

REQUEST FOR TENDER
FOR
THE PREPARATION OF A MANAGEMENT PLAN
FOR
TRAM AND TRAM RELATED HERITAGE

PLACE FOR LODGEMENT OF TENDERS

Department of Infrastructure Tender Box
Level 14, 80 Collins Street
MELBOURNE VIC 3000

CLOSING TIME AND DATE

2.00 pm Monday 6 March 2000

CONTENTS OF THIS TENDER PACKAGE

- A Conditions of Tendering
- B Specification
- C Conditions of Contract
- D Tender Form and Tenderer's Response (Form and Schedules for completion)

ENQUIRIES

Enquiries concerning this Request for Tender may be made to:

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DATE OF ISSUE OF THIS REQUEST FOR TENDER

Friday 11 February 2000

PART B – THE SPECIFICATION

BRIEF FOR THE PREPARATION

OF A MANAGEMENT PLAN

FOR

TRAM AND TRAM RELATED HERITAGE

1.0 INTRODUCTION

Melbourne passenger tram services were franchised to the private sector by the Kennett Government in 1999. As part of this process, the Kennett Government has sold the operational tram fleet to each of the two private operators, Yarra and Swanston Trams to run scheduled passenger services. The tram operators are required to introduce new vehicles to the system during their franchise period.

There are a substantial number of trams surplus to operational requirements. The introduction of new trams will see the release of a number of Z Class trams from passenger services further increasing the number of surplus trams.

The Bracks Government is committed to maximising opportunities to preserve Victoria's unique tram heritage. The Government has therefore decided to undertake a comprehensive review of all issues relating to tram heritage in Victoria. These issues will involve consultation with the full range of interest groups that have an involvement in tram heritage.

The Government, through the Office of the Director of Public Transport (ODPT) wishes to engage consultants to undertake a comprehensive review of the heritage and surplus trams and related memorabilia and consider options for the future preservation of tram heritage.

2.0 SCOPE OF THE STUDY

The scope of the project is to consider the future of surplus Government trams and related tram heritage issues. Options, costs and recommendations are to be made to allow Government to decide the future of tram heritage. The review should consider each of the following issues.

2.1 Government Owned Surplus Trams

2.1.1 The Heritage Tram Fleet

The Hawthorn Tram Depot Redevelopment Project incorporated the retention of Tram Shed No.1 as a depot to house the Heritage Tram Fleet. The depot will be used as a storage facility for the trams and will not operate as a museum. The depot will house about 20 trams but the fleet is not intended to be limited to this size. The heritage trams are mostly owned by the Public Transport Corporation (PTC) with a small number owned by the Tramway Museum Society of Victoria (TMSV).

As part of the redevelopment project and to determine which vehicles should be located at Hawthorn, the principle tram interest groups were asked to nominate trams from those of high significance to those with various other levels of significance. The results of analysing this information gives what would constitute the Heritage Fleet and lists other significant trams whose future needs to be determined. This information will be available to the consultants.

The core vehicles of the Heritage Fleet are presently housed at Preston Tramway Workshops pending the Hawthorn Tram Depot Redevelopment.

Analysis already undertaken as part of the Hawthorn Project can be used to respond to Study outputs a) and b) below.

2.1.2 Trams at Newport Railway Workshops

In excess of 180 stored trams are located in the East Block at Newport Railway Workshops. The trams are predominantly W5, W6 and W7 Class.

A tram layout plan is available for the trams held at Newport. A listing is available that identifies the trams by vehicle class and a short description of the vehicle type.

Included in these trams are the 15 Artist Painted Trams. The painting of these trams was an initiative of the Ministry of Transport and the Ministry of the Arts that began in 1978 and concluded in the early 1990's. The trams at Newport are from a later series and include trams by Michael Leunig and Clifton Pugh. Earlier trams were either sold or painted over.

2.1.3 Ready Reserve Tram Fleet

Fifty W6 and W7 trams constitute the Ready Reserve Fleet and are held in storage at Preston Tramway Workshops. The purpose of the reserve fleet was to act as backup to the operational tram fleet. These trams are not fitted with Automated Ticketing System (ATS) and have not been converted to one-person operation that involved the upgrade in the operating fleet of W Class Trams of a number of important safety features. These trams and are no longer required in this reserve role, however 7 of the trams are with the tram companies variously used for driver training, reserve and charter use.

The reserve fleet resulted from agreement between the previous Government and the National Trust to ensure that there would be equal reserves for the fifty W Class trams that are required to operate in passenger service by the franchisees.

A tram layout plan is available for the Ready Reserve trams stored at Preston.

2.1.4 Z1 and Z2 Class Trams

Swanston Trams has been allocated the fleet of Z1 and Z2 trams from the PTC tram fleet for passenger operations under the Franchise Agreement. It is anticipated during the franchise period that these trams will be replaced by new vehicles and the Z's removed from service.

Consideration should be given to the future of these trams in this study in expectation that they are to be removed from service within the 12 year period of the Franchise Agreement. Any Z1 or Z2 Class trams of heritage value should be identified and recommendations on the future of these vehicles be made.

