the report.

Dr. John Radcliffe moved five advisory motions to the council meeting scheduled for 3rd May, 1976:-

Motion 1 (seconded by Mr. William Jessup): That the first report of the COTMA Expert Panel on Car Acquisitions and Spare Parts be adopted.

Motion 2 (seconded by Mr. Peter Kahn): That all members who wish to incorporate routine service vehicles into the operation of their museums be encouraged to avoid seeking vehicles of types which are small in number and which either complete or in parts are sought by museums for historical preservation or restoration. Furthermore, that members seeking cars from Melbourne for routing service purposes be encouraged to seek W2 type cars in preference to cars of less numerous classes.

Motion 3 (seconded by Mr. John Moore): That COTMA advise the Western Australian Transport Museum, The Newcastle Historic Vehicle Association and the Dunedin Museum of Transport of the terms of the above motion and invite them to consider seeking W2 type cars in place of the W3 and W4 type cars currently on offer.

Motion 4 (seconded by Mr. Peter Kahn): That delegates from each museum present meet together with representatives of the COTMA Expert Panel on Car Acquisitions and Spare Parts to prepare a standardised list for the possible distribution of from W3 and W4 type cars which have not already been offered to Museums in Victoria, the listing to be set down on a priority basis. The list then to be submitted to the M & MTB for its consideration.

Motion 5 (seconded by Mr. Noel Gipps): That COTMA offer to the M&MTB to arrange the co-ordinated removal of minor parts (excluding trucks sought by Museum groups prior to disposal of the bodies, by the Board) the offer being subject to M&MTB and appropriate union consent and to adequate indemnification of the Board against any claim of representatives or third parties for any damage or injuries which might occur in the course of the work.

Each motion was carried on a show of hands by those delegates and observers present, and subsequently submitted to the General Meeting of the Council on May, 3rd, 1976.

| MUSEUM | OBJECTIVES  | TRAM           | TROLLEY     | BUS                           | OTHER        |
|--------|---|----------------|-------------|-------------------------------|--------------|
| AETM   | Preserve and Operate vehicles<br>1) Exhibits related to S.A.<br>2) Hack Adelaide bodies interstate equipment.   | 10             | 4           | (1)                           | 1            |
| MOTAT  | National Technical Museum of N. Z. Auckland & Wellington.   | 16             | 2           | 6                             | ?            |
| BTPS   | Operational Ballarat trams in Ballarat including hack trams ex-Melbourne.   | 9              | -           | -                             | -            |
| BTMS   | Museum of Street Public Transport ex-Brisbane<br>Comparison East coast trams<br>Demonstration and practice.   | 21<br>23<br>13 | 2<br>-<br>- | 2<br>-<br>Preserved privately | 3<br>?<br>10 |
| BT     | Trams relics equipment records of Vict. Tramways<br>Horse - 1   |                |             |                               |              |
| TMSV   | Cable - 4   |                |             |                               |              |
| THS    | Tramcar preservation all Christchurch representing<br>Dunedin all NZTB operate trams in Canterbury<br>Participate in Ferrymead<br>Horse - 1<br>Cable - 2<br>Steam - 1 | 5+3            | 3           | 3                             | ?            |
| DMT    | Static preservation. 30, W3, W4, W2, L, Geelong<br>body? Operation - those which appeal to members  | 8<br>3         | -<br>-      | ?<br>-                        | ?<br>-       |
| HTW    | Tasmanian transport - static and display<br>demonstration operation   |                |             |                               |              |
| TTMS   | Rectify lack Newcastle transport history individual interests. Preserve Newcastle vehicles and industrial machinery. Operate a conveyance - tourist tramway           | (1+3)          | 2           | 2                             | 13           |
| NHVA   | Bus and tram operation<br>Sydney - representative Australian dropcentre tramcars and Government buses. Hack Sydney bodies and interstate equipment.                   | 2?<br>(2+4)    | -<br>3      | 3<br>4                        | 3<br>-       |
| WATM   |   |                |             |                               |              |
| SPER   |   | 26             | -           | 3                             | 7            |
| WTM    | Cable - 1<br>Operate Wellington cars. No further outside acquisitions   | (9+4)          | 3           | -                             | -            |

| MUSEUM                  | OBJECTIVES  | TRAM | TROLLEY | BUS | OTHER |
|-------------------------|---|------|---------|-----|-------|
| M&MTB                   | Operate transport system  | 12   | -       | 1?  | -     |
| STPRS                   | Operate steam tram - metropolitan and country (N. S. W. in effect).       | 1+5  | -       | -   | 2     |
| MAAS                    | To restore exhibits possibly operate (N. S. W.)<br>Cable - 2<br>Steam - 2 | 3    | 1       | 1   | 3++   |
| SCIENCE MUSEUM VICTORIA | Cable 2   |      |         |     |       |
| OTHER VICTORIA          |   | 9    |         |     |       |