

THANK YOU FOR YOUR TIME WHILE I SHOWED SOME OF THE  
ACTIVITIES OF OUR SOCIETY IN WHITEMAN PARK PERTH.

THERE WAS FAR TOO MUCH MATERIAL, PHOTOGRAPHS AND  
DISCUSSION NOTES TO HAVE INCLUDED IT ALL.





A Kalgoorlie Electric Tramway Bogie and 4 trailers with a mine service.  
The KET closed in March 1952.

Fremantle Bogie Tram 32 in Market St . The system closed without fanfare in November 1952.







West Aust Govt Tramways 2<sup>nd</sup> A Class 121 turning from Hay St to Barrack St enroute to Inglewood  
c 1950s.







Tram 66 at Barrack St Jetty last day before running in to Carbarn. July 19 1958.

The Swan River is behind and to the right of the photographer.

Tram 66 last run to Perth at Mt Lawley July 19 1958.

The overhead for the trolleybuses is ready for the new service in two days time.







Sunbeam trolleybus 67 heads to Claremont along Mounts Bay Rd, the most scenic of the routes. This route closed in 1959.







Trolleybus Sunbeam 846 returning to Barrack St Jetty, 3 months before the Inglewood, Bedford and Mt Lawley lines were closed in Dec 68.







Hay St stabling yard for trolleybuses before the tour  
Sat 30<sup>th</sup> Aug 1969.

Some of the group on the tour. The gent 3<sup>rd</sup> from right, Don Tyler, was one of the four men instrumental in the formation of the WAETM.







The two trolleybuses 846 & 867 at the Dumphries Rd terminus of the Wembley route. That day saw the start of the WA Electric Transport Museum {WAETM}.







Members removing trolleybus overhead from Wellington St Perth in September 1969 after the closure of the trolleybus system. This tower wagon, along with another, was donated by the Metropolitan Transport Trust (Perth) {MTT} to the society after all the system overhead had been removed.





Ballarat Tram No 31 was gifted to the WAETM. The tram was involved in an accident on Sept 2nd, 1971 when a truck collided with it at an intersection on the second last day of service. The tram never ran in service in Ballarat again and was delivered to Wilson without being repaired. Repairs were completed by society members.







Recovered tram bodies , tower wagons and artifacts at Castledare, Wilson.  
From left – WAGT I 63, ‘New York’ Stepless Hobble skirt tram and was fully imported in 1913 from New York. This is believed to be the last complete body of this type in the world.  
A part view of the two tower wagons.  
Fremantle Municipal Tramways No 29.  
In front of I 63 is a Queen Victoria inscribed street letterbox. The letterbox is made of cast iron and is extremely heavy.



