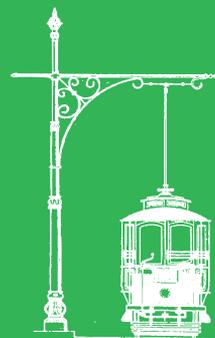


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In this issue

- Sydney's Prison Van Tram

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*Ballast motor / overhead line car 99u on the Sydney
Tramway Museum's Royal National Park line for some
overhead wiring adjustment work on 14 April 2007.*

Troy Thomas

Late News

Adelaide Flexity 111 completed nearly 400km of test
running in Melbourne before being trucked to
Adelaide where it was unloaded in Victoria Square
around 2:00am on 8 May 2007.

Front Cover:

*Prison car 948 stands at Newtown Depot in August 1953. It has been repainted by members of the Australian
Electric Transport Museum (the forerunner of the Sydney Tramway Museum) and is flanked by
C breakdown car 60s (now restored as C class 29) and L/P class car 154.*

Noel Reed

SYDNEY'S PRISON VAN TRAM

By Ross Willson

The railway precedent

In the context of an ex-penal colony, such as New South Wales, it comes as little surprise that there were many places of confinement. In 1898, the prisons accommodating 150 prisoners or over comprised: Bathurst, Darlinghurst, Goulburn, Maitland, Parramatta and Biloela (Cockatoo Island). These large country prisons were linked to the Colony's rail system.

In 1867 or thereabouts a brake van (No.6) was converted to become prison van No.1. The Department of Railways' annual reports show that six further four-wheel prison vans, later coded KD, were manufactured to convey prisoners as follows:

No.	Unifed (1889) No.	1892 No.	Manufacturer	Year
2		644	Hudson Bros	1879
3		589	Hudson Bros	1879
1N	6	645	Moyes & Donald	1879
2N	7	627	Moyes & Donald	1879
3N	8	711	Ritchie Bros	1883
4		600	Hudson Bros	1884
5		678	Hudson Bros	1884

They were 18ft 0in in length over the body and 21ft 8in over buffers and 9ft 0in over the body with an average tare of 7 tons 4 cwt 3 qr. A specification (No. 214) for this design of prison van can be found in the document Railway Rolling Stock (Tenders for the next five years) which on 4 April 1884 the Legislative Assembly ordered to be printed – see volume 5 of the Parliamentary Papers for the 1883/84 Session of the Assembly.

In 1915 they were replaced by four BKD bogie vans (Nos. 589, 600, 678 and 911) manufactured at the Railway Workshops, Eveleigh. They measured 33ft 10in (37ft over buffers) x 9ft 3in (9ft 7-7/8in over roof) x 13ft 1in, tare 20 tons 6 cwt and could accommodate 22 prisoners and 5 warders. Two (Nos. 589 and 600) were condemned in 1952 while the other two remained in use until some unknown time in the 1960s.

These vans could be regarded as mute emissaries of schadenfreude (enjoyment of another's harm) representing a form of nemesis, the goddess of retribution. These factors would apply with greater force to a vehicle traversing the streets of a metropolis.

Thus No. 948 could be regarded as a deterrent to criminal conduct and a form of recognition of societal condemnation of such conduct.

The proposed new gaol

Against this background, it will come as no surprise that, when it was decided to construct a new gaol in a remote part of Sydney, some distance from the court house (and adjacent prison) at Darlinghurst, early consideration was given to employing a tramway to convey prisoners to and from the court.

In order to replace the prison known as Biloela, located at Cockatoo Island in the Parramatta River, plans were drawn up for the establishment of a new prison at Randwick, in the vicinity of Rainbow Street, in what is now known as Kingsford. One matter of concern to the authorities was the undesirability of transferring of prisoners to and from Biloela in view of the public.

The reference to the Public Works Committee

Speaking in the Legislative Assembly on 22 December 1898 the Secretary for Public Works moved for a reference to the Parliamentary Standing Committee on Public Works to consider and report on "... the expediency of erecting a penitentiary and prison for females, Randwick".

The Minister referred to possible objections to the proposal by the member for Randwick whose speech referred to his "... strong objection to seeing the police vans that convey criminals to gaol going along the street when I take a walk with my children. Again, when these male and female criminals are discharged from gaol they will naturally settle down in and around Randwick".

Other members spoke of Randwick as a residential suburb and mentioned the proposal to provide the district between Randwick and La Perouse with tramway communication. The motion was eventually carried by a majority of one vote.

The Public Works Committee's Inquiry

The Committee's extensive investigation involved considering the means of conveying prisoners to the new facility.

A statement read by the first witness, the Under Secretary to the Department of Public Works, on 17 May 1899 mentioned that:

“The question of easy access from Sydney will have to be taken into consideration, and it is proposed that upon the extension of the system of tramways through the Kensington Estate to the Randwick rifle range, a branch be specially constructed by way of Rainbow Street, so that prison cars may be taken up to, if not into, the gaol entrances; ...”. Tram access was also referred to by the Government Architect on the same day.

On 25 May 1899 the Comptroller-General of Prisons was questioned about the prospective nuisance to the people of Randwick and to the discharge of prisoners. He stated: “It is proposed that there should be a branch tramline to bring the prisoners right within the gaol walls”. Neitenstein also referred to the railway prison vans and said that there would be no objection to a steam tram entering the prison grounds.

On 19 July an ex-Mayor of Randwick gave evidence that he would prefer the penitentiary built where it was contemplated because “... the tramway would be laid right along to the penitentiary and it would be of great value to the residents of Lower Randwick”.

On 20 July the Engineer-in-Chief for Railway Construction was asked about a proposed tramway. Deane referred to a line through Kensington and along the Bunnerong Road (now Anzac Parade) and thence along Rainbow and Botany Streets and mentioned that the line to the rifle range could be made an extension of the gaol line.

On 25 July the Secretary to the Railway Commissioners told the Committee that there had been a proposal to build a tram line to serve Kensington racecourse and the rifle range. He testified that there

would be no difficulty in providing a special tram “... and no doubt a special car would have to be made for the purpose.” McLachlan later commented that such a car “... seems to me rather an expensive luxury...”, while “... the construction of a special branch from the main line to the gaol, and the running of a special tram, would be rather an expensive arrangement for such a small service.” McLachlan agreed with a member of the Committee that it would be better to use the “Black Maria” and not worry about the tram – the number of passengers would be only some 30 daily.

The Committee’s Report

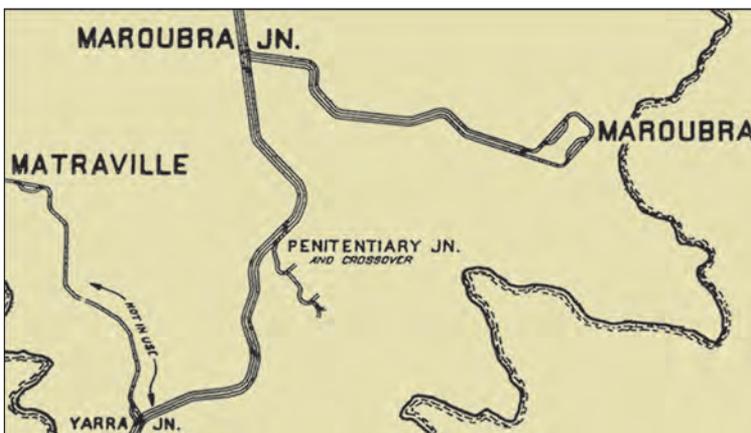
The Committee’s unanimous report of 17 August 1899 on the Proposed Penitentiary and Prison for Females, Randwick, was presented to the Assembly on the following day. It referred to the suggested tramway from the Coogee line along Bunnerong Road and said that if the facility was called other than Randwick, Bunnerong for example, “... the objections to the buildings being located within the municipal boundaries would probably disappear”.

This favourable conclusion did not result in any immediate initiative to implementing the proposal, possibly because it was realised that the Randwick site was open to objection.

The Humanitarian Aspect

A conspicuous example of the undesirability of exposing prisoners to the public’s gaze is provided by the experience of Oscar Wilde. On 13 November 1895 The Times reported that Wilde had been brought up from Wandsworth Prison in the custody of two warders for examination in bankruptcy proceedings in London.

In his *De Profundis* (1900) Wilde wrote:



A track map of the gaol sidings from a Tramways map dated 1948.
STM Archives

... I had to stand on the centre platform at Clapham Junction in convict dress, and handcuffed, for the world to look at. Of all possible objects I was the most grotesque. When people saw me they laughed. Each train as it came up swelled the audience. Nothing could exceed their amusement. That was, of course, before they knew who I was. As soon as they had been informed they laughed still more. For half an hour I stood there in the grey November rain surrounded by a jeering mob.

The enabling legislation

When the project for a new prison finally received the approval of the Executive, the site had been altered from Randwick to "a site adjoining the tramway to La Perouse, ... Village of Brand, ... near Little Bay". The project and the new site were authorised by the Little Bay Penitentiary and Prison Act, 1901 which received the Royal Assent on 21 January 1902.

In his speech of 11 December 1901, the Minister referred to the changed site by merely noting: "Subsequent to the submission of the committee's report it has been found desirable that the buildings should be erected on another site and it is now proposed to erect same on Crown land in the vicinity of Little Bay, and adjoining the new line of tramway". He went on to say: "It will stand about midway between Long Bay and Little Bay, and out of the reach of the ordinary population, and also of tourists and holiday-seekers who frequent that part of the environs of Sydney". The member for Randwick, who had opposed the proposal in 1898, supported the Little Bay scheme.

On 17 December 1901 a member of the Legislative Council mentioned the Comptroller-General's concerns in 1897 of the desirability of removing from Darlinghurst "a large army of habitual misdemeanants who now seriously embarrass the discipline and administration in very many ways".

The construction of the new Penitentiary

On 11 August 1902 the tramway extensions from Little Bay Hospital to La Perouse and from Botany Cemetery Junction to Yarra Junction were opened for traffic. The Premier and two Ministers and a large party attended the official opening and the special tram stopped at the siding near the new penitentiary where the ground was being levelled. One reason for the tramway was to save costs on the bricks needed for the new facility.

The main line to La Perouse was electrified in June 1905, and the Penitentiary siding was provided with overhead wiring during February 1906. It was provided with switches which were left open when the siding was not in use.

The construction using day and prison labour of the new facility proved to be an extended saga.

From 16 March 1903 steam hauled ballast trams were employed to convey what was described as "brick ballast" over the Alexandria line to the site. They operated from Randwick Shed to St Peters Brickworks and then to the Penitentiary.

Within the gaol there was a network of three sidings which provided access to the discrete facilities. It is also possible that the flat-top electric ballast trucks were used to deliver provisions including materials for making bread, an important prison industry.

The opening of the new prison

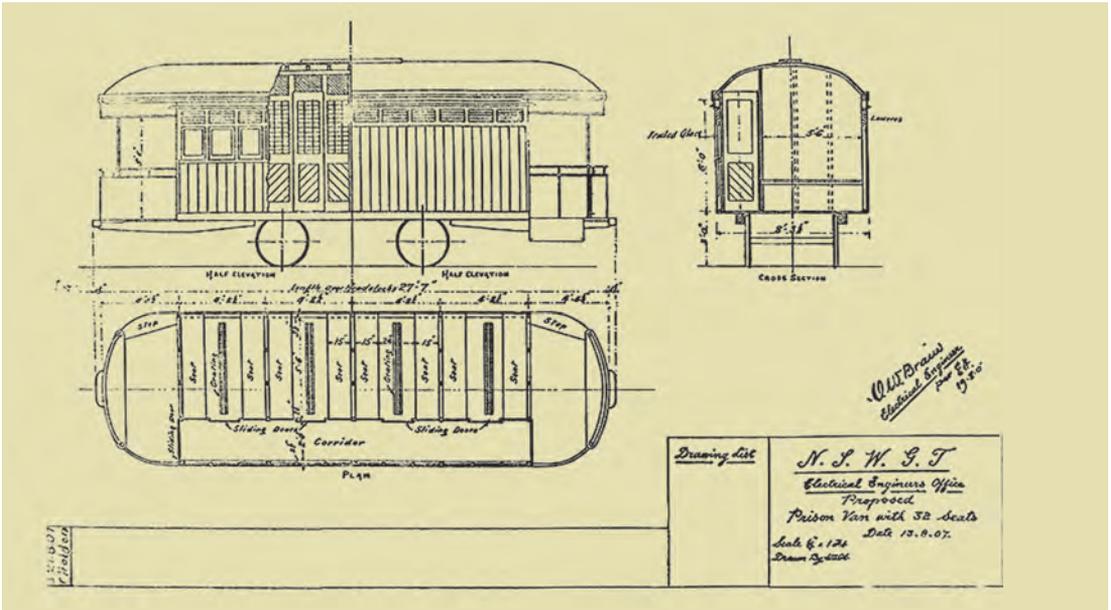
The site of a prison styled "The State Reformatory for Women" was proclaimed under the Prisons Act, 1899 on 14 August 1909 with effect from 25 August 1909. On 25 August *The Sydney Morning Herald* noted that: "The female prisoners from Biloela, Cockatoo Island, Bathurst, and Darlinghurst will be transferred to the new institution". A report in the *Daily Telegraph* newspaper of 26 August 1909 mentioned that the first batch of female prisoners had been transferred there the previous day. They had probably come from Biloela.

