

# TROLLEY WIRE



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**SYDNEY TRAMWAY MUSEUM OPENED — SPECIAL 68 PAGE ISSUE**

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

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## FRONT COVER:

*Left: R1 class 1979 rolls into the depot yard for the last time, ending twenty-three years of  
operation at National Park, 13 March 1988.*

MAL McAULAY

*Right: Six days later, Mr. Gerry Gleeson (left) cuts the ribbon to mark the opening of the new  
Loftus tramway, 19 March 1988.*

SPER ARCHIVES

## BACK COVER:

*Top: F class 393 was the star performer at the opening of the new Sydney Tramway  
Museum.*

BOB MERCHANT

*Bottom: Magnificently restored swing-door motor car 107M at Newport Workshops after  
successfully completing its operational tests on 4 October 1987.*

CLIFF LEIGH



*A Sydney Museum scene. P1497 has reached the  
army depot crossing while, in the distance, O car  
1111 arrives at the northern terminus during the  
official first run on 19 March 1988.*

BOB MERCHANT

# NEW SYDNEY TRAMWAY MUSEUM OPENS

Saturday, 19 March 1988 dawned with overcast skies after falls of heavy rain during the night. Some light morning showers did not dampen enthusiasm and the gates of the Museum site were kept closed to all but working members as mopping up and last minute preparations were carried out.

Shortly after mid-day the gates were opened to visitors who were entertained by the Transport Institute Band playing rousing music in the Picnic Area. Lads from the 1st Loftus Scouts and Cub Pack manned gates and doorways with great efficiency, thus freeing Museum members for more complicated tasks.

By 2.00pm a crowd of 1200 members, guests and visitors had gathered to witness the official opening of the Museum's Restoration Building and Tramway. Howard Clark,

Chairman of the Museum's Bicentennial Opening Committee, welcomed our guests and visitors. He outlined the Museum's history and its progress at the new site. Speakers representing Federal, State and Local Government were then introduced to say a few words. They were Museum member Robert Tickner MHR, Federal Member for Hughes; Mr Maurie Keane MP, State Member for Woronora; and Mr Stan Northern, Bicentennial Committee of the Sutherland Shire Council. The speakers stressed the co-operation at all levels of government and the community in having been able to assist the Museum's volunteer work force with its construction programme.

Robert Cowing, Chairman of the Museum's Board of Directors, welcomed the Chairman of the New South Wales Bicentennial Council,



*"Are we ready?" Gerry Gleeson asks Bob Cowing, Museum Chairman of Directors. With them on the front platform of F car 393 are Maurie Keane, MP, State Member for Woronora, and Robert Tickner, MHR, Federal Member for Hughes.*

BOB MERCHANT



*Mr Gerry Gleeson, Chairman of the NSW Bicentennial Council unveils the plaque to mark the completion of the Restoration Building on 19 March 1988.* BOB MERCHANT

Mr Gerry Gleeson to the Museum. Mr Gleeson expressed his pleasure at being asked to perform the official opening and regretted that sufficient funds had not been available to fully complete the building's interior. Mr Gleeson then unveiled a plaque and declared the Restoration Building open.

As guests joined their designated trams, Mr Gleeson joined Rob Tickner, Maurie Keane, Howard Clark and Bob Cowing on the front platform of F class car 393. After a suitable delay for photographers to position

themselves, Mr Gleeson cut the ribbon stretched across the track and declared the tramway open. F393, driven by Museum Chairman Bob Cowing moved slowly down Tramway Avenue followed by O class 1111, P car 1497 and R1740. The four trams spread out and picked up speed for the run along the private right-of-way to the north end of the line.

Upon returning to the Museum, guests adjourned to the Restoration Building for afternoon tea and the four trams provided



*The scene in Tramway Avenue prior to the cutting of the ribbon to mark the opening of the tramway. The trams are F393, O111, P1497 and R1740.* PETER HALLEN





*Wayne Armitage takes the 3.30pm run with F393 carrying the mailbox for the philatelic covers produced to mark the Museum's opening.*

PETER HALLEN

rides for our visitors during the rest of the afternoon.

At 3.25pm a mail box was attached to the front apron of F393 to carry the special covers produced to mark the occasion. At 3.30pm the mail tram left with a well-filled mail box and the box was carried by the car on following trips to enable more visitors to post their envelopes on the tram.

At 5.00pm the gates were closed and the crowd gradually dispersed. Trams, however, ran for the benefit of Museum members for some time after that.

Although there was no media coverage of the Museum's opening due to the State Government election being held on the same day (resulting in a change of government for the State of New South Wales), and heavy rain in other parts of Sydney during the day keeping potential visitors at home, the day was judged to have been a success. Many people, including some of our members, expressed surprise that we were able to meet our commitment to open on the due date. That we were able to do so was due entirely to a very dedicated band of working members who expended much time and energy to ensure the deadlines were met. To them we owe our sincerest thanks.



*Refreshments were served inside the Restoration Building. This view looks towards the north-east corner where the toilet, shower and change room will be located.*

MAL McAULAY

# THE END OF THE BEGINNING

by L. P. Gordon

The notices had been posted in the trams for some weeks: they advised that tram services on the National Park line would be discontinued after 5.00pm on Sunday, 13 March 1988 and that there would not be a replacement omnibus service.

And so it came: at 5.00pm on the appointed day, R11979, driven by Ted Davies, with conductor Bill Tuffnel and carrying a standing load, departed from South terminus and wended its way, with one photo stop, to the northern terminus at Princes Highway. The poles were changed and it returned to depot junction, reversed once more and entered the depot yard where the passengers disembarked. After an oration by Dale Budd, 1979 was slowly driven into the depot, on three road, and the doors closed behind it. A small demonstration to 'save our trams' was to no avail as the depot junction points were clipped and the mainline rail joint broken: the last tram had passed.

The electric tram service at The Royal National Park had commenced twenty-three years before on Saturday, 13 March 1963 when at 2.37pm LP154 was driven through a ribbon by the then Deputy Premier Pat Hills. K1296 followed with the first public service and this car also inaugurated the regular Sunday services the next day. Regular is the key word, for a scheduled operating day has never been entirely missed, although there were a number of occasions when operations were restricted due to power supply (the supply authority's, not the museum's).

So, the end of the beginning has passed for the pioneer electric tramway museum operation in Australia. Its period of operation has exceeded that of many public tramways and it paved the way for the proliferation of tramway museums that followed.

The beginning was on 24 July 1950 when the then Commissioner for Road Transport and Tramways, Mr AA Shoebridge, made available LP154 to the Sydney branch of the Australian Electric Traction Association for preservation. But the idea from which the South Pacific Electric Railway and ultimately the Sydney Tramway Museum grew goes back to the afternoon of Saturday, 11 April 1949, on an AETA hiking outing. This excursion consisted of a train ride to Sandown, on the

regular steam operated service, followed by a hike along the Rosehill to Redbank Wharf section of the private steam tramway from the gates of Parramatta Park to Redbank Wharf at the confluence of the Parramatta and Duck Rivers, which had closed on 31 March 1943.

At Redbank Wharf one apron of Sydney Ferries Ltd steam motor 6 and the frames and wheels of their goods trucks numbers 3 and 36 were inspected. On the return hike to Camellia, the junction of the Sandown and Carlingford lines and where the tramway crossed on the level, Norm Chinn and Ken McCarthy, to the disgust of the rest of the party, rolled a set of steam tram trailer wheels along the adjacent railway siding which paralleled the tramway right-of-way for some distance. These relics were then derailed and left at the edge of the road. During this act of

Sydney Tramway Museum

36-1

## NATIONAL PARK LINE

### Notice of Closure LOFTUS-SOUTH

**Commencing Sunday, March 13th, 1988**

**Tram services on the  
National Park line  
will be discontinued  
after 5.00pm. on  
Sunday, 13th March, 1988.**

**There will be no  
replacement  
omnibus service.**



*Early afternoon on 13 March. Visitors are starting to arrive as 1979 and 1740 wait on the main line. This view of the depot yard is looking north.*

DICK HALL

physical exertion the two villains discussed the possibility of purchasing the remains of steam tram motor 5A (ex-Government and Sydney Ferries), then standing derelict in the yard of Joseph Edwards at Sydenham, and preserving it in the yard of Mr A Chinn at Mortdale.

During the following week an approach was made to Messrs Joseph Edwards and this firm was willing to dispose of the steam motor for £100 (\$200). There the project was dropped, being beyond the means of a schoolboy and an apprentice.

Eventually Ben Parle and Bob Young joined with Norm Chinn and Ken McCarthy to win over a begrudging majority of the Sydney AETA to request the Transport Department to make available the body of an LP class electric tramcar, then being scrapped, for preservation. Mr Shoebridge not only agreed to make the request possible at no cost to the Association, but he would make a complete car available.

The Association could choose the car it wanted and this was eventually narrowed to three cars, 122, 154, 222. Whilst this choice was being considered, the tramways union placed

a ban on the use of E, K, N and LP class cars on the grounds that they were dangerous for conductors to work on in the increasingly motor-vehicle congested streets because the body sides overhung the footboards. The ban was later lifted on the curved sided E, K and N cars but the LP class remained out of use until the union received guarantees regarding delivery of new R1 class cars.

LP154 had been returned by road to the main Sydney tramway system on 7 September 1949 after the closure of the isolated Rockdale line, where it had operated since 22 August 1935; it went into store at Newtown Depot. While the ban still existed Newtown Depot found itself short of cars for Randwick Racecourse traffic. For some unexplained reason a coupled set of LP cars was released for this traffic, one car being 154 which during the afternoon sustained some damage in a collision. Following normal procedure the car was forwarded to Randwick Workshops for repair. However all work on LP cars had by this time ceased, but realising that an error had been made the workshop staff decided to cover up by doing a quick patch up and return it to Newtown as soon as possible.

By this time in their life all the remaining LP cars were rather decrepit and the entry of 154 into the workshops did not go unnoticed. Enquiries were made to see if a bit more than a patch up could be done on this car as it would then be a good choice for preservation. The workshop was noncommittal, 'We'll see'. Ultimately 154 remained at Randwick for much longer than expected and unnoticed was sent to Rozelle Depot for storage where, upon inspection, it was discovered that it had been fully repaired and repainted whilst some mechanical and electrical work had also been done. The choice of car had been made.

Once started the collection grew and by the close of 1953, four preserved tramcars and a large amount of equipment was stored at Newtown Depot. During 1952 permission was received to work on the cars on the Commissioner's property. This work ceased, when on 20 November 1954 Tempe Depot closed and the remaining services in the south-western suburbs became operated wholly from Newtown which no longer had space for stored cars. During November there was a major re-allocation of trams between most of the depots on the main Sydney system. Most of the stored cars in Newtown,

including the four museum cars, LP 154, F393, N728 and Prison 948, went to Ultimo, which had become an unstaffed store depot when the Drummoyne service closed on 27 June 1953. Most transfers were made in three-car sets; the museum cars left Newtown for Ultimo on the night of Tuesday, 9 November 1954, each car being towed by a coupled set of O class cars. The Balmain counterweight dummy joined the museum fleet in Ultimo after the closure of the Darling Street Wharf line on 5 November 1955.

By 1955, with further Sydney tramcars expected to be available for preservation, the Sydney branch of the AETA decided that it would be politic to divest itself of the four trams already collected. The tram scrapping policies of the Transport Department were being strongly contested with brochures, theatre slides and press reports and it would have been embarrassing for the AETA to continue this fight on one hand whilst accepting favours from the Department in the form of the equipment and vehicles being handed over for preservation. The inaugural meeting of the new organisation, the Australian Electric Transport Museum, was held on 1 August 1955. Available capital was £12



*Ted Davies (right) and Bill Tufnell pose with 1979 at the southern terminus of the National Park line before making the last run.*

DICK HALL





*R1 class 1979 rolls into the depot for the last time, 13 March 1988.*

MAL McAULAY

(\$24). The collection could not remain on the tramway's premises indefinitely as the gradual, but accelerating, closure of the Sydney tramway system was creating a shortage of depot space. Notice was given that Ultimo Depot would have to be vacated by June 1956. The other stored cars in Ultimo were slowly being towed to Randwick for scrapping; one notable occupant being OP1089 which was stripped and the body sold. In the event, June 1956 came and went but the museum fleet remained in Ultimo. As the AETM was actively seeking a site Commissioner Shoebridge made space available in Rozelle Depot on a short-term basis and the cars were towed there by O1468 on 15 October 1956 to be joined by C290/115s, K1296, E529-530 and Freight Car 24s.

During late 1955 and the first half of 1956 nine possible sites for a museum tramway were investigated, two being considered as temporary; these covered an area from Picton and Helensburgh to the south of Sydney to Lambton in the north and were mainly old tramway and railway formations, including tunnels. The National Park site was really

chosen by default, but at the time it offered potential for future development. On Sunday, 26 August 1956, survey pegs were put in at National Park for the earthworks for the tram depot. This site was parallel to the National Park railway and covered the area now partly covered by the substation. During the week it was discovered that a water main passed under the area and so the following weekend work started again, this time on the site of the first stage of the present depot.