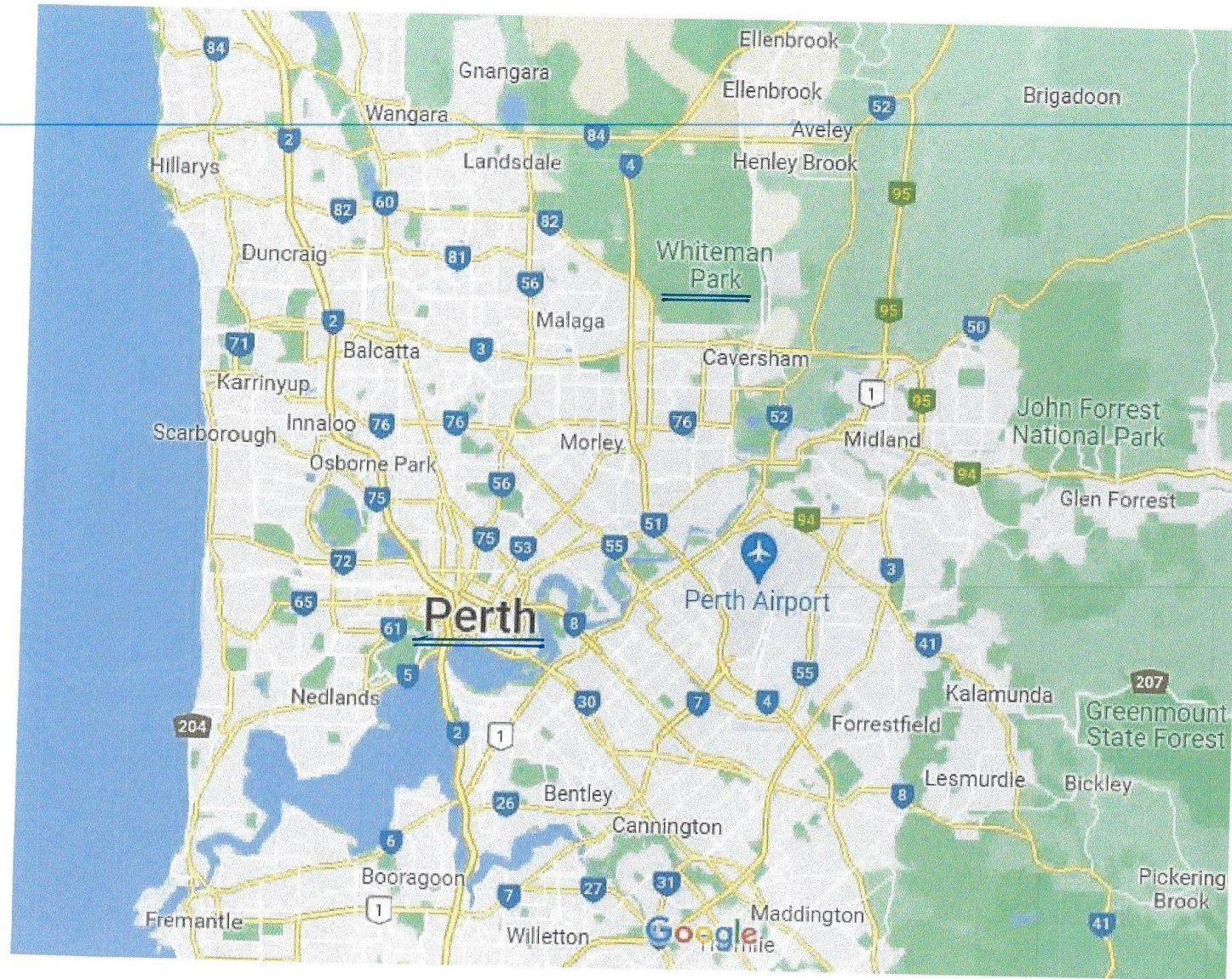




Society founding President Lindsay Richardson and founding Secretary Ric Francis looking at the rail on what was to be Road 1 at Wilson.







Whiteman Park is located about 16kms north east of Perth.







Trams transferred from Wilson.

From left – Ballarat No. 31 – a 4 wheel tram built 1916 by Duncan and Fraser of Adelaide South Australia;

MMTB W4 class Bogie (double truck) built in 1933 at the Preston Workshops, Melbourne Victoria.

Fremantle (FMT) 29 recovered from Albany WA in 1971. Originally built with grooved timber cladding in 1921 at Midland Junction Railway Workshops, this was removed and replaced with steel sheathing at the FMT workshops c1930s.



