

2024- WHAT IS AHEAD FOR SYDNEY TRAMWAY MUSEUM





2024 - Two Elements

- Present and Upcoming Challenges for STM
- Impact of new modern tramways on museums



Present and Upcoming Challenges for STM



Sydney Tramway Museum

- Largest and oldest (founded 1950) Tramway Museum with the most diverse collection, with around 100 cars, including many unrestored and/or inherited from other bodies
- STM can present as a National Tramway Museum, with representatives from all Australian States, and from USA (San Francisco), Germany (Berlin and Munich), Japan (Nagasaki) and Italy (Milano).
- All cars (except two on loan) owned by STM



STM Major Issues in 2014

- SPACE:
 - Shortage of space to house our collection (including reserve cars)
 - Many unrestored or inoperable cars (some unlikely to ever be restored) and some needed for spare parts only
- EXPENSES:
 - Increased insurance and regulatory compliance costs
- REVENUE:
 - Reductions in revenue from visitors
 - Harder to obtain grants
 - Increased reliance on generous donors
- AGE: Declining (and aging) volunteer numbers.

SPACE: Storage Issues

- Some cars are in semi-commercial storage (at a cost).
- However, reserve cars are not stored securely and are at risk of damage from weather and vandals.
- Other cars away from Museum creating additional future storage issues.
- Unexpected requirement for return of two cars ex Hawthorn at extremely short notice (on 3rd October for removal by 31st October)



Soon to be housed

□ Y1 611



□ Berlin 3007 & Milan 1692

Seen here
operating in
Melbourne





New Shed Construction

OCTOBER 2012

AUGUST 2013



The 36 metre shed houses four large + two small cars



NEW TRACKS BEING ADDED TO THE NEW SHED

Our small but effective track team



STM Track Improvements

ADDITIONAL OVERHEAD
FOR DUAL TRACK



MASS CONCRETE



Track relay at front gate



*Concrete track =
less maintenance*



New Overhead installation



REVENUE & EXPENSES

INSURANCE AND
COMPLIANCE
ACCOUNTS FOR
60% OF VISITOR
REVENUE!



STM Volunteer Based Operations

- STM operates Wednesday and Sundays, on public holidays, and during most school holidays,
- Special event days also occur about three to four times a year, for additional revenue
- STM has 191 members and 225 Friends, of whom 41 are regular operations staff with a further 7 available for special events. There are 7 works drivers.



98 (109) volunteers recorded 24,101 hours (24,378)
last financial year

A STM Annual Event: The Sydney Vintage Tramway Festival



O 1111
(1912) +
805 (1908)
in multiple
unit
25th
February,
2013



Sydney 1740 (1933)

Melbourne 249 (1924)

Brisbane 180 (1924)

AGE: The Aging Profile

- Regular operations staff total : 41
- Current mean age over 63 years!
- 15 between 70-79, 15 over 60, 5 over 50, 2 over 40, 2 between 30 and 40 with two 19 – 29 years,
- Spasmodic staff for special events total 7, with a mean age of 40,
- Works drivers total 7, with a mean age of 52, whilst workshop staff and volunteers are all well over 65, except one unemployed volunteer around 21,
- Board members total 7, of which all except one (at 39) are over 65, whilst the secretary is 73 and our Trolley Wire Editor is 77.



STM Workshop and Restorations



BOGIE OVERHAUL AFTER
DERAILMENT

ADDITIONAL BODY
REPAIR



*Adelaide H
358 (1929)*

Restoration of P 1729

ROOF RE-CANVAS



REMOVING OLD PAINT

P 1729 (1929)

Restoration of P 1729



REBUILD
DRIVERS CAB

PAINT PREPARATION



P 1729 (1929)

Restoration of P 1729



LINE-OUT PAINT WORK

RENEWAL FOOTBOARDS



P 1729 (1929)

Restoration of P 1729



Restoration - Sydney C car 37

TRUCK INSTALLATION



ROLL OUT

Restoration - Sydney C car 37



Paintshop activity - Sydney C car 29



PREPARATION

GOOD AS NEW



*C Car 29
(1898)*

STM: Where to in 2024?

- No ready answers - see a new generation take over
- About five members around 40 have potential to take on senior roles
- Lack of technical skills and professional skills, is a major concern.
- Our Chief Engineer is now 77 and Workshop Manager is 69 and **no-one else possesses** the skills to maintain, for instance, our 1979 ASEA Melbourne Z car 111, or 1948 SFO PCC car 1014.

STM: Planning for 2024

- A major problem, as few younger people in society appear interested in volunteering, (at STM younger people seem mainly interested in being involved with operation [driving] of trams and have little interest in other activity)
- Track upgrades now in concrete reduce maintenance needs in future years
- Current thoughts are to target people close to retirement as volunteers
- A pilot idea is to seek potential school teacher retirees within the vicinity, to assist and target additional school educational visits
- A potential bleak (and perhaps static) future for STM ?

Impact of new, modern tramways on Museums



Impact of new modern tramways in Sydney

- Light rail extension of 7km opened 2014
- Fleet - 10 CAF (six new, four leased) added to seven Variotrams (one since scrapped).
- Major extensions along George Street in city (first opened in 1899, closed 1958), planned by later in decade.
- Other extensions to SE suburbs also planned.
- Variotrams (if retained) will be 27 years old in 2024; one (?) for Museum will present storage and technical issues.
- Revival may attract a new generation of expertise, and potential new members.

