



Council of Tramway Museums of Australasia Incorporated

BILL KINGSLEY AND COTMA ACHIEVEMENT AWARDS 2021

ENTRIES

Four entries were received for the 2021 COTMA achievement Awards. They were

- Adelaide – AETM - Major Infrastructure Projects and Track and Overhead Refurbishment
- Ballarat - BTM - Funding the reconstruction of Wendouree Parade Track
- Christchurch – THS/HTT/CTL/SPER - Renovation of Restaurant Tram 411
- Wellington – WTM - The conservation and return to running order of Wellington City Corporation 17

AWARDS

The judges **awarded the Bill Kingsley Achievement Award** to the Wellington Tramway Museum for the restoration to running order of Wellington tramcar 17

The judges **awarded Commendation Awards** to the Ballarat Tramway Museum for its track reconstruction project and the Australian Electric Transport Museum for its program of infrastructure and track replacement and upgrading projects and **noted** the commercial joint venture between the Tramway Historical Society, the Heritage Tramway Trust, Christchurch Tramway Limited and the South Pacific Electric Railway Cooperative Society in the overhaul of commercial W2 class restaurant tramcar 411.

DESCRIPTION OF PROJECTS AND JUDGES' COMMENTS

Wellington 17



No. 17, which had started life as a small, single-truck, single saloon tram had been converted in 1911 to a double-truck combination tram. The 5-window length single saloon was placed on one end of a new, longer chassis and the remaining one third of the chassis became the open portion of a “new” double truck combination tram. The tram body remained on a Raumati South property, used as

accommodation, until 1986 when it was donated to the Wellington Tramway Museum and stored under cover at Paekakariki. In December 2007 the late Colin Perfect prepared a comprehensive and well researched 77 page Conservation Plan for the tram, recommending that it be restored to its appearance as a combination car when it finished in service on Wellington Corporation Tramways about 1945. The report listed the items that would be required. A Government Lottery Environment and Heritage grant was secured for two-thirds of the estimated cost of the rebuilding and restoration of the body and chassis only. The remaining one-third was raised by the museum. A tendered contract, was signed in 2013 with the “The Wheelwright Shop”, Gladstone, Wairarapa. The late Trevor Burling administered the contract for the Museum.

A second major item was to provide type Brill 22E trucks. for the tram. A complete set of plans for the manufacture of a new pair of 4-foot gauge Brill type Wellington style trucks was based on those under Wellington double-decker No.47 at the Museum of Transport & Technology, Auckland. The Museum commissioned MOTAT member Leyton Chan’s company, Zitan Engineering Ltd, to draw up the plans for these trucks, slightly modified to accommodate ex-Melbourne GE247 motors. Along with museum donations, a second successful application was made to Lottery Environment & Heritage, allowing a tender of A & G Price Ltd. of Thames, New Zealand, to be accepted in 2018. A major hiccup almost occurred when later, the same day, the company was placed into receivership. However, after a delay of a few months a re-constituted company emerged from the receivership and honoured the original tender.



Mechanical work, such as fitting the trucks to the tram body, the hand brake standards and mechanisms, trolley pole pedestal and fittings, sand box mechanisms and other fittings were fitted at the Museum. The hand-brake pedestals and gearing mechanism were manufactured by local firm Tunley Engineering Ltd. of Paraparaumu. The Ackley brake mechanisms are ex Ballarat. All final assembly and finishing work was completed by Museum members

Judges’ comments

Wellington 17 is an outstanding museum conservation result, albeit using some commercial services (as have all four entries). It was well researched with a conservation plan prepared before starting work. It has harnessed information and skills in a kindred organisation (47’s trucks at MOTAT and Leyton Chan’s skills and company). WTM members have made a significant physical contribution. Having new truck side frames cast from Leyton’s drawing reproducing the original Wellington details is a significant museological achievement. The final result appears excellent and we agree this project is the clear winner.

Track in Wendouree Parade

The Ballarat Tramway Museum’s track in Wendouree Parade is formally owned by the City of Ballarat which has responsible for its maintenance. The rails dated back to 1905 and the metal was becoming fragile at the joints and cracking. It was also very worn. In early 2018, the State Government announced a \$30m community grant program, called “Pick My Project” where you could nominate your project and your local community would vote for it or other projects. Almost 2,300 Projects were proposed spread over 15 Regions of Victoria. Votes were submitted “on-line” with a system to prevent you voting more than once. You also had to vote for your three favourite projects in each Region. The maximum amount

was \$200,000 for each project. The Museum nominated track replacement in Wendouree Parade, but then had to secure community support for the project through voting. The Museum used all Social Media (Facebook, Instagram, Twitter and its own eNews digital newsletter) to promote the project, including that the City would put in funds if successful. Good publicity came from the *Ballarat Courier* and the *Ballarat Times*. The Minister for Regional Development, Jaala Pulford MP announced the successful outcome for five regional projects at the Ballarat Tramway Museum in October 2018, including for the BTM's own Wendouree Parade track proposal. Fulton Hogan which undertakes similar work in Melbourne, subsequently completed the work from Depot Junction to Carlton St in just over three weeks.