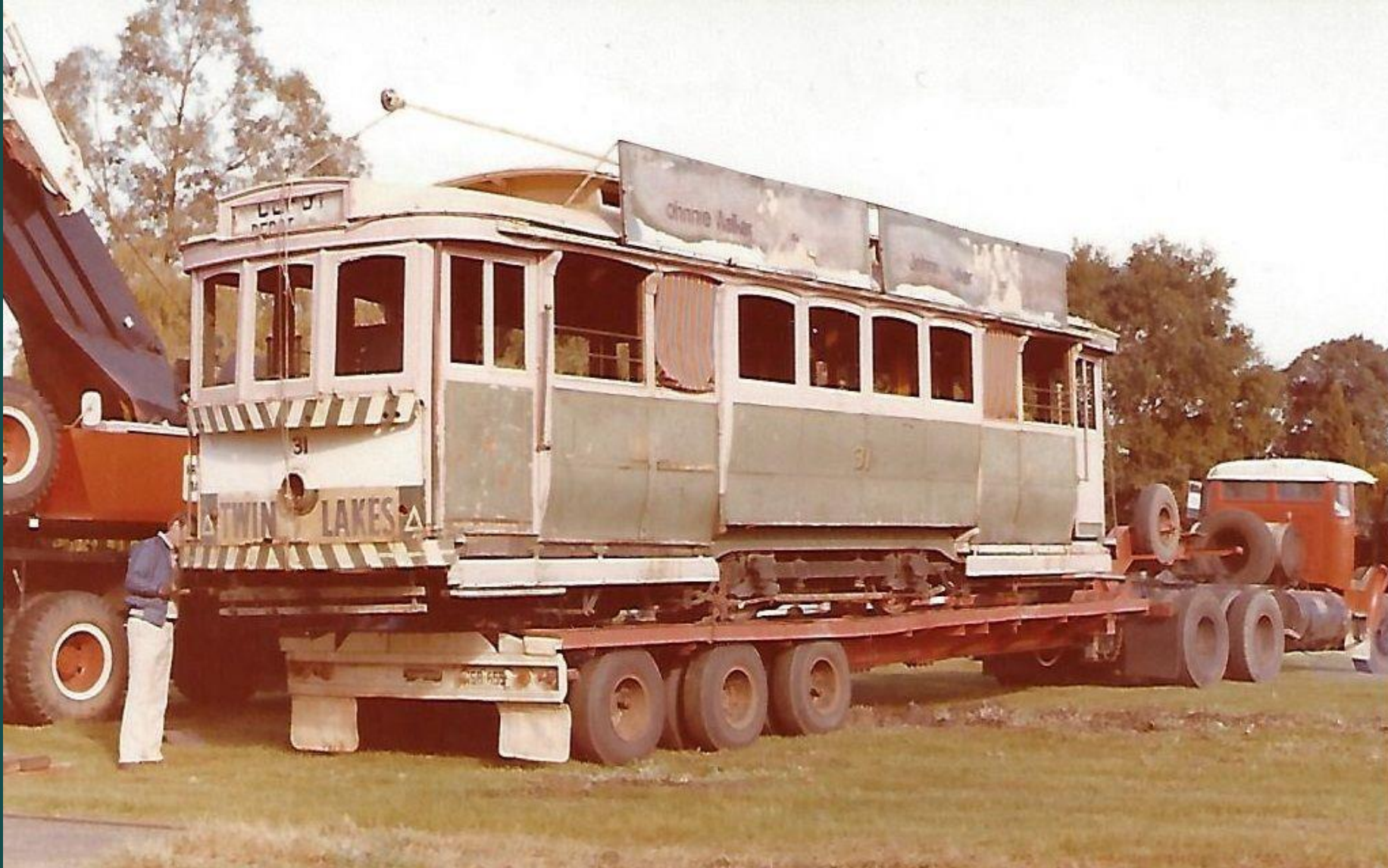
The new Oketon – Geddes Car barn with some of the transferred trams.

From left – Ballarat 31; FMT 29; WAGT (Perth) 46.

FMT 14, a 4 wheel California Combination car built JG Brill in 1905-06 and imported from USA.







Tram 31 ready to be taken from Wilson to Whiteman Park.

The tram was repaired at Wilson by society members.







Above left: Track laying at Whiteman Park commenced in 1982 using standard gauge sleepers purchased from a salvage yard in Perth. The formation was a sand base with a thin limestone cover.

Above right: 60 & 63 pound (30 & 31kg) 'T' rail obtained from the Western Australian Govt. Railways was used for the whole of the mainline.

This alignment was later straightened to take out the two curves.







Track laying on the new car barn fan in 1982 where a mix of 'T' and 'Grooved' tram rail and grooved sets of points were used.







The overhead was run and connected to the ears. The Section Insulators were provided to isolate the carbarn from the mainline..

The tower wagon was donated to the Society by the WA Govt. Tramways after the trolleybus system was closed in 1969.







3 ex Melbourne trams – W2 329; W4 674; W2 368 with one of the 2 tower wagons.







W2 368 is driven out of the car barn opening day Saturday November 30<sup>th</sup> 1985







Track laying continued to expand the system to 6kms.







The Tramway runs from the Workshops - Carbarn to Stockman Triangle, then northwest to Whiteman Junction via the Village, approx. 4kms. The line to Entrance was discontinued about 12 years ago, but is now the subject of a proposed recommissioning to the new Bayswater - Ellenbrook electric railway at Whiteman Park Station. The other dotted line to the left is the 600mm gauge Light Railway.