When work commenced total membership was 25, with a nominal active membership of 16. The building was 120ft x 40ft with four pairs of double doors at the south end. Only three of the four proposed tracks were initially laid, using 60lb rail in extremely poor condition which had been recovered, by members over the 1956-7 Christmas/New Year period, from the La Perouse end of the long abandoned Matraville-Yarra Bay tramway. Pole type construction was used for the depot, the poles being obtained from Victoria Road Gladesville where they formerly supported the overhead of the Ryde tramline. Very second-hand corrugated iron sheets from the roofs of

the City Markets provided rudimentary walls; there was no roof at this time.

Original plans called for a second depot building adjacent to the Royal National Park railway station. However, owing to complex circumstances, due in some part to political considerations, which continually plagued the society, this plan could not be carried out and extensions were added to the original building which during 1959 to early 1961 was roofed using timber and corrugated iron obtained by dismantling a wartime charcoal storage shed at Wolli Creek perway yards. A 30ft extension was added to the northern end of roads 2, 3 and 4 in early 1961. Subsequently in 1965 and 1966 further extensions were made on the western side of the building. The final outcome of this was an irregular shaped building 152ft long by a maximum width of 66ft with 4, 6 or 5 tracks, two of which are entered from the northern end. While all this was being undertaken the entire structure of the original building was replaced, steel columns were used in place of wooden poles as it was necessary to raise the roof height to provide sufficient clearance for the overhead wire. Some wooden poles remain in the newer sections of the building. The skillion roof has in part been replaced by a pitched roof of pleasing lines with a gable over the main doors. With the necessity to move becoming more inevitable a higher skillion was used on the remainder of the building. Altogether six separate extensions were made.

Whilst all this activity was going on time was still found to take steps to save some Adelaide trams for preservation. The Municipal Tramways Trust offered A1, E1 111, D192, F1 264, H380 and H1 381 in October 1956, with the daunting prospect of bring this fleet to Sydney. The formation of a branch of the AETM in Adelaide was covered in *Trolley Wire* for August 1987.

With only the barest of facilities available the first trams arrived by road from Randwick Workshops in March 1957. The four-wheel cars came in one piece, but the bogie cars had to be lifted off their bogies. The cars arrived on the dates shown and were placed on the tracks listed in order from the south end.

Monday, 18 March 1957 — Road 2  
F 393, 948, N 728

Tuesday, 19 March 1957 — Road 3  
Dummy LP 154, K 1296, C 290

Wednesday, 20 March 1957 — Road 4  
24s, E 529, E 530

The cars were unloaded at the north (back) end of the depot onto temporary track which



*The Museum's first General Manager, Norm Chinn, hammers in the first peg on the National Park site on Sunday morning, 26 August, 1956. Later the depot site was moved a few yards further from the railway line.*

HUGH BALLMENT

was moved overnight. The next arrivals were O1111 and 99u on Monday, 18 January 1959. These were placed on road 1 which had been hurriedly laid for their reception. Temporary track was this time laid out the front of the depot.

With the growth of the Sydney activities of the AETM some form of incorporation was needed whereby the liability of the members could be limited and the ownership of the exhibits safeguarded. Various methods by which this could be achieved were investigated and the most convenient and least expensive proved to be registration as a Co-operative Society. Therefore, on 2 April 1959 the South Pacific Electric Railway Co-operative Society Limited (SPER) replaced the AETM (NSW). The Adelaide group was therefore separated from the new society and subsequently followed into local incorporation in 1960.

Pointwork was obtained from Randwick Racecourse early in 1960 but this was subsequently stolen before being laid. Re-

placement pointwork was in the form of a single slip and two turnouts from the Moncur Street siding in the Oxford Street reservation near Waverley Depot. This had been laid in time for the arrival of the next batch of trams, P1497, R1740, D134s and weedburner 144s, on Monday 14 August 1961.

Whilst tramcars have been, and always will be the focus of attention at the museum, it has always been the intention to establish a comprehensive tramway museum and not just be a tramcar preservation society. To this end many tramway artifacts have been collected from the early 1950s. Two major items arrived during 1961. The first, on 2 March was the signal box from the corner of Elizabeth and Liverpool Streets Sydney, outside the entrance to Museum underground railway station. These elevated boxes were a major feature of the Sydney system. The other item, although from the Kogarah trolley bus system, is representative of equipment that was vital to the very existence of electric traction of any type from the turn of the century to the early

1930s. It is a small (relative to others, not in actual size) rotary converter, which together with transformers and switchgear, arrived from the Grey Street substation on 14 August. Although initially obtained to use as well as display, it has not been used, due initially to cost but, later, being displaced by new technology. Upon arrival the rotary converter was stored in the back of the depot building but was installed in its own purpose-built brick building in December 1962. It nevertheless remains as one of the museum's most valuable exhibits. The signal box was re-erected during May 1964.

The museum was officially opened as a static exhibition by the then Commissioner of Government Transport, Mr AA Shoebridge on Saturday 23 December 1961 to coincide with the centenary of the opening of the Pitt Street horse tramway. Prior to this, overhead had been erected over the depot fan, but as the poles used had been cut off at ground level when recovered, the wire was only 14ft 6in high.

The need for rails and sleepers led to four years of near continuous work in removing and transporting these items to Loftus, first laying the main line south and then its northern extension.

Sleepers were obtained from the army lines at Moorebank in May 1962. The campaign then turned to the main yard at Randwick Workshops in August and September 1962. Despite the quantity of track and pointwork available only a small amount of rail and a few turnouts proved to be re-usable. Most of the trackwork turned out to be very secondhand from elsewhere on the system, even to the extent that extremely worn grooved rail was relaid with the groove outwards and not used. Randwick was revisited from February to May 1964 when rail was lifted from the repair shop. Despite these major undertakings, the big job was yet to come. Between November 1965 and July 1966 the one mile single track, with runaround loop, railway line between Regents Park and the Water Board pumping station at Potts Hill was lifted, stacked at the pumping station and then transported to National Park. This was followed by the recovery of some grooved rail from the Ascot Racecourse line, at that time within the boundaries of Mascot Airport, and pointwork, including a scissors crossover, from Rozelle Depot.

The mainline headed south towards Temptation Creek, at this point only a small watercourse, but only reached approximately



*The poles used to construct the first National Park depot were tramway overhead poles which were removed from Victoria Road, Gladesville on the Ryde line.*

HUGH BALLMENT

1000 feet from the depot by September 1963 which remained as the souther terminus. A left hand turnout, facing trams returning to the depot, was installed just south of the depot yard and the mainline extended northward on the western side of the depot, eventually reaching the Princes Highway on 10 December 1966. The junction was later realigned to a Y turnout.

Whilst all this was going on, time was found to obtain centre aisle (dreadnought) car 180 from Brisbane and this arrived in Sydney on 16 August 1962 and was stored at Randwick Workshops alongside O breakdown car 141s (1030) which had been purchased by a member, on land now owned by the University of New South Wales.

A four-wheel Cadillac railmotor arrived from the Richmond Vale railway, near Newcastle, on 26 October 1963 and was made operational on Saturday, 2 November 1963. Regular service with this vehicle commenced on Wednesday, 1 January 1964.

Work was progressing on providing 600V DC power. As the rotary convertor required an 11000V supply, which was financially beyond the reach of the society, alternatives were sought. These eventually culminated in the

construction of a motor generator set which operated from the 240V supply. This was supplemented by a second set which had supplied the swing span of the old Gladesville Bridge across the Parramatta River after the tramway supply ceased. Still later a third set was constructed. The Gladesville set is now with the AETM at St. Kilda. The remaining two sets were on standby at the closure having been supplanted some years before by a silicon diode rectifier. First power from the original MG set was supplied by a temporary connection on Saturday, 27 June 1964 when, during an ARE visit, D 134s was positioned in front of the depot with lights and compressor working. The first tramcar movement under power took place at 4.27pm on Sunday, 19 July 1964 when LP 154 was driven in the depot yard on a wandering lead, the overhead having been pulled down prior to re-erection at a proper working height.

The first part of the permanent overhead wire was used on 6 September 1964; the wire reached South terminus on Sunday, 25 October 1964. LP 154, with a scaffold on the roof, was used, coasting down to the terminus. The big test came when the power was switched on and the car was successfully



*Rails for the first depot were salvaged from the closed Matraville line near Yarra Junction in January 1957.*

HUGH BALLMENT





*Crosscut saws and axes were the tools of trade for the first months as trees and undergrowth were cleared for the erection of the first depot.*

HUGH BALLMENT

Started on the 1:27 grade and driven back to the depot. Meanwhile the Cadillac continued to run as electric cars were restored and put into operable condition. However, at 4.12pm on Sunday, 3 January 1965 the Cadillac failed at South terminus with a blocked fuel filter and D134s was sent to rescue the passengers and tow the railmotor back to the depot.

The two cars stored at Randwick, Brisbane 180 and O1030, arrived at National Park on 3 August 1964 and although the first extension had been made to the depot they could not be accommodated and were stored in the substation yard for two years.

Storage space as constantly being sought to house all the fleet under cover and during 1964 negotiations took place with the Railways Department for the lease of Picton loco depot shed. These had progressed favourably until an inspection of the building by railway engineers, when it was declared unsafe.

As outlined previously the tramway was officially opened on Saturday, 13 March 1965 by the Hon PD Hills, MLA, Deputy Premier of NSW. LP154 was the official car, followed by K1296. Prior to the opening the following cars were operational from the dates shown:

LP154 — 19 July 1964  
 D134s — 16 August 1964  
 R1740 — 26 September 1964  
 O1111 — 27 September 1964  
 C290 — 18 October 1964  
 K1296 — 6 December 1964  
 P1497 — 13 December 1964  
 99u — Prior to 20 December 1964

It will thus be seen that at this date eight of the sixteen trams at National Park were operational.

A period of consolidation took place as the museum members began the task of learning to operate a 'living' museum. Plans were being drawn up at this stage for the implementation at an early date of the first portion of track extensions which would eventually see the tramway extend to a picnic ground some distance beyond the Royal National Park railway station.

These plans were never to reach fruition. On 21 July 1967, one week after work had commenced on the right-of-way extension, the Park Trust called a halt. No extension of the line would be allowed at this time. A change

in the administration of The Royal National Park from an individual trust to direct supervision by the New South Wales National Parks and Wildlife Service on 1 October 1967 did not allow for developments such as the tramway museum in the park and an eviction order was issued.

The NP&WS viewed the society's plight with some sympathy and even approved minor works needed to maintain safety and security. Rebuilding of the depot continued to a modified design and much of the track was relaid and upgraded. The original reason given for the removal was that an expressway was proposed to run across the museum's corner of the park, but political manoeuvres saw this shelved. For this reason, the society was able to receive a stay of proceedings, but it was clear, the tram museum had to go.

Once more the society was forced into the task of seeking a new site.

The fleet continued to grow; other arrivals at National Park have been:

PR1 1573 — 18 December 1965  
C 29 — 16 July 1966  
93u — 12 July 1967  
Brisbane 71 — 26 June 1968  
Brisbane 295 — 3 October 1968  
Grinder — 15 September 1971  
Ballarat 12 — 16 September 1974  
Ballarat 37 — 14 October 1974  
Ballarat 548 — 14 October 1974  
R1 1979 — 14 October 1974  
Cable Trailer 23 — 3 July 1976  
O957 — 17 March 1978  
R1 1971 — 9 March 1979  
OP 1089 — 31 May 1979  
W2392 — 24 March 1984

Three other cars have gone direct to the new Loftus depot; 42u on 29 July 1981, R12044 on 9 July 1983 and San Francisco PCC 1014 on 8 June 1987. Not including the counterweight dummy, the weedburner (144s) and the grinder, which can be classified as rail-mounted machinery, the tramcar fleet after 38 years thus stands at 33. The foregoing listing, however, simplifies the activity involved. PR1 1573, OP 1089 and R1 2044 are bodies only and are temporarily, respectively mounted on Melbourne W2, ballast motor and Melbourne W4 bogies. 93u as obtained had been cut down to a flatcar trailer; 43u has railway contour wheels. The Sydney cars came from backyards and farms as well as Randwick and Eveleigh workshops. 548 arrived in Sydney on 9 June 1969 and was stored in the railway yard at Petersham until it was moved to the loco roundhouse at Enfield on 25 August 1971 where it was joined by Ballarat 37 on 29

September 1971 and R1 1979 on 17 August 1972. OP 1089 was stored at Ingleburn from 1 February 1974. The fleet, however, has never been intact at National Park as C 29 left on lease on 24 August 1972 and has yet to return, cable trailer 23 went to Warrawong High School for restoration on 31 December 1983 and by the time W2392 arrived eight cars had been moved to the new Loftus Depot and, of course, three cars went directly there. The maximum number of cars at National Park at any one time has been 28 with a total of 30 having been there.

One other tram has operated at National Park; this is replica Melbourne grip car 593 which was tried on the line upon its arrival from Swan Hill on 10 March 1986. It later operated on 25 May 1986 with cable trailer 23 which returned after rebuilding. Neither of these vehicles were housed at National Park, being moved to the Loftus Depot after each day. The grip car operated on the available trackage at Loftos on several occasions before returning to Victoria in January 1987.

The commencement of passenger operations and the search for a new site did not decrease the level of other activities, which however, were undertaken on the basis of a short-term requirement only. Besides the depot rebuilding work, as previously outlined, the track was relaid and partly reballasted south of depot junction during 1971 and 1972 and some re-alignment made on the northern end. Overhead was also regularly serviced and repaired. The last major work undertaken was the connection of the two tracks which entered the depot from the northern end; these had remained unconnected to each other or the main line. They were connected together by a three-way frogless stub point with a headshunt across Lady Rawson Avenue in time for the arrival of Ballarat 12 and the mainline junction was fully usable by 30 November 1974. This line is known as the east branch, is only partly wired and has seen passenger traffic only on a few special occasions, mainly being used to store rolling stock.

