Acquisitions and De-accessions

A Few Benefits and Pitfalls,

Sydney Tramway Museum.

Howard R. Clark, Chairman

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Acquisitions made by STM

- In 15 years to 2008, Sydney Tramway Museum (STM) 51 tramcar bodies have passed into it's possession, from 15 different parties.
- This excludes strategic acquisitions, such as Sydney J car 675, Sydney P car 1501, Hobart double deck car 20, Adelaide H cars 357 and 358, and Christchurch 'Yank' 12.

What events prompted acquisition?

- Outlasted usefulness,
- Failed Venture,
- Need to move,
- Third Party requirements, and
- Financial Circumstances.

Were there Opportunity Benefits?

- Availability of spare parts,
- Components used as patterns,
- Additional strategic or reserve cars available for restoration, or available for commercial benefit,
- Exchanges with other museums, and
- Others not identified at acquisition.

Why did STM acquire?

- A need to act quickly,
- Desire of other parties to deal with one entity,
- Expectations of members and other museums,
- To take ‘the good with the bad’, and
- Missed opportunities are lost opportunities.

STM Collection Policies

- The principal objective is ..”to obtain and exhibit representatives of the classes of electric tramcar which operated on the Sydney system”.., whilst,
- For multiple unit trams..”it is desirable, although not essential to have two such vehicles to demonstrate the multiple unit capabilities..”

Collection Policies

- A secondary objective…" for the principal purpose of providing comparison…is to obtain and exhibit suitable representatives of principal car types operated in other Australian cities, along with selected examples of cars from overseas.."
- Reserve collections are also catered for in the collection policy, as a 'fall back' against various possible eventualities.

De-accession Policies

- At least two separate criteria needs to be met for de-accession to occur,
- Criteria includes, interalia,…where “condition requires extensive conservation and restoration beyond realistic resources,,..does not conform with collection policy…or where long term retention is disproportionate to its significance..”.

Other de-accession safeguards

- A number of safeguards are also included to protect an item from disposal, for instance where retention may be more specific to the policies of another Museum.

The largest acquisition

- In 1995 a liquidator was appointed to the Newcastle Tramway Museum due to debts due to Maitland City Council. Thirteen trams, tram spares and point work, a train carriage and a large shed were up for disposal.
- Trams and related items were purchased by STM from the liquidator, funded by two members.

Newcastle Tramway Museum Assets Acquired

- Thirteen tramcars: Sydney C 33,L/P's 257 & 284, N 718, O 824, R 1892, Brisbane FM 550, Melbourne W2's 244,245 and 471, Sw2 432, W3 668 and W5 762,
- Other electrical equipment, spares, components, unmotored bogies and point castings,
- Many bodies in 'weathered/derelict' state.

Cars at Rutherford 1995



Other Add Ons

- A complainant “Creditor/Builder”, had removed two rather skeletal L/P bodies (298 and 341) from a school redevelopment and had set aside the bodies for NTM, so demanded recompense.



Opportunities in the Hunter

- Hunter Valley Training Company, as a training exercise previously restored STM Balmain Counterweight, Weed burner 144's,Ballast motor 93u and partly a replica Water car 113w,
- HVTC accepted Sw2 432 and the two skeletal L/P's as a restoration to L project,
- Cars partly stripped for training project,
- Project failed due to a change in Government funding.

Other Opportunities

- In 1995 Christchurch had commenced tourist tram operations. Success required a larger car and after inspection of the three W2's and the SW2 car, 244 was selected for restoration at STM and leased to Christchurch.
- After 5 years,244 had paid for itself and ownership transferred for token sum to Ferrymead.

244






CITY LOOP
CHRISTCHURCH
244
CIRCULAR QY
GEORGE ST
290


CITY LOOP
CHRISTCHURCH
244

- PETS had a need for a good pair of Melbourne # 1 trucks, which they had felt denied when they purchased their W2 cars, so a good pair sitting under O 824 was transferred to them for the price nominated to the liquidator.
- Newcastle Regional Museum raised the funds agreed with the liquidator, to repay the payment for L/P 284.

- W5 762 was sold ‘as is, where is’, to a private buyer, after the Westinghouse compressor was retrieved as a spare for R1 1971, and other brake parts were removed.
- Sydney C 33 was transferred to Loftus with W 2 244, for undercover storage, for potential restoration as one of the two C cars experimentally converted in 1907 to a double deck car,
- 33 was shipped to Bendigo in 2007 for restoration to this format, with NSW Heritage Grant support.