## The Society's Operating Fleet



Tram E66 built 1917 at Midland Jct. Railway Workshops and entered traffic 2 July 1917. One of 10 tramcars built to the design, this tram was used on the last day 19 July 1958, and was used to shunt other trams to the workshops for dismantling. Donated to PETS by the ARHS (WA Divn.) Feb 1986, restored and entered service in 2018, in time for the COTMA Conference hosted by PETS. The tram runs on two Brill 77E standard gauge trucks ex Kagoshima Japan.







Fremantle Municipal Tramways (FMT) 29 was built at Midland Jct. Railway Workshops in 1922 as part of an order of 20 'D' class trams for Perth, but was diverted to Fremantle with 4 others of the same class due to an acute shortage of trams. This tram was recovered from Albany on the south coast of WA from a caravan park and returned to Perth Aug 1971. Restored and re-commissioned at the COTMA Conference hosted by PETS in 1992, the tram runs on two Brill 77E trucks ex Kagoshima Japan. This was the 20<sup>th</sup> Anniversary of the opening of the electric tramline in Whiteman Park, Nov 30<sup>th</sup>, 2006.



Left: - W7 1017 arrived in early 2005 and was workshop tested and entered traffic.

During the works, it was stabled in the Village precinct overnight and did so for almost the full period of the works, while it was isolated from the carbarn and workshop precinct.



Right: - W7 1023W – acquired to strip for parts, the tram was considered to be suitable for conversion to a works car.

The roof platform can be seen with access from the interior of the tram. Overhead & track maintenance equipment is kept inside the tram.







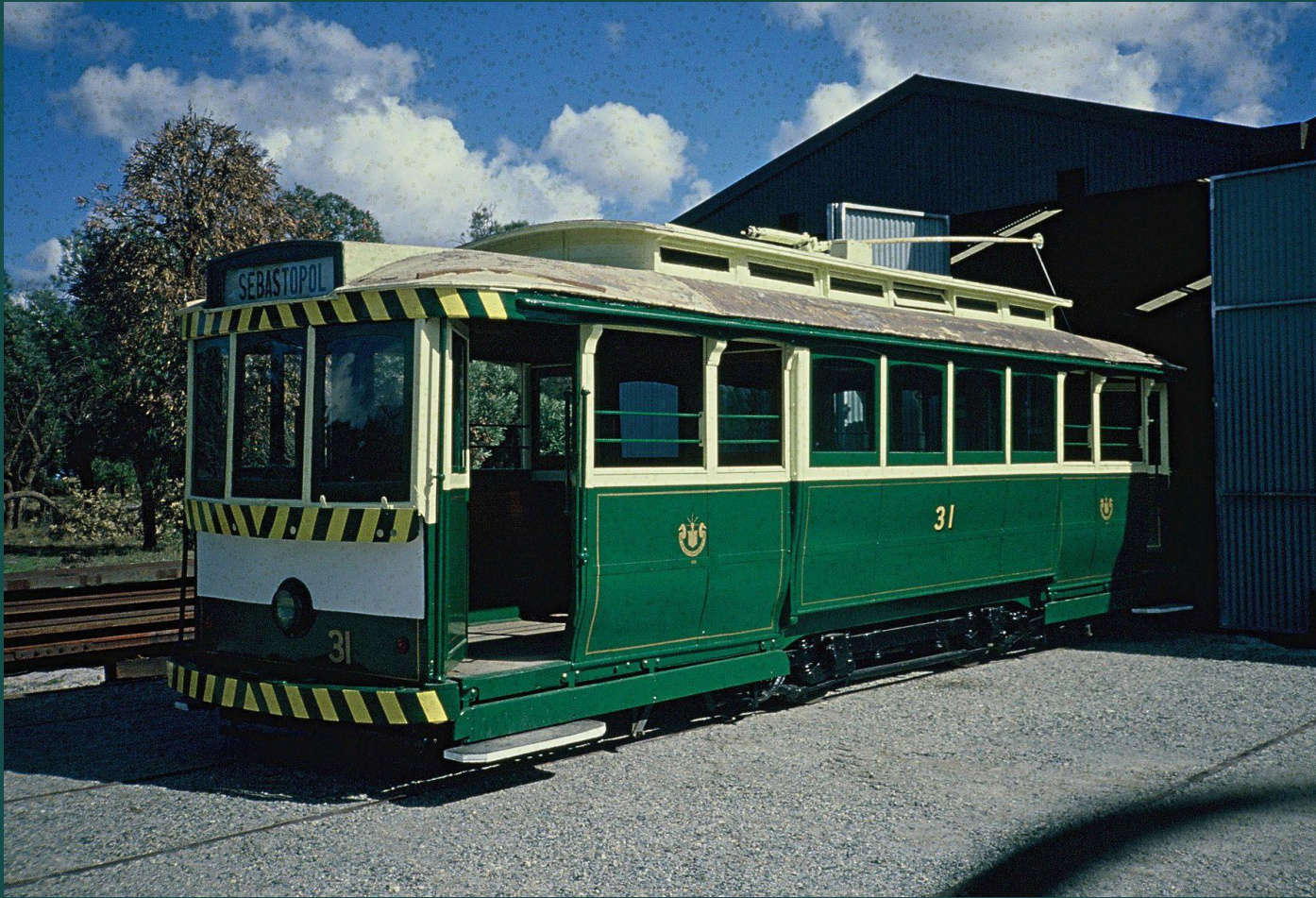
We operate ex Melbourne trams in order to help finance the restoration and maintenance programs for our West Australian trams.

