



The Bellcord

Journal of the Friends of Hawthorn Tram Depot



Karachi W11 in all its ornate glory in Docklands on 16 March 2006. Photograph by Ian Green.

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Z1 81 / Karachi W11 Joins Museum Collection

We are pleased to announce that another historically significant Melbourne tram has joined the collection of our museum. Z1 class tram number 81 arrived at Hawthorn Depot early on the morning of 19 June 2016, towed from Preston Workshops by an A class tram. Z1 81 was selected for preservation in our museum for a number of different reasons.

- As a Z1 class tram, it represents the renewal of investment in Melbourne's tramway system from 1975 onwards, ending two decades of neglect by the State Government.
- Z1 81 represents the beginning of ongoing Federal intervention into the peacetime development of Australia's urban infrastructure, which had previously been an entirely State government responsibility.

- It is the first Z1 class tram to be built, as the first 80 Z class trams were completed to a different standard, and upgraded later to the Z1 design.
- As 'Karachi W11', it represents a long history of decorated trams in Melbourne dating from the celebration of Federation in 1901 that continues to the current day.

FOHTD acknowledges the generosity of Yarra Trams in arranging for its transport to Hawthorn Depot. Z1 81 is owned by Victrack on behalf of the State.

A Final Fling

In early 2006, after twenty-eight years carrying people to work, school and play, Melbourne tram Z1 81 was on the verge of retirement. It needed a major overhaul to continue travelling the streets of Melbourne for another decade or so of service, but the cost of repairing the old tram was too high.

The final journey of Z1 81 was expected to be a one-way trip to the scrapyards. Newer, more modern trams would replace it in service. However, a different fate lay in wait for the aging tram.

As part of the cultural festival associated with the 2006 Melbourne Commonwealth Games, Global Art Projects brought five Pakistani artisans to Australia to decorate Z1 81 over a two week period in the same extravagant style as the mini-buses used on the W11 route in Karachi, under the direction of local artist Mick Douglas. The tram was adorned with fluorescent

hand-cut sticker collage, stainless steel panelling, tassels and flashing lights. The message 'Love is Life' was emblazoned on its sides in both English and Urdu.

In its new identity as Karachi tram W11, Z1 81 was used on Melbourne's City Circle route for the duration of the Commonwealth Games, from the 14th to the 26th of March 2006. The level of cultural immersion for passengers was increased by playing recorded Bhangra and Pakistani music. Special event conductors handed out souvenir tickets featuring the imagery and Urdu poetry displays typical of public transport tickets in Karachi.

After the end of the Games, Z1 81 was placed into storage, but was returned to limited service on the City Circle route on Friday evenings, from the 3rd November 2006 until the 23rd March 2007, as part of the City of Melbourne Living Arts program. Performances were conducted on its journey by a range of different artists, musicians and dancers during the sponsored program.

On completion of the season, Z1 81 was put back into storage at Preston Workshops, where it remained until it was placed into the collection of the Melbourne Tram Museum @ Hawthorn Depot on 19 June 2015.

Politics and the Origins of the Z Class

With the ascent to power of Henry Bolte as Premier of Victoria in 1955, the Melbourne & Metropolitan Tramways Board (M&MTB) was starved of capital



Z1 81 wearing its original orange M&MTB livery at the Spencer St terminus in Bourke Street on 21 April 1980, in front of Z1 94 and Z3 129. Photograph by Trevor Triplow, courtesy of Mal Rowe.



Z1 81 still in faded Met green and yellow, in Swanston Street on 10 November 2005. It had only a few weeks to run before its withdrawal from regular service for transformation into Karachi W11. Photograph by Mal Rowe.

funding. No new trams were built by the M&MTB over the period from 1956 until 1973, even though the majority of the tram fleet dated from the 1920s. Similarly, there was no extension to the tram network between 1956 and 1973.

With Bolte's retirement and his replacement as Premier by Rupert Hamer in 1972 the political landscape changed. To increase its electoral appeal, the State Government invested heavily in public transport rather than continuing its previous focus on road construction. Among other initiatives, the Government decided to acquire 100 modern trams to replace obsolete W2 class trams. The new trams were to be known as the Z class, and to signal the beginning of a new era for Melbourne's trams, would be numbered from 1 to 100.

However the State Government could not fund the acquisition of the new tramcars by itself. In 1973 the

Federal Whitlam Labor Government established the Urban Public Transport Assistance Scheme to provide states with matching funds for public transport improvement projects. Under this program, it would fund two-thirds of the cost of the Z class program.

After the dismissal of the Whitlam Government and its replacement by the Fraser Liberal/National Government, the federal funding of the Z class construction program was withdrawn. The State Government maintained its commitment to the delivery of new trams, but the removal of federal funding meant that the planned delivery rate of fifty trams per year was reduced to less than twenty trams per year as from the delivery of Z 39.