C car 33,

as acquired, and being restored









- W2 car 245, SW2 432 and W3 668, notionally retained for restoration for possible Federation Tourist Line in Canberra,
- N 718 notionally allocated for eventual restoration as an M type open tourist car,
- Sale of W2 471 explored,
- No immediate plan for derelict bodies.

- A rectifier unit acquired was used in Canberra to support promotions for the proposed Federation Tourist Tramway in 2001 and 2004,
- This has now been transferred to Glenreagh, along with a unmotored # 13 Melbourne bogie, and
- Point castings transferred to STM

- Brisbane Phoenix FM 550 had body restoration completed at Loftus, before it was exchanged with PETS for Kalgoolie Brill 22,
- Both Museums gain an additional exhibit in exchange for a duplicate.



R 1892

With no plans for R 1892 it was left at Rutherford after the balance of the collection had been moved,

- As good fortune smiled it was moved to Loftus where “Dads Army” restored it to specification for use as a take away café in Newcastle,
- Their efforts paid for installation of the maintenance pit in #2 road at Loftus.





The Maroubra Junction Car 411

- Available for sale in 1995,with motored bogies,
- Harry keen to acquire,
- Looked great, how to recover and what cost,
- Then offered as a gift,
- Just dismantle and remove, time is of the essence,
- Don’t worry, opportunity knocks,
- Doubts emerge,
- Go ahead for conversion to Christchurch Restaurant Car,
- Positive outcome, now a source of cash flow to STM.






TRAM 411 RESTAURANT
THIS WAY TO FOOD AND WINE!


