



# Council of Tramway Museums of Australasia Incorporated

## 2018 COTMA CONFERENCE – PERTH, 2018

### BILL KINGSLEY AND COTMA ACHIEVEMENT AWARDS 2018

#### Summary

Two nominations for the 2018 Bill Kingsley and COTMA Achievement Awards were lodged prior to the 2018 COTMA Conference. They were submitted to a judging panel of Graham Stewart, Carolyn Cleak and John Radcliffe.

The entries were from the Perth Electric Tramway Society (PETS) for the restoration of E class Perth car 66, and from the Tramway Historical Society, Christchurch (THS) for the modification and placing into service of Sydney R class car 1808 (renumbered 1888).

The Judging Panel recommends that the **Bill Kingsley Award should go to PETS for the restoration of Perth car 66**. It further recommends that an **Achievement Award should be given for the entry into commercial service of R class car 1808 in Christchurch, and that the Achievement Award should be shared between SPER, the Tramway Division of MOTAT and THS on behalf of the Heritage Tramways Trust and Christchurch Tramways Limited**.

#### Judges Comments:

#### Perth E Class 66



The judges were aware of the unique historical significance of Perth car 66 as Perth's "last tram", having originally being built at the WAGR Midland Workshops in 1917 as the first Western Australian-built tram to enter service in Perth. After the system closed, it was subsequently displayed at the Perth Zoo and then at ARHS Bassendean, where it had been seen many years ago to be in poor condition by one of the judges. Not without difficulty, PETS managed to arrange transfer of the car on permanent loan to it from the ARHS in 1986, the quality of work being undertaken in the restoration of Fremantle 29 being a deciding factor.

A major and long standing volunteer input has been provided over 30 years to restore the car. The technical work of restoration was difficult, especially as the car was completely wood-framed and major difficulties had to be faced in addressing the wood rot in one 11.6m long chassis beam and deterioration in bulkhead transverse beams. A series of compromises had to be made to achieve the final outcome and necessity for these has been accepted by the judges. . The most obvious was the decision to run the car on standard gauge Brill 77E trucks secured from Kagoshima in 1987 in place of the original narrow gauge trucks as the PETS Museum has adopted standard gauge for its operations. Much of the restoration was based on the integration the components of car 66 with components from sister E class car 67 secured years earlier. Most of the finishing components and air equipment was restored and refitted from 66. Melbourne W-7 1018 provided some of the electrical equipment to make the car operational. Both the transport of the Kagoshima trucks and the parts from 1018 were facilitated by COTMA officers. Major investment not originally envisaged was the need to purchase a new set of electrical body jacks to lift the, by then, heavier body of the restored car, a purchase that will be of significant value to future PETS body-lifting activities. Refinishing the car to a chosen launch date was progressed, but then further difficulties had to be overcome to achieve accreditation to use the car in traffic.

Despite the many vicissitudes faced in this project by the volunteers at PETS over a protracted period, the final restoration has been achieved with high standard, using as much as possible for parts from E type cars. It has resulted in PETS having for the first time a true Perth car that can be used by the visiting public at the museum's operation at Whiteman Park. The judges agree that the completion of the project deserves the Bill Kingsley Award for 2018.

### **Sydney R class 1808 (currently running as 1888)**



How to interpret this entry presented something of a quandary for the judges, especially the extent of the contrasts in developing the final product compared with that of the Perth entry. The judges were mindful that the body restoration of 1808 was undertaken as a commercial exercise by the Waverley Council with Council and Bicentennial funding. After the car's title was passed to SPER, the completion of the restored body to operating condition was undertaken by the Bendigo Trust

with a New South Wales Heritage Federation 2001 grant, using some Melbourne-originated trucks and seating. It operated on only three occasions in the three following years in Melbourne, two being Moomba parades and one an enthusiasts' passenger hiring. After six years storage at Preston, it became apparent that it would not see further operating in Melbourne. The Sydney Tramway Museum then leased the car to MOTAT which transported it to Auckland for use on the MOTAT tramway linking its museum sites. After acquiring other cars, MOTAT determined not to continue the lease after using the car for seven years. The car was then transferred to Christchurch for adaptation with further modifications by the THS associate, Heritage Tramways Trust, for use on the Christchurch City Tramway by Christchurch Tramway Limited. Though for commercial reasons, its external number has been changed and a differentiating colour scheme adopted for use in Christchurch, the judges were aware of an earlier corridor car somewhat similarly painted blue in the late 1950s to encourage RAAF recruiting so there is some remnant authenticity for the colour scheme chosen. The original 1888 had also been an R class car.

Nothing especially unique about R 1808 has been drawn to the attention of judges and there are several other examples of R and R1 class cars operating in museums. It is our considered judgement that while recognizing most of the work on the car has been undertaken within a commercial environment, ultimately for commercial use, the primary outcome has been that one more Sydney tram has found an ongoing assured use for the appreciation of visitors, originally to Auckland and now to Christchurch. It is the judges' recommendation that a COTMA Achievement Award should be shared between the volunteer-based organisations, SPER as owner of the car, MOTAT and THS on behalf of the Heritage Tramways Trust and Christchurch Tramways Ltd in developing a continued use for the car.

Graham Stewart  
Carolyn Cleak  
John Radcliffe

August 30 2018