This date is confirmed by a reference in the Police Department's annual report for 1909 which also referred to a special tramcar built for the purpose. The car was under the control of the Police. The report from the Officer-in-Charge of the Reformatory also mentioned that: "A specially constructed tram-car conveys the passengers from the court right into the Institution". Reference was also made to arrangements made "... for returning prisoners due for release by the car, in order that the loitering of undesirables on their way into Sydney may be avoided".

The site of the newly constructed penal institution styled "The State Penitentiary" was proclaimed under the same Act on 25 May 1914 from 1 June 1914 when 32 prisoners were sent out to prepare the place for occupation. On 13 July all prisoners had been removed from Darlinghurst. The prisoners and stores were removed to No. 3 police station yard and conveyed by "prison tram, trucks, &c.", to Long Bay.

The proposed prison van

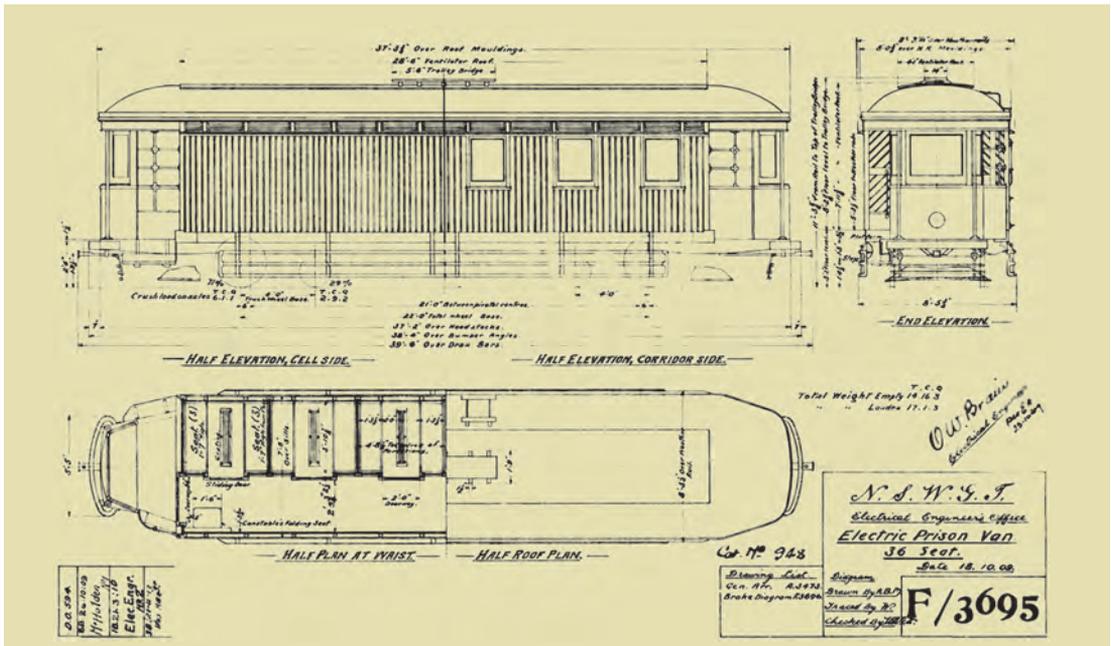
A drawing signed off on behalf of the Chief Electrical Engineer on 19 August 1907 showed a four wheel "Proposed Prison Van with 32 seats", 27ft 7in overall, with four cells off a side corridor reached through a sliding door. Louvres were to be provided on the cell side and frosted glass on the corridor side. Construction of this tram did not proceed.



The two New South Wales Government Tramways drawings on this page show (above) the four-wheel prison tram proposed in 1907 but not built; and (below) No. 948 as constructed in 1909.

The new prison van

An order (works No. 281) was placed with the Tramway Workshops at King Street, Randwick for the construction of a “prisoners’ van for the Long Bay line” of the non-coupling direct control type. As completed, at a cost of £1,246, a drawing dated





Prison tram 948's home depot was Waverley. It was photographed in the depot yard about 1946. Eric A. Law

18 October 1909 records its dimensions as 39ft 6in over draw bars, 8ft 5in over steps and 11ft 3-5/8in from rail to the top of trolley bridge with a tare of 14 tons 16 cwt 3 qrs. empty and 17 tons 1 cwt 3 qrs. loaded. It was mounted on two maximum traction trucks of the Brill 22E type with a 4' 0" wheelbase. The car had two GE67 48 horse-power motors and a K10 General Electric controller at either end, and a General Electric CP27 compressor. Six lockable 6-person cells, each with a sliding door, two of which were for the conveyance of women, opened off a side corridor. Its revenue earning capacity was thus 36. A folding seat for constables was provided at either end. The cell side of the car had no windows, but there were six windows on the corridor side. Only prisoners, police and warders could travel on No. 948. Ordinary passengers were deterred from joining the approaching prison van by the sign "NO PASSENGERS" painted above the headlight.

One definition of 'corridor' is that it is 'an outside passage connecting parts of a building' as in a school or hotel. In this strict sense, No. 948 was a true corridor tram. Thus the 350 Sydney corridor cars of the R and R1 classes placed in service during 1933-1936 and 1950-1953, though always known by that term by everyone associated with them, would be more accurately described as being of the 'centre aisle' type.

Numbering and classification issues

It was apparently intended to number the new van as 52s in the service stock list. This would have conformed with the practice followed for the two hearses (Nos. 27s and 45s) which conveyed corpses to the Mortuary station in Newcastle, a service for which charges were made. However, presumably in recognition of the fact that the new van earned revenue from the Prisons Department, though not directly from its unwilling passengers, the decision was made that it



The prison tram inside Waverley Depot in February 1948.

Noel J. Thorpe



Prison car 948 has crossed to the down line in Oxford Street and is reversing to turn onto the police station siding. Note the point hook lying on the roadway.
Norman Boxall



The three pictures on this page were taken in August 1948. In the first view, the conductor changes the points from the crossover to the main line in Oxford Street, Darlinghurst on the prison tram's journey from Waverley Depot to the Darlinghurst Police Station.

Norman Boxall

should be numbered in the passenger list. This followed the Railways' practice for prison vehicles, but their hearses were numbered with the coaching stock.

No. 52 in the service stock series was never used. It fell between a ballast truck (No. 51u) placed in service on 4 September 1909 and a water sprinkler (No. 53w)

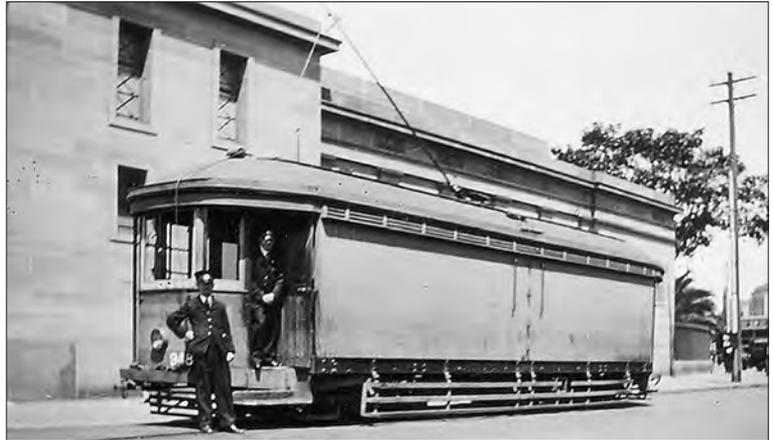
placed in service on 9 April 1910. In the passenger series, No. 948 fell between O class cars commissioned on 24 March 1910 and 17 November 1910.

No. 948 did not receive a classification in the scheme applicable to passenger cars and service stock.



No. 948 enters Forbes Street and is close to the Darlinghurst Police Station. This siding was originally known as the Water Siding and was electrified in 1903.
Norman Boxall

The crew of prison tram 948 pose with their charge in Forbes Street, with the courthouse wall as a backdrop, in February 1939.
Eric A. Law



The interior of the prison car showing the side corridor and cells on the left.

R.I. Merchant collection



However, it was identified as PV in the Electrical Branch's returns while for statistical purposes it was included in the passenger fleet.

Introduction of prison van service

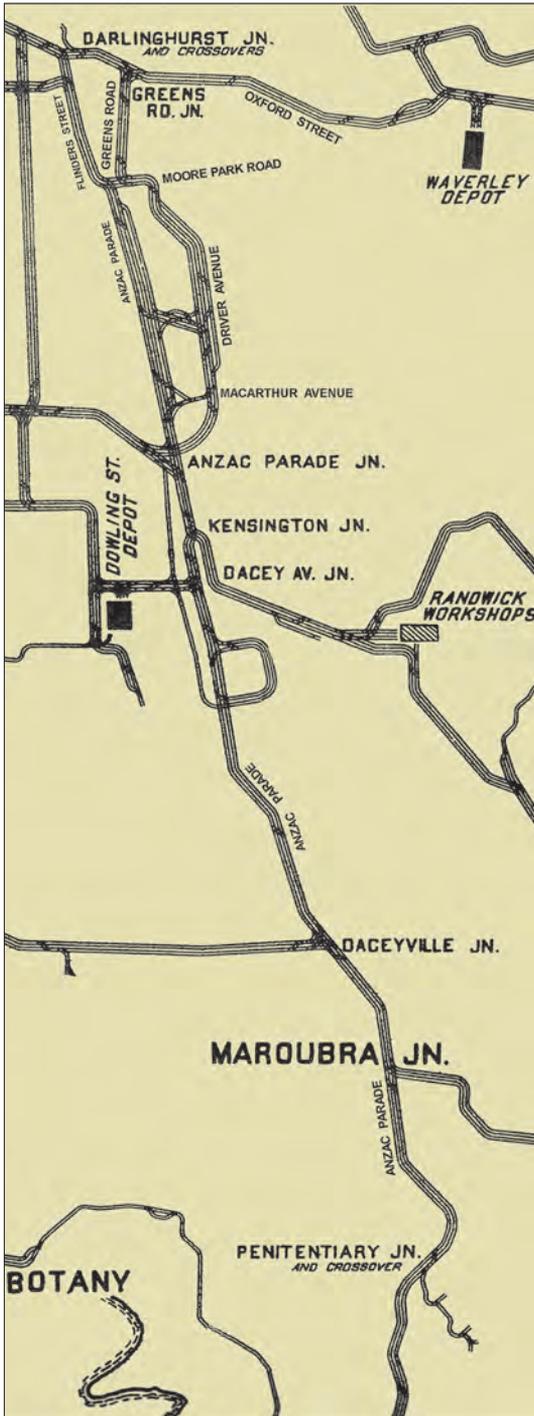
The Weekly Notices indicate that an enclosed 26-passenger car (C class) from Fort Macquarie Depot was used to convey prisoners to Long Bay on Mondays to Saturdays as from 4 September 1909 and 6-10 September and thereafter up to 24 September. From 25 September 1909 Waverley Depot was to arrange for the prison van to operate similarly from that Depot to Darlinghurst Siding to the Reformatory and thence back to Waverley. The date quoted in the Electrical Branch's records for No. 948's entry into service is 16 September 1909. Of course, there is no reason why No. 948 could not have been operated out of Fort Macquarie before 25 September.

The prison van operated from Darlinghurst along Oxford Street, Greens Road, Moore Park Road, Driver Avenue, Macarthur Siding and Anzac Parade. During the period of Easter traffic, the car would, on the Down journey to Long Bay, shunt at crossovers in Oxford Street, Darlinghurst on the Bondi and Circular Quay sides of Flinders Street. The latter crossover was

The prison car has stopped in Forbes Street for the conductor to swing the pole before entering the police station.

Robert F. Thomson
collection





The tracks used by the prison car between the Darlinghurst siding and Long Bay Gaol are shown on this Tramways map dated 1948. Lines used by the tram to reach Waverley Depot and Randwick Workshops are also shown. STM Archives

opened on 2 April 1910. After shunting there, the prison van would follow Flinders Street and Anzac Parade. It was to be given the right of way at junctions.

No. 948 was attached to Waverley Depot. When undergoing repair it was replaced by an 80-seat crossbench car of the O class whose enclosed four centre compartments could be suitably protected.

