



HAPPENINGS 2024 - 2025

AROUND THE CARBARN



The 2023 Christmas BBQ at Pia's Place saw President Allan Kelly present Jai Goodall with a copy of the Tracks by the Swan (Ltd Ed) Book for his excellent work on the new website.



A Distinguished Merit Award was made to Noel Blackmore in appreciation of his continued mentoring of the Electrical and Mechanical Engineering workshop teams.



A colour correction

The postwar WAGT livery featured largely green and cream, with some red including a red border around the apron.

The colour scheme is shown clearly in this Arthur Perry photograph of WAGT 34 at the Charles St terminus of the North Perth route. All other postwar re-paints are consistent with this example.

Sharp eyes realised that the red border on the apron of E 66 was too narrow at the top when compared to the apron on Arthur Perry's photo of F 34.



*Shane Parsons applying tape
in preparation for corrective
painting on Perth E 66.
2 August 2024.
Photograph: Daniel South*

**As can be seen, the top red
band is about half the
width it should have been.**



Member Liam prepares the steel side panels on FMT 29 for repainting.



We received these two Melbourne Art Trams SW5 729 and 749 in March 2024. The two trams were painted by Melbourne Tram Crews from various Depots, and the troops at Preston Workshops. PETS also has W2 441 in its collection – 2 Victorian Art Trams, and the sesqui-centenary tram in Western Australia. Who'd have thought it possible.



A selection of image panels from the two Trammie Art Trams.



A selection of the artwork on the two trams received in March 2024.

A team of volunteer art restorers will repair, refurbish, and seal the artwork against possible future damage.

The art trams will add variety to the trams that operate in the park.



The PTA Overhead Team sent an overhead beam and supports from the Bayswater project and installed it over the fan leading to the Tyler Barn. The steel pole that used to support the overhead lies on the ground. The pole is one that was recovered around 1984 from the WAGR Perth Terminal telephone line that was replaced with cable and microwave link.

The other two points leading to the Tyler Barn fan can also be seen in the mainline.



Fay McCabe visited PETS to drive our trams and generally have some fun as she and hubby William do regularly. On this occasion, she presented from STM to Ray Blackmore for PETS, a Gooseneck Brake Handle from one of Perth's original A class 4-wheel 1899 trams used to open the fledgling system.



Easter 2024 – William and Fay McCabe with W7 1017, and Hayden Holmes and Jai Goodall with SW6 891.

This was the last Easter before the shutdown and rebuild of the Triangle and the former Entrance Branch.



The search for trucks for our Perth trams being restored and refurbished proved successful with 4 Mitsubishi Brill 77 E trucks received in 2024 from the Hiroshima Electric Railway Japan. Two are for Perth 2nd A 130, the last tram built for the Perth system.

Gordon Blackmore and Roy Winslow are guiding the bogie to the rails while Ray Blackmore operates the crane.



From July The 22nd

Temporary Tramway Shutdown

Tram E 66 on
Stockman's Triangle
Loop for the last time.

The former loop forms
part of the short double
track section from the
north points to the west
line and Mussel Pool.
The straight line now
leads direct to the east
points and Entrance
tram stop.

The point work in the
distance was removed
as part of the new work.



The scope of the project can be seen from the map.