Other items to arrive during this period was the waiting shed from Miranda, on the Sutherland to Cronulla steam tramway; a wheel lathe, wheel press and gas ring from Randwick Workshops and the large, signal-box-surmounted, waiting shed which had stood sentinel in Railway Square for about 70 years. It was made available by the Sydney City Council and was dismantled in June 1973. The Miranda waiting shed was slightly shortened, due to termite damage, and re-erected on the departure platform where it stood for many years until it became necessary



*The first tracks are laid in the depot in preparation for the arrival of the first trams. The depot, an open air compound when built, was roofed in late 1959.*

HUGH BALLMENT

to remove it due to continual vandalism. The machinery and Railway Square waiting shed were stored, awaiting a new site.

Further work at National Park was then limited to tramcar overhaul and maintenance, and essential track and overhead maintenance.

More rail and pointwork was obtained, although obviously not for use at National Park. In 1974 rail and points were obtained from the Australian Government; in 1975 the former Sydney Meat Preserving railway branchline at Auburn was lifted using RED scheme labour. Tramway pointwork was recovered from Chalmers Street, as part of the reconstruction of this thoroughfare after construction of the Eastern Suburbs railway underneath, in 1978, and Rozelle Depot was revisited in December 1982. Some heavy rail was also obtained from Tallawarra power station.

Overhead wire and troughing were removed from Ultimo Depot in February 1980. For many years the society had been slowly collecting steel light and overhead poles and cast iron bases.

Road vehicles have not been ignored by the society. Very early in the formative stages of the collection application was made for a low bridge double deck bus and a wartime austerity bus; unfortunately tenders had been called for the purchase of the remaining vehicles of these types (some austerity buses were used as mobile perway gang sheds, being towed as required as the engines and transmissions had been removed). Some years later a road vehicle collection was started and now comprises:

- 19 AEC double deck 3-axle trolley bus
- 1275 Leyland Tiger TS7 single deck half-cab bus
- 1615 Albion double deck half-cab bus
- 1619 Albion double deck half-cab bus
- 1694 AEC Regent double deck half-cab bus
- 2619 AEC Regent 3 double deck half-cab bus
- 3434 Leyland Worldmaster ERT1/1 under-floor bus
- AEC Matador bus recovery vehicle (ex Howitzer tractor)

Bedford tower wagon ex Sydney,  
ex Melbourne

Bedford tower wagon, ex Sydney,  
ex railway

Ford Thames fire engine

Sprague battery electric crane

A Dennis fire engine was obtained in 1977 but this was returned to the Board of Fire Commissioners in 1982 in exchange for the Ford Thames, for display in the Museum of Fire. The society has had and still has other road vehicles for support use which were not part of the collection; notable among these were two blitz trucks, which were ultimately sold to military vehicle collectors.

The society's buses are well known around Sydney and Wollongong, taking part in rallies, displays and special services. However, not all the trams have been restricted entirely to the depots and other storage areas. The following list shows the wanderings:

N728 to Ryde for display 6 November to 10 November 1971.

C29 to The Rocks on lease to The Old Spaghetti Factory Restaurant, yet to return.

D134s to Eastern Suburbs Railway for track cleaning, 13 September to 30 December 1978 and 24 March to 15 June 1979. To Cronulla railway line for track cleaning, 15 July 1983, from Loftus depot.

O1111 to Manly for display, 16 January to 19 January 1981. To Sydney Showground for display, 28 March to 18 April 1982, returned to Loftus depot.

K1296 to North Sydney for display, 19 March to 22 March 1982, returned to Loftus depot.

K23 to Warrawong and Albion Park for rebuilding, 31 December 1983 to 24 May 1986, returned to Loftus depot.

P1497 to Waverley Depot for display, 12 July to 15 July 1985.

R11979 to Sydney Showground for display, 22 March to 8 April 1988, returned to Loftus depot.

Other movements have involved the return of the Cadillac to the Richmond Vale railway. It had spent some years stored at Enfield and the Enfield roundhouse; it returned to National Park and was stored in a small yard behind a gate with a sign that proclaimed 'Fire Truck Keep Clear' much to the mystification of visitors. The Balmain counter-weight dummy was sent to the Hunter Valley Training Company, at the State Dockyard, Carrington in late 1986, staying briefly at Loftus depot on the way. It was moved to the old South Maitland railways workshop at East

Great Junction, Maitland early in 1987 where it shared a track with an SMR10 class tank locomotive whilst undergoing rebuilding. The dummy returned to Loftus in time for the opening, being replaced at Maitland by the weedburner, which also briefly stayed at Loftus on the way.

Although fully occupied with the practical aspects of building and operating a museum tramway, society members nevertheless found time for other activities, notably tours. The first tram tour was held on 11 August 1956 using K1296 to Watsons Bay. From this small beginning evolved an extensive program of tram, bus and train tours in New South Wales, Queensland and Victoria with one bus tour in Canberra. One notable excursion was over the Byron Bay tramline on 4 November 1961 which covered the private branch line between the railway station and the jetty in former Sydney C class car 37 drawn by a Simplex four-wheel petrol loco. Another tour, notable for its repercussions, was a combined railmotor and steam trip from Sutherland to Summit Tank on 25 July 1962. During this trip the forthcoming closure of the Camden tramway (actually a railway branch line) was discussed with the idea of possibly keeping it running. From this initial proposal the idea of an overall railway museum was formulated. Further discussions later took place at National Park and the feasibility of *SPER* expanding into the railway sphere was considered but ultimately rejected and instead the NSW Rail Transport Museum was formed.

The society has, however, made one small incursion into the railway preservation field. The first train tour was to Newcastle in CHP railmotor no. 1 on 2 November 1959. With the mass withdrawal of these vintage vehicles late in 1984 the society purchased no. 1 which is now in the care of The Railmotor Society at Paterson, near Maitland.

However, all good things come to an end. Work started on the new site, across the Pacific Highway next to Loftus railway station in April 1980 and the reality of moving was made obvious to everyone. The friendly little site, slowly being reclaimed by the bush, would soon be replaced by a larger, a massive, business-like enterprise across the road. The new museum site would be crowded and certainly not as pleasant or as picturesque as the existing setting, but it would portray the trams in more familiar surroundings.

By the end of 1982 the first stage building was advanced enough to transfer some cars across; it already held 42u, K1296 and O1111.



A loading ramp was constructed at the northern terminus and on Saturday 20 November 1982 six cars, C290, Ballarat 12, D134s, E529, E530 and freight car 24s were moved by low loader using roll-on, roll-off methods, or more precisely, drive-on, tow-off. R12044 arrived direct to Loftus on 9 July 1983.

The twenty-fifth anniversary of the closing of the Sydney tramway system was to be commemorated on Saturday 22 February 1986. To this end an effort was made to make the Loftus site operational. The depot fan had been completed and the access track along the western boundary reached south to the depot junction. The substation equipment, which had been obtained from Murray Street at Darling Harbour, was installed in a temporary building (an LCL container) during the morning of Saturday 8 February 1986 and at 5.12pm on that day K1296 made the first journey under power from a wandering lead. Overhead was erected the next Saturday, 15 February and all was ready for the twenty-second.

The commemoration was to be the last major event at National Park, but it was to share the day with Loftus. The focal point of the day was the parade of Sydney tramcars at

about 2.30pm with LP154, N728, P1497, R1740 and R11979 taking part. The interstate cars were relegated to the depot for the day. Following the parade, invited guests were taken by bus to Loftus where 1296 operated for them and later the public — two museums in operation at the same time, although it was to be two more years before Loftus was complete enough to open for regular operation.

The next move was on Saturday 7 March 1987 when ballast motor 99u, P1497, F303 and prison car 948 were loaded by crane and taken on the short journey along the highway. PCC 1014 arrived direct on 8 June 1987.

On Thursday 17 March 1988, after the closure at National Park, LP154 and R1740 were loaded from the ramp and moved across in readiness for the opening at Loftus on Saturday 19 March 1988, although 154 was for display only, having failed some weeks before. The opportunity of running the last car at National Park, R11979, on the first day at Loftus was passed up and instead it went to the Showground on Tuesday 22 March 1988, returning to Loftus on Friday 8 April 1988.

The National Park site has to be vacated by the end of March 1989; thirteen trams, the grinder, rotary convertor, spare parts and



*Another view of the Museum's National Park site. Some of the 400 yards of track and one set of points obtained from Yarra Bay can be seen in the foreground. This photo is looking south from near the future substation site.*

HUGH BALLMENT

much other equipment have to be moved, the depot and substation buildings pulled down and the track and overhead dismantled. This work will of necessity take a lot of resources away from the Loftus Museum.

Despite the effort and money that has been put into the Loftus Museum development it cannot at present house all the vehicles in the collection. With the return of 1979 the disposition of the collection is:

*Paterson*

CPH 1

*Maitland*

Weedburner (141s)

*The Rocks*

29

*Chullora*

Trolleybus 19

*Loftus*

12, 23, 24s, 42u, 99u, 134s, 154, 290, 393, 529, 530, 948, 1014, 1111, 1296, 1497, 1740, 1979, 2044, Dummy, AEC Matador, Bedford Tower Wagons (2), Leyland 1275

*National Park*

37, 71, 93u, 180, 295, 392, 548, 728, 957, 1030, 1089, 1573, 1971, Grinder, AEC 2619, Albion 1619, Ford Thames fire engine

*Warrawong*

Sprague Crane

*Albion Park*

AEC 1694, Albion 1615, Leyland 3434.



*The operation of D scrubber 134s on the Eastern Suburbs Railway in 1978 was a financial lifesaver for the Museum as told on page 20.*

BOB MERCHANT

## **COTMA CONFERENCE — SYDNEY**

### **2-5 SEPTEMBER 1988**

*Conference Registration Forms are available  
from your Museum Secretary now!*

# THE SEARCH FOR A SITE

Initial prospects for a new site were no more promising than those in 1955-6. The most attractive seemed to be an extensive development south of Campbelltown under the overall supervision of the Macarthur Development Authority in association with the Campbelltown City Council. Protracted negotiations eventually disclosed that the terms under which the Society would join the consortium of museums, developers and others would not be entirely satisfactory and considering the not really favourable topography of the site plus the cost of moving from the Loftus area, the project was ultimately abandoned by the Society.

Government action to remove the NSW Rail Transport Museum from its occupancy of the old Enfield locomotive depot saw plans drawn up for a major transport museum south of Picton on the Picton-Mittagong loop line. The RTM eventually went to Thirlmere as part of this plan, but the trams stayed at National Park. It should be remembered that the idea of a combined tramway/railway museum was considered in 1962 but rejected.

The situation regarding a new site seemed to be resolved in 1970 when an area east of the Sutherland bypass, almost opposite Loftus railway station was offered to the Society for consideration. Examination later proved that it would not be suitable mainly due to poor visitor access. Sited between the existing road and a proposed expressway, the museum would have been highly visible to passers-by but virtually inaccessible. The physical limitations would detract from the proposed tramway operations. The Society declined the offer.

In a move which ultimately proved successful, Laurie Gordon and Norm Chinn went to see the then Sutherland Shire Town Planner, Mr Nichols, on 17 February 1971. The proposal was for a line from the vicinity of the railway substation at Sutherland to the Princes Highway/National Park railway level crossing as stage one. This utilised unused road reservations which followed the eastern railway boundary, whereas the highway as built took a straight line from Sutherland to almost the level crossing. The depot/museum complex was proposed for the triangular site

adjacent to Loftus station. At this time there was still a level crossing in Pitt Street at Loftus station.

A second stage of this proposal would be after the proposed closure of the National Park railway line, which would be occasioned by the building of the freeway. It was a continuation of the line generally along the railway boundary to the Engadine overbridge and would be on National Park land.

The proposal received the support of the Town Planner and really marked the beginning of the co-operation of and help by Sutherland Shire Council, without which which the new museum would not have progressed. It was subsequently found that the road reservation had been extinguished (although still shown on maps) and that the recent subdivision of the land between the railway and highway included the former reservation. The triangular site at Loftus station was, however, unclaimed.

Negotiations for a right-of-way towards Sutherland were protracted: the more promising being with the railways but the new substation to be built at Sutherland blocked any suitable terminal. The depot site was available but was contingent upon the right-of-way being obtained. Fortunately, our sympathetic politician, the Hon. Milton Morris MLA, was transferred from the Transport Ministry to the position of Minister of Lands. In what was fast becoming an eleventh hour position with the museum, Mr Morris arranged for the creation of a special reserve for the express purpose of building a new tramway museum. Sutherland Council agreed to an easement, for tramway purposes, along the western side of the Princes Highway to the substation. Being a designated highway a wide right-of-way had been reserved but the two lane carriage way was built on the eastern side, hence the available strip on the western side.

Whilst all the negotiations were being undertaken the Department of Main Roads widened the highway from the bypass south and in the process took an awkward curved strip of land from the eastern boundary of the depot site which severely restricted the desired layout of buildings and track. Examination of

the site led to the planning of an eight road combined display hall/running shed, restoration building, secondary building, terminal area with the Railway Square waiting shed, picnic area, tramway street and part double track, part single track tramway almost to Sutherland.