Teething Problems

Commonwealth Engineering was responsible for the construction of the Z class, basing the body design on

the prototype tram PCC 1041. This was the first time since the 1920s that the M&MTB had contracted out construction of complete trams, although final fit out of the new tramcars was carried out at the M&MTB Preston Workshops. The eventual success of the Z class program meant that the Board would never again build its own trams.



Interior detail of Karachi W11 on 2 March 2007 on City Circle service, with matching conductor dispensing souvenir tickets. Photograph by Mal Rowe.

After a short period of demonstration runs in June 1975, the Z class cars were dedicated to Bourke Street routes. The classic green and cream livery of the W class trams was replaced by a bold new orange colour scheme. The change signalled the radically different boarding and exiting arrangements of the Z class, which followed the Peter Witt design that originated in Cleveland in 1915. This body design was previously used in Melbourne on the Y and Y1 class trams.

Passengers boarded through the front doors, purchasing tickets from a conductor seated in a raised console, before proceeding down the tram to get a seat. Exiting the tram required passengers to use the central doors - leaving by the front doors was strongly discouraged. One feature of the Z class cars that was highly appreciated by passengers during Melbourne winters was the introduction of heating -

although on 40-plus degree summer days when the heaters could not be turned off the reaction was not so complimentary.

Like PCC 1041, the Z class was based on the M28 tram design from Göteborg, Sweden. Rather than using the obsolescent PCC running gear of the prototype car, Commonwealth Engineering contracted ASEA to supply the same running gear as in the Göteborg cars.

It soon became apparent that the ride quality of the new Z class cars was inferior to Melbourne's existing W class fleet. The Göteborg tramway system largely consisted of open ballasted track, while the track in Melbourne was primarily set in concrete, which is much more rigid. This difference led to an unacceptable degree of vibration in the Z class trams, caused by excessive stiffness in the M28 bogie design.

Furthermore, the Hägglund hydraulic braking system fitted to the Z class had problems during the hot weather experienced in Melbourne's summers, often failing on 40 degree plus days, leaving the tram unable to move as the brakes would be jammed on. A repair crew would have to be despatched to wind the brakes off, and tow the defective vehicle back to the depot with another tram or the R10 emergency truck.

The Z class design was revised for the last twenty cars of the order, improving the bogie design with a secondary suspension consisting of two rubber elements. The braking system was also redesigned to cope with Melbourne's hot summers. Trams built to the modified design were classified as Z1 class trams - the first of which was number 81. As the modifications were progressively applied to the earlier Z class cars, they were reclassified into the Z1 class.

The Z class order was extended by a further fifteen trams (101-115) in 1978. These trams were built with minor variations to the Z1 class design, and hence were classified as Z2 class.

Z1 81 In Service

The first of the Z1 class trams - number 81 - entered service on 18 October 1977, initially running on the Bourke Street routes out of Preston Depot. It would later be assigned to Camberwell Depot, where it had the reputation amongst drivers of being the fastest tram on the system. While it was at Camberwell, Z1

81 was the test subject for use of flashing hazard lights to alert road traffic that the doors were open and passengers alighting.

Number 81 was repainted into the Olympic green and yellow livery of the Metropolitan Transit Authority in July 1984, as part of the rebranding of Melbourne's tram system. It would remain in this colour scheme until 2006.

In preparation for the privatisation of Melbourne's tramway system by the Kennett State Government, Z1 81 was assigned to Swanston Trams in October 1997. From this time until 2006 it was used primarily on Swanston Street routes.

Like all other Melbourne trams then in service, Z1 81 was upgraded in the first half of 1998 to operate the Metcard ticketing system and run with one man crews. This involved removal of the conductor's consoles, reduction in the number of seats from 48 to 44, and installation of a Metcard ticketing machine and ticket validators.

With the conversion of all Melbourne trams to pantograph operation, the trolley poles and receivers were removed from Z1 81 in April 1999. This was implemented as an improvement necessary to ensure ongoing safe operation of trams by one-man crews.

Four months later, ownership of Z1 81 would pass to National Express, the successful bidder for the Swanston Trams franchise. It would later rebrand as M>Tram, but Z1 81 would not receive an image update or livery change. In December 2002 National Express abandoned its franchise. Z1 81 returned to government operation under the Public Transport Corporation, until an agreement was made with Yarra Trams to take over operation of the former M>Tram routes in April 2004.

Z1 81 would continue to run until early 2006, when it was withdrawn for decoration and special service on the City Circle during the Commonwealth Games.

