

OVERHEAD CONSTRUCTION AND MAINTENANCE

Presented by Craig Tooke, Melbourne Tramcar Preservation Association

Craig's presentation, based on Melbourne experience, referenced the following:

1. Melbourne and Metropolitan Tramways Board Instructions in Overhead Construction.
2. Facts and Data on Overhead Trolley Wire Construction - Compiled by T.G. Stiff.
3. Trolley Wire Renewal.

It was noted that in any museum, there are normally only 3 or 4 people who have an aptitude for overhead.

There was a view that COTMA itself should have centralised person who has an inventory of what overhead spares and skills/knowledge are held by museums in order that individual museums can assist one another. This could also encompass other facts such as where overhead can be purchased. It was felt there is no common understanding between museums at present.

Overhead maintenance is often only a spare time activity and it is important that tram drivers report any maintenance that is required. It was recommended that a form should be made available for tram drivers to note faults as an aid to ongoing preventative maintenance. Overhead procedures should be updated at regular intervals and then conveyed to each museum.

Many museums are using overhead fittings from trolley bus systems but in some instances old fittings are best used, especially if the old style image is to be attained. It was suggested that a list of patterns for the various old style overhead fittings held by various museums be prepared and circulated.

Care has to be taken when purchasing used trolley wire as it can be false economy if the wire is too well used. To help reduce costs new wire could well be purchased in bulk by a number of museums and shared amongst them.

The COTMA store in Australia has a limited amount of overhead stocks available which can be made available.