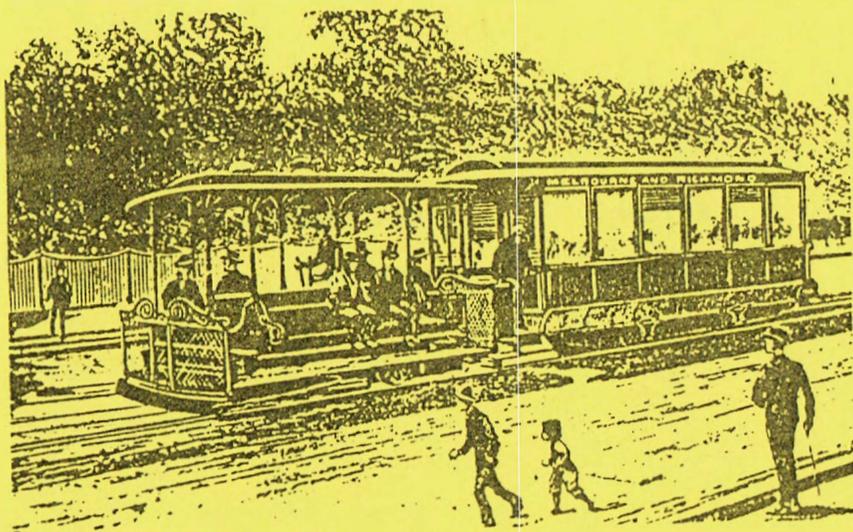


HAND  
TOOL  
PRESERVATION  
ASSOCIATION

NEWSLETTER



Volume 3, No. 1,  
February, 1991.

HTPA

## AIMS

Promote the preservation, study and understanding of hand tools.

Encourage interest in, and better understanding of crafts and early industries in which these tools were used.

Discover, identify, classify, document, preserve and exhibit these tools - in particular, special efforts are to be made regarding the documentation and preservation of Australian-made tools.

Share this knowledge and understanding with others and with museums, pioneer villages, the National Trust and similar institutions.

Accomplish these aims in a spirit of fun and fellowship.

Editor - Nigel Lampert

Secretary - Frank Ham

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**EDITOR'S CORNER**

During 1990 our newsletters focussed on historic trades. This theme will be pursued this year as there are numerous forgotten trades with interesting histories. Any suggestions are welcomed for further newsletter topics, and contributions or information regarding suitable resources are welcomed.

Please note contributions for our next newsletter are due to the editor by 25th March 1991.

Nigel Lampert

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**SECRETARY'S NEWS**1. Subscriptions for 1991

For those members who missed the subscription notice in the December newsletter, the 1991 subscription due January, is \$30.00 for Victorian members and \$22.50 for interstate and overseas members.

Please forward to:-

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2. Display Activities

(i) On the holiday weekend of March 9-11, the Hand Tool Preservation Association has been asked to display antique tools at the 1991 Steam Rally of the Melbourne Steam Traction Engine Club at the National Steam Centre, Ferntree Gully Rd, Scoresby. Volunteers to work the display are required - please contact Frank Ham or Tony Derrett.

(ii) On the same weekend March 9-11th, there is a woodworking weekend at Shepparton, organized with others, by Hunter Fairward and Bob Carlon. Amongst other displays and woodworking activities there will be a good display of antique woodworking tools. If you are thinking of attending, you may like to contact Kees Klep who will be there.

3. Heritage Week

Following a successful display at Gulf Station in October the HTPA have been invited to attend, and display tools at Gulf Station during Heritage Week in April. Further details will be given in the next newsletter.

4. Meeting Venues for 1991

As we are growing in size, it has been decided to hold some of our meetings at the Meat Market Craft Centre, North Melbourne and some others at the new Box Hill Community Centre. This will cater for those who live in centrally, to the west and to the east. Perhaps the numbers attending at each venue will help decide whether to continue with these sites.

5. Membership

A note of interest - this week I received the first request for membership of the HTPA from USA!

Hope to see you all at the first meeting for 1991 at the Meat Market, North Melbourne. 7.30 p.m. Tuesday 19th February.

