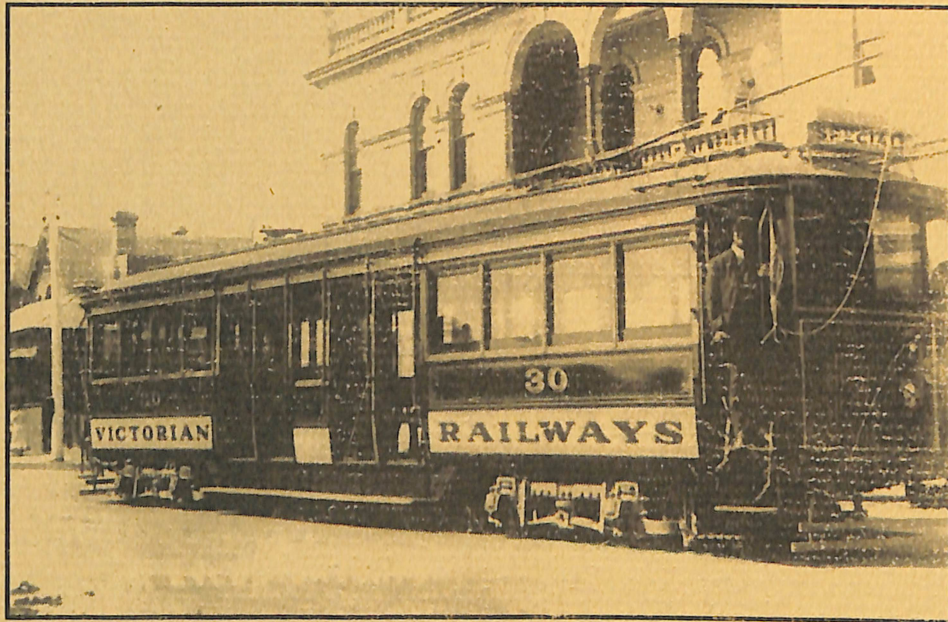


Melbourne Tramcar Preservation Association  
Incorporated



Museum Guidebook

Written By Craig Tooke

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## Introduction & Welcome

On behalf of the Melbourne Tramcar Preservation Association I would like to extend a welcome to all visitors to our museum today.

These notes on our museum and the history behind it are intended as a guide only and are not by any means exhaustive. We will gladly expand on any question you may have regarding the museum and its exhibits throughout the day should you so desire to ask.

Before describing the exhibits located at the museum there are a number of very important points that I cannot stress strongly enough that must be observed by all persons visiting our museum. These are as follows;

- 1) Under no circumstances is any visitor to the museum allowed to move or be located on the front platform of any moving tramcar.
- 2) No visitor is allowed inside the electrical substation unless accompanied.
- 3) There is to be strictly no access to areas clearly marked with "Danger No Entry" signs.
- 4) Smoking is strictly prohibited inside any of the buildings or tramcars.

We have to strictly enforce these rules as a matter of safety and I am sure you will all appreciate the reasons behind the above comments.

With the exception of the above rules you may freely view, photograph or ride the museums exhibits.

We hope you enjoy your visit !

## Melbourne Tramcar Preservation Association

### The History Behind the Preservation of Melbourne's Transport

#### History

With the imminent withdrawal and subsequent disposal in large numbers of Melbourne & Metropolitan Tramways Board W2, W3 and W4 class tramcars in the mid-1970's a group of three individuals banded together in late 1974 to form "Haddon Tramway Workshops" a registered business under which it was possible to save some of these historic tramcars from the wreckers and thus preserve vehicles that had served Melbourne's public transport needs so faithfully over many years.