Sydney back to the future, with new trams in George Street by 2018



Queen Victoria Markets, Sydney

Museum candidate 2024 or before?

- 1899 D scrubber 137s with Variotram in 1997



Strategic Plan 2014-2024 Draft

Six key issues identified for Board consideration and member input :-

- ❑ Improve presentation and relevance of display hall collection,
- ❑ Complete YMCA building, with one level for commercial, one for display, one for archives and one for educational purposes,
- ❑ Enhance awareness and visitation to Museum,
- ❑ Advance quality and standing of Museum and participation by various stakeholders,
- ❑ Museum remains safe for visitors and members,
- ❑ Museum remains sustainable.

Presentation suggestions

- ❑ Improve Display Hall tram display , removing works activities elsewhere,
- ❑ Bring uncompleted Sydney cars to display standard, with D117, O 957 or O/P 1089 and P1729 to operating condition,
- ❑ Restore D/deck C 33, PR1 1573 and Hobart 20 to at least display condition,
- ❑ Retain E cars for display in 'as received' condition,

Presentation suggestions

- Arrange restoration of Christchurch 12 to commence, being almost identical to a missing Sydney G car,
- Remove rubber tyred vehicles to their own building,
- Continue upgrade of operating trackage,
- Identify significant trams requiring more protective storage

Visitor amenities

- Complete YMCA ground floor commercial and first floor display areas as a priority,
- Provide information alongside each exhibit in overview, with more detail beneath,
- Volunteers be trained and on hand in Display Hall to encourage visitors to recommend the Museum to others,
- Initiate and encourage group visits to the workshop at advertised times with appropriate supervision and meeting safety needs.

Public awareness of the Museum

- Continually update and improve the Museum web site,
- Events committee to plan and advertise events up to 12 months ahead and devise new events and attract more group visits,
- Promote the Museum with Tourism bodies, Sydney trains and Sydney Light Rail,

Public awareness of the Museum

- Devise a new strategy with NSW NP &WS so that RNP destinations are included in the tram experience and in advertising material for Sydney Walks,
- Investigate scope for operating Museum trams on a portion of Sydney Light Rail.

Stakeholders support

- Members, Friends, Government and corporate bodies all have a role in advancing the quality and standing of the Museum,
- Maintain close ties with Sutherland Shire Council and NP&WS and other relevant entities, particularly in the Shire,
- Liaise closely with Transport Heritage NSW, COTMA and other tramway museums,
- Keep members informed and engaged with Museum activities and encourage donations to specific projects,
- Set up Archives in the YMCA building, and an inventory,
- Seek support and funding for the Sutherland extension

Surplus concrete delivery



Safety standards

- Ensure continued compliance with all OH&S requirements,
- A tram with disabled or mobility impaired access is always available,
- Minimum insurance requirements are complied with and always current ,
- Visitors not permitted in workshop, running shed or other storage areas, without prior consent , adequate supervision and adherence to safety standards.

Reserve Collection – Where to?

- Old Site – RNP – 3x R, 1x SW2, 1x N, 1x K, 1x C, 1x Melbourne Cable Trailer & several buses.
- Open to vandals and graffiti.
- Options – secure site (rebuild) and consider future for trams : -
 - Future restoration: C 12, Cable trailer, 1x R,
 - De-accession? – 2x R,
 - Uncertain – 1x N, 1x K, 1x SW2 (spares?)

C 12 (1898)

A unique 6 window (small C car)

- As is - at old site



Our other C class cars, 290 and 29 are 9 window cars



- In 1900 at Rose Bay

Melbourne cable trailer RNP old site 23-8-14



A VICTIM OF VANDALS



SW2 432

RNP old site 23-8-14

- Partly stripped for a restoration by HVTC apprentices and aborted by funding cuts



Reserve collection – inherited cars at HPOTS – ex Newcastle Tramway Museum & Waverley Council

- Derelict condition – 3x L/P, 1x N, 1x O, 2x W2
- Future options :- Scrap – 2x L/P, 1x O
- Spares – 2x W2
- Uncertain - 1x L/P, 1x N

- Ex Waverley R 1798 and R1 1980, with protected roofs – vandalised but restorable

The Rozelle cars – ex City Tram Association/City Council

- ❑ 4x R1, 2x R – vandalised and moved (late 2012) to protected outside storage,
- ❑ 1x R1 (1993) to City Council for ‘Men’s Shed’ project,
- ❑ 1x R (1753) de-accessioned to Pittwater Council,
- ❑ 1x R1 (2050) de-accessioned to property investor, now under restoration in Bendigo,
- ❑ 1x R1 (1995) required to be restored (BGO) and retained as part of old depot development,
- ❑ Future of R 1923 and R1 1943 to be decided.

Rozelle

Cars before
being moved



R1 2050 undergoing
restoration in Bendigo

Other cars in outside storage

- PR1 1573, W7 1036 and 11W to STM when additional storage space available,
- W2 600 and SW5 810 acquired 2009 potentially for NZ tourist tramways, timing now uncertain,

W2 392 (returned ex Glenreagh)
and W2 447 (body only in good
condition); are possibilities
for re-use/ de-accession



Our next Rendezvous Christchurch 2016