Frank Ham

**FUTURE MEETING NOTES**

1. February Meeting

As announced in the last Newsletter, the 19th of February meeting will be held at the Meat Market Craft Centre on the corner of Blackwood and Courtney Streets, Melways 2B a-9, at 7.30 p.m.

The evening will consist of a research and identification activity where club members are asked to bring along any unmarked tools or unidentified tools; also any literature that may assist in identification.

2. March Meeting

This meeting will be held at the Pollywoodside, Melways 2F 2-9, on Tuesday 19th March. Mr Graeme Hassey-Smith will provide an evening on Wooden Boat building and ropework.

PS. If you are a member of the National Trust, please bring along your membership card.

K. Kelp - Program Director

## COACHBUILDING (PART 4) TRAMWAY CARS AND EQUIPMENT

### Tramway Cars and Equipment

Tramways are really street railways, and as such, originated in the United States with the first street railway for passengers, being laid in New York in 1832. However, due to the accidents caused by it, it was soon removed. Around 1852 the flanged wheel was utilised with an accompanying 'step rail'. Originally, tram tracks were laid with timber, and then later with timber topped by an attached rail. England's first tramway was in 1860 at Burkenhead, and by 1886 there were 779 miles of street tramways in Great Britain. This is not to deny, of course, the industrial origin of the tram which was firstly an aid to the transport of heavy loads in mines and later other industries. Often they were drawn by horses or even pulled or pushed by men.

The emergence of the tram in the nineteenth century presumably created a further extension of the coachbuilding trade as did the building of railway carriages. Skilled craftsmen again used fine timbers to create elegant panelled trams which were undoubtedly comfortable and wondrous for their day. Melbourne, of course, is known internationally for its trams and its vintage fleet of W Class cars. The extensive use of timber up to recent years is testament to the trade skills of the body builders of the tramways.

In Australia the building of tramways was a booming business from the 1880's. Although there were earlier tramways such as the 1884 horse train in Fairfield, Melbourne, to promote land sales, it was the construction of the 1880's which lifted Sydney and Melbourne on to the world transport stage. An English-born manufacturer Andrew Holiday conceived the cable tram system. The cable ran in a channel under the road between the tram tracks and a gripping device was used to engage with the cable and pull the train along when desired.

Melbourne had an extensive cable tram system with much of the rolling stock being built at the Nicholson street depot of the Melbourne Train and Omnibus company. During the first World War some lines were electrified and horse trams continued until 1923. Similarly it was not until 26th October 1940 that the cable trams finally ceased in Melbourne. The quiet hum of the cable when streets were deserted was replaced entirely by electric trams. Growing from a number of public and private enterprises in an initially uncoordinated manner, from 1920 the Melbourne and Metropolitan Tramways Board provided the planning which has made Melbourne's tramways world famous. It

## Coachbuilding (Continued)

built extensive workshops at Preston, which became the most modern in Australia and provided all the functions and resources for car building and maintenance.

Sydney by contrast embarked on a different approach obviously influenced in part by the relative difficulty of its terrain. As with Melbourne the horse tram was first introduced. In 1861 a horse tram ran along the Pitt Street line built to connect ferries and ships using Circular Quay with the old railway station at Redfern. It closed five years later. Sydney then had a rapid growth of tramways. Steam trains first ran in 1879 and by 1898 Sydney had the largest network of steam trams in the world. However, electric trams were by then also being introduced and eventually replaced both steam and cable services in Sydney. In 1914 Sydney services carried 285 million passengers along approximately 470 Kilometres of track.

The choice of steam trams for Sydney was apparently a matter of expediency. The government realised it had a transport problem for the Sydney International exhibition of 1879. A tramway was authorised as a temporary measure with railway development being airtailed as a result. Steam however had its problems. Steam trams were unable to service the Darlinghurst, Edgecliffe area due to the necessary gradient of 1 in 9, and the steep ridges and cable tram route was provided along an alternative route.

The Sydney tramway system reached its peak by 1930. Whilst services continued such as the Parramatta Wharf Steam trains until 1943 trams were not popular and the 1933 proposal to use buses instead of trams signalled the coming end of trams.

It is interesting to note that in New South Wales, railways also administered the tramways until 1932.

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