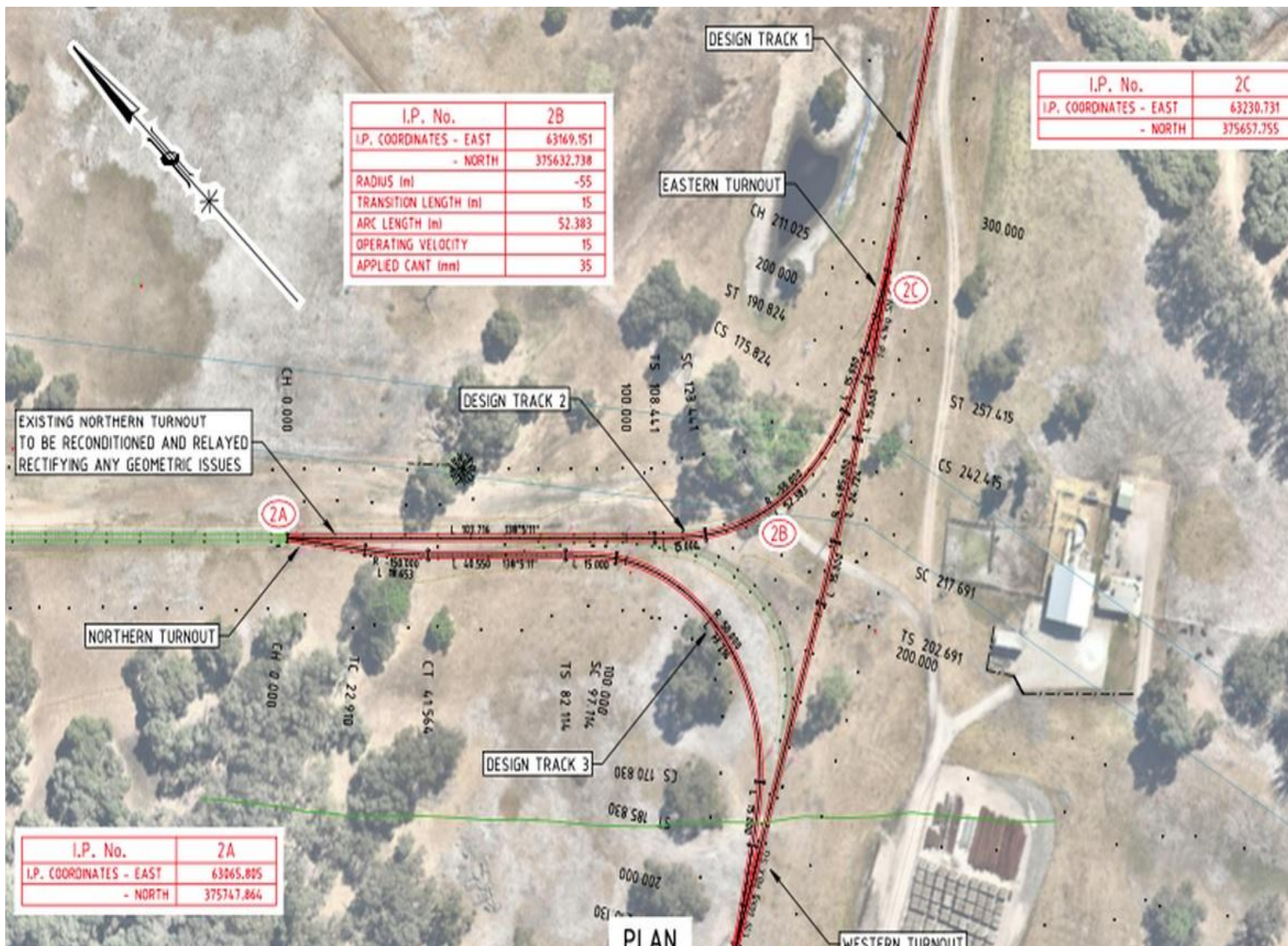
Blue is the 600mm narrow gauge railway;

Green is the existing electric tramway;

Red is the new track work leading to Whiteman Station.

The total tramway track length will then be 4.5kms.

Purple is the new Morley – Ellenbrook Railway.



This map shows the track work design for the new triangle area. At the bottom of the map can be seen the laydown area.

The former north – west curve can be seen in green inside the proposed red north – west curve. The curves were rebuilt with a much wider radius.

Centre: FMT 29 and Ballarat 31 approaching the Park Entrance/ Lord St during the COTMA Conference 1992. Here the track split into two, leading to ...

Bottom: ...a substantial, two-road terminus structure, waiting area, and facilities which included (originally) a kiosk. A large parking area was adjacent. W2 329 is about to depart.

Photographs: Michael Stukely



The late Bill Kingsley is in front of the photographer. The original plan was that park visitors would 'park-n-ride' into the park by tram. The 2024 Whiteman Train station is now located some 200 metres from where the former shelter was situated.





The material stock-piled for the tramline refurbishment came from the 41kg rail, concrete sleepers and ballast recovered from the Bayswater Project. A new junction for the Ellenbrook Rail line, 4 new platforms and a new rail bridge with 4 lines over King William St was constructed using new points, rail, sleepers and ballast.

The Entrance tram line reinstatement program used the recovered rail, sleepers, and ballast, under what became known as the triple 'R' scheme: Recover, Refurbish, Recycle.

It was not possible to re-use the overhead from Bayswater because of the pantograph wear which left a flat surface on the contact side. Instead, new overhead wire was used between the Entrance and Triangle, on the Triangle, and for a short distance toward Pia's Place, the first stop west of the Triangle.



The new tram terminus under construction in the foreground, and Whiteman Park Train Station nearing completion in the background, on 20 February 2024.

Photograph: Scott Anderson, PTA



On the last weekend of service before shutdown, W7 1017 is surrounded by track works as it passes along what is left of the triangle.



Tram W7 1017 travels over the north-west leg of the Triangle for the last time with Roy Winslow at the controls. The new work would start in earnest the next day to build a new formation to the Entrance and Whiteman rail station.



SW6 891 travelling north to Whiteman Village Junction. Note the overhead for the Triangle leg to the former Entrance Branch has been removed.



The view looking north from the Triangle. Note the overhead on the loop has now gone. The new formation for the West – North leg of the short double line section is to the left.