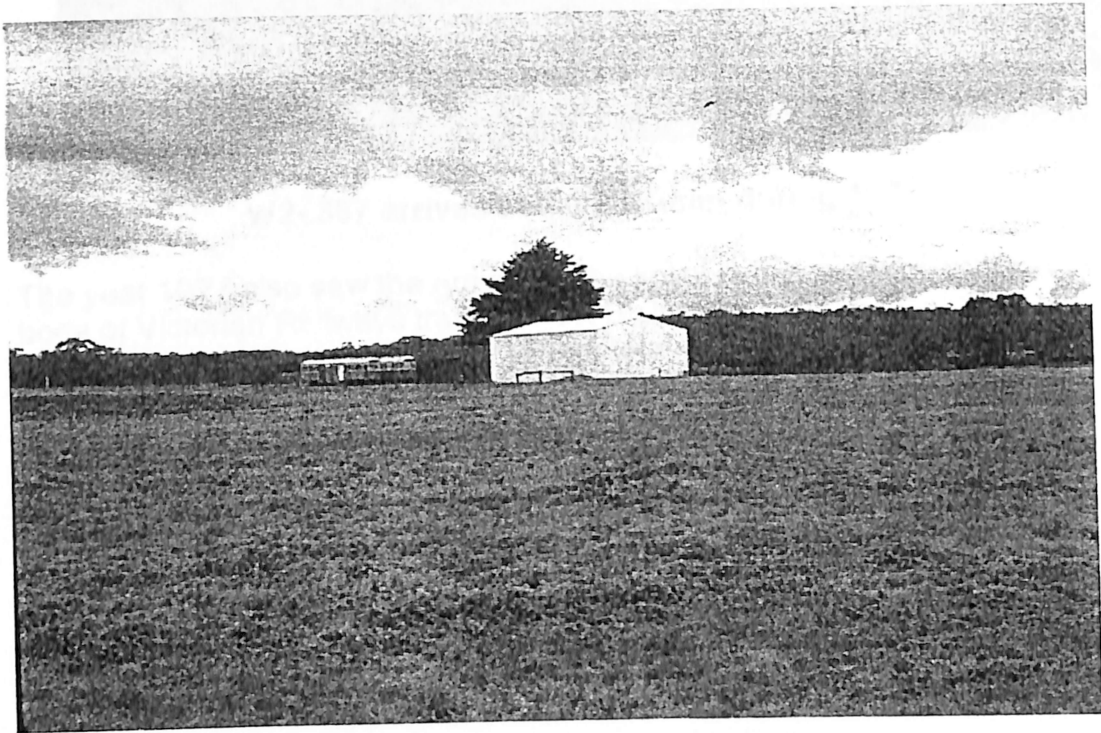
A site was acquired twelve kilometres south-west of Ballarat near the township of Haddon upon which an immediate start was made on the construction of what is now the main workshop complex. Progress towards completion of the building was rapid and construction was soon complete.

Advice was received from the MMTB that the W3 and W4 class tramcars were to be disposed of and after careful inspection of the vehicles that were up for disposal W3- 663 and W4- 670 were chosen for preservation and arrived at the Haddon museum on 31st May 1976 and 23rd April respectively. Before these two trams could be accommodated on site tracks on which to place them had to be laid and so the first two lengths of what is now No. 4 and No.5 roads of the present running shed was constructed.



A further W3 class tram No. 656, which had been damaged structurally following the tearing loose of a traction motor whilst in service was obtained as a source of spare parts. Over a period of time this tram was stripped of all electrical, mechanical and body items (such as windows etc) and the shell of this vehicle has been incorporated in the construction of a brick home occupied by the General Manager. This tram arrived on site on 19th July 1976.