The official view

The report for 1910 of the Officer-in-Charge of the State Reformatory for Women noted that: “The transit of the prisoners from the Courts right into the Reformatory on the tram car specially constructed for the purpose has given general satisfaction”.

A prisoner’s view

The Prison Reform Council of NSW’s Forgotten Men (1947) contains the following account of a journey on the prison van:

RECEPTION: The tram is divided into narrow, barred compartments with doors opening on to a corridor running down its length. Each compartment will hold eight persons – six sitting and two standing. Each compartment is locked, with armed guards patrolling the corridor. There are no windows, the only light in the compartments coming from the corridor. Several of the compartments are set aside for women going to the Women’s Reformatory.

Darlinghurst siding

In 1884 a siding had been laid to serve the salt water tank for street watering at Darlinghurst. During 1909/10 this siding was extended into the Police Station terminating at a platform within the police station itself so forming a short subway. Prisoners reached the police station from the Central Criminal Court through a tunnel.

An item in *Weekly Notice No. 38* of 1930 referred to the relocation of the track and overhead wiring associated with the prison van siding at Darlinghurst Police Station. The track and overhead wiring was relocated and the trolley wire inside the grille erected in troughing similar to that used in car sheds. Provision was made for the trolley wire inside the grille to be bridged to the outside wire by means of a cross-connecting switch fixed to a box attached to the wall inside and near the grille door. The switch was normally open and, before the car could be moved beyond the grille, the van’s driver had to obtain the key of the switch box from the Sergeant of the Police Station and return it following use.

The entry grille is open and prison tram 948 enters the special siding into the police station. Again, the pictures on this page were all taken in August 1948. Norman Boxall



The Escape Incident

The tram with its sinister associations with the image of Nemesis and retributive justice became a part

of Sydney's culture as is demonstrated by the continuing interest in it by visitors to Loftus. Its image was enhanced by an incident which occurred on 4 March 1946 when two convicted criminals being



The prison tram climbs the grade of the gaol siding towards the entrance gate. The conductor is riding the rear bumper after resetting the junction pointwork for the main line. Norman Boxall



Car 948 enters the gaol yard. Norman Boxall

Car 948 enters the gaol yard in August 1948. Norman Boxall

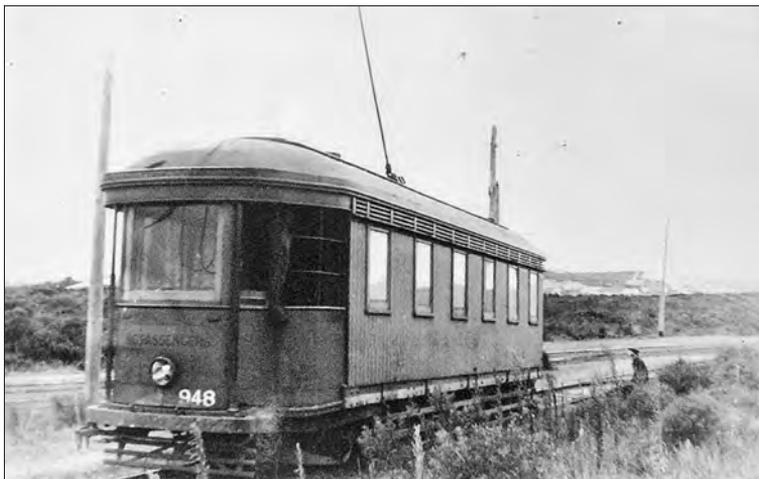


Tram tracks lead into the entrance to the Metropolitan Training Centre within the gaol. It is an early view: the tracks within the gaol complex changed over time.

Randwick District Historical Society



An unusual view, from the 'inside', of the prison car passing through the gates on its way out of the gaol to return to Darlinghurst. John Burgess



The conductor closes the catch points on the gaol siding to let 948 return to the main line in August 1948. Norman Boxall

conveyed from Long Bay to Darlinghurst effected an escape by cutting a hole in its roof. This event occurred in the vicinity of Robertson Road, Kensington.

According to *The Sydney Morning Herald* of 5 March: "Using a prison table knife with the blade serrated to resemble a hacksaw," the two men had cut a hole 10in x 12in in the roof, "squeezed through, and leaped from the tram" and made off towards Centennial Park. The miscreants were recaptured at Hunter's Hill and Gladesville the following evening.

The matter was ventilated in the Legislative Assembly on 5 March when the member for Hawkesbury asked the Attorney-General whether he would confer with the Minister of Justice "... on the question of treating prison trams with reinforced concrete to prevent the escape of prisoners during transit". He received a curt response indicating agreement with the suggestion.

Withdrawal

An item published in *The Sydney Morning Herald* of 1 January 1948 indicated that No. 948 had "... carried its last load of passengers yesterday afternoon". However, it is evident that it remained in service: several of the pictures accompanying this article were taken in August 1948. An untraceable item in a Sydney evening newspaper of June 1949 reported a mishap involving the car, and it was noted as being at Waverley Depot on 4 July of that year.

A Departmental exercise book titled in red "Prison Van" was located in the Sydney Tramway Museum's archives. The book contains a record of the number of return trips run by the prison van together with the number of police, 'passengers' and officials carried on

each journey. It covers the period 1 July 1946 to 19 January 1950.

There are no journey entries until 12 July 1946, a Friday, which may indicate the tram was returned to service on that day. There are no periods greater than two days when the tram did not run which throws into doubt reports that the tram was out of service for varying periods due to underframe condition. The reported accident in June 1949 may have occurred on 25 June as there is no recorded return trip from the gaol to Darlinghurst on that day although there are recorded return trips when the tram did not carry any police, passengers or officials.

The book does provide the last date the tram was used in its primary role. On 19 January 1950 it carried four police and three prisoners from Darlinghurst to Long Bay Gaol and returned with only the four police on board. It was not used again.

The tram made 281 round trips between 12 July and 31 December 1946, 796 round trips in 1947, 779 round trips in 1948, 736 round trips in 1949 and 24 round trips from 1 January to 19 January 1950. It usually ran three round trips a day and did not run on Sundays. The maximum number of prisoners carried in one day during the recording period was 51 on 1 February 1947 from Darlinghurst to the gaol and 60 on 11 February 1949 from the gaol to Darlinghurst.

Correspondence has been located in the State Records Office of NSW from the NSW Police Department to the Department of Road Transport & Tramways in 1949, advising that they would not be funding any further maintenance or repairs to the prison tram and were no longer prepared to pay for the costs of the crew required to operate the tramcar from



Prison car 948 with F class car 393 in Newtown Depot. It is probably a Randwick race day as all the spare trams are out from this side of the depot.

Norman L. Chinn

Prison tram 948 being towed by O class cars 1019 and 1008 from Newtown Depot to Ultimo Depot on the night of 9 November 1954. The location is probably Harris Street, Ultimo.

Norman L. Chinn



Darlinghurst to Long Bay Gaol. It appears that consequent upon this advice, No. 948 was withdrawn from service as major maintenance work was required to the underframe and body of the tram. The car was transferred to Randwick for scrapping on 11 December, 1950.

The Department of Government Transport's annual report for 1953/54 recorded the taking over by the Prisons Department of 33 chains of disused track at the Penitentiary siding.

Preservation

No. 948 was destined for scrap until the intervention of the founding members of what was later to become the Sydney Tramway Museum. Their action saved this unique vehicle from destruction. The car was donated by the Department of Road Transport and Tramways to the Australian Electric Traction Association on 17 January 1951 (the Commissioner's approval of the donation was dated 8 January). It was written off on 12 March 1951. Sydney's growing fleet of preserved trams passed subsequently to the Australian Electric

Transport Museum, which became the South Pacific Electric Railway Co-operative Society Limited in 1959.

The museum cars including No. 948 were initially held in storage at Newtown Depot. In 1952 approval was given for work to be carried out by the museum group on the cars stored there: 948 was repainted and work was also carried out on F 393. The impending closure of Tempe Depot caused the removal of the museum cars from Newtown to Ultimo on the night of 9 November 1954. No. 948 was towed between the two depots by a coupled set of O cars, 1019 and 1008. On 15 October 1956 the museum cars were moved again, to Rozelle, each car being towed by O car 1468. Finally, in preparation for removal to Loftus, the cars were towed in turn to Randwick Workshops on 14-15 March 1957, with O car 1439 providing the motive power. No. 948 was the second car to be delivered to Loftus, arriving there on 18 March 1957.

Stripping of the car had commenced before it was secured for preservation: its motors had been removed, and it has not yet been restored to running condition. It

is painted in the fawn/olive livery adopted in 1918: it had retained these colours until withdrawal, never receiving the 1933 green and cream livery.

The Montreal prison cars

It should be mentioned that *The Canadian Railway and Marine World* of May 1914 described the conversion of “an old interurban car” to a prison car for the Montreal Tramways Company. Its purpose was to convey prisoners from the Montreal court house to a new prison (Bordeaux) seven miles distant reached by a branch off the Sault au Recollet line which ran direct into the prison yard over a ‘Y’ connection and which was also used for transporting fuel and other supplies to the prison.

The car was 48ft 4in overall and could accommodate 54 prisoners. Steel sheeting was provided with the windows above the line of vision. An unusual feature was the provision on the rear platform of a small compartment on the inner side of the car reserved for the governor of the prison. It was divided by a partition so as to separate convicted prisoners from those awaiting trial as was required by the laws of Quebec. It had four Westinghouse 533T4 motors and two K35G controllers.

R.M. Binns’ *Montreal’s Electric Streetcars an Illustrated History of the Streetcar Era 1892 to 1959*, (1973) mentions that Montreal had two prison cars. They had previously been converted from Narragansett type open cars built in 1897 and quotes their numbers and 1501 and 1505. The Montreal cars were replaced by motor vehicles as early as 1925.

The report further noted that:

Montreal is said to be the first city in America to employ this means of transporting prisoners, but a car is used for this purpose in Berlin, Germany. It is cheaper than patrol waggon transportation, and has the added advantage of saving the prisoners from a great deal of needless humiliation.

The report about the Montreal innovation published in the *Electric Railway Journal* of 17 January 1914 mentioned a report of the Grosse Berliner Strassenbahn’s car published in the 7 October 1907 issue of the *Street Railway Journal* at page 753. This operation is the subject of M. Grunwald’s article The Berlin Prison Tram which was published in issue No. 181 of *Tramway Review*.

So Sydney’s No. 948 appears to be unique in that it was the only purpose built prison tram, the Montreal and Berlin vehicles being conversions from former passenger cars.

References

All significant references are sufficiently cited in the text. The Report of the Public Works Committee can be found in the N.S.W. Parliamentary Papers (Legislative Council): (1899 (3) Vol. 61, Part 2, page 1113) and Legislative Assembly (1899 (3)) vol. 2, page 1039). In addition, reference was made to D.R. Keenan’s *The South Eastern Lines of the Sydney Tramway System* (1982) and material on hauled coaching stock issued by the Department of Railways.

Thanks are expressed to Martin Pinches, Vic Solomons, Noel Reed and Norm Chinn for the provision of information and pictures. Jim Cuddy’s records gave the location of the car in 1948.

Editor’s note: readers should refer to conversion tables for the metric equivalents of imperial units used in this article.



Prison car 948 at the Sydney Tramway Museum at Loftus NSW.
Both: Robert Merchant



HERE AND THERE

AUSTRALIAN AND OVERSEAS NEWS

Melbourne – change of Centenary liveried tram

Sometime in early February, Combino 5006 was mistaken for an advertising tram by Buspak, the firm responsible for applying the advertising liveries on Melbourne's tram fleet. As a result, 5006's Centenary paint scheme was changed to a Toyota advertising livery.

Car 5006 is not listed as an advertising tram and it carried its different livery for the Melbourne tramway centenary only as a Yarra Trams / Siemens promotion. When Buspak removed the '100 years' livery and applied the Toyota advertising it resulted in a breach of contract with Siemens which was the chief sponsor of the Centenary liveried tram.

As a result of this error, Buspak have had to reapply the livery to 5013, their only D2 class tram assigned for advertising. This has resulted in the two trams swapping places as advertising cars, with 5013 no longer available to Buspak as an advertising tram.

Adelaide – another Flexity enters service

TransAdelaide's latest Flexity tram, No. 110, arrived from Melbourne by truck and was unloaded in Victoria Square in the early hours of 23 March. It was on the rails by 2:15am. Acceptance trials were conducted

over the following weeks and it entered revenue service on 17 April.

Flexity 111 arrived in Melbourne from Germany and has been sent from Bombardier's Dandenong plant to Preston Workshops for evaluation. It commenced test runs without passengers during the last week of April and will be trucked to Adelaide at the completion of the trials.

Flexity 112 is expected to arrive in May. It will replace tram 103 that was badly damaged in a storm during its delivery voyage from Germany.

