

## WORKSHOP B2

## MUSEUM COLLECTION POLICY

Chairman: David Hinman (THS)

Recorder: Peter Kahn (SPER)

Terms of Reference were agreed to be the overall policy, considering limits and confines.

Each Museum's collection policy was ascertained:

BTMS: In addition to present collection, road transport vehicles would be restricted to ex-BCC vehicles plus a tramcar from each of the mainland states, eg. N.S.W. = R1 class 1936.

AETM: No restriction by constitution but a new look is being made at the policy re collection - dependent on accommodation available. A problem exists in avoiding loss of potential relics. The policy has been to limit the collection to Adelaide and Adelaide-built cars.

HTW: Drop-centre cars - illustrate the Victorian evolution. Buses would be limited to ex-Melbourne, although not defined.

TMSV: Aimed at a representative range of tramcars, cable and electric, bodies and operable cars, including Ballarat (ex Hawthorn T.T.) No 36. Representatives of major including 4 W2 types to represent the variation of this class; plus ancillary equipment, such as tower wagon, etc.; plus buses, including Victorian Railways bus (tramway replacement). Storage capacity limits collection at present - dependent on the future of Hawthorn Depot. Limit as far as possible to operable cars. Not limited by Constitution.

MOTAT: (Tramway Div.) Illustrate development of urban tramways in New Zealand up to the end - from the open front car to the fully enclosed. Buses - responsible for trolley buses but only a caretaker role for motor buses, broadly limited to North Island. As MOTAT is a composite museum reference is required to the trustees before the Tramway Division can acquire additional bodies to control space usage.

SPER: Aimed at a representative collection of Sydney tramcars, but had included Brisbane prior to the formation of the BTMS. Original guidelines were electric transport vehicles, since extended to include motor buses operated by the Department of Government Transport during tramway operations. Brisbane cars acquired as operable but some Sydney cars were not safe for use. If space available, to include Melbourne cars for basic service use and retain Sydney cars for preservation, eg. F-393 and L/P-154. Broad representation of the Australian tramcar style and also enable "hack" vehicle usage versus limited use of Sydney cars. A survey of members in late 1960's re acquisition of S.E.C. cars for preservation by SPER indicated choice to represent earlier interstate cars.

BTPS: Policy was Ballarat cars (originally ex-Melbourne) now to include Melbourne cars (later types) to be used for general regular use. Ballarat cars look the same to the average public, whether single truckers or bogies; the Melbourne cars would provide distinction.

General Comment:

The member enthusiasm and development relates to the collection policy.

SPER acquired R1-1971 partly vandalised and in not good condition, and also 0-957 both can be restorable although acquired for parts but previous owners had required purchase of the complete unit "as is" (both on bogies). Problem encountered in the past with last minute rush in restoration after a long time spent on a particular car.

THS. Christchurch trams plus Dunedin and Invercargill. The Dunedin group is not yet off the ground. Also include trolleybuses with one from each system. In motor buses, the London RT is used for public relations purposes but is now regarded as part of the collection. The THS Constitution now covers urban passenger transport vehicles but trams are the number one priority. Motor buses are collected by the THS or the Ferrymead Trust if nobody else interested - bus preservation is a continuing problem. THS is taking a serious look at a Melbourne car due to intensive use of present cars at Ferrymead.

Comment from AETM: Their experience with the use of the W2 works car was that it was looked after as much as any of the other cars.

Discussion on Melbourne Tramcars becoming Available and Museum Priorities

Melbourne cars expected to be available for disposal: L, Y and Y1 class.

Guidelines: FIRST CHOICE TO THE HOME STATE - TMSV

L Class: The up-to-date shopping list indicated some changes. BTPS were interested due to the connection of ex P&MTT tramcars being sold to the SECV for use on the Ballarat Tramways.

It was noted that the M&MTB is retaining one L class and disposing of the rest as complete cars and not as parts, such as bogies or bodies. There had been previous discussions with the MMTB but the cars were then still retained for use. The proposed disposal of the L class contrasted with the disposal of the W3 and W4 class cars which were partly sold as complete cars and the balance were disposed as bodies only and the bogies separately.

It was felt that any Museum which has no direct interest in Melbourne cars should not be concerned with non-typical types, eg. L class versus W2 class. As a contrast, the THS needed bogies but not a complete car for use under Christchurch cars. The L class bodies are in quite good condition. The Bogies are inter-changeable, if necessary, with other types.

Proposed disposal of L class: TMSV - 1, plus 1 set of trucks, depending on other museum's requirements; BTPS - 1; Haddon - 1; SPER - 1; M&MTB - 1; THS - Bogies.

Y and Y1 class: Of the 4 YI's, 2 are out of use - minus trucks. The Y1's have had different bogies under them at different times. It is feasible to place the bodies on other trucks. Excellent for one-man/mid-week operation.

Proposed and possible requirements for Y and Y1 class: Y class: TMSV.  
Y1 class: TMSV - 1; BTPS - nil; HTW - nil; SPER - Interested (1); M&MTB - could be interested (1); THS - could be interested (1 man op.); MOTAT - could be interested (1 man op.).

It was agreed that the M&MTB should be advised of the definite interest by Museums in these cars and that immediate delivery could be arranged. The condition of the car bodies is reasonable and all the bodies are under cover at the present time.

W3 and W4 Bogie Parts. There was some discussion on the experiences obtained by those involved in the acquisition of these cars and/or parts and reasons for their acquisition, such as large diameter wheels.

H class (STA - Adelaide). There was general discussion on the possibilities of future disposal.