Stage one of the building works was commenced on 8 April 1980, nine years after the first approach for the site was made, when four bays of the eventual nine bay building were pegged out. That the Society had little or no money was forgotten, after all, a start was made in 1955 with only \$24. The search for a site was over and the only way to go was forward.

The financial situation was relieved in a rather special way. The railways were working towards completion of the Eastern Suburbs railway as far as Bondi Junction and found that signal tests would not be authorised until the track was scrubbed of mill scale and rust. Plans to run diesel hauled trains over the tracks to perform this task, as would normally be the case, were not possible for a number of reasons. After casting around for a solution the railways eventually hired D scrubber car 134s from the Society.

The result was that 134s, by then almost 80 years old, went to Randwick Workshops to be restored for operation and then to the Eastern Suburbs Railway where it spent three months ambling back and forth scrubbing the rails, being powered by a motor alternator/rectifier set towed on a four-wheel flat car. It returned for a short time just prior to the opening of the line. The revenue from the hiring of the tram enabled the Society to present the State Government Museums Grant Committee with a substantial figure to which the Committee had agreed to make a one-off grant on a subsidised ratio basis. Thus the money was available to commence construction of the new museum.

The first steel work was erected on 4 June 1980. As well as the building, work started on

the points and track. The three-way points were installed to link the three running roads and then the track gang began to head towards the south end of the site with the depot main line. Work, too, was undertaken on main line in Tramway Avenue and eventually the day arrived to begin the task of sorting and joining up the various sections of that track layout used extensively in Sydney, a scissors crossover.

Four major financial assistance packages were then granted to the Society. The first of these was a Commonwealth Employment Grant for the building of the main line towards Sutherland. This was augmented by the Sutherland Shire Council who obtained a similar grant for the earthworks and major road reconstruction to Pitt Street along the museum's northern boundary. The Council also contributed from its Bicentennial funds to enable cosmetic work to be undertaken on the exhibits and to the general area of the display hall which would be open to the public. The Society sought and was approved a State Government Bicentennial Grant for completion work on the museum but this eventually only covered part of the cost of erecting the restoration building.

As 1988 drew near and the date of the official opening was announced, the tempo of work was stepped up. The new museum was to open on 19 March 1988, ready or not. That this was accomplished with literally minutes to spare is detailed elsewhere in this magazine, when restored F393 led a convoy of Sydney cars, O1111, P1498 and R1740 out of the museum gates and along the new line to Sutherland.

The second stage of the original 1971 proposal has been forgotten as with the abandonment of the freeway, the National Park railway has not been closed. However, the boundary of the new museum site extends to this railway line, far past the present southern end of track and the boundary fence.





# SIX WEEKS TO OPENING

**A worker's view of the day to day events leading up to the opening of the Sydney Tramway Museum on 19 March 1988.**

A number of our members worked during the week to prepare for our big day. They had arranged to clear their annual leave or long service leave, whilst others came down on their days off and even after work. There were a lot of jobs to be done and at times it seemed we would never make it. Here then is a day by day account of that progress.

**4 February.** Fifteen cubic metres of concrete went into the scissors crossover today and this lengthy job was nearing completion at last.

**5 February.** The interior walls and ceiling of the substation received a coat of paint today. Lighting within the display area of the depot building was also being erected.

**6 February.** Alex Canini's rockbreaker was hard at work excavating rock for the temporary siting of our kiosk and toilets. The

footings for the signal box from Liverpool Street were also dug out of the rock. The overhead crew erected eight bracket arms along the main line under difficult conditions. The tower wagon had to be run up over the rails and sleepers to get into a suitable position for the poles to be drilled. Others were working in the display area setting out photos and small exhibits.

**10 February.** A paling fence was erected between Tramway Avenue and the future traverser area in front of the Restoration Building. It was given a coat of paint to unify the mixture of recycled palings and it turned out well! Wiring was being carried out in the substation but the rest of us were too busy to ask our electrical boys just what had been done. Inside the depot a galvanised steel wall was commenced which will divide the



*The Restoration Building under construction on 31 January 1988.*

BOB MERCHANT

operating depot from the display area where the public will be. This is a Department of Industrial Relations requirement.

**11 February.** Ten poles were erected and concreted in. They were in rock, of course. The subsoil here is all rock, large, small and in great slabs.

**12 February.** Ballast Motor 99U tested the main line as far as Pitt Street today. Maurie Keane, State Member for Woronora, and Stan Nurthen, Deputy Chairman of the Sutherland Bicentennial Committee, were there to witness the test and were pleased with our efforts. 99U had to be towed back as there was no overhead wiring over Tramway Avenue.

**13 February.** Poles were trucked up to the northern terminus and the bogie from F car 393, which had been overhauled off-site, was collected and the motor refitted.

**15 February.** More concreting was carried out today. The base of the signal box, the stepway of the south door of the restoration building and some gutter work around the entrance to the picnic area were put in. Actually lots of small jobs were being done every day but it was difficult to keep tabs on them all. We're too busy even to stop and record the work being carried out on film.

**16 February.** Work on the internal dividing wall in the depot continued today. It's a job that gets worked on whenever someone was spare. Spare? Who's spare? Bob made sure



*The roof being lowered onto the signal box on 18 February.*

NORM CHINN



*Wiring is being carried out in the substation and drainage work is being completed along Tramway Avenue.*

NORM CHINN



*99U across Pitt Street for the first time, 12 February 1988. Maurie Keane and Stan Northern called in to witness the event.*

PETER HALLEN

that everybody had something to do at all times! No wonder that job was taking so long to complete!

**17 February.** The northern terminus area was under scrutiny today. The location of Water Board mains and State Rail's 1500 volt feeder for the Cronulla line had to be pinpointed as we have to dig a lot of holes for poles there. We were in luck, however, as no pole was going to be in a vital area. The boys continued their work on wiring the substation. This work was also being carried out at night.

**18 February.** We started work on the sewer line today and managed to get 100 metres laid. Only 380 metres to go! The Liverpool Street signal box was hoisted into position, followed by its roof, which was clamped in position until we have time to put some screws through the cast iron bracket at each corner. The cable drum stand was moved from 42U to the deck of 99U and our drum of overhead wire was installed ready to use.

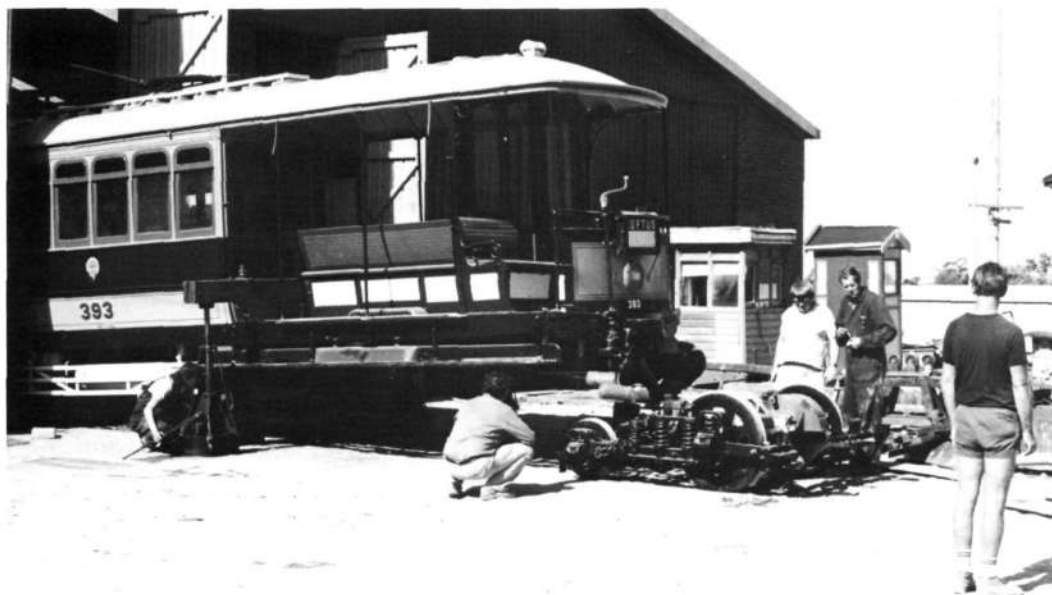
**20 February.** The overhauled bogie was placed under F393 and replaced the Brisbane plate-frame one the car had been sitting on for some time. We moved the car out of Road 4

jacked up the end and made the changeover without any problems. The car was tested at 6.35pm and the test proved successful. We couldn't give it a long run as Road 4 hadn't been connected to the yard trackage yet. Had the best rollup of workers today with 34 signing on. Lots of small, and not so small, jobs being carried out.

**22 February.** The glazier arrived today to start putting the glass in the restoration building windows. All those small panes would take him a few days to complete.

**23 February.** The footing for the wall to the ramp behind the signal box was poured; another two cubic metres of concrete. Work on the sewer line was continuing every day, of course. It seemed never ending.

**24 February.** Eleven poles were erected at the northern terminus. Struck an uncharted cast iron water pipe which proved to be out of use. It was thought to be one from the old steam tram depot but we're not sure where it went. Conduit for our street lighting was put in and work in the substation continued, as did work on the sewer line. The display area in the



*The reconditioned bogie being placed under F393 on 20 February 1988. The Brisbane bogie on which the car had been sitting has already been moved off the track and towed out of the way.*

BOB MERCHANT

depot was being set up and it was looking good.

**26 February.** The temperature rose to 39 degrees C during the day and working in the sewer trench was a bit like working in Hades!

**28 February.** Our flagpole was erected this morning. Later, the temporary kiosk arrived as did our toilet block. These were positioned clear of future construction work. Another 100 metres of sewer laid. It was going well despite the rock. The first span wire was erected over Tramway Avenue during the afternoon.

**1 March.** The cladding on the restoration building was completed by our contractors. Power was connected to the kiosk and the sewer line reached its deepest point, in the cutting approaching Pitt Street.

**2 March.** Our new drink cabinet arrived and the delivery blokes nearly had a stroke when they saw where it had to go! It went in, no problem! Some work on the track near the scissors crossover was undertaken and our contractors finished the fascia, vent and downpipes on the restoration building — it is now externally complete.

**3 March.** Our weekday workforce varied from six to ten members. Progress was being made in all areas, too numerous to mention in



*The sewer line under construction. This was the easy section! Later, rock was encountered which slowed the construction work considerably.*

NORM CHINN



*Derek Butler constructs a sandstone wall on the western side of the ramp to the Display Hall. The wooden fence divides the future traverser site from the ramp in Tramway Avenue and is already carrying some vintage advertising. The lamp standard in the background once graced the entrance to Sydney Terminal Station at Railway Square and although broken in half, will be repaired and put into operating condition.*

24 February 1988.

NORM CHINN



*The Railway Square waiting shed as it appeared in early March.*

BOB MERCHANT





*The erection of bracket arms and span wires in progress on the grade to the northern terminus.*

VIC SOLOMONS

detail. The starter's cabin received a coat of paint; it is to go near the Railway Square waiting shed. Derek slaves away on that project almost single-handed.

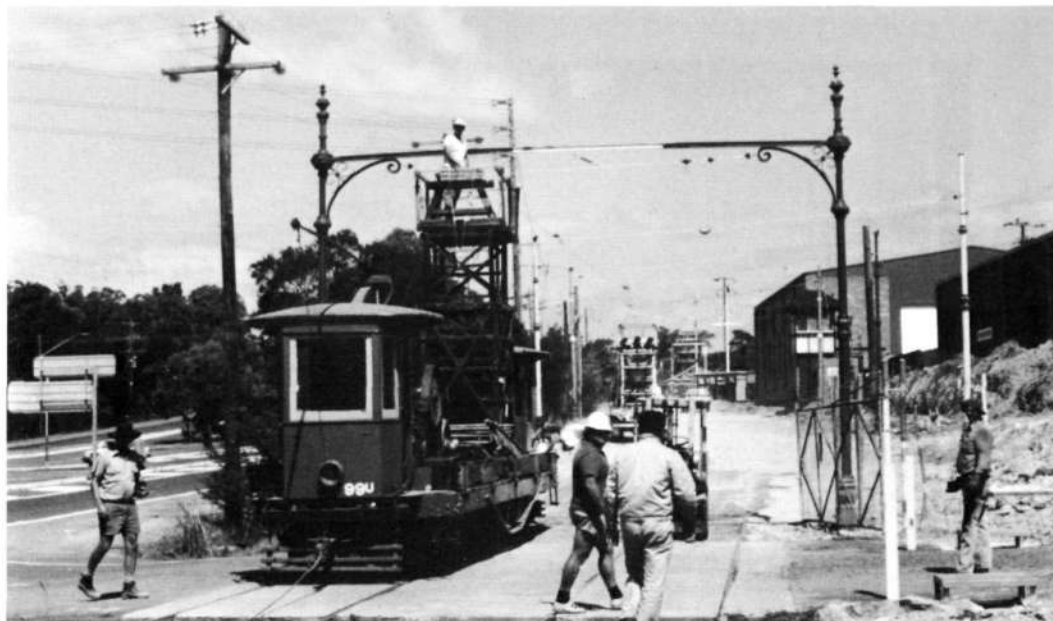
**4 March.** The sewer line crossed Pitt Street today, making 430 metres laid to date. Span wires were being erected in the cutting north of Pitt Street.