W2 329 arrived during the early 1980s and V6 891 arrived in 2013.





Some of the trams waiting to be re-commissioned.



Ballarat 31 – operated during the early days of the society at Whiteman Park, but we have found some metal fatigue in the frame, and timber rot in the sub frame of the tram. They will be dealt with as time and funds permit.







The Society acquired ex Adelaide 'H' Trams 371 & 372, here seen in service in King William St Adelaide.







Brisbane 'Phoenix' tram No 550 acquired from Sydney Tramway Museum.







Perth I 63 – New Yorker Hobble Skirt ‘Stepless’ Tram – believed to be the last example of a complete body in any collection in the world. The tram is seen at the WAGT Sidings behind the WACA ground in Perth.







Kalgoorlie Electric Tramways No 22 outside the Car barn in Boulder Rd Aug 1951. The roof of the car barn can be seen over the tram's roof. One of 5 Brill bogie trams imported in fully knocked down condition packed in crates and assembled at the KET car barn.

The tram was recovered from Carbine station north of Kalgoorlie where it was used as quarters for sheep shearers.

It came to Perth in Oct 1995 and was exchanged for Brisbane tram No 550 in Dec 1997.







KET tram No 25 at Revolutions Transport Museum Whiteman Park, in 'as recovered' condition from Carbine sheep Station - north of Coolgardie.







Not since their operating days have Fremantle trams 29 & 36 faced each other in a tram car barn; or have WAGT 66 & 130 faced each other.

Adelaide 371 is at the rear on Road 4 of the car barn.





# Restoration Work



WAGT (Perth) 2<sup>nd</sup> A class 130 :-

Above: - Removing platform bolts from the Motorman's platform.

Right: - The end platform with flooring and apron removed. Repairing the platform beams to support the controller.







Bill Allnutt VI, our oldest member at 96, is the Team Leader with the restoration of tram #130. This tram was the last built for the WAGT at the Midland Jct. Railway Workshops c 1930 and entered traffic 27 July 1933 when Bill was 7 years old. The tram was withdrawn on the last day – 19<sup>th</sup> July 1958 when Bill was 32 years of age. Recovered from Bullaring (wheatbelt siding east of Perth) in June 1998 nearly 40 years later.







The body has been straightened and primed with undercoat. Note the metal sheathing applied to the 5 trams of this type when built. All the sheets including the aprons needed replacing after some 40 years in the open. The subframes and timbers were in remarkably good condition.







(Above) – Society members carrying out maintenance with two refurbished armatures from Met Vic 101 motors, a motor to axle gear casing being painted with undercoat, and checking a bogie bolster ready to go into a No. 15 frame.