Open House Melbourne 2015

For the third year running, the Melbourne Tram Museum is participating in [Open House Melbourne](#). It will be open to all comers over the weekend of the 25th and 26th July 2015, between the hours of 10am and 4pm. As in previous years, entry to the museum will be free on these two days.

Open Days - 2015

11 July	25 July	26 July
8 August	22 August	12 September
26 September	10 October	24 October
14 November	28 November	12 December

The Melbourne Tram Museum @ Hawthorn Depot is open on the second and fourth Saturdays from January to November, and the second Saturday of December.

Opening hours are 11 am–5pm.

The Bellcord is published by the Friends of Hawthorn Tram Depot, registered under the Associations Incorporations Act (1981) No A00467102 & ABN 11 293 508 607.

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From our participation over the last two years in the Open House Melbourne program, we can expect to receive over one thousand visitors over the weekend. This opportunity provides us with the ability to showcase our museum to a much broader audience than our usual visitors. As part of our desire to continually improve the experience, the Tramway Anzacs exhibition will provide a richer experience for Open House this year.

We are asking for volunteers to act as guides over the two days. Those members who have been part of the team on previous Open House weekends can relate how rewarding participation can be.



Open House symbol for Melbourne Tram Museum @ Hawthorn Depot. Image by Open House Melbourne.

If members are able to help on either or both days, please contact Carolyn on (03) 9877 4130, or send an e-mail to info@trammuseum.org.au.

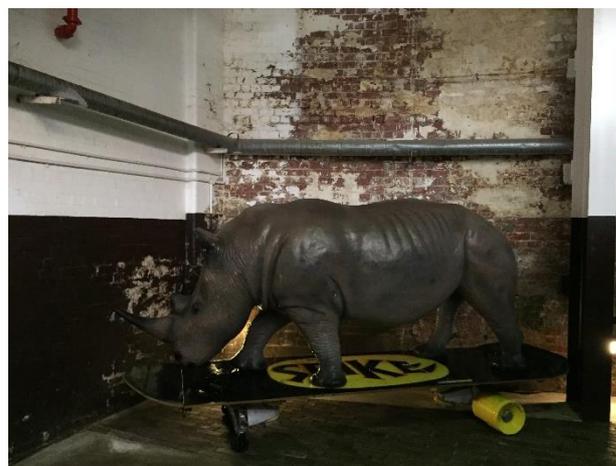


Spike the Rhino Takes Up Residence

The skateboard-riding lead character for the Yarra Trams road safety campaign – Spike the Rhino – has taken up residence at the Melbourne Tram Museum. He will form the central part of a community message from Yarra Trams to promote pedestrian and motor vehicle safety.

Spike’s first video appearance was in [2011](#), with a second video released by Yarra Trams in [2013](#).

Yarra Trams is planning for the full Spike display to be in place for the Open House weekend.



Above – Spike the Rhino has gone to lurk in his dark corner at the rear of the depot building at the Melbourne Tram Museum.

Left – Spike the Rhino trundles past W7 1040 on his arrival at the museum on 3 June 2015.

Both photographs by Mike Ryan.

Memberships and Annual General Meeting

FOHTD membership renewals are now due. Please complete the form enclosed with this issue of *The Bellcord*, enclose it with your preferred method of payment of \$25.00 (cheque or credit card remittance), and mail it to PO Box 6172, Hawthorn West, Victoria 3122 by 31 July 2015.

The ninth Annual General Meeting of the Friends of Hawthorn Tram Depot Incorporated will be held at the museum on Saturday 12 September 2015, the regular monthly open day of the Museum. The meeting will open at 9:30am, and will close at 10:30am. A light morning tea will be served after the meeting has closed.

Centenary Projects

On 6 April 2016, Hawthorn Tram Depot will be 100 years old. To celebrate its centenary, we are planning to undertake a number of projects for delivery in 2016.

After the success of Tramway Anzacs, we will be mounting a new exhibition to replace it, on the subject of '100 years of trams to Wattle Park and Burwood'. The scope of the project will cover posters, multimedia presentations and physical displays, complemented by a series of website articles forming a virtual exhibition.

A number of themes will be addressed within the exhibition, including:

- History of the Hawthorn Tramways Trust.
- F.A. MacCarty – a corrupt engineer.
- Life in Melbourne over the decades from 1920 to the present day.
- Wattle Park – urban playground.
- The role of tramways in suburban real estate development.
- The wait for the tram extension to Middleborough Road.
- School kids and trams.

We plan to open this exhibition in April 2016, commemorating the centenary of Hawthorn Depot.

Also during 2016, we want to complement the display of Z1 81 'Karachi W11' with a series of panels on decorated trams, in three parts:

- All-over advertising trams.
- Transporting Art – trams as a moving canvas on the streets of Melbourne.
- Trams in celebration – using decorated trams to commemorate significant events.