**5 March.** It's Saturday and Bob grabbed a group of workers to backfill the sewer trench and fill in the chasms in the ramp to the display hall. Lots of work carried out all over the site. The kiosk will be set up tomorrow when there will be less general activity.

**7 March.** Concreted part of the ramp and put in some gutter along Cross Street next to the picnic area. Eyebolts were installed on the poles along the main line, not made any easier by having to juggle the tower wagon over the rail and sleepers. Dust clouds kept sweeping across the depot yard in the dry conditions.

**8 March.** The main switchboard in the substation was switched on at 2.30pm. The sewer was completed and connected to the toilet block, and our old septic tank emptied and dug out. It would have been in the way of our depot extension which will be started later in the year.

**10-11 March.** Overhead cross spans and brackets go up, completing this work on the



*Overhead wire erection in progress. 99U is ready to roll onto the reserved track north of Pitt Street at 1.00 pm on Monday 14 March 1988.*

MAL MCAULAY



*The wire reaches north terminus at 4.00pm. The tower wagon will be used to tie the wire off to the terminal pole located to the left of the photographer.* MAL McCAULAY

museum site. The display hall was cleaned up and the lighting completed.

**13 March.** All major panels of the Railway Square waiting shed have been completed, the corner brackets fitted and the props removed. This was as far as the reconstruction would go until after the opening. Money was not available at the moment to complete the project. We have been receiving calls from people wanting to know whether we would be running trams for the opening. It seems lack of overhead wiring had been noticed, and with only a week to go people were thinking we would not be running. Little did they know!

**14 March.** Today the trolley wire was erected. The work was carried out quite quickly using 99U towed by the Matador. 99U reached the northern terminus at 4pm, the wire tensioned and tied off to the terminal pole. 99U returned to the depot under its own power at 6.30 pm.

**15 March.** The overhead work was completed and a trial run was carried out with 99U. O Class 1111 and P class 1497, with satisfactory results. The northern door steps of the restoration building, the rest of the ramp and part of the Railway Square waiting shed received concrete today. It seemed to be never-ending!

**16 March.** The connection of Road 4 to the rest of the system was started today. After all, we need to get the F car out in just three days time!



*Erecting wire along the line. The Matador was used as a towing vehicle and can be seen on the left.* NORM CHINN



*L/P154 has been towed off the trailer by the Matador on 17 March 1988. A bad rail joint is checked before the car is moved into the depot yard.*

BOB MERCHANT



*Minor adjustments are made to the end of the ramp so that R class 1740 can be safely towed from the trailer. The roll on, tow off system of moving trams enables the transfers to be carried out quickly and without the expense of hiring cranes. The rig driver was able to position the trailer rails to the rails on the ramp to within half an inch!*

BOB MERCHANT



Sydney Tramway Museum

No. 2

## SUTHERLAND LINE

### Notice of Opening LOFTUS-SUTHERLAND

Saturday, March 19th, 1988.

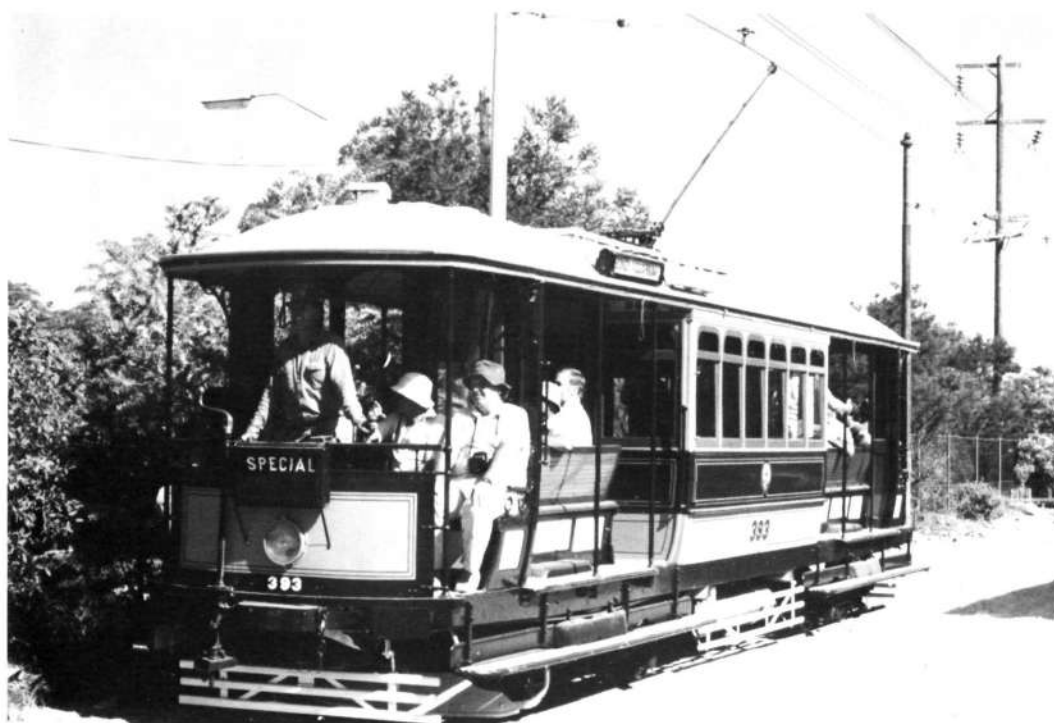
**The official opening of this  
New Museum Tramway  
will take place at 2.00pm.  
on  
Saturday, March 19, 1988.**

**Regular services  
will commence on  
Sundays, Wednesdays and  
Public Holidays  
from the following day.**

*The connection from the depot approach road to Road 4 was constructed with minimum labour over 16 and 17 March 1988. This construction would allow F393 to be driven out of Road 4, where it had been housed during its repainting, for trials before taking part in the opening ceremonies on 19 March.* BOB MERCHANT

**17 March.** L/P154 and R1740 were transferred from the old site using roll on, roll off, thus saving the cost of hiring cranes. The transfer worked very smoothly. Not more concrete! This time a slab for the seats next to the signal box, the entrance to the picnic area, and lots at the waiting shed. Despite the fact that there were 31 members working all over the site, only less than half a dozen could be spared to finish off concrete. Late in the afternoon Road 4 was connected. The work sheet for the day simply says "Doing just about everything!"

**18 March.** It was quite impossible to document the work carried out today. However, a break was taken during the afternoon when the F car was taken for a trial run along the line. It carried special mail too, as the tramway museum pictorial postmarker was brought into use at Sutherland Post Office today. A stamp dealer, who turned up to arrange for his covers to be carried by tram, actually helped shovel gravel and assisted us



*On 18 March, workers took a break to ride 393 on its trial run over the main line. 393 also carried philatelic mail to mark the introduction of the museum postmarker at Sutherland Post Office.*

BOB MERCHANT



*The Transport Institute Band played rousing music in the picnic area after the opening ceremonies.*

BOB MERCHANT

to prepare our own covers to mark the occasion. His reward was to ride with us on the trail run, his philatelic items joining ours on the tram. A light breeze blew clouds of fine dust across the depot yard, making it very unpleasant for those who had to work in the area.

**19 March.** Overnight it poured with rain, the first we'd had for over six weeks. The day was overcast with the threat of more rain, but it did hold off. The depot yard was a muddy swamp and Tramway Avenue was little better. The morning was spent shovelling gravel and sand over the worst spots so our visitors wouldn't get too muddy. 99U took tools and workers to the pointwork at the north end to make some last minute adjustments. There was so much still to be done. The dias was set up and the plaque and unveiling kit fixed to the wall of the restoration building. At noon the gates were opened and guests and visitors streamed in over the muddy ground. At 1.00pm we got out of our overalls and work clothes and into something more suitable for the occasion. We glimpsed friends and acquaintances but found little time to chat as there were jobs still to be





*The crowd spreads out along Tramway Avenue as the trams move off. Taken from the rear platform of F 393 by Ken McCarthy.*



*O class 1111 moves down Tramway Avenue with its load of passengers. PETER HALLEN*



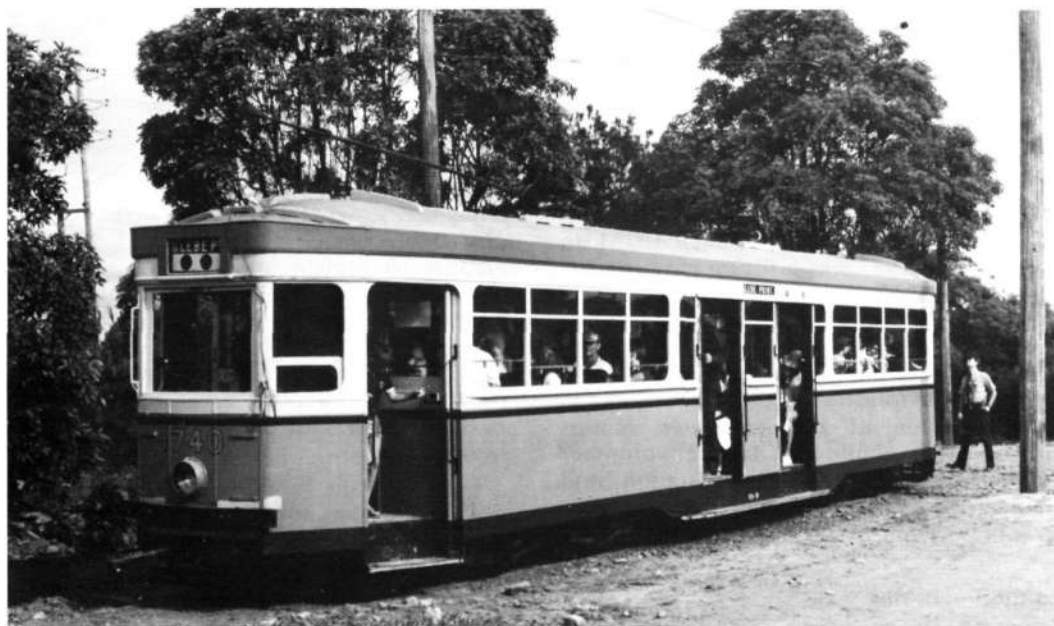
*The crowd spreads out along the cutting to watch the return of the four trams. O car 1111 approaches Pitt Street as photographers record the scene.*

KEN MCCARTHY



*R class 1740 returns to the Museum of the official first run, 19 March 1988. Pointwork for the future double track will be installed immediately behind the tram.*

DENNIS O'BRIEN



*R1740 arrives at the northern terminus with a standing load during the afternoon of the 19 March 1988.*

PETER HALLEN



TEL 521-0133

7th March, 1988

The Board of Directors  
Sydney Tramway Museum  
P.O. Box 130  
SUTHERLAND 2232

Dear Mr Cowing,

I am in receipt of your kind invitation to attend the Official Opening of the Museum and Restoration Building on 19th March, at 2.00 p.m.

I have much pleasure in accepting and look forward to the occasion with much gratitude.

In the earlier days of your endeavours, I admired the way in which your group battled against great odds and more painful, the apparent lack of interest.

What you are achieving is the perfect example of Community self help and should be displayed as the recipe for others to follow. By your dedication and continual hard work, you all have achieved a major Community attraction and historical benefit. You should all feel justifiable pride.

May I wish you continued success and express my personal thanks for a "Job well done".

Sincerely

Clr. M. T. Tynan

MTT/xd

*Typical of the letters received by the Museum is this one from Clr. M.T. Tynan of the Sutherland Shire Council. The praise is very much appreciated by the Museum's workers.*

COUNCILLOR'S SUITE,  
ADMINISTRATION CENTRE,  
SUTHERLAND 2232.  
P.O. BOX 17, SUTHERLAND.

done. Finally 2.00pm came and we joined the crowd to listen to the speeches, still wondering what we had missed completing. Our invitations gave us seats on one of the four trams to make the official run and we climbed aboard, thinking later that it might have been better to have stayed back and taken photos instead. There was little chance of spending a relaxing half hour over refreshments as there was traffic to run and a kiosk and display hall to man. At 5.00pm the gates were officially closed although trams ran for some time after that. Some members wanted to bat on with a barbeque but I was glad to go home and get some sleep. After all, the next day was our first full traffic day and drivers, conductors, kiosk staff and display hall attendants were needed.

For many workers, the opening day was an anticlimax. For us the joy was in the little successes we had experienced along the way. Despite the solid slog necessary to complete the museum and tramway to its present stage, and the frustration at not being able to complete all the tasks we had set ourselves, we can stand tall for having taken part in what must be one of the greatest efforts put in by a volunteer museum group anywhere in Australia.

Happy Bicentennary, everyone! We did it!!

# THE RE-COMMISSIONING OF 107 M

by Don Potts

The restoration of service of broad gauge, swing-door Electric Motor Coach 107M on 5 December 1987 was a fitting culmination of 21 years of Victorian rail electric traction preservation, first initiated in 1966. The fact that this particular project took so long to become a reality, may at first glance, appear to be questionable. However, as the story unfolds of the at times almost unbelievable challenges to the volunteer preservationists, their determination and dedication, seemingly against all-odds, becomes one of proud achievement.