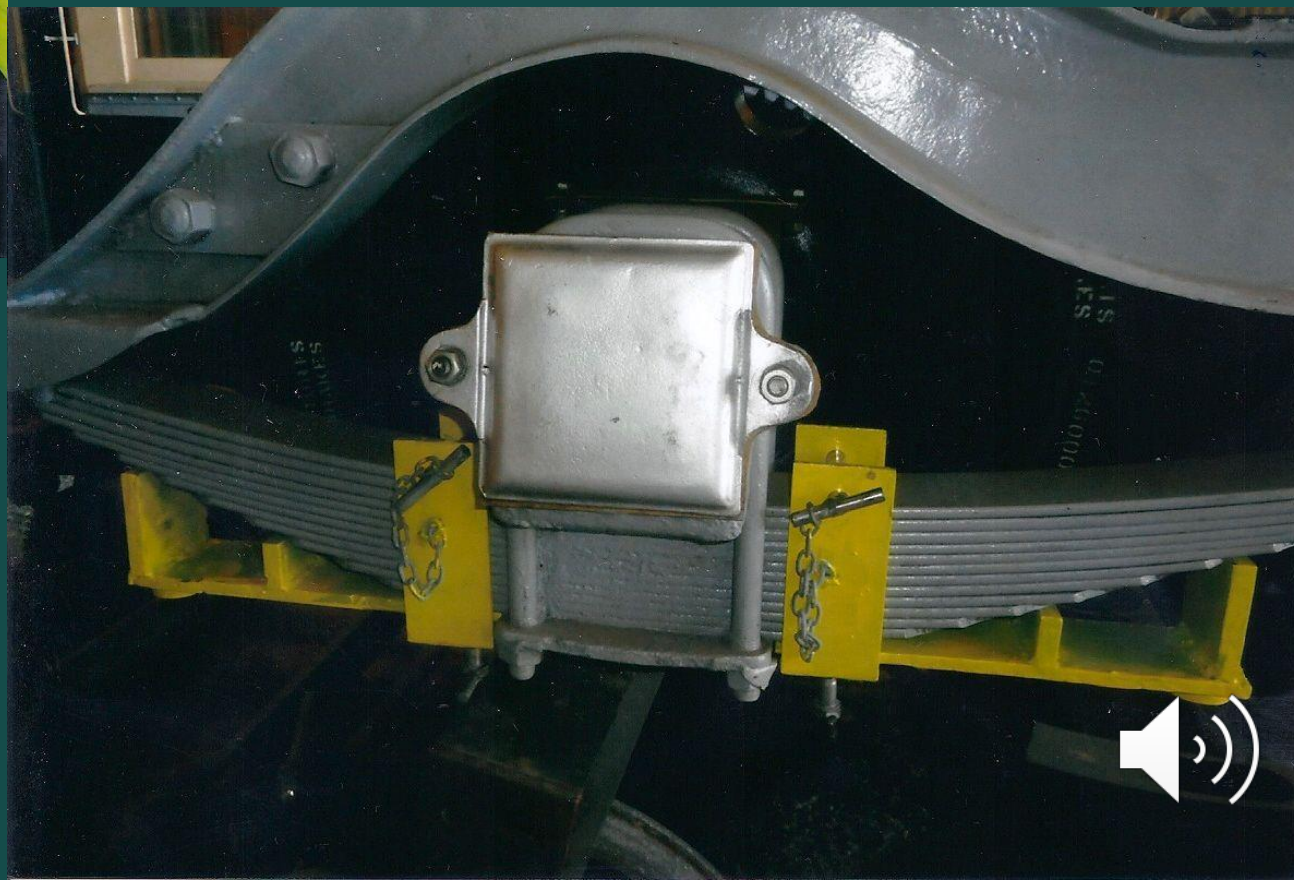






Two members fitting a member's designed leaf spring holder to a No. 15 truck.

When in place, the base of the holder provides a suitable jacking point in the event of a derailment. The device means the whole tram and bogie is able to be jacked up. Prior to the device being made, jacking up the bogie was not a suitable option to rerail a tram, especially on open track.







Three members were recently awarded Life Membership for services to the Society - from left: -

Tony Kelly;

Trevor Dennhardt;

David Brown.