2.2 Tram Related Heritage

2.2.1 The Need for a Permanent Museum and Workshop

Part of the Heritage Tram Fleet will be housed at the Hawthorn Tram Depot. This depot does not have the capacity to service the vehicles or undertake any restoration works. As stated above it is to operate as a storage depot and not as a museum.

There has been historic tramway assets released by the PTC during the tramway privatisation process and through dealings with private interest groups during this period, there is sufficient material and interest to investigate the formation of an interactive museum with a workshop / restoration facility.

Consideration needs to be given to looking at the most appropriate location for a workshop facility (not just for the Heritage Fleet but as a resource for tram restoration) and whether such a location may also encompass a museum facility is to be investigated.

The Preston Tramway Workshops site is one option to be examined for both purposes.

2.2.2 Malvern Tramway Museum

The Malvern Tramway Museum has been annexed from the Malvern Tram Depot and now has no formal association with the operating tramway. Whilst accessible it does not lend itself to frequent visitation due to its closed shop look.

Malvern Museum has a collection of memorabilia and is near full with its current holdings. It has no capacity to exhibit larger items or house trams. The future of this facility should be considered in respect of 2.2.1 above.

2.2.3 Tramway Museums

An important consideration in the future of tram heritage is the current standing of existing tram museums and tram enthusiast interest groups and their requirements for the future. Existing museums will include the Tramway Museum Society of Victoria (TMSV), Ballarat Tramway Museum Inc, The Bendigo Trust and the Melbourne Tramcar Preservation Association at Haddon. The National Trust of Australia (Victoria) is a prominent tram interest group.

2.2.4 Other Heritage Issues

The following matters need to be addressed:

- Develop an understanding of and report on heritage assets on the tramway system including buildings, tram poles, shelters, depots, substations and other heritage material.
- Investigate the demand by Metropolitan and Regional organisations for trams and related material for heritage and non-heritage tram operations, for example Ballarat and Geelong Council interest in street tramways.
- Develop an understanding of and report on the level of interest in tramway heritage to ensure recommendations in the report have taken into consideration the full range of opinions and can be successfully implemented.

2.3 Policy for use of W Class Trams

The consultants will note that there is a “Policy for use of W Class trams surplus to the Operating Fleet”.

2.4 Other Issues

An evaluation of the resources of tram interest groups is to be undertaken and appropriate recommendations made for the allocation of vehicles to groups based on their needs and capacities. The study should consider, but not be limited to, the circumstances of Victorian organisations and also assess needs and opportunities Australia wide and internationally.

The study is not to be limited to tram interest groups only and should consider other organisations and uses for the trams. These may include Regional City / Shire and Metropolitan Council opportunities, museums, galleries for the Art Trams, restaurants and activities that are appropriate given the regard held for trams by the community.

An objective of the study is to ensure that heritage issues relating to trams, tramway infrastructure and memorabilia are addressed and that recommended actions lead to an enhancement of tram heritage in the future.

3.0 THE STUDY OUTPUTS

The Management Plan is to provide options and recommendations on the future of surplus trams and related matters for consideration by Government.

The study plan is to consider the following:

3.1 Tram Vehicle Issues

- a) Assess and recommend the make-up of the Heritage Tram Fleet for Victoria.
- b) Provide an assessment of the historical significance of the remainder of the PTC surplus trams, separately making recommendations on the future of those identified as having degrees of significance and those that are duplicate vehicles.

- c) In particular examine the requirement to retain fifty Ready Reserve trams as these are no longer required by the operators.
- d) Recommend the future for the vehicles held at Newport.

3.2 Tram Heritage into the Future

- a) Document the collection of trams and related material held by Victorian museum groups associated with the Council of Tramway Museums of Australasia (COTMA) and other identified interest groups setting out their collection and conservation policies.
- b) Investigate Government holdings of tram heritage memorabilia, plans and drawings, patterns, spare parts and surplus workshops machinery and recommend the future for the material.
- c) Identify and recommend any actions required on heritage assets on the tramway system including buildings, tram poles, shelters, depots, substations and other heritage material.
- d) Based on the collection policies of the museum groups recommend allocations of assets to these groups including any associated infrastructure needs and costs to house the assets.
- e) Investigate and report on the demand by Metropolitan and Regional organisations for trams and related material for heritage and non-heritage tram operations, for example Ballarat and Geelong Council interest in street tramways.
- f) Determine the future requirements for tram parts and how best to provide for these needs, including needs for storage facilities.
- g) Consider Australia-wide and international opportunities for placement of the trams.

3.3 Infrastructure Issues

- a) The study should recommend storage options for all vehicles recommended to be retained.
- b) The future of the Preston Tramway Workshops is to be considered as a rail connected tram museum and workshop facility for the heritage fleet and as a resource for tram restoration. Identify any alternate locations for these purposes.
- c) No trams are to be stored at Newport or Preston unless part of a museum.

4.0 CONSULTATION WITH STAKEHOLDERS

The consultant will consult with the following interest groups and any other individuals or organisations it considers appropriate:

- The Public Transport Corporation.
- Victorian Rail Track Corporation (VicTrack)