The undamaged portion of Flexity 103 was trucked from Melbourne to Adelaide on 25 March. It was placed on display at the APEC Transport Ministers Conference at the Adelaide Convention Centre in North Terrace, before being transferred to Glengowrie Depot on Saturday morning, 31 March.

Adelaide – tramway extension progress

The first tram tracks along North Terrace, Adelaide came into use on 9 March 1910, exactly one year after the formal opening of the Adelaide system, when a procession of electric cars ran to open the Hindmarsh



The front end of Flexity 103 on display at the APEC Transport Ministers conference at the Adelaide Convention Centre in March 2007. Tom Wilson



At the close of the conference 103 was delivered to Glengowrie Depot, for use as a source of spare parts, on 31 March.
Bill Drury

route and the link to Thebarton to allow full operation of the Henley route. (The Henley route had been operated from Thebarton depot from 23 December 1909 with a connecting horse car service to the city.)

North Terrace when Coleman Rail commenced laying track over Easter for the extension of the Glenelg tramway from Victoria Square to the City West campus of the University of South Australia.

Ninety seven years later, tracks began returning to

Work commenced at 8:00pm on Friday, 6 April and

The opening procession for the Hindmarsh and Henley Beach tram routes in North Terrace on 10 March 1910.

John Radcliffe collection



The same view taken on 8 April 2007 from the Morphett Road Bridge. The single track approaching the terminus (behind the photographer) allows for a traffic turning lane into the Adelaide Convention Centre.
Bill Drury





The road bed being prepared for the terminus at the University of South Australia's City West Campus on 7 April 2007.

Bill Drury

continued to 5:00am on Sunday, 9 April. Track construction with steel sleepers commenced at the terminus at Liverpool Street opposite the University of South Australia's City West campus and extended under the Morphett Street overbridge to Victoria Street opposite the EDS Building. The first rail was placed around 2:40pm on Saturday, 7 April and concreting of the track commenced the following morning.

Major track laying and road resurfacing works for stage 2 of the North Terrace extension commenced around 8:00pm on Friday, 13 April and continued uninterrupted to about 5.00am on Monday, 16 April. These works were undertaken between Victoria Street (EDS Building) and the King William Street intersection. Road resurfacing works were also undertaken over this weekend on the North Terrace, Stage 1 section between Liverpool Street and Victoria Street. The curves from North Terrace into King William Street will be constructed later.

Stages 3 and 4 of the project are as follows:

Stage 3: (King William Street) – from North Terrace to the intersection of Flinders/Franklin Streets.

Stage 4: (Victoria Square) – from the Flinders /Franklin Street intersection to the Angas/Gouger Street intersection.

Timing of the construction of these stages is still being finalised. However it is expected that all construction work will be completed by August 2007 with tram services commencing the following month.

Freight tram trialed in Amsterdam

Between 7 and 31 March 2007 Amsterdam's tram operator, GVB, and City Cargo Nederland carried out trials of a tram modified to carry freight. The city government believes using trams in place of lorries could cut particulate pollution in the city by 15%.

From Railway Gazette International



The first rails are laid, at 2:40pm on 7 April. At this point the double track converges to single as it approaches the terminus.

Bill Drury



Siemens Combino Plus C008 from Lisbon is running evaluation trials in Melbourne. The car ran shuttle services during the Grand Prix seen here city-bound in St Kilda Road on 17 March 2007.

Steven Altham

JACK RICHARDSON

By Ross Willson

The death of David John Richardson, which occurred on 10 April 2007 at Redcliffe, Queensland, following a prolonged illness, removed from the Australian transport scene an important figure whose contribution to local transport literature is of great significance.

Jack was born at Sydney on 11 October 1919. He was apparently orphaned at an early age and was brought up by a relative at Newcastle. He attended Newcastle Boys' High School and subsequently joined the South British Insurance Company in Sydney.

In 1937 Richardson joined the Royal Australian Navy Reserve. On the outbreak of the Second World War, as No. S3043, he was mobilised for service by proclamation and reported for duty at Sydney on 2 September 1939.

Following the conflict, Richardson continued his naval career and was attached to the Navy Office, Melbourne. In 1949, he resigned from the Navy and worked in the insurance industry again. In 1955 he rejoined the Navy and retired in circa-1975. The Navy List indicates that he was latterly attached to the Directorate of Naval Intelligence with the rank of Lieutenant Commander.

On his return to Australia, Jack met H.H. Bell, the Chairman of the Melbourne and Metropolitan Tramways Board from 1935 to 1949. Bell informed

him about the Association of Victorian Tramway Enthusiasts (AVTE) which had been formed in 1943 and which became the Australian Electric Traction Association (AETA) in 1946.

In 1946 Jack Richardson and Geoff Johnson established a NSW branch of the AETA in Sydney.



This followed a chance encounter when they happened to meet when the latter attended for an interview with Frank Shennen, publisher of *Truck and Bus Transportation*. Shennen had published his *Railway Enthusiasts' Magazine* during circa-1938 and 1939.

Jack joined the AVTE and in 1946 conceived the idea of publishing a monthly magazine (*Tram Tracks*). He produced a mimeographed version from May 1946. This was replaced by a printed version from September 1946.

With a cover price of 3d, a 'revised edition' of the first issue noted:

Tram Tracks – Australia's first magazine produced solely for tramway enthusiasts.

The original printing of this issue was distributed gratis to launch the publication. For this reprinting and for subsequent issues a small charge was made, just sufficient to cover production costs which are kept to a minimum.

Sponsored by the Association of Victorian Tramway Enthusiasts, "Tram Tracks" welcomes all readers who are interested in tramways from any aspect whatever.

This issue has necessarily been the work of one individual, but suitable contributions of any kind are invited from readers. One stipulation only is made – don't guess; be sure of your facts!

Professional tramwaymen are particularly invited to send in items of interest.

Letters to the Editor are welcomed, but frivolous writings will find their way to the appropriate place!

This statement of intent faithfully reflects Jack's underlying commercial philosophy, motivation and policies during his long association with transport publishing.

From September 1949 to December 1950 *Tram Tracks* was included (as *Tram Tracks the Electric Traction Monthly*) in Richardson's second magazine venture, *Railways in Australia*, which he published between 1948 and 1953. As *Transit Australia* (since 1987), the journal's continued publication means that it is now the last but one continuously published transport magazine in Australasia. Another former contender *Truck and Bus Transportation* (née *Transportation*) of 1936 succumbed in 2003. The oldest now is *Australian Railway History* which was established as the Australasian Railway and Locomotive Historical Society's *Bulletin* in 1937. Jack published the *Bulletin* incorporating it in his *Railways in Australia* from 1948 to 1950.

It should be emphasised that Jack's role in magazine production went well beyond the conventional

activities of an editor. While living at Brighton Beach he purchased a printing press which was installed on the back verandah and carried out the work himself. Following a move to Chadstone, in order to reduce printing costs, he was able to enlist the services of a printer friend and continued to be involved in every step of the printing, collation and distribution processes. During 1951/52 he was able to find time to hold the position of President of the AETA. Further details can be found in the February and March 1959 and March 1964 issues of *Electric Traction*.

With regard to his books, it is essential to bear in mind that Jack's venture into publishing tramway books represented a wholly new venture into the unknown. His initial venture was *Australian Tramway Album* which was published in 1949. Published on good quality paper it was extensively illustrated.

Richardson's book ventures represented a significant proselytising and propaganda effort in that they represented trams in the most favourable light. The arrangement of the *Destination* series of books was clearly based on *Jane's Fighting Ships* (which included the ships of each Navy in descending order of size) in that the most modern cars appeared first. These books represent the outcome of extensive research into what had hitherto been a largely unknown field of knowledge.

In this context one should bear in mind the considerable practical problems which Richardson faced over a long period. In addition to his demanding and urgent official, domestic and family commitments, there was the issue of financing these ventures. In today's world with its easily accessible, convenient and economical methods of communication it is easy to lose sight of the formidable problems with which an editor had to contend as well as the difficulties of storage and distribution.

Some idea of the magnitude of Jack Richardson's contribution to transport publishing, based on original research into complex, obscure and confused issues, can be gauged from the attached bibliography. He was also a part-time bookseller and was able to import from the United Kingdom, United States and New Zealand many books not otherwise available.

In 1959, the Navy Office was transferred in part to Canberra and difficulties of communication made it imperative to make other arrangements, in an emergency situation, for the continued publication of *Electric Traction*. The NSW Branch of the AETA took over responsibility for its production as from the March 1959 issue.

In the February issue Jack wrote:

"This news will come as a surprise to most of you,

but the move which brought it about has been hanging over my head for some time. In the early days of our magazine it was possible, when the exigencies of naval service required it to edit and publish "E.T." by remote control, but the scope and complexity of today's publication make this virtually impossible. Emergency arrangements had been made, with the assistance, at some sacrifice to himself, of Mr K.S. Kings, to continue publication, but this would have involved continuous delays and irregularities, but it was a great relief when Mr Young agreed to undertake the work."

Jack had married Kitty Lloyd at Sydney in 1942 – they had three children: Alan, Christine and Neil. The marriage was subsequently dissolved and in 1969 he married Margaret, whom he had met in London, at Lindfield. This union produced a daughter, Fiona, who presently lives in Vancouver.

In about 1973 Jack sold his interests in tramway and railway publications to the AETA and ARHS respectively. He continued to live in Canberra until circa-1996 when he and Margaret moved to Bribie Island, Queensland.

Jack Richardson also had considerable skills as a cartographer, linguist and interpreter.

In addition to his many published works, Jack carried out much significant research into the history of tramways at Newcastle and Fremantle. It is to be hoped that this material has survived in his papers and that his efforts will eventually bear fruit.

Editor's note: Due to space restrictions the extensive bibliography, mentioned above, will appear in the August issue.

COTMA

COUNCIL OF TRAMWAY MUSEUMS OF AUSTRALASIA

PO Box 61, Carlton South, Victoria 3053

www.cotma.org.au

From Warren Doubleday

A very successful meeting of the COTMA Executive was held in Auckland during the last weekend of January. It was attended by all the Executive Members, together with Chris Cameron, General Manager Western Springs Tramway (a division of the Museum of Transport and Technology, MOTAT); Paul Dillicar, President of the Federation of Rail Organisations of NZ (FRONZ); and Greg Sutherland of the Sydney Tramway Museum. The meeting discussed a full agenda which included the objectives of COTMA.

While in Auckland, the Executive inspected progress on MOTAT's extension from the Zoo to MOTAT 2. At the time of the visit, trackwork had been completed and the installation of the overhead was about to commence. The first test tram (Auckland 248) ran to MOTAT 2 on 27 February. The formal opening was scheduled to be carried out by the New Zealand Prime Minister on 27 April. The Executive met a number of Western Springs Tramway's volunteers on both days and had dinner with them on the Saturday evening at a nearby restaurant, travelling by ex-Melbourne SW6 car No. 906.

A General Meeting for COTMA will be held in Sydney on the weekend of 27-28 October 2007. This will take the place of a formal Annual General Meeting in Melbourne for the off-conference year. A low key statutory AGM will be held during June in Melbourne.

A meeting of the Association of Tourist and Heritage Rail Australia (ATHRA) was held in Perth on the weekend of 16-18 March. COTMA attendees were Warren Doubleday, Chairman; Ian Seymour, Australian Museum Liaison Officer; Peter Hyde, BTMS; and Mike Stukely and Lindsay Richardson of PETS. The meeting was held at Whiteman Park. The meeting was very productive and, apart from building strong relationships with people from Western Australia, set in motion some key developments for ATHRA. For the sector as a whole, the issues of regulations, rules, training and assessment continue to hold a key focus. COTMA continues to work closely with ATHRA and is providing comment on guidelines and other regulatory documents produced by the National Transport Commission.

The COTMA executive team
with newly restored Auckland
'dinghy' 44 of 1906.

Greg Sutherland



ST KILDA

AUSTRALIAN ELECTRIC TRANSPORT MUSEUM (SA) Inc

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www.railpage.org.au/aetmsa

From Colin Seymour

'Bib and Bub' project

Since the arrival of the first of two Brill 21E trucks from Bendigo late last year, work on No. 15 has progressed rapidly. The Friday gang soon had the body re-attached to the truck and Jack Pennack connected the motors to the single controller using new fire resistant cables. Restored and reproduction lead-lights have been reinstalled in the driving and non-driving end bulkheads. John Radcliffe supplied and installed reproduction destination blinds in the two destination boxes on the tram and applied the tram number to the front apron.

Resistance banks have been temporarily located on the back platform and a trolley pole fitted. These enabled tram No. 15 to move under its own power, for the first time in over 50 years, on 2 January 2007. The Metropolitan Vickers motors, from a Melbourne W3 tram, operated faultlessly. With only one controller and hand brakes, No. 15 has completed 35 trips to the loop and back amounting to 90km of testing.