Honorary Membership was awarded to Alan Holt {Honorary Auditor of the Society}.





## Covid Effect



Covid meant we didn't carry passengers but maintenance still had to be done and trams still had to run to maintain our Rail Accreditation.





## New Acquisitions



Sunbeam Trolleybus 878 departs its Northam home for over 50 years, some 100kms east of Perth. Note the trolley pole bases still mounted on the roof of the trolleybus.





The Don and Laurie Tyler Carbarn was erected after a generous donation from Don Tyler, one of the original founding members of the WAETM – later renamed Perth Electric Tramway Society (Inc).



Above left : - the original site.



Above right: ready for the build.







Left: the skeleton, and Right: almost complete except for the roller doors.





The next series of slides shows how the new carbarn will be connected to the mainline. It is still ongoing, and has taken our small volunteer workforce some eight months to get this far, after interruptions by Covid, and other urgent works which were necessary to keep the trams running, and which included bogie and motor replacements etc.



Before the mainline could be disconnected from the Carbarn-workshop, an earth return cable had to be run to maintain continuity of the power supply for the tram which was isolated from the carbarn.







Over 800 tonnes of roadbase and ballast was used to raise the formation up to 600mm in height.







Two of the jigsaw puzzles that became points outside the carbarn. From here, they were moved into the carbarn, laid out, and measured to ensure that the four sets would fit together.

The mainline has been disconnected and the track is being dismantled.







Dismantling the track continues. Note the roadbase ready to be spread to build up the formation once the rail has been removed.







The remains of the 60 year old sleepers.  
Part of the formation has been built up.







The formation has been cleared and built up ready for the raft.







Formwork for the raft.







Four sets of points will be placed on the raft : - 3 right hand to the new car barn; one left hand to the Body barn (left building in this photo).

The points came from track renewals in Melbourne.







The earth return cable was run to the two installed steel poles and connected to the rails. The two switches that are on the right hand pole will eventually be used to bridge the section insulator which is yet to be placed into position.

The drum indicates the temporary end of the mainline.