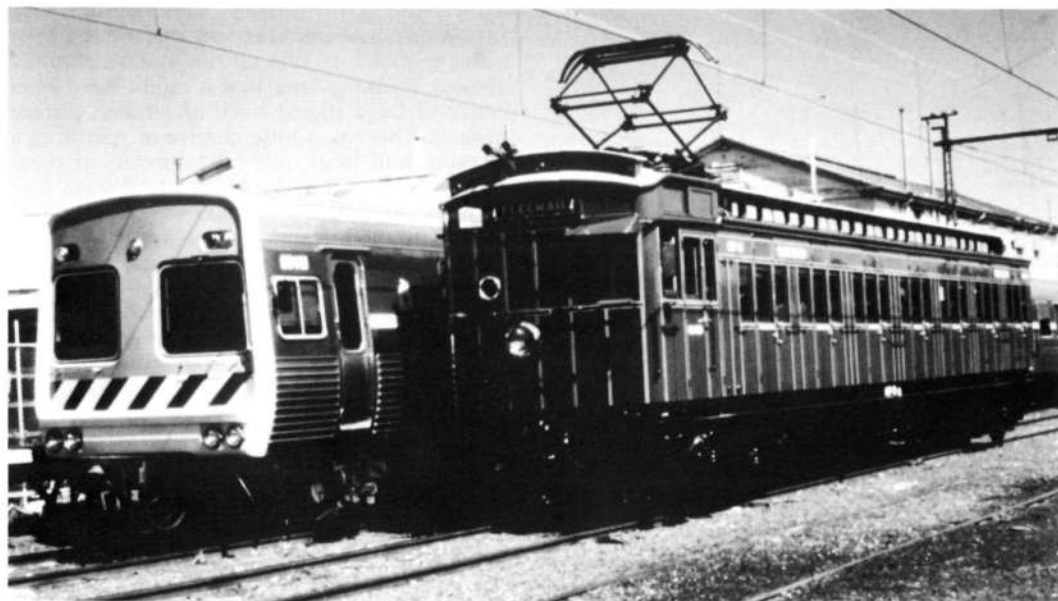
## In the Beginning . . .

A century ago, the Victorian Railway Commissioners embarked on an extensive rehabilitation of both the suburban and country passenger rolling stock fleet to cater for increasing traffic.

Between 1888 and 1893, some 220 wooden-bodied carriages of compartment, non-corridor type fitted with outward-opening

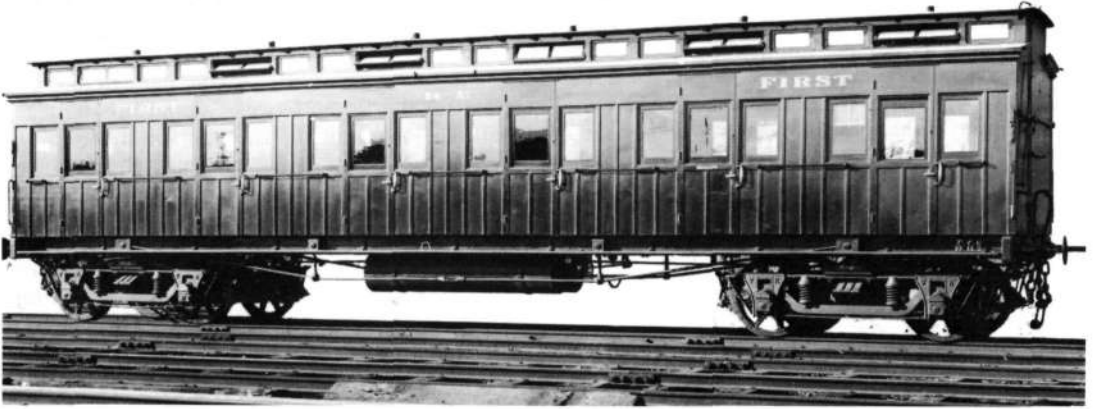
swing-doors were procured, mostly built by private companies. Over the next 15 years another 60 vehicles of the same type were obtained. Practically all of these had to be retained in regular service until the introduction of the new Harris steel cars in 1956. By 1967, 80 of them in their eighties were still in service and another seven years were to pass before the last of the swing-door trains were withdrawn.

From 1910 to 1927 there was another big addition to the suburban carriage fleet. As part of the Melbourne suburban railway system electrification, delayed by World War I, more than 500 new carriages were built by the VR Workshops during this 17 year period. These were known as Tait cars, named after Thomas (later, Sir) Tait, VR Chairman of Commissioners 1903-1910, and were wooden-bodied, off-centre aisle saloon design; but equipped with sliding instead of swing doors. About half were built before the electrification era and later converted to electric traction. The rest were constructed as electric stock.



*While undergoing tests at Newport Workshops on 4 October 1987, restored 107M passes a fourth generation counterpart, a Comeng set.*

CLIFF LEIGH



*Prior to the addition of an extra passenger compartment and motorman's cab, and conversion to electric traction, 107M would have looked like this conventional locomotive-hauled swing-door carriage of the late 1880s.*

V/LINE PHOTO H1188

The Melbourne suburban electric train fleet, newly built or converted from existing steam locomotive hauled rolling stock between 1910 and 1950 totalled some 910 wooden-bodied vehicles, including passenger carriages and parcels coaches. These are now popularly known as "red trains". In 1922 it was envisaged that 284 swing-door cars would supplement the new Tait sliding door stock. Some surplus swing-door cars not converted to electric traction survived in loco hauled service until the 1960s.

The early group of swing-door cars built initially as 7, 8 or 9 compartment units of the AA, BB and ADAD classes, cost an average of \$3,800 each. Because of the drought of new rolling stock from 1928 until the 1950s it was necessary for the financially impoverished Victorian Railways to spend considerable funds to keep both the swing-door and Tait trains in regular service for more than twice the accepted 35 year economical life-span for suburban stock. In fact, the swing-door fleet of 284 cars built between 1888 and 1910 at a total cost of \$1,117,000, consumed a further \$1,865,000 in excess of normal maintenance costs for the period until 1967. This sum included conversion to electric traction, extended underframes and additional compartments, replacement of plate framed bogies with cast steel bogies, upgrading of electric equipment, substitution of Busby automatic

type door locks for the Hobbs manual locking type, replacement of the G.E. double-pan pantographs with Vickers single-span type, body strengthening and covering of the exterior wooden surfaces with metal sheeting.

### Scrap the "Doggies"!

Thirty years ago, in 1958, when most of the swing-door fleet was still intact, it was announced that obsolete suburban electric swing-door trains, commonly known as "dogboxes", would be displaced by new Harris trains within five years. Actually, some 13 lucky years later, a number of Ms and Ds, so badly neglected for a decade, were undergoing major refurbishment at Newport Workshops.

In 1967, the Victorian Division of the Australian Railway Historical Society requested that identical-twin companion trailer cars, 12BT and 13BT, noted for their recessed exterior wooden panelling, be retained in running condition for special multiple unit and steam loco hauled trips. The VR agreed and advised that 12BT had already been earmarked for scrapping. However, it battled on, is if indispensable for another six years in regular service. Twin 13BT became rickety and was exchanged for driving trailer 24D.

At that stage, no request was made for electric motor cars as it was known that their power bogies were in demand for conversion



and use under the new Y class diesel electric locomotives. One swing-door motor, 8M, unique for its curved wooden panelling was made available with motorless bogies for static display at the ARHS Railway Museum Champion Road, North Williamstown.

With progressive delivery of new stainless steel electric trains, swing-door stock was gradually withdrawn from most suburban services and concentrated on the Princes Bridge Group and Brighton Beach, St Kilda and Port Melbourne lines. Crowds of "Doggie" fans packed the last scheduled 5.23pm to Brighton Beach (4M, 56T, 29BT, 80T, 32T, 145M) draped with a banner, on 30 April, 1971. However, they were caught unprepared when services ceased suddenly on the Princes Bridge lines on 28 February, 1973 (137M, 71T, 6T, 67M, 12BT, 138M), the Altona branch on 2 October, 1973 and Port Melbourne on 4 December, 1973.

### Save our Transport Heritage

After all these years, Melbourne without "dog-box" trains was somewhat akin to San Francisco without cable trams. Dreadful palls of black smoke wafted over Newport, Bendigo and Ballarat as swing-door stock was burnt. Fourteen carriages were purchased by a Bendigo man.

An official VR Press Release stating that the last swing-door train would soon make its last journey to its rightful place, the scrap heap, nettled admirers to such an extent that the ARHS was joined by the Association of Railway Enthusiasts in a two-pronged drive in an endeavour to persuade Head Office to allow a Grand Farewell and approve retention of two cars. Subsequently, the VR announced that special final public swing-door services would operate between 9.51am and 4.08pm on Australia Day, Saturday 26 January 1974. The 4-car set consisted of 107M, 32D, 24D and 137M. The two motors were eventually approved for preservation in operating condition. Some ardent fans never missed a trip. Excitement and tension surged as the second-last trip was begun with exhilarating speed to Port Melbourne where Mr. A.G. (Bill) Gibbs, VR Board Chairman, watched intrigued as farewell banners were hastily attached to the train. Mr Gibbs rode with the driver to Flinders Street where public address announcements were made that "This is the last ever swing-door train to depart". Pandemonium reigned on arrival at Port Melbourne where

the media jostled with the fans to capture the scene on film.

At the same time as Mr Gibbs was scheduled to wave the white flag, as an all clear for the final "Doggie" departure, he was battling to obtain his own personal photo of the event. With bells ringing, the station master yelling above the din, "Stand clear, the Last Train now leaving," the guard blowing his whistle, and the driver waiting expectantly for the all-clear, there was a mad banging of the swing-doors as everybody, including Chairman Gibbs, scrambled aboard. As the train approached the point of divergence with the St Kilda line, a new silver train was waiting to take up parallel running (the old and the new of 1974!) across the historic Yarra River Bridge to Flinders Street Station. The "Doggie" then ran empty to Newport Workshops for "storage — pending instructions". Bill Gibbs waited at platform 10 for a Tait train to convey him back to his parked GMH limousine at Port Melbourne. It was indeed, a memorable and fitting Farewell to the "Doggies".

### Restoration — The Daunting Task

As the swing-door stock, 12BT, 24D, 107M and 137M was in relatively good overall condition when withdrawn from regular service, restoration of these cars would have been a preservationist's dream had a number of factors, beyond the control of the dedicated volunteers, not turned the idea into a prolonged nightmare.

Six and a half years were to drag by before representations to obtain secure roofed accommodation were successful. During this period the cars, abandoned in open storage in a hostile environment at the old Oil Store and other sidings at Newport, were progressively reduced to wrecks of their former good selves. Vandals smashed 263 windows, stole ornate brass lights, slashed seats, ripped off exterior teak wooden panels and removed driving cab equipment. Earlier, the power bogies were salvaged by the Department to help keep Tait trains in service. 12BT had all the bolts that secure the body to the underframe cut. This is a procedure usually adopted just prior to pushing the body off the frame for scrapping. The canvas roof covering which requires protective oil based painting at least every 18 months, peeled off in vast sheets or disintegrated, exposing the ceilings and interior to weather damage.



*The gold lining applied to 107M is a masterpiece of restoration work.*

PETER RALPH

Then, it was only through sheer good luck that one of the preservationists having just alighted from a commuter train at Sunshine nearly fell off the platform in shock where to his amazement he saw the two swing-door motor coaches, 107M and 137M, being spirited away attached to a goods train, heading north towards Bendigo for scrapping. Fortunately quick protests to Head Office saved the two "Doggies" from certain extinction.

Finally, with the allocation of the former VR Tarpaulin Shop at Newport Workshops, to become the Steamrail Depot, the preservationists received their first ray of encouragement. Apart from the daunting task ahead of them, they faced yet another challenge — there was no rail access into the building. So, they joined Steamrail's original track gang of "L" plate volunteers to extend the rails inside of what was to become known as the Carriage Shed.

### 107M — Life After Death . . .

Despite considerable deterioration since withdrawal from service, 107M was found to be in the best overall condition of the four

retained swing-door cars. Restoration work began on 1 February 1981. After six months thorough toil the preservationists were beginning to reap rewards for their labours. The first coats of primer and undercoat paints had been applied and there was talk of summit conferences to consider what the final colour might be.

Then, on Monday 10, August 1981 disaster struck. During railway shunting operations, a rake of heavily laden wagons ran out of control down the grade along the Carriage Shed access track. Stabled some considerable distance apart on the track from the outer end were 61BW, 24D, 69BW and 107M which were crashed together by successive impacts, finally shoving 107M through the main brick dividing wall. There was potential for the whole building to collapse down onto the already badly damaged cars.

Damage to the suburban cars was aggravated by the fact that they were between the country stock. Upon each impact the BW flexible walk-through vestibule gangways flew outwards smashing the body ends of swing-door cars which were also buffeted by the automatic couplers, incompatible with their

own screw couplings. The motorman's cab of 107M, which was facing outwards, was partly demolished together with roofing timbers. When 107M shot backwards through the brick wall it came to a sudden halt as it rode up off the end of the rails over a stack of large wooden beams which tore the rear old spoked wheel power bogie from the mounting pin in the steel underframe. The only consolation, if you could call it that, was that the side buffers had taken the full impact against the brick wall resulting in hardly a scratch to the rear end of the car.