No major problems occurred. The tram rode relatively smoothly for a single truck car and the motors proved more than adequate. Preparations are

now in hand for the relocation of the resistance banks under the car. Concurrently, the temporary motor junctions have been moved to their permanent positions in boxes under seats in the saloon, as was standard in the 'A' type trams. Mike Crabb is preparing compressors in readiness for installation of air brakes in the two 'Bib and Bub' cars.

On 25 February our second 21E truck for the 'Bib & Bub' set arrived. We thank Bendigo Tramways Manager, Darren Hutchesson for arranging completion of the project and to Sydney Tramway Museum Chairman, Howard Clark for arranging the supply of the W3 motors and wheel sets for the trucks.

The body of A type car No. 14 has been placed on workshop trolleys in preparation for its retrieval from the back of the tram storage shed to the body shop to enable serious restoration to commence. A short extension to the track from the tram storage shed has been completed by the Friday gang to facilitate the transfer. Following restoration, the body of No. 14 will be placed on the second 21E truck and permanently coupled to No. 15 to complete the 'Bib & Bub' set.



Ian Seymour admires tram No. 15 after it emerged from the body shop. Chris Summers

The non driving end of car 15 still requires a cabin. Resistance banks have been temporarily located on the back platform.

Ian Seymour



No. 15 at Mangrove Loop with the salt lake in the background. The car has a grey roof. The 'Bib & Bub' coupled cars were given a grey roof to help signalmen distinguish them from single A type cars. Ian Seymour

E type tram No. 118

With the impending reshuffle of trams in the body shop to accommodate A 14 in readiness for its restoration, attention has returned to making mobile

E type No. 118. Ian Seymour has reported that the pony wheel and axle box work on the Brill 22E trucks is 90% complete and he is now commencing the overhaul of the driving wheel journal boxes.



Stephen Parker examines the resistance banks temporarily located on the rear platform of tram No. 15 while it undergoes trials. Chris Summers

Displays

A professional design/displays consultant, with input from museum members and the History Trust of SA, recently completed a concept plan for the revamping of our displays. The consultant is now working on new and contemporary ways of refreshing the outdoor signage and internal displays/interpretation. The first sets of displays and signs have been designed with input from David Williams and Ron White and are in the process of being built.

E1 type tram No. 104

The body of E1 104 was transported to St Kilda in late December 2006. The move was well covered in the local press. It was being used as a shack at Foul Bay at



The body of E1 type tram 104 being removed from its resting place of almost 50 years at Foul Bay, Yorke Peninsula for transport to St Kilda.

Ian Seymour

The body of E1 type tram 104 arrives at the gate of the Museum at St Kilda.

Ian Seymour



the bottom of Yorke Peninsula, but because of changes to coastal boundaries, it had to be moved. Further, the niece of one of the original three owners is building a house set back from the sea and the tram site. The low end entrance of the car was being used as a shower along with a sink, with beds and tables in the two saloons. The AETM already has E1 111 in service and E 118 under restoration and has no need for the tram. However, the Sydney Tramway Museum offered to obtain it for possible future projects. Initially, the car will be stored in the tram storage shed at the rear of the site on the same track as F car 244.

The Craven wheel lathe was 70 years old on 15 March 2007. The certificate for its alignments and accuracy tests was dated Monday 15/3 1937. After manufacture it was dismantled in the U.K to be shipped to the MMTB Preston workshops. The museum obtained it in 1990, and it has been used twice on wheels for Ballarat single truckers, the E.S.C. car in Bendigo, some Birney wheels and the wheels on the 22E trucks for E car 118 at St Kilda.



Restaurant tram 378, pictured in Glengowrie Depot workshop, will shortly be relocated to St Kilda.

Ian Seymour

BALLARAT

BALLARAT TRAMWAY MUSEUM

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From Dave Macartney

The Ballarat Begonia Festival saw a different approach from previous years. Because of continuing dry conditions the Festival was reduced to the three days of the March long weekend, instead of the usual five days. The majority of activities were located in the area to the north east of the tramway loop, between Wendouree Parade and the lake or, more appropriately, the area where the lake used to be! This area was thought to more expendable than the Gardens proper, given the pounding that the Festival crowds inflict. By the end of the weekend this area had been trampled flat, but by early April was back under a lush cover of grass again.

Once more the Festival organisers hired the entire tramway for the three days of activities, offering free rides and using the tramway in the traditional way of moving large crowds quickly and efficiently. The basic service from end to end was provided by two bogie cars, with one or two single truckers short-working in between. With the main activities concentrated further to the north than previous years, people parking at the

south end of the Gardens were more inclined to catch a tram than walk.

Saturday, 10 March was reasonably busy, with 1,734 passengers carried, but the Sunday and Monday were exceptionally so, being the third and fourth busiest days ever recorded, at 2,567 and 2,676 passengers respectively. Things were so busy on Sunday afternoon that No. 40 had to be run in and replaced by a Melbourne bogie car, as the narrow doorways were proving too much of an obstacle, particularly for prams, and time was being lost. The final figure of 6,977 passengers in three days speaks for itself. Interstate members John Shaw and Bruce Worthington were in attendance, eager to experience the intensity of it all.

Back at the depot, during January and February some of the chinks and gaps around the doorways were sealed in an attempt, possibly futile, to eliminate the possum nuisance. The metal framing around the doors was also painted at this time, and has improved the look of the shed considerably.

Work continues slowly on the restoration of the sales area, with other jobs taking priority over the busier months. No. 661's louvre sunshades have been repainted and refitted, while No. 671 has had its white paint retouched. No. 33 had a roof repaint, though it continues to carry original SEC green paint on the bodywork, the last of the fleet to do so. No. 40's compressor governor continued to be troublesome, as did the two spares, so finally the unit from No. 38 was fitted, which solved the problem, but puts 38 even further from an early return to service.

On 10 February driver Roger Salen got a shock when he arrived at St Aidans Drive with No. 26 to find 42 Chinese primary school students, straight off the plane, waiting to ride. It was necessary to split the group, one half riding to Carlton Street and walking back, with the other half walking down and riding

back. An interesting introduction to the Australian way of life!

The Museum recently received notification of a grant for the preparation of a Significance Assessment of the more than 3500 objects in its collection. The grant was part of Heritage Victoria's 'Strengthening our Communities' program.

The Museum has re-released *The Tramways of Ballarat* in DVD format. It has been professionally reproduced. This is a wonderful record of the story of Ballarat's trams and operations in the streets of Ballarat in the 1960s. It is thus now available in a modern user-friendly format - from the Museum at \$28.50 plus packing and postage from PO Box 632 Ballarat, Victoria, 3353 or pick up your copy at the Depot.

LOFTUS

SOUTH PACIFIC ELECTRIC RAILWAY CO-OP SOCIETY
PO Box 103, Sutherland, NSW 1499 www.sydneytramway.museum.com.au

From Mike Giddey and Howard Clark

Works report

The relaying of the western track north of the Pitt Street level crossing has now reached the curve at the end of the first straight. Some levelling and aligning still needs to be completed prior to concreting. The deliveries of free concrete continue on an intermittent basis and two separate two cubic metre lots of purchased concrete were placed under the western points for the trailing crossover to anchor it in place. These pours took place on 23 and 30 March. As the points are not accessible to the concrete trucks, the concrete was transported by filling wheelbarrows on the deck of the ex-Port Kembla flat car which was propelled to the work site by 99u. The trench for the underground power was extended to a pole close to the curve. Instead of hiring a machine, the trench was excavated in rock using the electric jack-hammer to save money. In the middle of the work it became defective and was repaired by Bill Parkinson. The conduits and cables have now been extended to another brick pit built by Greg Sutherland in the 'six foot' between the tracks, and to a distribution box mounted on the pole. Geoff Olsen ran the cables and conduits and connected 240 and 415 volt power to the box for power tool use and for track welding.

In the workshop

In the workshop the cast iron King Street tram signal post has been repaired by our Wednesday team, fitted with a base and its signals, and has been primed.

The two bogies that were under SW2 432 and which will go under W2 249 were returned to the workshop from the top shed, now that work on 180 has been completed. Three of the four wheel sets had badly worn flanges. To save the cost of sending them away to be machined to the correct profile, three good wheel sets were selected from our stock of spare bogies and shop trucks. Not just any W2 wheel set would do however. The sets selected had to have axle gears compatible with the BTH traction motors in these bogies, and had to have the correct wheel diameter. The wheel sets were cleaned and painted. In particular the bearing surfaces on the axles had to be cleaned back to a polished finish so as not to damage the suspension bearing liners. The motors had to be removed one at a time to allow the wheel sets to be swapped, followed by replacement of the motors and gear cases. This work was greatly facilitated by our workshop overhead cranes.

Sydney D class 117 has been reduced to a pile of parts to enable extensive underframe reconstruction to proceed. The roof has been placed on 42s in the background. Bob Merchant



A set of power operated bus jacks have been obtained from the State Transit Authority via the Historic Commercial Vehicle Association. We only had to organise transport from Tempe Depot and we thank the HCVA for their help in this matter. The jacks have been successfully tested and operate from a central control box. These units will replace the Melbourne hand-cranked screw jacks and relieve our ageing volunteers from the effort of cranking the old jacks. Many cars in our collection can be lifted directly with the tynes on the new jacks, which are designed to fit around the lower third of a bus wheel, by placing the tynes directly under the side frames of the trams. Crossbench cars will still need to be lifted by placing lifting beams through the compartments over the bogie centres with hook clamps connecting the beams to the car underframe. Four adaptors will be made to safely connect the tynes to the lifting beams before any crossbench cars can be lifted with them.

A further valuable acquisition is a 50-tonne power operated hydraulic press which replaces our hand

pumped 9-tonne unit. A considerable effort has been made to tidy up the workshop and this work is still in progress.

YMCA building

Heritage architect, Rod Howard, who earlier assisted us in our negotiations with developers over the ground floor columns is providing advice relative to the floor levels and layout to assist with the move of the bookshop and kiosk into the southern section of the ground floor. We have also ordered a second sign, 'WILL WEARWELL', from John Joyce of Townsend Signs to fit to the building. John is also kindly working on securing the hardwood for the D car on our behalf.

Old site

On 17 February a Franna crane was hired to lift some of the ex-Camellia track panels at the old site. They were placed in the shed to relay Roads 2 and 3. Fish-plating and alignment was completed on 24 February after bus 2619 was moved clear of the



By 31 March, the installation of the new crossover north of Pitt Street had reached the stage seen at right. Bob Merchant



Where yesterday meets tomorrow: track panels are unloaded outside the Museum's original depot in the Royal National Park on 24 January.

Bob Merchant

The track panels are being laid inside the old depot, aligned and fishplated together on 17 February.

Bob Merchant



Road 2 track. Off site, Howard Clark and Geoff Spaulding stripped usable items from R car 1842, ex-Kingsford.

Sydney O class 957

Geoff Spaulding has finished fitting the roof boards to the centre vented section and covered it with muslin and canvas along with the usual coatings of navy dressing. The last batch of navy dressing used in this process is from a lighter batch ordered for J 675 and has a drying time of several weeks compared with the usual shorter period. The final coatings in the correct yellow ochre shade will be applied at a later date, as further work on this car is being held over while major works on the D car are under way in the workshop.

Sydney 42s

The final body colour of the 1906 tan and straw livery is currently being applied by Ian Hanson. The

cab roofs have been painted in khaki navy dressing and the ceilings have been completed in white enamel. Body colour is currently being applied to the body framing, and shortly the end aprons and rear cab panels will be completed.

Air gauges and both controllers are now mounted in the cabs, and Chris Olsen and Dave Bennett have commenced re-wiring the car. This work has been interrupted by repairs required to the Princes Highway level crossing control system following a lightning strike that damaged much of the electronic circuitry and the microprocessor. The office fax machine, modem and telephone lines were also damaged.

Sydney O class 1111

O 1111 entered the workshop for underframe repairs on 7 February after H 358 was outshopped. Car 1111 left the workshop on 28 February on completion of the work.



Mike Giddey and Matthew Geier dig the cable trench through sandstone on 27 January. Bob Merchant

Sydney C class 33

Restoration works are well under way in Bendigo. Investigations revealed that the clerestory roof had been removed, before it was converted to a double deck car in 1907. (Evidence of alterations made to the roof support cant rails to accommodate the upper deck were also noted.) Dennis Rodda and Luke Jenkins conducted the preparatory work to repeat this process and on 14 February, with Darren Hutchesson expertly operating the small workshop crane in the confined clearance space above the car, the roof was slowly lifted off and lowered vertically over the car side for the whole workshop team to manhandle and move on a small trolley out of the area. The truck was removed from under the body and transferred to the Gasworks. Dennis and Luke have made excellent progress since.