JUNCTION HOTEL
CASINO
WIN! $10,000
PEDESTRIAN


RESTAURANT & BAR
193
MAROUBRA CHINESE RESTAURANT


ABEDIM ABDATIEN
MAROUBRA CHINESE RESTAURANT
R.J. DONOGHOE & SON
Carriers
642-6277

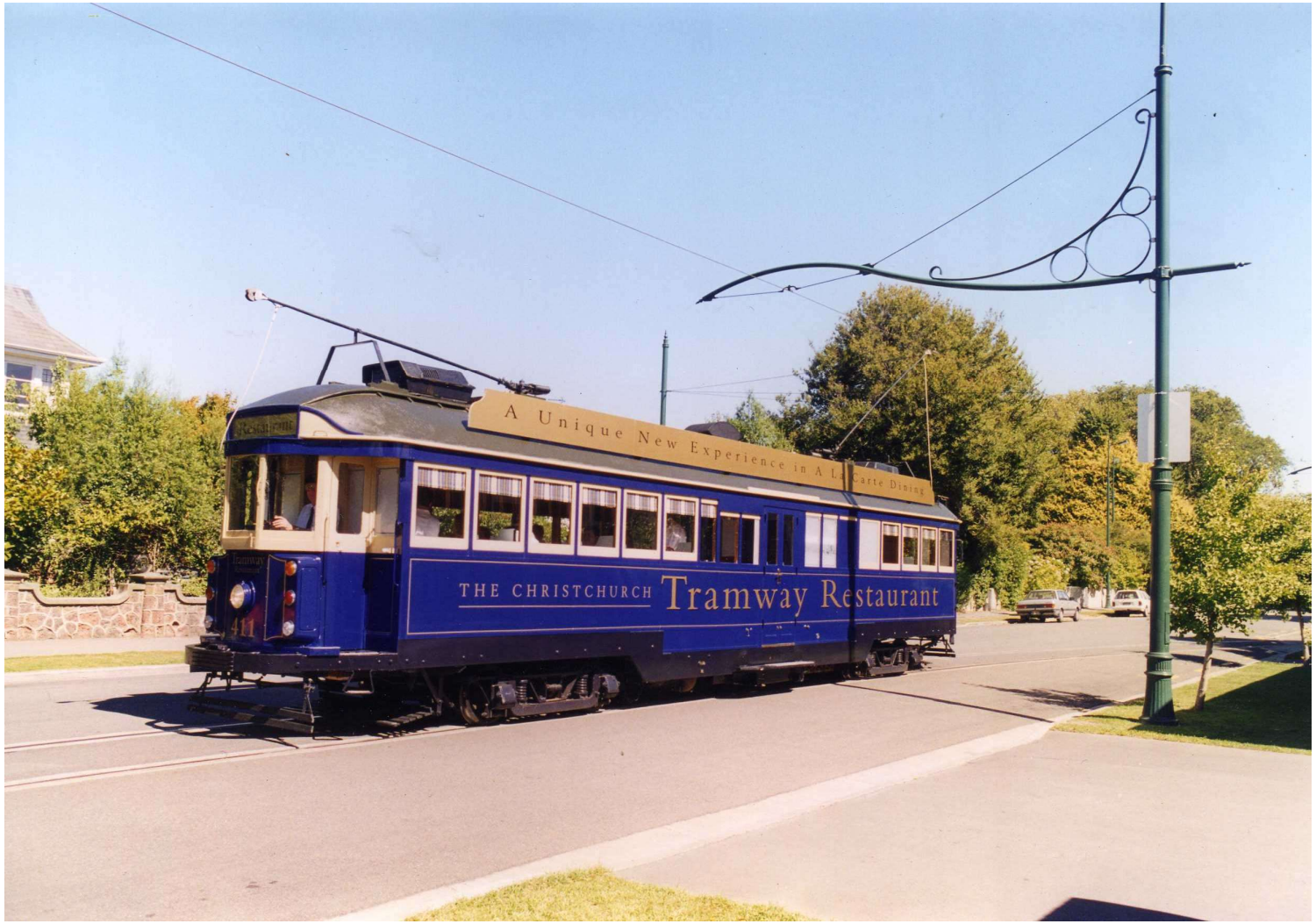
Christchurch Restaurant Car 411










A Unique New Experience in A
THE CHRISTCHURCH Tramway Restaurant

The Coburg School

- Closed under Government rationalisation, W2 car 582 and W3 car 665 were available.
- Arrangements made to remove parts and use drop centre side panels for W2 244 and the remaining front end for splicing to car 411.
- W3 665 stored at TMSV, Bylands and eventually sold by TMSV for private use.



Remnants of 582 spliced to 411







Liverpool Historical Society

- A builder offered the body to LHS after he removed it from a house being demolished. This was O car 1151 minus driver's cabins.
- Plan was to restore the car as a tourist information centre.
- Seen as too hard following a visit to STM.

- Car kept in Council Yard, where vandalised before transfer to STM,
- Reckless driver saves her life by landing her vehicle in roof of the car,
- Body beyond restoration to be dismantled for parts.







Cars at Sutton Forrest

- A member, Graeme Bellar, had acquired two Sydney cars, D 117 and R1 1951, and held them on his Southern Highlands property.
- A necessity to move cars caused transfer to STM.
- D 117 had a chequered history, with three previous owners.
- D 117 arrived at Loftus in 1997, and since 2007 is being restored to 1899 status as it undergoes restoration at Loftus.
- 1951, partly restored is currently stored by Len Millar at his Newstead, Victoria property.

- D 117 and R1 1951









Port Kembla Tramway

- In early 1980's plans were arranged for a heritage/tourist tramway on the waterfront.
- Bureaucracy intervened. Demarcation was the order of the day. NO TRAMS!
- W2 operational cars 370, 560, 577 were shuffled around over several years, and eventually were given to STM,
- 560 was used for parts in 1999 for NZ restaurant car 411, and scrapped at Loftus , after underframe parts used as pillars in 1 -3 roads.

- Remaining cars 370 and 577 transferred to a Museum Friends farm at Robertson, NSW, before 370 was delivered to Glenreagh in September 2007 for scrapping as a parts car for 447.
- Car 577 delivered to Bendigo as a parts car for Launceston 14 in December 2007.





Clarendon, Victoria

- Due to article in T/W re W2 244, owner , Garnet Pearce, offered W2 249 for sale in fully operational condition.
- Car purchased for possible restoration for proposed Federation line in Canberra,
- Weathered car restored in Bendigo. Now in use at STM.



Marrickville Cars

- Long term estranged person from STM, Norm Boxall, reached agreement to transfer ownership of Sydney trams, C 12 and K 1295, along with artefacts to STM.
- These were transferred to STM in June 1997, and in 2007 were transferred to the old site at Loftus for ongoing storage.





Canberra Tradesmen's Union Club

- In the early 1990's the club donated 16 unneeded W2 motors from bogies purchased.
- Due to refurbishment, in 2006 the Club donated bogies and equipment to STM,



- A home was found for Brisbane FM 499.
- Six cars, Launceston #1, previously donated, plus VR 40 and 48, Melbourne Q 139 and W2 447, and Sydney R 1819 were donated on the proviso that suitable homes were found, and with transport funding gifted,

FM 499, W2 447& L/C 1



•Melbourne cable trailer 589 delivered in 2008.

Canberra

- Q 149 was delivered to Newstead tramcars,
- VR 48 went to Bendigo with VR 35 (Ex Bylands) for restoration on behalf of ARHS, Victoria.
- VR40 (aka 49) went to Glenreagh along with W2 447.
- Launceston 1 went to Bendigo, on behalf of STM .
- Sydney R 1819 is now at the STM old site at Loftus, with cable trailer 589,
- Some motors transferred to PETS and Christchurch as spares.