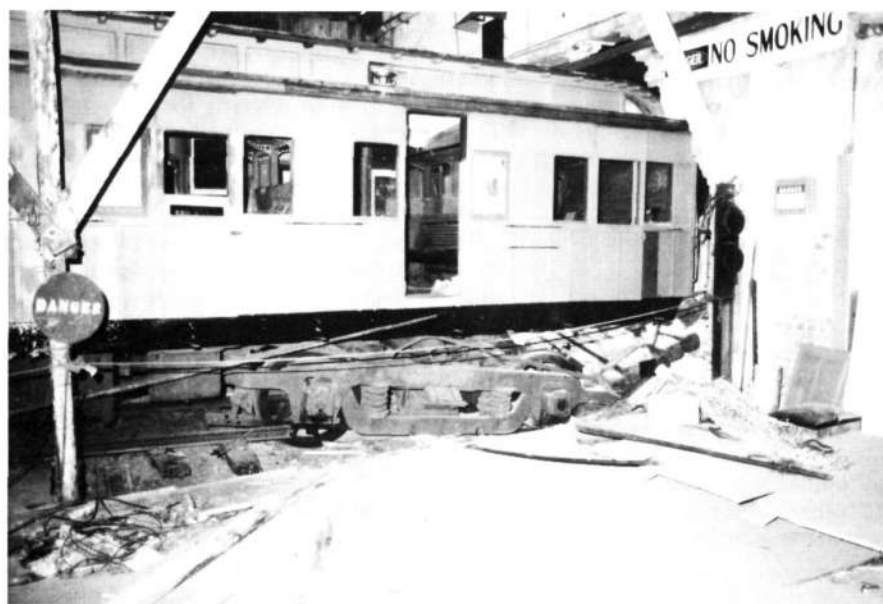
Whilst lesser mortals might have "given up", the disheartened ElecRail volunteers showed a great deal of determination by deciding to "pick up the pieces" and start again. It was not to be an easy job!

During the next several anxious months, 107M was "out of bounds" awaiting VicRail to shore up the remnants of the wall and cautiously retrieve the "Doggie" from the crater of bricks and rubble.

With no spare replacement bits available in Melbourne, authority was obtained from the Department to dismantle abandoned Way &

Works camp car, 172WW at Allendale, beyond Ballarat. This car, similar to 107M was formerly 6BC, which in regular service had remained loco hauled and never converted to multiple unit operation. During four weekend visits, including a hired road van for the 290km round trip, doors, windows, clerestory deck light windows and frames, wooden panels and practically the whole of the front cab and roof sections were salvaged. The large main curved teak beam above the motorman's cab was carefully removed to replace the one wrecked on 107M, and conveyed back to Melbourne on the roof rack of one of the volunteer's cars. This vital piece of the carriage had to be modified to fit 107M. On Saturday 25, June 1983 the rebuilding of the damaged sections of 107M was completed with some jubilation.

To replace the wrecked power bogie, a temporary rail siding had to be built inside the Carriage Shed, an arduous jon in a confined space on a wooden floor. The heavy motor coach had to be raised on prehistoric, hand operated jacks in 40°C heat. Most of the electrical wiring, including the main cables under the car had to be replaced. A



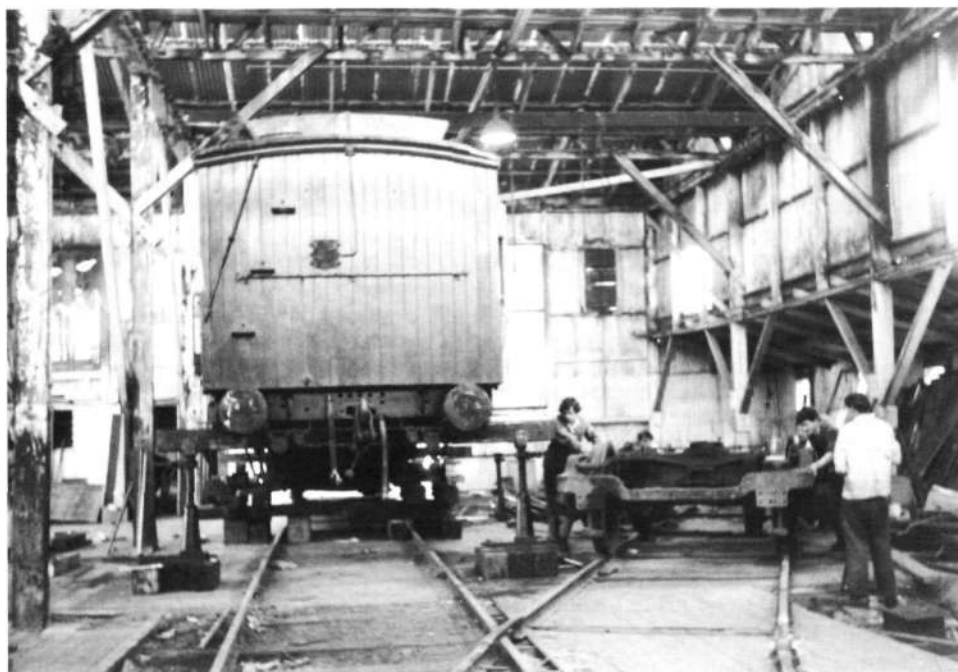
*A power bogie was torn from the underframe when 107M was knocked through a brick wall at the Steamrail depot on 10 August 1981. Fortunately, the rear part of the car was saved from certain demolition when the buffers took the full impact with the wall.*

MICHAEL HUGHES



*The badly damaged motorman's cab, including the curved teak main beam and roofing of 107M presented a daunting challenge to the ElecRail volunteer workers who had no formal training in such work.*

MICHAEL HUGHES



*ElecRail volunteers had to build a temporary rail siding on a wooden floor inside the Steamrail depot at Newport to enable a replacement power bogie to be positioned under 107M after the shunting accident.*

CLARK PHOTO



*In near snow conditions, ElecRail workers, complete with a hire van, prepare to salvage parts from abandoned former suburban and country cars at Allendale, 145 km from Melbourne during mid-1981.*

replacement GE pantograph, salvaged off a condemned E class loco at the adjacent Newport Workshops, and weighing 3.5 tonnes, had to be hoisted manually on to the roof of 107M. Another muscle tester was the replacing of one of the rear buffers weighing over a tonne.

Western Australia jarrah hardwood was used to replace the motorman's cab floor, which, over the years had worn right through. As most of the parts reclaimed from the Allendale cars, including the glass window panes, were painted kitchen green, all of these had to be laboriously cleaned. Other tedious jobs were the cleaning and repainting of 2016 wooden slats comprising the interior sun blinds and removal of thick, custard type paint, used as a World War II economy measure, from 294 wooden seat slats before varnish could be brushed on to restore the lustre of the wood grain. New ceilings had to be made for some compartments and the whole roof cleaned down, recanvassed and painted with stone coloured oil paint. Another major task was the restoration of the clerestory roof deck lights which involved the replacement of white painted metal "windows" with the original milk glass. Interior mirrors were resilvered. New upholstered seat pads stuffed with horse hair had to be made for the driver, guard and passengers.

Melbourne suburban passenger rolling stocks went through three main red-brown colours until the introduction of the new Harris "blue" trains in 1956 and Hitachi stainless steel "silver" sets in 1972.

From the early days until 1936 when the Rose Red and Moonstone Grey livery was introduced, a dark chocolate brown with varying styles of lettering predominated. The bright VR Car Red superseded the Rose Red and Moonstone Grey colours in 1958, coinciding with the adoption of one-class suburban travel. Wooden country passenger stock also went through the brown and VR Red eras.

When the damaged form of 107M was being repaired and the white metal tail-disc removed, the original brown paint and gold lining was revealed. Thus, it was decided to adopt this colour scheme together with a lettering style selected from a 1916 photograph of a swing-door motor coach. As the volunteers were novices without formal training, they had to learn from their own mistakes and successes. One outstanding achievement was the hand painted gold lining which took many months to complete and was produced by masking and painting. The overall result has earned the preservationists such praise as "The most outstanding example of Victorian carriage restoration yet undertaken".

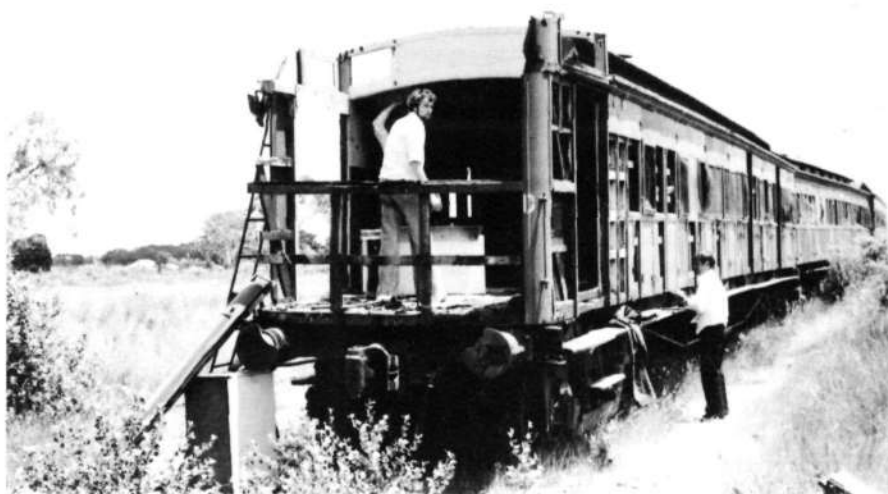
The motorless, temporary bogies under 107M were replaced by a pair salvaged from Tait 1459M, the body of which was sold at the Great Red Rattler Auction on 16 February 1985, when 82 other Tait's also went under the hammer. Light work was made of this major job when, at ElecRail's expense, 107M was lifted by overhead crane at Newport Workshops during December 1985.



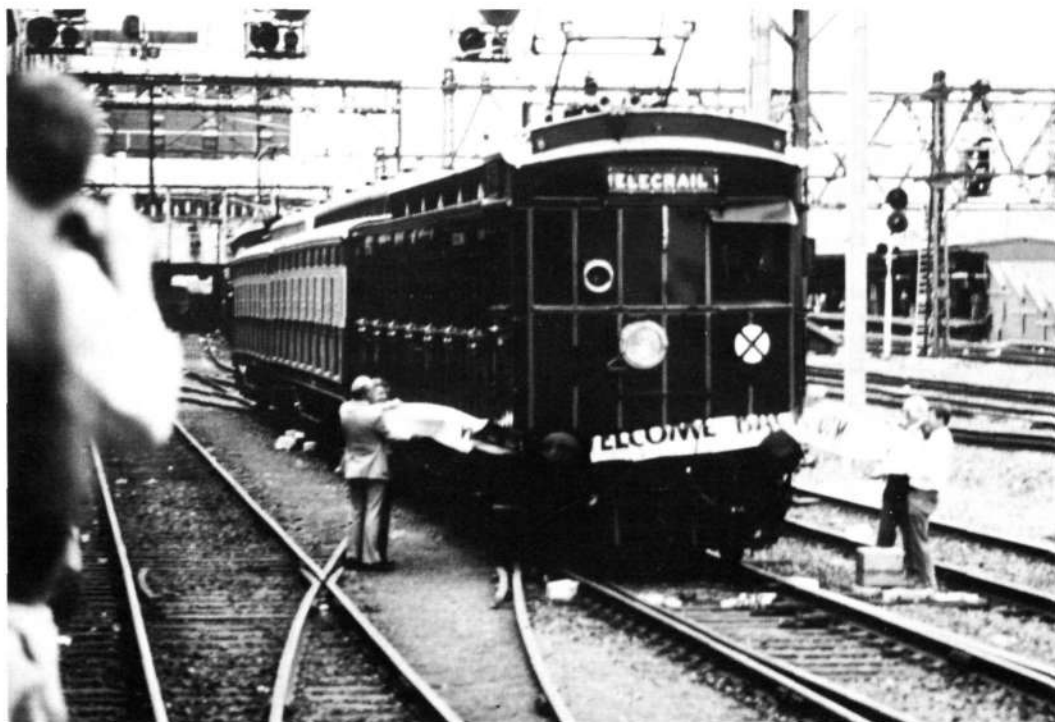
Preliminary tests were conducted by ElecRail under the 1500 volt wires at Newport Workshops on 4 October 1987 with 107M, and Taits 341T and 1469M. While 107M performed well, 1469Ms worn out compressor, sounding like a dying T model Ford, finally wheezed to a stop, necessitating a frantic search for a serviceable replacement and further back-breaking work without proper tools and equipment to facilitate the changeover. At the same time, the preservationists worked flat out on a daily-nightly basis to ensure that 107M would be completed in time for a proposed test run on 2 December. Then, there was an air of expectancy at Newport Station as all eyes watched 99 year old 107M accompanied by 341T and 1469M, venture out from the Workshops onto the main line for the first time in nearly 14 years. Any bugs that may have caused earlier concern were well rid of after a spirited shake down dash to Footscray. The three car ensemble then continued on to Flinders Street, attracting considerable attention, before making history by being the first swing-door motor coach to proceed through the Underground Loop. During a stop at Museum, one amazed commuter asked: "Is it for real?"!

At 1 pm, Saturday 5 December 1987, together with 208T and 381M off the Victorian 150th Anniversary Commemoration Tait Train set, 107M made a triumphant Grand Processional Slow March along Track 1A between platforms 1 and 2 at Flinders Street Station to the accompaniment of Handel's Royal Fire Works music. During the official Re-Commissioning Ceremony, the Director, Rail Operations, MetRail, Mr David Watson presented a framed Award of Merit to ElecRail in recognition of the high standard of restoration to 107M. After breaking through a commemorative banner, the special train visited Sunshine, Lilydale and Dandenong, concluding a memorable day with spirited parallel running to Footscray with an infant, as-new N class diesel electric loco hauling an Inter-City N set. The weary but proud preservationists then retired to the Southern Cross Hotel for a well deserved Grand Celebration Dinner (own expense!) — a fitting climax to 21 Years of Victorian Rail Electric Traction preservation.