The underframe has been repaired, a number of replacement side pillars have been profile cut and fitted whilst others were repaired, ribs were removed and numbered and replacement ones cut where necessary and new window sill rails and waist rails profile cut at a joinery. Work on installing these was under way by 19 April. The rusted side tie rods were repaired with new steel welded to the ends. The car body had a noticeable sag at one corner and the body

was first jacked and then the rods were tightened to hold the body in shape. Replacement windows for the car are being made by Ross Traeger at his Enmore joinery.

Sydney D class 117

This car entered the workshop on 28 February, initially on road 10 but was subsequently moved to road 9, replacing 42s which was moved over the pit on road 10 to facilitate re-wiring work. The car body was separated from the truck and placed on body stands. A major cleanout of the interior started. Geoff Spaulding, assisted by others, commenced work on the car on 10 March. Iron sheeting was first removed from the roof, and over the following weeks the old roof boards were removed, each one of the clerestory windows was removed, followed by the remnants of the false drivers aprons and the drivers bulkheads. All screws securing the roof were progressively removed, cladding and side components removed and by 21 April, Geoff and Bill Parkinson had skillfully removed the roof using the two overhead cranes to a temporary home on the deck of 42s until it is relocated elsewhere, whilst body restoration proceeds. By the end of the day the dismantling of the body was complete, with valuable assistance from our CSO workers, Mark and Steve.

All body components have been stored in the area above the workshop toilets. Extensive underframe reconstruction is necessary to replace the one remaining rotted original and the damaged floor bearers, which were cut away to accommodate two foot gauge bogies when it was at Goulburn many years ago. Ross Traeger has already fabricated replacement saloon side windows, reusing the original curved tops which remained in reasonable condition. Ross is fabricating five side pillars to replace four fire damaged and one rotted one and he is also profile cutting new window sill and waist rails to replace rotted timbers. The hardwood underframe and bearer timbers have also been ordered, although the length and size of the underframe is presenting a challenge to the suppliers.

Sydney J class 675

The internal wiring of the car has been completed. The brass light fittings and other brass fittings have been polished before installation. This car has been moved over a pit road in the Bendigo depot to enable the traction wiring of the car to proceed. At present these works are proceeding on a part time basis, when the electrical tradesman is available. It is expected to take another few months before this work will be completed to enable the brake rigging to be installed and the car to be painted. The car has been permanently bolted to the truck.

Orange Empire Railway Museum

To assist with a car restoration, jointly with Bendigo Tramways we shipped a pair of No. 15 trucks and motors to the Orange Empire Railway Museum at Perris, California. These trucks originally came with the purchase of W5 car 792 many years ago and the defective motors underwent extensive repair in Bendigo in 2001. One motor needed replacement and this was supplied by Bendigo. The trucks are not required for the restoration and will be used as shop trucks. The proceeds of this sale will recover expenses incurred in 2001 and have been partly applied to the National Park track enhancement and towards our C and D car restoration activities.

Vintage Tramway Festival

Although the weather was unpredictable for our 17th annual Vintage Tramway Festival, held on Sunday 25 February, the threat of a downpour did not deter members of the public.

First service was the 9:15am to the National Park on which C car 29 carried a good seated load. That was to be about the only occasion in which a single tram was used. With the passenger figures going through the roof early in the day, it was evident that trams running in pairs would be needed to carry the number of visitors wanting to ride. Later that morning, C 29 gained a companion in the form of F car 393. This was the first time that this tram carried members of the public over the National Park tramway. In fact, the combination of 29 and 393 was so popular that it was hard to find a standing position, let alone a seat!

Alternating services saw some interesting trams operating to Sutherland as well. Dating from 1906, N 728 was running in conjunction with L/P 154. Another first on this day was the pairing of Brisbane cars, drop-centre 295 and centre aisle car 180. The

latter car had just been restored with newly overhauled bogies and motors. It was also the first time that 180 had ventured to National Park. Sydney P 1497 and O car 1111 also saw service during the course of the event.

Parked on the loop at the rear of the workshop, Adelaide H car 358 was put on exhibition. Several buses were also on display at the museum entrance. We were privileged to be able to utilise ex-Sydney pre-war Leyland double deck bus 1379, recently restored and resplendent in its red and cream colour scheme. Our single deck Leyland 1275 was also used for a trip or two. Other buses seem to appear out of nowhere during the day, including a State Transit articulated bus carrying a group of Australian Railway Historical Society members on a tour! At one stage, there were so many trams and buses going off in all directions that it attracted the attention of passers by who soon visited the Museum, adding substantially to our patronage.

With so much activity and heavy loadings, it was our veteran trams that did most of the work and all performed faultlessly during the day. Loadings on the double-deck bus service to Sutherland were also heavy. In the planning stages of this event it was decided to use a number of our rarely seen Sydney trams, as the day corresponded with the running of the last trams through the streets of Sydney in 1961.

David Critchley and Ian Hanson worked on the publicity campaign which proved very fruitful indeed and included a 15 second spot on Channel 7 as well as several radio and newspaper plugs. The end result was the highest attendance for a one day event in the Museum's history! It eclipsed a previous record set in 2004.

Such an outcome of course would not be possible without the volunteers of the Museum who gave their time to assist the museum. Thanks must go to Hayden



The crowd of visitors in Tramway Avenue await the departure of 180 and 295 to the northern terminus on 25 February. Bob Merchant



F class car 393 departs for the Royal National Park and will be followed by C class 29 which is still loading. Martin Pinches

Holmes for his organisational capacity in working out the many tram movements, Frank McQuade for rostering the personnel, and Bill Parkinson and Mike Duncan for their mechanical and electrical skills which kept all our trams running perfectly.

The bus services were provided by David Griffiths (1379) and Dennis O'Brien (1275); thanks also to their conductors. Prominent in our volunteer workforce who looked after our kiosk and fare collection were our young members, Robert, Mitchell, Josh, Kaine and Sam. We also say thank you for their contribution.

Tram services carried heavy loads right up until closing time at 6:00pm. Perhaps we could have gone on a bit longer, but most of us were completely drained by the end of the day!

Youth Group Activities

The Museum organised a youth group outing on 3 February, travelling from Circular Quay to Watsons Bay by ferry, then following the old tram track formation from the terminus to the site of Park Loop. Part of the old tramway formation is a walking track. There were still some retaining walls, old sleepers, rail components and overhead fittings visible. The location of Gap Loop was also noticeable. The group returned to Circular Quay by bus (route 324) which closely follows the tram route as far as Rushcutters Bay.

Around the Museum, our five regular attendees (Sam McGuinness, Mitchell Skillcorn, Josh Dreves, Kaine Treleaven and Robert Norton) continue to put in a lot of time doing various jobs including lawn mowing, weed spraying, tree trimming, track greasing and tram cleaning. Some of these tasks are carried out on Friday afternoons after school and on traffic days after traffic operations have finished. The Museum is

also introducing bar-coding to the items sold through the bookshop and some of the group are helping to set up that system. On traffic days, they are regularly rostered to man the bookshop, kiosk and display hall, whilst Sam and Josh are also qualified conductors and are often rostered in that capacity.

The youth group activities are supervised by David Critchley, John McFadden and Hayden Holmes. Junior members aged from 12 to 17 years are eligible to be part of the youth group.

Brisbane centre-aisle car No. 180

After lengthy restoration, Brisbane tram No. 180 was officially re-launched into the Museum's operating fleet on Sunday, 15 April 2007.

The date coincided with the 38th anniversary of the closure of the Brisbane Tramways in 1969 and 45 years since 180 was moved to Sydney for preservation. To celebrate, our three Brisbane trams operated together for the first time in many years. Cars from the 1960s also filled Tramway Street. They included vehicles from the Wollongong Morris Minor Car Club, the Illawarra Early Holden Car Club, the Early Falcon Car Club, the Morris Minor Car Club of NSW, and military vehicles from the Australian Armoured Vehicle Association, the Australian Military Vehicle Collectors Society and the 1/15 Royal NSW Lancers Memorial Museum.

No. 180 was built by T. Gardiner & Son for the Brisbane Tramways Trust in 1924 to a design dating back to the turn of the century. It entered service on 5 April of that year. Trams of this design were nicknamed Dreadnoughts, which derived from HMS Dreadnought, the first large battleship of the Royal Navy. The nickname was applied to these trams

Peter Hyde cuts the ribbon to relaunch 180 back to passenger service on 15 April as Howard Clark looks on.

Bob Merchant



because of their large appearance compared with the trams then in use in Brisbane (and Sydney, where the O class cars were called Dreadnoughts for a while).

After 34 years of service on the Brisbane system, No. 180 was donated to the Sydney Tramway Museum for preservation in 1958 and was stored at Light Street Depot until 1962. It arrived in Sydney by truck on 16 August 1962 and was placed in storage at Randwick Workshops with the co-operation of the University of NSW which by then owned part of the workshops site. It arrived at our old site at Loftus on 3 August 1964 and was stored in the substation yard until depot extension works were completed. It moved to the depot extension under its own power on 4 June 1966 and from there to the main depot on 28 January 1967 where restoration work commenced. Car 180 made its first trial runs over our museum tramway on 13 July 1967.

‘Dreadnought’ 180 is currently the only one of its type operating in Australia. It is also unusual for

having no glass panes in any side window, which made it popular with passengers travelling in Brisbane’s hot and humid climate in the days before air conditioning.

Centre-aisle car No 180 was relaunched into our operating fleet at 11:40am on 15 April by Peter Hyde, President of the Brisbane Tramway Museum who was introduced by our Chairman, Howard Clark. To mark the re-launch, Peter cut a ribbon across the front platform entrance.

Car 180 then ran in convoy with Brisbane cars 295 and 548 to our northern terminus and the Royal National Park with Peter Hyde at the controls.

Despite the good publicity received and the steady stream of visitors in the morning, the crowd thinned and afternoon traffic was quiet. This was probably because of competition from the Royal Easter Show which was very popular this year because of the warm and sunny weather.



Peter Hyde checks that all traffic has stopped before crossing the four-lane Princes Highway on a return trip from the Royal National Park with car 180.
Peter Butler

HADDON

MELBOURNE TRAMCAR PRESERVATION ASSOCIATION
 PO Box 324, Prahran, Victoria 3181 www.railpage.org.au/mpta

From Kym Smith

Acquisition of SW5 843

The Association recently took the bold step of preserving a sliding door W series tram as an example of the final form of the evolution of W cars over the years.

Previously a number of issues, not the least being availability of suitable storage space, had meant that the Association was wary about committing to the acquisition of another tram. However, once these issues had been resolved it was determined that the acquisition could be achieved.

In early March Anthony Smith and Kym Smith accompanied Mike Ryan from VicTrack and Rod Atkins from COTMA to Preston Workshops. The purpose of the visit was to inspect a number of trams which were in poor body condition and had previously had some components removed from them for use on trams in service, with a view to acquiring a couple of cars to provide spares for cars in the Museum fleet, including VR 41, L 103, W3 663 and W4 670.

SW5 809 and former driver training tram SW6 890 were selected by the Association to fulfil this requirement.

While selecting these trams, SW5 843 was observed in the line of trams which potentially could be made available. Kym had noted this tram as a possible candidate for preservation while it was stored at the former Thornbury Depot, so after a quick inspection and some discussions a request was made for 843 to be made available.

Car 843 arrived at Haddon on 23 March, followed by 890 on 26 March, with Kym Smith, Frank Schroeders, Daniel Edwards, Anthony Smith, Jacqui Smith, Arthur Ireland, John Withers, and Alan Snowball all assisted the unloadings. Car 809 is expected to arrive at Haddon in late April.

The Association thanks Mike Ryan and VicTrack for making these trams available to the MTPA.

Overhead works

All of the overhauled bronze frogs have now been installed by Kym Smith and Anthony Smith, completing the overhead works on the depot fan area. Minor alignment adjustments continue to be made to ensure that all trams track correctly, and in addition some additional servicing has been carried out on the



Revarnished McGill seats ready for installation into L 103.

Anthony Smith

Windows, louvres, capping timbers, and seat backs reinstalled in the saloon of L 103.

Anthony Smith



Near Ballan, SW5 843 heads towards Haddon along the Western Highway. Kym Smith



bases and poles on trams to ensure they are also operating correctly and effectively.

reinstalled, as well as the brass handrail hangers in the saloons.

L 103

The refitting of components to the tram continues, with window, louvres, seats, and capping timbers being

Jacque Smith and Cindy Tassie have continued with the completion of painting and varnishing of a number of the smaller components prior to their refitting. Anthony Smith undertook the task of fitting the



SW6 890 is suspended from the cranes as the semi-trailer moves away during unloading.