The former west – north curve of the Triangle. The new formation to the left and right can be seen.



**The new formation
looking from the
Triangle (behind)
toward Entrance.**



The newly laid line from Triangle east to Entrance tram stop (behind the photographer).

The sleepers were originally laid under dual gauge track at Bayswater station. The PTA relayed the track at Bayswater using new concrete sleepers, rail, and ballast.

The rail joints were thermit welded, and the line is suitable for heavy axle load rail traffic, compared to the 6-tonne axle load trams that now operate over it.

It may be overkill, but our track team will rarely have to do any maintenance on it.



The turnouts were also recovered from various PTA projects, including Bayswater and Armadale.

This is the eastern (heelless blade) set before connecting to the mainline and the yet to be laid East – North curve.



The west end points.

Tram waiting ...



On the opening day of the new Ellenbrook railway line, Sunday 8 December 2024, WAGT (Perth) E class tram 66 is on static display at the Entrance tram stop as the first official train (C-series, six cars) approaches Whiteman Park station.

Photograph: Michael Stukely



Tram E 66 and SW6 891 wait at Entrance tram stop on Opening Day Dec 8, 2024. This photo was taken by Philippa Rogers (RHWA) from the first C Series train seen in the previous slide. Note also the disparity in size between the Perth tram and the former Melbourne tram.



Minister for Transport Rita Saffioti meets PETS members at Entrance tram stop – Opening Day.

After performing the opening ceremony at the Whiteman Park Station, the Premier [Roger Cook] and the Deputy Premier [Rita Saffioti] made a quick dash down to the new tram stop, to meet and congratulate PETS members, and to pose for photographs. [Then it was back to the station to head on to Ellenbrook.]

Photographs: supplied.





Top: E 66 is heading to the Village from Mussel Pool on 8 December, on the new double-track section at Triangle North (where the former Passing Loop was located).

Centre: A well-loaded E 66 passes through the re-built and re-aligned Triangle West-to-North Curve, heading to the Village from Mussel Pool and Pia's Place on 8 December.

Below: E 66, running from Village to Entrance, passes SW6 891 (Mussel Pool to Village) on the new double-track section, where the former Passing Loop was located, leading to the Triangle North points.

Photographs: Michael Stukely





W7 1017 travels toward Entrance Tram Stop on opening day Dec 8, 2024. To the right of the tram directly in front of the photographer is the remains of the former line to Entrance. Steel poles were used on the new line, and a sole treated pine pole remains on the former line. The tram is passing over an occupation crossing used by contractors. The height of the railhead above ground level is approx. 450 mm along this section.



E 66 on the short double line section heads toward the Village with keen viewers on the Motorman's platform.



E 66 with a good load of happy passengers, heads toward the Village through the new west – north curve.



Tram E66 is enroute to Entrance and SW6 891 is on its way to Whiteman Village Junction (WVJ) where it will terminate and return to the Village to start its next run. E66 will travel to the Entrance Tram Stop, terminate and run to Mussell Pool, then return to WVJ and back to the Village. Each complete round trip takes about 45 minutes which allows for kangaroo viewing.

Special event

A special morning tea was arranged by the Hon. Rita Saffioti MLA, the WA Deputy Premier; Treasurer; Minister for Transport; Sport and Recreation, and PETS Patron, for representatives of the contractors and supporters which were part of the Entrance Line Reinstatement Project.

This was held at Pia's Place in Whiteman Park on Thursday 15 May, with special appearances by Perth E 66 and Fremantle 29 which carried the guests over the system. PETS was represented by Ray Blackmore, Bob Pearce and Tony Kelly.



Above: The special morning tea, held on 15 May 2025, was attended by representatives of some of the groups which helped with the Entrance Line Reinstatement Project. Rita Saffioti, deputy premier and also PETS Patron, at the centre.

Below left: Rita thanking Tony Kelly and Bob Pearce for their contribution on the day.

Below right: Rita appreciating the work that has gone into the refurbished FMT 29.

Photographs: Supplied





Passengers waiting to board an already crowded tram at the Entrance Tram Stop, illustrating our increased ridership and popularity. 3 January 2025. → Photograph: Michael Stukely

As at the end of March this year, there were over 19300 passengers carried on the trams since the full system opened in Dec 2024. On average, there are 5500 passengers carried each month, and it is estimated that over 46800 passengers have been carried so far since the opening. Free travel for tram riders has contributed to the high passenger numbers.



The list of Contractors who carried out the work on the tramway, and/or generously donated to our wheels and axles fund, and to the tram fleet painting fund.

Metronet and the PTA administered the project.

Ray Blackmore superintended the project for PETS and liaised very effectively between the Society, Metronet, and the various contractors.

Bob Pearce liaised between PETS, PTA, and Metronet.