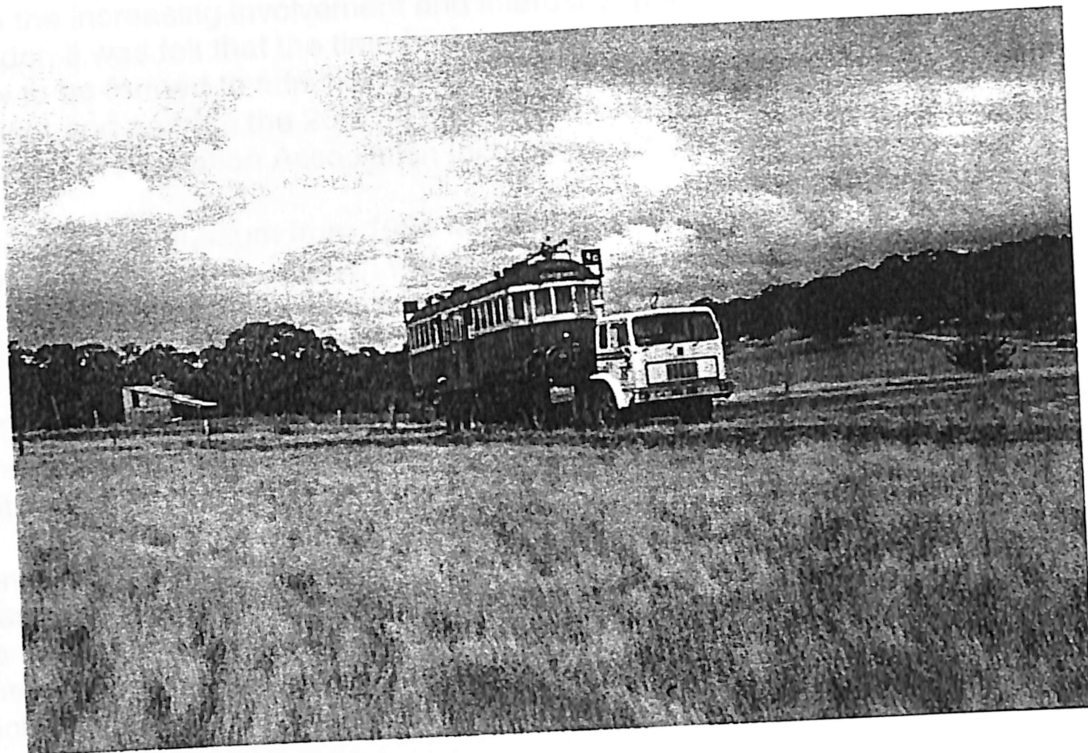
The storage of trams in the open led to their deterioration from exposure to the elements, a most unsatisfactory situation that led to the urgent need to complete the construction of a running shed to house the trams undercover. A building measuring thirty-five metres by fourteen metres was subsequently designed, constructed and erected by members. Due to lack of finance the rear portion of the building was completed first and the front portion was finally completed in mid 1979.



**View of rear half of tram shed in 1978**

By 1977 the disposal of rolling stock by the MMTB was in full flight and the opportunity to obtain the necessary vehicles for the museum's collection had to be taken up.

The year saw the arrival to the museum of, W2 class No 357, 505 and 499. Cars 499 and 505 were stripped for spare parts. The body of No. 499 was donated to the Tramway Museum Society of Victoria to allow them to obtain the body of Ballarat tram No. 42 for preservation.



**W2- 357 arrives at the Museum during 1977**

The year 1977 also saw the arrival of "the jewel in the museum's crown", the body of Victorian Railways tram No. 41. Built in 1923 by the Victorian Railways at the Newport Railway Workshops and seen service on the broad gauge St Kilda to Brighton Electric Street Railway. It had been scrapped in 1958 and had been stripped and the body disposed of. The body had been used as a shed at a house in New St Brighton until obtained for preservation and it was found in remarkably sound structural condition making it an obvious and excellent choice for preservation and future restoration.

In between the arrival of rolling stock work was also proceeding at the museum site such as site improvement, spare part sorting and cataloguing and continued building construction works.

The years 1981-82 saw the arrival of more tramcars in the form of W2 class No 222 and 407 together with L class No. 103 and 105.

W2 class 222 and L class 105 were subsequently dismantled for spare parts. In the case of L class 105 most of the electrical equipment and the bogies will be used for the restoration of Victorian Railways tram No. 41, which had virtually identical equipment.