These panels will be mounted on the southern wall of the depot.

Pending the availability of funding, we want to undertake our first major tram restoration project – the restoration of L class. It is intended that the work be undertaken at Bendigo Tramway Workshops.

Preliminary discussions have indicated that should funding be available for this project, while L 104 is away in Bendigo, its place in the museum will be

taken by maximum traction tramcar HTT 32, on loan from Bendigo Tramways.

We also want to correct the livery of HTT 8, fixing the fonts used for numbers and exterior lettering. Also to be addressed is to make the 'Malvern' type destination boxes on this tram fully functional.

These works will constitute the first phase of a prioritised schedule for tram maintenance. Additionally, we plan on dressing the interiors of our tramcars with advertising displays consistent with the age of the tramcar, as per the wartime advertisements in W2 510. To gain the full benefit of this initiative will require the internal illumination of our trams.

Concurrent with the refreshing of our trams, we will also be undertaking work to improve the appearance of our museum building. This will cover refreshing of the shop, including a rebranding exercise, and a large permanent sign on the exterior of our building. Replacement of the car barn lighting globes is also on the agenda.

Continuing efforts to bird proof the car barn against the predations of the evil feral pigeon population will be a focus of our maintenance program.

To improve the visitor experience, we will be purchasing improved crowd barriers and tape for the Open House weekend, and arranging for coffee and food carts to be on site on both days - which we imagine will be very popular with both volunteers, visitors and local residents.

Deepening our relationship with Yarra Trams will be a cornerstone of the development plan. The success of the advertising program on trams running out of Camberwell Depot has already had a positive impact on visitor numbers. Additionally, we hope to negotiate availability of the tram driving simulator for display at the museum on major open days.

We have a very full list of centenary activities planned for 2016. All we need is the funding, and the commitment of our volunteers to bring these plans to fruition.

Project Research Group

The foundation of Tramway Anzacs was the extensive research conducted in the four months before work began on the physical preparation for the exhibition,

two months before launch. The research was central to the whole concept of the exhibition, as without it there would have been no stories to tell, and little to exhibit.

Our experience was that the six months available for research was barely long enough, given that we were primarily reliant on only two researchers, with some part-time assistance given by another two people. By the time we were six weeks into the research effort for Tramway Anzacs, we realised how much we had bitten off. Having the defined target of April 2015 for the opening of the exhibition and limited resources meant that we had abandon some fascinating interesting lines of research, due to lack of time and people resources.

Additionally, we found that the multimedia presentations – a key part of the entire exhibit – consumed a massive amount of research material. The result, however, has fully justified the effort this project involved, and we expect that multimedia will form a key part of all future exhibitions.

Despite these constraints and challenges, the preparation of material for Tramway Anzacs was a very positive experience for those concerned, which has been reflected by the success of the exhibition. Given that the committee has approved the concept of an exhibition next year celebrating the centenary of Hawthorn Depot and the tramways to Wattle Park and Burwood, we need a larger research team to collect and index the original sources to support this initiative.

So, we are looking for a few dedicated individuals passionate about Melbourne's tramway history who are prepared to sift through original sources, unearthing valuable nuggets of information that can be turned into golden stories.

Members who are interested in becoming part of the Project Research Group are invited to attend a meeting at the museum on Saturday 8 August 2015 at 9:30am, to discuss the roles and scope of the research effort for the centenary exhibition.

Researchers will be searching internet sources including the Trove newspaper repository, museum archives, and other physical sources such as the Public Records Office of Victoria, taking note of significant documents and images. We will arrange for regular availability of the museum archives outside normal open days to enable the researchers to do their job.

It is planned that the research should be substantially complete by mid-January 2016, to allow sufficient time for preparation of the physical exhibits.

So if you want to build up your research skills, come to the first meeting at 9:30 am on Saturday 8 August, and join in our project group.



A rather tired looking Z1 81 towards the end of its service career, behind a Combino in Swanston Street on 27 October 2005. Photograph by Mal Rowe.

Website News

After the concerted effort on Tramway Anzacs, we have been catching up with work on our website, including the posting of articles that were put to one side during the preparation for the exhibition.

The new articles include:

- Tailor made: uniform production at Hawthorn Depot.
- Tramway Anzacs introduction.
- Tram article on Z1 81.

We've also loaded up the text and photos for the new display placards for 53 and 81 into the member's zone.

Work that is looming on the website includes the completion of the transition of our internet domain name to 'trammuseum.org.au', in order to fully align with our rebranding.

Remember that we are still looking for new content to add to our website, so if you feel passionate about an aspect of Melbourne's tramways, and feel like taking a crack at writing about it, talk to Russell Jones at the next open day, or contact us via e-mail to info@trammuseum.org.au.