After considerable preparation by the Museum, funding for a second stage (the long curve north of the Gardens Loop) was sought from the State Government's Regional Infrastructure Fund. During May 2021, the BTM was granted \$1.2m from this Fund with the local State Member Julianna Addison announcing the grant. This is the largest Government grant ever received by the BTM. Survey work commenced in July 2021.

Judges' comments

Judges were particularly impressed by the approach taken by the Ballarat Tramway Museum to garner demonstrable public support for funding that would allow the City of Ballarat to replace much of the Lake Wendouree trackage in two tranches of funding. This support gave confidence to both the City of Ballarat and the State Government to invest in work that the Museum itself could not physically undertake and underpins the Museum's secure operation into the future. The public vote response confirmed that the Museum and its role were valued by society. The project highlights the importance of harnessing the confidence and power of the regional community where the museum is located.

AETM St Kilda Tram Maintenance Depot, track and overhead refurbishment

The original tram barn built with used tramway poles, second-hand timber and recycled corrugated iron by young volunteers during the 1960s was replaced by a purpose built steel framed commercial tram storage and maintenance facility in 2011. Fitting out by members following progressively. In recognition of founding member, the late Christopher Steele, who was the force behind constructing the original tram barn, the Christopher Steele Tram Maintenance Building was officially opened on 1 September 2017.



Following concern about the condition of its two level crossings, particularly the Mangrove Street level crossing, the AETM approached the City of Salisbury, owners of the majority of the tram line for the road crossings to be significantly upgraded. The Council agreed and upgrade works were carried out for the Council by Downer Rail contractors in the first half of 2020. The Mangrove Street work involved laying approx. 150 metres of new grooved rail in concrete with larger radius curves in place of the former tight curves. New span poles were included and refurbished overhead fittings prepared for the relocated overhead,



Covid restrictions saw the Museum close altogether in March 2020. However, during this difficult period the AETM used the time to extensively refurbish the sleeper track from the Mangrove Street level crossing back to the Museum, a distance of over 1 kilometre. The Project was managed by the AETM Track and Overhead team in conjunction with contractor NED (North East Demolition). The majority of the old loop was removed and rail on the straight track replaced as required and welded using a contract welder. A large number of sleepers were removed from the track by NED using an excavator and bobcat, being replaced with 400 good second hand sleepers obtained from the suburban rail network. Spiking the sleepers used Works car W2 354 and air tools. This resulted in the entire lake section of the line being comprehensively re-sleepered. The final packing of the sleepers was the only part of the job done manually. A few worn rails were also replaced and track joins repaired as necessary. In addition, seven overhead poles were replaced. Additional storage tracks for spare trucks have also been built at the rear of the Museum.

Judges' comments

This submission, though unlike the Ballarat submission, did not contain any financial information, represented a succession of projects spread over a ten-year period and highlights the necessity of museums to successfully address the replacement and upgrading of facilities and running tracks established by the original volunteers fifty years earlier. As all these submissions showed, museums cannot do all the work manually with their own volunteers and the strategic use of sympathetic contractors is playing an increasing role. Meeting contemporary operating standards is essential if museums are to continue to run and successfully pass to a new generation of operatives.

Renovation of Christchurch Restaurant Tram 411

No. 411, rescued from a Sydney hotel and rebuilt by SPER with only some interior work to be completed by CTL staff, arrived in Christchurch on 19 December 1999 and entered service as the Christchurch restaurant tram on 7 January 2000. Interrupted only by the Christchurch earthquakes, it has performed almost without fault for the past 20 years. However, the time had come for a major body overhaul, given its wooden body and canvas roof and that it has been driven some 103,824 kms around the Christchurch circuit and carried many happy diners during that period. The project commenced on 1st May 2020 in the nation-wide lockdown period, due to COVID-19. It had been intended to spread the restoration over two years but with the lack of patronage caused and anticipated by COVID, the opportunity was taken to complete the work in the 6 months while the tramway was closed. Funding was organised with both partners, (CTL and SPER) contributing. Work involved all saloons fitted up with new framework and reclad with new sheetmetal cladding; no. 2 end cab all new framing constructed and new sheet metal cladding; no. 1 cab refurbished, damaged wood replaced, new sheet metal cladding fitted; original saloon floors removed and replaced with new plywood; new crown plates installed; new cab platform extensions installed at no. 1 and 2 ends and all air brake piping replaced with new flexible plastic plumbing. Car repainted. With HTT leading the restoration, the whole project was very much a team effort. Project management techniques included using a tracking chart developed for the purpose, bringing the project to completion on time and within budget, at a total cost of \$155,000.



Judges' comment

The judges noted that the work was comparable to an overhaul that could have been done on the car at Preston Workshops, had it come out of traffic in Melbourne. The work appears to have been carried out to, or greater than the standards that would have been originally expected. However, the judges were also cognisant that the tram is not, of itself, being conserved because of historical significance. Its purpose is to provide on a commercial basis an additional tourist experience on offer for Christchurch. The overhaul undertaken could have been anticipated in a comparable commercial setting. However, the use of an innovative approach to scheduling the work was also noted and it was recognised that it had been opportunistically programmed at short notice to be undertaken when the Christchurch tramway was prohibited from operating.

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