The expanding size and scope of activities taking place at Haddon made connection of domestic as well as industrial light and power a rather urgent priority. In September 1983 the connection to the State Supply System was made.

With the increasing involvement and interest of persons in the activities at Haddon it was felt that the time had come for the formation of an incorporated body to be formed to administer affairs. An inaugural meeting was held on the 24/3/84 and as from the 26/5/84 the incorporated association, The Melbourne Tramcar Preservation Association Incorporated came into being.

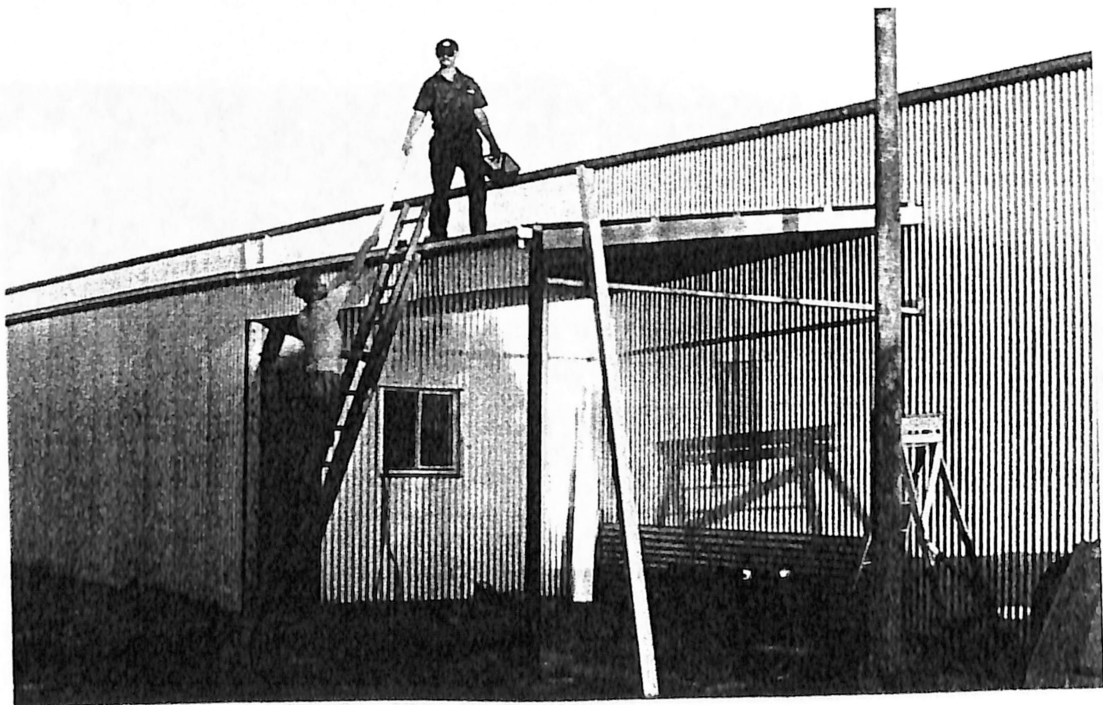
Activity at the museum from 1984 has centred round the construction of an operating electric tramway on which the restored tramcars can be operated. Construction of the electrical substation that will supply power to run the trams is now ninety five percent complete. During the course of construction the opportunity was taken to utilise equipment that was removed from Melbourne' "Tait " Red Rattler" trains as part of the switchgear used inside the substation. The design, construction and modifications required for the switchgear have all having been done by Association members.

Construction of trackwork upon which to run the tramcars has proven an interesting challenge and through the use of a semi -mass concrete process the trackwork has been steadily laid and to this stage has seen for the first time ever the running shed and workshop buildings connected together by trackwork.

Work on the construction of the museum continued to grow pace and electric tram operation has now become a reality.

The following scenes depict some of the various projects that have been undertaken at the museum by our members.

### Buildings



**Construction of an electrical test centre and air workshop**