Jacqui Smith

SW5 843 is lowered to the rails at the upper terminus at Haddon. Daniel Edwards





SW5 843 safely on the rails at its new home at Haddon.

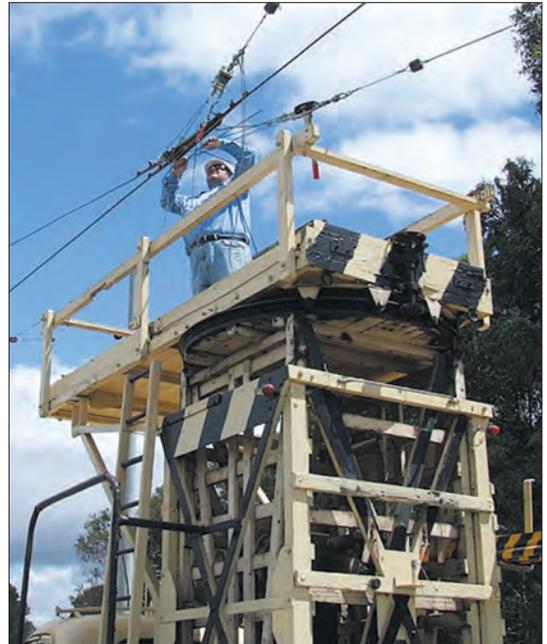
Kym Smith

Kym Smith adjusting and aligning one of the newly installed bronze frogs.

Anthony Smith



Anthony Smith, Alan Snowball, and Kym Smith assist with the movement of a No. 9 truck from the former bogie storage road to the main line. Jacqui Smith



windows and louvres, a task which required some fitting and adjustment as some of the windows and louvres were replacements from L 105.

When 103 was driven out for the COTMA visit, it was noted that the numbers appeared significantly smaller than those on W3 663 which was parked alongside. It was realised that the sample numbers supplied a few years ago were the smaller six-inch numbers as used on the later W series cars, rather than the seven-inch numbers used in the pre-marker light era. New numbers were subsequently ordered and applied.

Site clean-up

The clean up of the northern boundary of the site continues, with an additional urgency being the need to clear an area to allow a new storage shed for the tower truck to be erected. While the cranes were on site after unloading 890, the opportunity was taken to extend

their contract and move the trucks from the former bogie road to the main line on the southern side of the site.

A number of surplus point motors were advertised as being available to any interested groups. The Bellarine Peninsula Railway group expressed an interest and collected them in mid February.

Visit by Trams Down Under group

On 11 February, members of the Yahoo internet group 'TramsDownUnder' visited the museum to photograph and ride our trams. A lunchtime barbeque was held with the Association making available the cooking facilities. An enjoyable time was had by all with four of the visitors signing up to become



A photo of some of the TDU (TramsDownUnder) internet newsgroup members who visited Haddon on 11 February.

Mal Rowe

W2 407 has just completed its journey from the upper terminus as its passengers disembark to board VR 41 for another trip.

Peter Bruce



WHITEMAN PARK

PERTH ELECTRIC TRAMWAY SOCIETY (INC)

PO Box 257, Mount Lawley, Western Australia 6929

www.pets.org.au

From Michael Stukely

Parts arrive

The three surplus Melbourne W series trams that COTMA allocated to PETS for spare parts have been totally stripped for us by Bendigo Tramways, and to date two flat-bed containers of parts have been received. The cars were SW5 No. 800, SW6 No. 899, and W7 No. 1018.

With tram parts being very hard to come by in Western Australia (generally, the answer is to make your own!), we jumped at the chance to obtain spares from the surplus cars when news of their availability from Melbourne was received in 2006.

However, the requirement for the trams to be removed intact presented us with some logistical problems. The cost of transporting them to Perth from Victoria is well in excess of \$10,000 per car – and then the task of fully stripping them here would be beyond the internal resources of PETS, and consequently would require additional expenditure. The offer by Bendigo Tramways to carry out the stripping for us at Bendigo, to pack and send the parts on, and dispose of the residue, presented an affordable and very practical alternative. Bob Pearce duly made the necessary arrangements with Bendigo Tramways and our

transport contractor. We thank Darren Hutchesson and his team for the excellent work they have done.

The first container arrived at Whiteman Park and was unloaded by the Wednesday team on 28 February; the second arrived on 21 March.

General

Summer patronage was generally good, with a number of special group visits being booked. Trams ran on seven days per week through the school holiday period. Mild weather on some weekends was a bonus. By contrast, however, an unusually high number of

summer running days were lost this year due to extreme fire hazard conditions – six in total.

The annual Classic Car Show was held in the Park on Sunday, 18 March, with two Melbourne W series trams sufficient to provide the service. Wednesday, 28 March saw a new event, the ‘World’s Biggest Playgroup’ day, when between 2000 and 4000 families were expected with children aged between 12 months and 5 years. This also went well, with two trams in service and large numbers of prams being loaded!

W2 No. 393 has returned to regular service for the first time since September 2005, following repairs. The compressor of W7 No. 1017 failed in January, and a replacement unit from one of the stripped trams is being overhauled for us by Bendigo Tramways before it is sent over.

A milestone was reached by the track team on 31 March with the installation of the 1000th steel sleeper on the main line. The main sleeper replacement program between the Carbar and Village Junction terminus was completed by members in 2003, and spot replacements of rotted timber sleepers have continued since. In a ‘second pass’ of replacements in the Bennett Brook – Horse Swamp cattle-grid section (which had very large numbers of rotted timber sleepers), 14 more steels have been installed. Trevor Denhardt and Lindsay Richardson have been assisted in this work by Tony Grose, Graham Bedells, Laurie Ahearn, Michael Stukely and our visiting Canadian member, Ron Lawson.

One of the two newly-refurbished rail crossing frogs was installed on the Stockmans Loop South points on 7 February by Trevor, Lindsay, Tony and Graham, with technical input from Noel Blackmore. As a result, there is now a great improvement in the riding quality



Some of the famed pasties and pies made by the late Martin Grant for members working at the Museum. The last of them were consumed at the end of March, and we now have to make do with the more mundane ‘bought’ variety.

Lindsay Richardson

Members of the Wednesday team in the lunch-room on the last work day for the year on 13 December 2006: Frank Edwards (left), Kurt Gahler, Darren Ward, Ric Francis, Geoff Morrison, and the late Martin Grant; seated: David Secker and Paul Pickett.

Lindsay Richardson





The container of parts from Bendigo being unloaded from the truck. Members from the right are Gareth Watts, Les Hunt, Noel Blackmore and Tony Grose. Ric Francis

Frank Edwards (in red) and Les Hunt removing side frames of containers showing the four bogies, four controllers, three air tanks and two compressors. The four bogies are from W7 1018, sister car to our 1017, and SW6 899. Ric Francis



Crane driver Noel Blackmore is assisted by Dogman John Azzaro unloading a bogie from W7 1018 onto our siding. Les Hunt stands by to assist with the movement. Ric Francis

of the trams here. Regular track greasing, carried out by John Shaw, assisted by Les Hunt and Lindsay Richardson, also helps significantly in this regard.

In the Village Mall, bracket-arm heights are being reset as a prelude to the cropping of a number of steel traction poles to uniform height. Finials will then be installed.

A scissors hoist for heavy lifting of below-floor tram equipment in the service pit has been tested, and was purchased in March, following investigations by Pat Ward and Noel Blackmore. Pat has also sourced squat-jacks for the pit, which have been obtained.

The trolley bases were installed on the roof of WAGT E class car No. 66, after their overhaul and

fitting of new bearings, by Frank Edwards and John Davies. They are now working on the final preparation and repairs to the seats, which had been repainted several years ago. The re-chromed window guard-rails have been installed on the bulkheads, both inside the saloon and facing the end platforms.

Steady progress has been made by Brian Adcock, with assistance from John Azzaro, on the restoration of the body of Perth B class car No. 15. The main longitudinal side beam on the north side, which was very badly weathered, has been removed. A new beam is being prepared with precision cuts made to take the roof support pillars. This car will be placed on static display in a planned heritage precinct in South Perth, by the South Perth Historical Society.



Noel Blackmore examines the failed crossing frog at the Stockmans Loop South points before its replacement on 7 February.

Lindsay Richardson



Removing nuts from the fishbolts securing the old crossing frog at Stockmans Loop South points on 7 February: Graham Bedells (left), Tony Grose, Noel Blackmore and Trevor Dennhardt.

Lindsay Richardson



Trevor Dennhardt uses the rattle-gun to tighten fishbolts securing the new crossing frog in position at Stockmans Loop South points on 7 February.

Lindsay Richardson

Repairs recently carried out by Pat Ward and Noel Blackmore on the Albion truck, which carries the cherry-picker, have included the overhaul of the starter motor, fixing a leak in the radiator, and the replacement of turning indicator relays that were damaged by water.

Erratum

Trolley Wire February 2007, page 19: trams ran on seven days per week only through the October school holidays.

FERNY GROVE

BRISBANE TRAMWAY MUSEUM SOCIETY
 PO Box 94, Ferny Hills, Queensland 4055 www.brisbanetramwaymuseum.org

From Peter Hyde

Work continues steadily on the restoration of both FM 400 and Dreadnought car 136. FM car 400 has been completely stripped internally and is surrounded by stacks of seats, pieces of trim and lampshades which are progressively being stripped and undercoated ready for re-installation. Work on 136 is confined to the painstaking removal of countless layers

of paint from the varnished ceiling, a task rendered even harder by the fact that it is entirely made of small tongue-and-groove boards.

The tower wagon has had an extensive mechanical overhaul with attention to the engine and brakes. It now goes and stops on command! A new fuel pump was installed and a squeeze pump has been added to the fuel line leading to the carburettor for initial priming. This normally ensures the vehicle starts at the first attempt. Work will commence soon on minor repairs and repainting of the wooden tower.

One of the 'TRAM AT TERM' signs has been restored to as-new condition and has been installed in the display area. It now operates on 240v AC rather than 600v DC. These were a feature of the Brisbane system in locations where a tram standing at a terminus was out of sight of another tram that was approaching the end of double track. They were operated by contacts on the trolley wire.

The continuing drought has reduced the lawns to dry powdery grass and many of the shrubs around the site have either died or are likely to die unless there is rain very soon.



The restored 'Tram at Term' sign is now part of our display.
 Peter Hyde



Car 400 is under restoration and is seen with centre aisle car 136 in the workshop.
 Peter Hyde

BENDIGO

BENDIGO TRAMWAYS

1 Tramways Avenue, Bendigo, Victoria 3550

www.bendigotramways.com

From Len Millar

Gasworks depot

The access track into the Gasworks depot has intermittent use when trams are moved in or out of storage. The points on this section of track have never had a moveable blade, and the need to insert sections of steel into the flangeway to direct a tram to the access track from Caledonia Street has troubled us for some time.

Cars, buses and trucks turning the corner from Bridge Street can endanger our workers as they try to coach trams over the 'Heath Robinson' turn-out. We have needed to crouch down in the middle of the road to ensure that the tram flanges are being correctly guided onto the access track rails. It was not without risk! Well, no more. Before Easter, our workers were contracted to the City Council to do most of the work required to install a proper set of points. We are glad we can tick the project off the list at last.

Work has also commenced at the Gasworks depot on creating a loading ramp road alongside the western wall. Rob Fisher, an engineering student, has completed the design and our friends at the Victorian Goldfields Railway at Maldon have bent the rails needed for the curve off the main access throat.

When completed, we will move into the roll-on/roll off era. No more closing Tramways Avenue after the last tram, turning the 600-volt DC power off and hiring expensive cranes.

Trams for Wattle Park

Parks Victoria, which operates Wattle Park in Melbourne's eastern suburbs, commissioned us to prepare two SW6 trams for use as children's shelters and play-houses near the Park's chalet building.

It was an interesting exercise as all glass, seats and protruding metal had to be removed, and as much water-proofing done as was possible. The bodies will be placed in the open, and will be the latest of several pairs of Melbourne trams to be used in this way. The trams are 885 and 936.

Easter

The Easter weekend is always a big time for us, and this year the long weekend was in the middle of the school holidays. Our crews had to contend with increased Talking Tram Tour patrons, sundry street markets, torch-light processions, street closures, Royal Children's Hospital Appeal tin-shakers, the huge



Work is in progress on the Weeroona Avenue access points on 8 March.

Bendigo Tramways



Melbourne SW6 cars 885 and 936 after being lowered off stands on 24 April. They are destined to become shelters at Wattle Park.

Bendigo Tramways

Easter Monday procession and the odd other special event.

Again, the Lake Weeroona precinct hosted some events, including a grand fireworks show at the end of the torch-light procession. We operated a dedicated shuttle tram, Z1 car No. 74, which ran from the Central Deborah Gold Mine to our tram stop in Nolan Street.