Launceston 1 and 14

- February 2008 agreement reached with Launceston Tramway Museum to exchange cars 1 and 14,
- Car 1 had considerable Heritage value to LTM,
- STM happy with 14 as representative of type, to be restored in Bendigo.

- Photos 1 and 14







Sydney R 1842

- This car was beyond restoration due to significant body corrosion.
- Components, including seats were removed for future use at STM.
- Other body parts, including driver's aprons and internal bulkheads were sold to a entertainment venue in George Street Sydney.





Other Acquisitions

Derelict N 709, owned by a late member, provided a source of parts towards restoration of J 675, along with a pair of unmotored Brill 23E bogies for future use.







- N 710 at Moss Vale acquired for reserve collection,
- Sister car 715 was a source of solid Australian Cedar seat backs for J 675,
- Derelict O cars 1065 and 1132 dismantled for components. Under frames at old site





Waverley Council

- In 1988, Waverley Council had acquired three Sydney corridor car bodies, R 1798 and R 1808 and R 1 1980.
- Body of 1808 was restored in 1988 for display purposes with assistance from City Tram Association.
- All three cars at Council depot by 1991 needed moving by 1999.
- STM acquired cars, with1808 going to Bendigo for restoration as operational car.
- Other two cars to HPOTS, Cessnock for open storage.
- 1808 used in two Moomba parades and historic tour in Melbourne in 2004.




MULTIPLEX


GLEBE Pt
1808


SPECIAL
1808

Sydney City Council

- 5 Bodies, (R's 1753 and 1923 and R1's 1943,1993 and 1995), acquired for proposed Rocks Tramway in conjunction with City Tram Association.
- Car ownership (not possession) transferred to STM, whilst cars remain at Rozelle and access denied.
- Other 3 bodies, (R's 1741, 1749 and 1917), locked out of Rozelle go to City Council Depot. 2 cars now at old site in store.
- Third car ex Wentworth Park, 1749, refurbished at STM as guesthouse accommodation in exchange for body of post war R 1 2001, restored in Bendigo,for proposed Federation Line in Canberra, now in use at STM.

- Cars in Rozelle in 1995 & 2000





- Wentworth Park



1749 and 2001

- R 1749 refurbished as guest accommodation,







1749 and 2001

- Post war R1 2001 obtained in exchange, restored in Bendigo







De-accessions – W3 668

- Four cars de-accessioned by STM since 2006,
- W 3 668, previously offered to Victrack,
- Weather weary after 20+ years,
- Vandalised and partly damaged by fire,
- Transferred to Bendigo in late 2006 for removal of equipment.



Benefits of De-accession

- 668 exchanged with Bendigo Tramways for a pair of motored # 1 trucks,
- Bendigo used wheel, axle and motor sets, to meet contractual obligations to AETM, St. Kilda,
- ‘Bib and Bub’ restorations of 14 and 15 at St.Kilda now operable with this equipment,
- STM sold #1 trucks to USA, with funds used in restoration of Sydney J 675.



Further Benefits

- Derelict W2 370 provided to Glenreagh for removal of equipment for restoration of W2 447, which was devoid of equipment,
- Derelict W2 577 delivered to Bendigo, for removal of parts for Launceston car, and scrapping,
- PR1 1517, acquired as a derelict shell as a reserve car for retro conversion back to P , no longer required upon acquisition of P 1501, scrapped for parts in Bendigo, June 2008.



Other Benefits

- Six motored # 1 trucks acquired with the Port Kembla cars distributed as follows:-
- Two to Glenreagh for restoration of 447,
- Two to PETS,
- One to Christchurch Tramways for overhaul as a spare,
- One retained at STM.

Pitfalls

- Timeframes too short to prepare adequate conservation plans,
- The need to accept equipment which falls outside collection policies, to obtain equipment that does,
- Storage issues,
- Funding costs,
- Identification of potential risks,

- Pressures from members, interested parties and other museums,
- Politics,
- Doomsday merchants and pessimists,
- Transport logistics, timing and alternative storage issues,
- Disposal of derelict or unwanted items.

Do Benefits outweigh Pitfalls?

- Generally STM experience has been positive overall, with help from opportunity and luck,
- The ex Newcastle collection recouped the original investment and more,
- Funds generated from lease, and/or enhancement and disposal, have ensured other restorations or other works occurred,
- Restaurant car 411 is cash positive,

- Equipment has been exchanged to the overall benefit of STM and Other Museums,
- The Canberra collection has been redistributed to several other parties, without cost to STM or the other party,
- The residue of derelict bodies in the open remains a future problem to resolve,
- No solution to Rozelle cars still an issue.