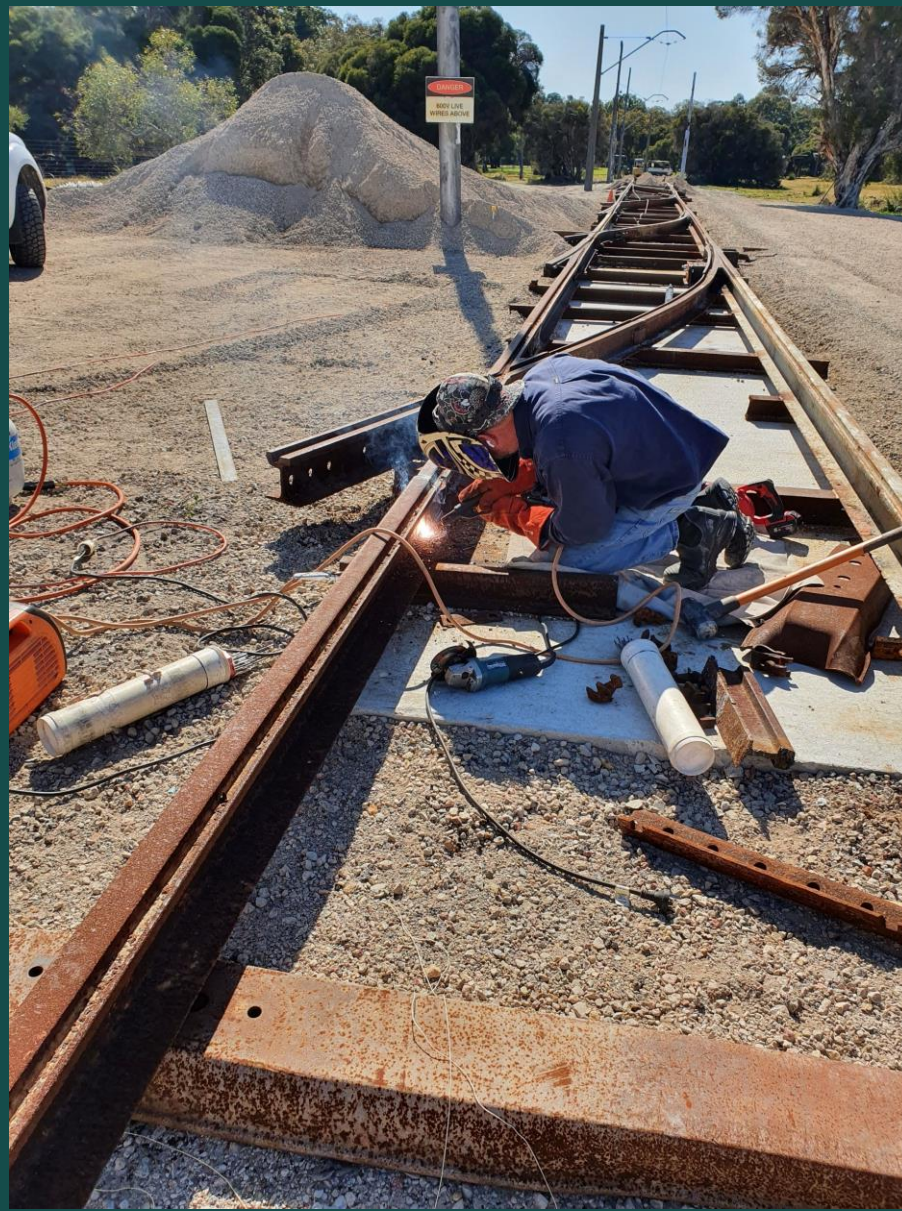






Measuring the various parts of a set of points to ensure that they will fit together when placed on the raft.)





Back fill has reached raft level and the points laid out in their final location. The connecting rail of the mainline is being welded to No 3 set.







A pole comes out after the overhead was temporarily attached to the new Carbarn.







The four points are set and some fill has been placed. Ballast will be filled to top of rail level after the permanent connections to the new Car barn have been completed.







Steel sleepers and rail in place on the ramp.







Ballast being dropped in over the newly laid mainline from the raft to the curve at Mussel Pool tram stop. The track level drops nearly 350mm from the raft to the existing mainline which is at the end of the ballast in the right hand photo..





## Brill 77E Bogies ex Hiroshima Japan

こちらのマスコンは付属しません



Hiroshima Electric Railway (HER) donated four Mitsubishi Brill 77 E bogies to the society in 2021 with the request that we remove them by October 2021. Covid stopped that and they finally left the HER workshops in June 2022 arriving at Whiteman Park in August 2022. The controller on the first bogie was not part of the transfer.







HER steam cleaned, palletised and packed them into a 40ft sea container.







Above: - Unpacking the container.

Right: - Two of the four bogies in the body barn with two No.15 bogies between them and Ballarat tram No 31.

The brown tram was one of eight 'C' Class trams at Yanchep national park where they had been located since they were scrapped in the 1930s. The society rescued this one in Dec 1989. One of the class is still located at Yanchep , while the other six were destroyed in a bushfire in the early 1960s.







One of the 8 plates made in Japan. Each bogie will have a plate fixed to it.

We sincerely thank Kyoichi Oda for his tireless work as our 'Go-Between' during our dealings with Mr Suwa {HER} and our society. The successful conclusion would not have been possible without his support and assistance.







The dotted line on the white background is the proposed deviation from the tramline to the former Entrance terminus.

The deviation runs south as shown and terminates approx. 250 metres from the station inside the Whiteman Park reserve.

There will be a walkway from the station to the tram terminus and a disabled access platform provided.





## 2018 COTMA Conference – Perth and Whiteman Park hosted by PET'S



Left: - Conference attendees on the Car barn fan with FMT 29.



Right: - WAGT E66 and FMT 29 on the fan during the conference.





We had three international visitors, including many from New Zealand Museums.

Our International Conference Attendees were presented with a book on the history of WA Passenger Services - Marble Bar to Mandurah -

left to Right - Mark Burgess - Managing Director of the Public Transport Authority of WA,

Dave Hinman - COTMA Chairman, from New Zealand,

Kyoichi Oda - Chairman of APHTRO, from Japan,

Nai-Yi Hsu of Taiwan,

Mikael Lund - Chairman of the Danish Tramway Museum.





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