The organiser of our Easter activities, Mike McGowan, assisted by Shirley Turner, who runs the trams, again crafted rosters, tables and run-out sheets. Mike could be seen when he was needed and everything worked almost like clockwork. Our drivers had carefully worded instructions as to where to cross the shuttle tram, or where to wait for it as it went about its semi-express trips. Patronage on the shuttle was good, with \$2 adult fares netting over \$400 on some days. Once again, it was good to be part of Bendigo's big event.

Is it 35 years?

Just after Easter we netted some valuable local TV news coverage to mark another milestone. April 16, 1972 was the last day of street transit operation by the State Electricity Commission trams. It only seems like yesterday, when maximum traction bogie car No. 26 did the last run from the Charing Cross fountain to the Depot.

Car 26 has been special to us because of its role on that day, and this year will see it receive corrective attention to its spreading body and some other restorative work, but readers can be assured it will stay in its SECV green and cream livery.

Car 976

After a period out of service, our café tram has been re-painted and re-badged. Orange has replaced much



Bendigo's café tram 976 is now being promoted as 'Bendigo Nine Seven Six'. It is seen at the Torchlight Procession on 8 April. Bendigo Tramways

of the matt black, and the tram is being promoted as 'Bendigo Nine Seven Six'. Initial bookings have been most encouraging. Car 976 joins Z1 No. 74, Glenelg car 369 and scrubber car No. 9 in carrying a pantograph. The benefit of fitting a pantograph to 976

is that patrons, waiting staff and drivers are not plunged into darkness in the event of a dewirement. Our drivers in particular were most vulnerable at night on the streets while they attended to de-wired trolley poles.

BYLANDS

TRAMWAY MUSEUM SOCIETY OF VICTORIA

38 Piccadilly Crescent, Keysborough Victoria 3137

www.tmsv.org.au

From *Running Journal*

Infrastructure rehabilitation

Works on the main-line reconstruction continue with another 15 metre section of track, just to the south of the rear of No. 2 shed being totally rebuilt. This was undertaken at the working bee on 6 January, and allowed tram No. 427, which had been marooned at the south terminus, to be returned to the depot. Lifting and ballasting on this section was undertaken at the working bee on 17 February, and it now brings the total length of track rebuilt over the last five months to approximately 120 metres, a wonderful effort for our small workforce. It is expected that the last section to the current kiosk terminus will only require some sleeper replacement and not major reconstruction. We would like to thank the following members for their assistance over the last couple of months: Paul Constantinidis, Geoff Dean, Andrew Hall, Paul Greely, Russell Jones, Graham Jordan, David Kemp, Harry Twining and non members Tania Ireton and Lindsay Walker. A great job, everybody!

Museum works

Because of a shortage of workers and continuing dry conditions, we have been undertaking mainly urgent or ongoing projects in recent months. While trackwork has consumed most of the work force, tram maintenance and restoration have continued. Replacement buzzer units obtained from TransAdelaide have been fitted to Adelaide H No. 373 to replace those that went missing several months ago. This tram has been returned to traffic. It is also intended to fit locks to the control panel boxes in each driver's compartment, to stop them being damaged or tampered with when the car not in use.

Work progresses on X2 No. 680 with the roof now repainted and the final top coats of green and cream being applied. An MMTB monogram was placed on one side panel prior to the Trams in the Twilight night,

The Exhibition Shed track fan is currently under construction at Bylands, 22 April 2007.

Graham Jordan



to show what the final result will be. Work on Q class No. 199 continues with new D moulding being fitted to the side panels. To give the desired visual effect, a base undercoat of brown and cream has been applied to one side. When complete this tram will be noticeably 'something different' at Bylands.

Whilst on the subject of tram maintenance, the Board has accepted a quote from the Melbourne Tramcar Preservation Association at Haddon to repair the door motors of Y1 No. 612. It is expected that this job will be commenced shortly, so that the tram will be available for the winter service as our one-man car. Donations to offset the cost of the repairs would be greatly appreciated. If you wish to financially assist towards the cost of this project, the Secretary would be pleased to hear from you.

Age and wear have made it necessary to make repairs to the interlocking mechanisms of the points leading from the depot access track at the No. 3 and 4 road turnout. Some attention has also been given to the No. 1 road point springs. Although not technically museum works, the Society has recently provided assistance to Victrack by lending our tram pillar jacks to assist in the lifting of the body of the former Victorian Railways State Car 'Victoria'. This carriage, which was used by the Duke and Duchess of York on their 1901 visit to celebrate the Federation of Australia, was located behind a scout hall in Carnegie. Because of its fragile nature, it was decided it was impracticable to use cranes to lift it. Accordingly the contractors, through Victrack, approached the Society to assist. The carriage was transported to Newport workshops for storage, pending a future restoration project.

Moo'ving out

As reported in the previous issue the Society has been assisting a local farmer by allowing him to agist his cattle on our Bylands property during the current prolonged dry period.

The results of grazing at Bylands and cost savings arising from not having to engage a contractor to slash grass have been highly successful. Under our agreement with the farmer, he is required to maintain the fence lines of our property to prevent stock from wandering off the site. To this end an electric wire fence was erected along the external boundary fences. The cattle were removed from the property during February, having done their job. However the infrastructure electric fence remains in place for security purposes and will be used again if stock are agisted on our property in the future.

The use of cattle to keep our vegetation down, however, creates a problem! One of the more unpleasant jobs has been the clean-up of stock droppings, which happen to end up in the wrong places. Regular clearance by traffic staff of the public areas was carried out each Sunday prior to opening to the public.

With the recent removal of the stock, another major clean-up was undertaken prior to the Trams in the Twilight night. If anyone wants some free cow or sheep manure, come and help yourself.

Trams in the Twilight

This event was held on Saturday, 17 February and was not only a wonderful night for those who attended,

Recently acquired trams SW6 963 and SW5 759 (ex-Moomba car) stored on the short Pit Shed spur section at Bylands on 22 April 2007.

Graham Jordan



but was successful both financially and as a public relations exercise. In contrast to last year's event, when the rain dampened the evening but not the enthusiasm, this year the weather was fine and warm. Approximately 50 people attended including a good number of members, some of whom had not been to Bylands for some years.

The gates opened around 4:30pm in the afternoon, with tram operations starting just after 5:00pm. The star of the show was Adelaide H type No. 373, which ran a number of return trips to the northern terminus.

Other trams used during the evening included Y1 612, W3 667, W5 795 and Ballarat No. 36. Two permanent floodlights, one at each end facing the

main-line, were placed on No. 2 tram shed, these being supplemented by several temporary floodlights placed elsewhere to illuminate the trams and the car park area.

A free sausage sizzle was provided and this was well received by all those present. We must thank all the Society members, not forgetting the one or two non-member volunteers, who made themselves available to help prepare for the event, or assisted on the night. Special thanks are due to Cindi, a visitor from Bendigo, who offered her services to cook the sausage sizzle.

It is expected that this event will now take place biennially, with the next one expected to be held in February 2009.

GLENREAGH

GLENREAGH MOUNTAIN RAILWAY
PO Box 104, Glenreagh, NSW 2450 www.gmr.org.au

From Greg Wilson

392 and Glenreagh operations

Easter saw an extensive four-day program of operations. Tramcar W2 392 performed excellently for the weekend. The W2 is now operating on a regular basis, with our midweek picnic runs becoming a regular event as more people and groups charter the tram for morning tea runs or luncheons. Glenreagh's tramway service has without doubt proved its viability with fully loaded trips over recent months.

February saw our annual maintenance period where further work was completed on the restoration of the car, and mechanical and electrical components were inspected and serviced. The poles were also returned to the roof after painting of the roof was completed by Andrew Lee. No. 392 has been painted green and now looks a lot more presentable with new MMTB

transfers applied to the sides. The next major job to be completed is the repair of an air leak in the No. 2 end cab which will require the removal of the apron. New window timbers are now being cut and will be ready for fitting once the apron has been reinstalled.

The construction of a servicing pit in our operations shed required car 392 to be relocated. For the Easter running weekend the tram was sandwiched between our rail motor CPH 11 and steam locomotive 1919 which made for an interesting photo opportunity, and also illustrated the small size of a tramcar compared to railway rollingstock of the same era.

The midweek charters of car 392 are helping us to acquire sufficient funds to start the construction of our

Our unwanted guest in tram 392! After three days residence and no sign of moving out, it was carefully removed to greener pastures.

Greg Wilson





Tram 392 and its generator trailer can be seen in our shed between CPH rail motor 11 and locomotive 1919.

Greg Wilson

tram shed. This initially will hold two cars, and will be extended as funding allows to accommodate the three trams and possibly the rail motor. The shed is a priority for the tramway group, especially with the arrival of 1936 (see below) later in the year. To further assist with this purchase the tramway has regular Devonshire Teas on running days staffed by our Tram Girls: Judy, Joan, Trudy, Sarah and Deborah. A welcome smile, scones, jam and cream, tea or coffee are always assured at 'the creek'. Water is boiled on the generator bogie while the tram is running back and forth.

Unwanted passenger

One of the problems at Glenreagh are the many snakes in the surrounding bush. A snake was found recently in the window cavity of No. 392, where it stayed for three days before being carefully relocated out of the vehicle.

Our first qualified tram drivers

GMR has been subject to several audits and inspections by the Independent Transport Safety and Reliability Regulator over the past few months. As a result of GMR's operation using a generator bogie to supply power rather than overhead wire, we were required to develop our own training manual.

Greg Wilson developed a suitable driving manual using the MMTB's 1960s Tramcar Driving Manual, the Sydney 1950s manual and assistance from the Sydney Tramway Museum. Subsequently four drivers have completed this training, been accepted as qualified tram drivers and issued with their

Certificates of Competency. They are Russ Phemister, Ian Phemister, Kevin Anderson and Greg Wilson.

Tramcar 447

The restoration of 447 has continued at a steady pace. Kevin has been slowly working on the interior while Russ and Greg have made a test fit assembly of the bogie. The bogie needed to be reassembled to enable a remarshalling of our railway rolling stock in the shed, to allow the construction of a much needed inspection pit. The rebuilding of the bogie also enabled the test fitting of various new parts that have been made and also allows the bogie to again be mobile. The parts have now been put together to allow the assembly of the first restored traction motor for 447.

The restoration of 447 relies on parts from 370, which is still to arrive at Glenreagh from a property at Robertson. Tramcar 370 will supply, hopefully, the high tension electrical equipment to allow 447 to again ply the rails as an operating tram.

R1 class tramcar 1936

Peter Hyde, President of the Brisbane Tramway Museum, visited Glenreagh last year and we asked him what his museum had surplus that we might be able to use. We were offered 1936, one of the five R class trams converted during construction to the R1 design.

Russ, Kevin and Greg eventually visited the Brisbane Tramway Museum to inspect the car. We found an exceptionally good car body but with no interior seats, etc. The body has been kept under cover

The interior of Sydney R1 class 1936 at the Brisbane Tramway Museum.
Greg Wilson



Sydney R class 1842 at Kingswood during the removal of useable parts. Greg Wilson

since around 1973, so the work required to restore the body will be minimal. The car still carries faded green and cream paint and its Sydney fleet number. Much of the internal signage is still in place and an inspection of the roof found it to be quite sound. The tram also comes with two original un-motored bogies recovered by the BTM from the Parkes radio telescope. Glenreagh at last has a Sydney tram.

The tram will remain in Brisbane until it can be transported to Glenreagh or our restoration facility in Coffs Harbour.

Parts from R 1842

With the purchase of 1936, GMR needed some window fittings and glass. These would come from R class 1842 which was being dismantled in Sydney. Russ, Kevin and Greg set off from the North Coast and headed for Western Sydney to strip anything useful from 1842. This car, after its removal from Kingsford

(see November 2006 *Trolley Wire*), had been found to be in deteriorated condition, and suitable only as a source of parts. What met us mid afternoon was the remains of 1842 in the company of R class 1819 and Brisbane FM 499. The interior had already been removed as had both cab ends and destination boxes, etc. Some of the windows and mouldings were removed for use in 1936 and a driver's gong was retrieved from under the floor.

Victorian Railways 40

This tramcar has had some work carried out towards its body restoration. Our catering crew have cleaned up the car body, painted much of the exposed timberwork and cleared all remaining windows. The two end saloons on one side have had the timber removed due to warping and splitting, and new panels are being cut and fitted. The crew working on this car are doing an excellent job given their limited resources.



Sydney N class car 728 departs on a trip to the Sydney Tramway Museum's northern terminus. The State Transit articulated bus is on a tour of former tram lines organised by the Australian Railway Historical Society.

Norbert Genci



Glenreagh Mountain Railway's Melbourne W2 class 392 is seen amid the scenery of the New South Wales north coast.

Dennis O'Brien