107M was built under contract by Pickles & Son of Bendigo and entered service for the Victorian Railways on 12 October 1888, as 85AA, a conventional loco hauled swing-door,



*Practically the whole cab and its roofing was removed from 6BC at Allendale to restore 107M. Car 6BC ended its days as Way & Works camp car 172WW.*



*107M, driven by Richard Gilbert, powers through a commemorative banner held by (left) David Watson, Director Rail Operations Metrail, and ElecRail founders Kevin Clark and (right) Tom Clark and Don Potts at Flinders Street Station on 5 December 1987.*

PETER RALPH

non-corridor carriage. It was re-classified as 63A in 1910. With the pending electrification of the Melbourne suburban railway system (finally opened in 1919), the carriage was lengthened with the addition of an extra passenger compartment and a driver/guard compartment and re-classified as 130AC on 13 September 1913. Coinciding with entry into electric traction as a first class motor coach on 31 January 1920 it became 107ACM. On 31 May 1924 it was re-classified as 107M, and like a number of other M cars at the time, converted to second class accommodation. After nearly 86 years in regular service as a passenger conveyance, it was withdrawn on 26 January 1974.

As can be gleaned from the foregoing report, the restoration of 107M some 14 years later has been a major undertaking, consuming many thousands of volunteer man-hours by a dedicated few preservationists at a cost of nearly \$8000. Had paid labour been

used it is estimated that the cost of the project would have been in the vicinity of \$130,000.

Pending the restoration of further swing-door stock, 107M will generally operate with Tait 341T and 327M, also restored by ElecRail. Swing-door stock are 2.6m (8 ft 6 in) wide, one foot less than their Tait cousins. The restoration of more suburban electric rolling stock will be dependent upon additional help from new volunteers to encourage the "dedicated few". In the meantime, all good electric traction enthusiasts are invited to join the "dedicated few" to celebrate 107Ms one hundredth birthday in October 1988! During the Aus Steam '88 Steam & Transport Spectacular to be held in Melbourne from 14 to 30 October 1988, restored electric stock will operate on four days, together with a major tram extravaganza on Sunday the 23rd.

Further details can be obtained from ElecRail, 2/51 Campbell Street, Heathmont 3135.

# HERE AND THERE

## NEWS ITEMS OF INTEREST FROM ALL OVER

### W2 388 — A follow-up

Ex-Melbourne W2 388, now looking resplendent after undergoing a considerable amount of restoration, is the central feature of "Ogdens Bar and Grill" at the Windsor Hotel in South Perth (see *TW* November 1987).

The tram is located immediately inside and to the left of the main entrance, and parallel to the long bar, which is to the right. The car's No. 1 end is actually outside the building in a covered outdoor area; a glass panel in the wall has been fitted around the whole car body.

The floors of the main bar and the outdoor area are at the same level as the floor of the tram's drop-centre. On the opposite side of the

car is a sunken dining area, extending from the No. 2 end of the centre entrance, at "street-level". From here the truck at the No. 2 end is visible, but that at the No. 1 end is completely hidden. This sunken area is surrounded by an ornate wooden bulustrade with wrought-iron lacework.

The tram's route-number boxes and trolley-poles have been refitted. As the No. 1 end is "built into" the wall of the building, some adjustment was necessary to the trolley-pole at that end. The trolley-hook has been repositioned near the centre of the car, so now both trolley-poles are permanently lowered towards the No. 2 end.



*W2 388, with all its lights blazing, appears to be emerging through the fitted glass wall of Ogdens. 14 March 1988.*

MICHAEL STUKELY



*W2388 'waiting' alongside the bar at Ogdens, 14 March 1988. The reversed trolley pole at the No. 1 end (left) is visible. The roof at the No. 2 end is painted green up to the trolley hook.*

MICHAEL STUKELY



*W2388 as seen from the 'street level' sunken dining area at Ogdens, with the gold lining and number clearly visible.*

MICHAEL STUKELY



*An interior view of W2388 showing the freshly varnished timber ceiling and the polished brass ceiling rail-holders.*

MICHAEL STUCKELY



*The logo of Ogdens Bar and Grill features W2388*

Green and cream livery has been used on the tram, the green being somewhat darker than standard. Gold lining has been applied to the small central green panels between the entrances, to the bulkhead panels at each entrance, and to the narrow saloon end-panels behind the motorman's cab doors. All numbers on the exterior have been re-applied using larger numerals.

The car's lights have been re-wired and connected to the hotel's 240V supply, so that all interior and exterior lights are illuminated simultaneously (both ends thus have their headlights and marker-lights on as well as tail-lights).

A major job carried out on the interior was the removal of the "colorflek" from the timbered sections of the ceiling, and from the brass ceiling rail-holders. It is understood that this was finally achieved by sandblasting. The wood has been freshly varnished and the brass polished.

All original seats and windows have been retained, and no changes made to the interior layout of the car. The tram is used simply as a seating area for bar patrons and for access between the bar and the sunken dining area.

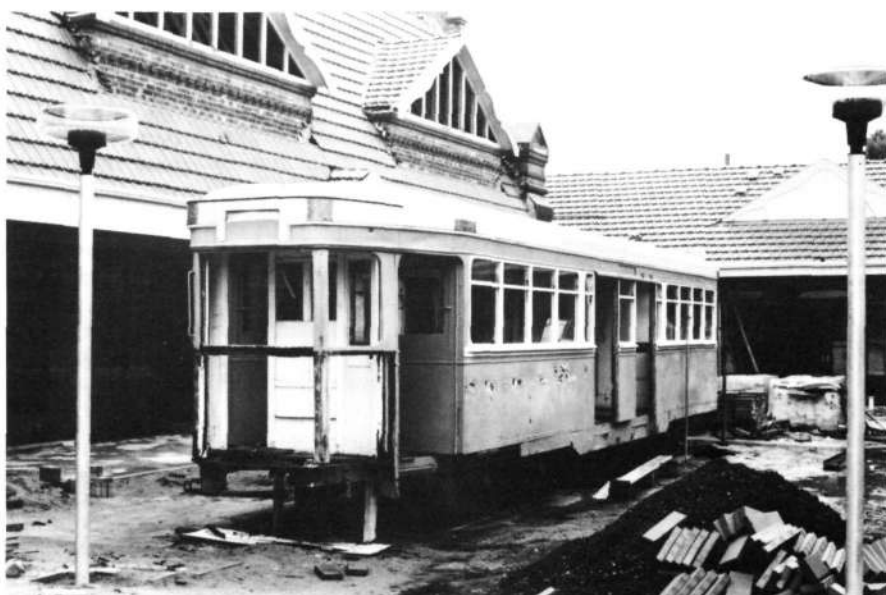
Other features in the Gar and Grill include a very interesting collection of stained-glass lamps, antique signs and stained-glass windows; an entire wall papered with pages from newspapers dated from the 1930s onward; and in the grill area — four Melbourne tram destination blinds, stretched to full length and attached to the four angled sections of the ceiling.

Publican, Geoff Ogden, and Oldfield Knott Architects Pty. Ltd., are to be congratulated for their efforts in this very imaginative and attractive development.



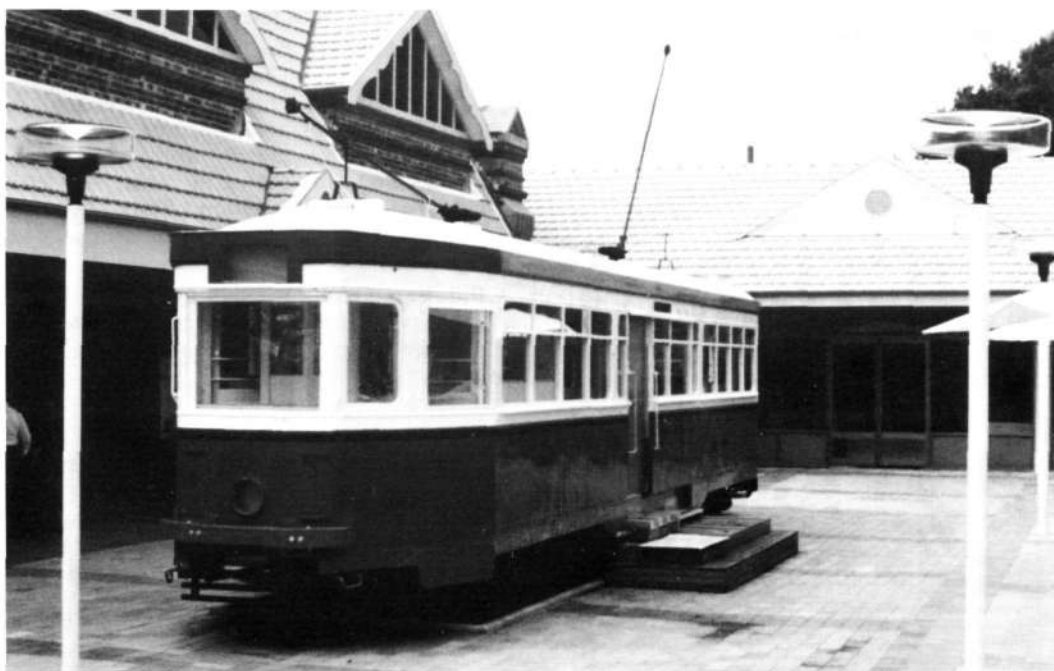
*The pictorial postmarker introduced at Sutherland Post Office on 18 March 1988.*





*R car 1849 at North Sydney Depot, photographed on December 28. This is one of the ex Warrumbungle National Park cars. At North Sydney it is mounted on W2 bogies, with each bogie sitting on a very short length of track. The tram is placed at right angles to the original track work at this location.*

DALE BUDD



*R1849 as it appeared in March 1988. The near end has been completely rebuilt but as it is to be used as a shop, some doorways have been blanked off quite neatly. The interior is painted white whilst the exterior is in tramways green and cream complete with black and maroon trim. The car carries no identification at this time.*

BOB MERCHANT

### Goodbye Dowling Street

The former Dowling Street tram depot in Sydney has been demolished. The depot was the largest built for the Sydney tramway system and at its maximum extent housed over 300 trams. Originally built in 1909 with 12 roads, later additions erected in 1913 brought the total number of roads to 27. In addition, another seven roads and an access track were available for outside storage at the rear of the building.

The building provided trams for the Coogee, Clovelly, Maroubra, La Perouse, Botany, Daceyville, Alexandria and Rosebery lines and at its peak employed over 1000 staff.

The depot closed on 25 February 1961 with the cessation of tramway services in Sydney. It was used for some years as a bond store and road transport terminal. The site is to be redeveloped for commercial purposes.

### Tramcar Anniversary

This year marks the 80th anniversary of the introduction of the ubiquitous Sydney O class tram. A total of 626 cars were built between 1908 and 1914 with all but the class leader built by Meadowbank Engineering Co. Car 806 was built by the Tramway Workshops at Randwick.

Regular use of the O class cars ceased with the closure of the George Street services in November 1958.

### Toys for Boys or Models for Men

During 1987 the firm of Matchbox International Ltd., well-known manufacturers of diecast metal model road vehicles, released as part of their Matchbox Models of Yesteryear range a model tramcar.

The model chosen was a four-wheel double-deck English tramcar with a three-window saloon in London Transport livery, no doubt influenced by car 290, the ex-West Ham Corporation car in London Transport's Covent Garden Museum. Like 290, the model has an enclosed top deck with open balconies.

Matchbox state that the car is modelled from one of the some 3000 similar tramcars built by Dick Kerr, later the United Electric Tramcar Company of Preston, and supplied to nearly 50 municipal and company tramway operators in the United Kingdom between 1900 and 1920.

The model is to a scale of 1:87 or HO and has fine scale wheels, seats on both decks, but lacks destination boxes and window glazing.

The tram will appear in 1988 in a blue and white livery for Darlington Corporation Light Railways.

Matchbox's competitor in the diecast model market is Corgi Toys Ltd., who have announced a line of single-truck three-window saloon tramcars for release this year. Three types are to be available, a double-decker with



*O class cars at the intersection of Liverpool and Elizabeth Streets, Sydney. The coupled set at left is turning into Elizabeth Street bound for the Railway while the single car set heads for North Bondi from Circular Quay.*

LEN MANNY

fully enclosed top deck, an open top double decker and a single deck car. Each will appear in two different liveries. The liveries are London County Council, Birmingham City Transport, Leeds City Transport, Glasgow Corporation Transport, Southampton Corporation Tramways and Sheffield Corporation Transport.

Word from the UK is that they are "compatible with 00 rail track" and may well be in HO scale. For readers not familiar with model railway scales HO is modelled to a scale of 3.5mm to the foot and British 00 is 4mm to the foot with both running on a common track gauge of 16.5mm.

#### And . . .

Late news received indicates the scale of the Corgie diecast trams mentioned above is 1:76 or OO scale. Matchbox is to release an AEC London Transport Diddler trolleybus in 1:76 scale during 1988 as a special release Model of Yesteryear. It appears that the traction collector is to be well catered for this year!

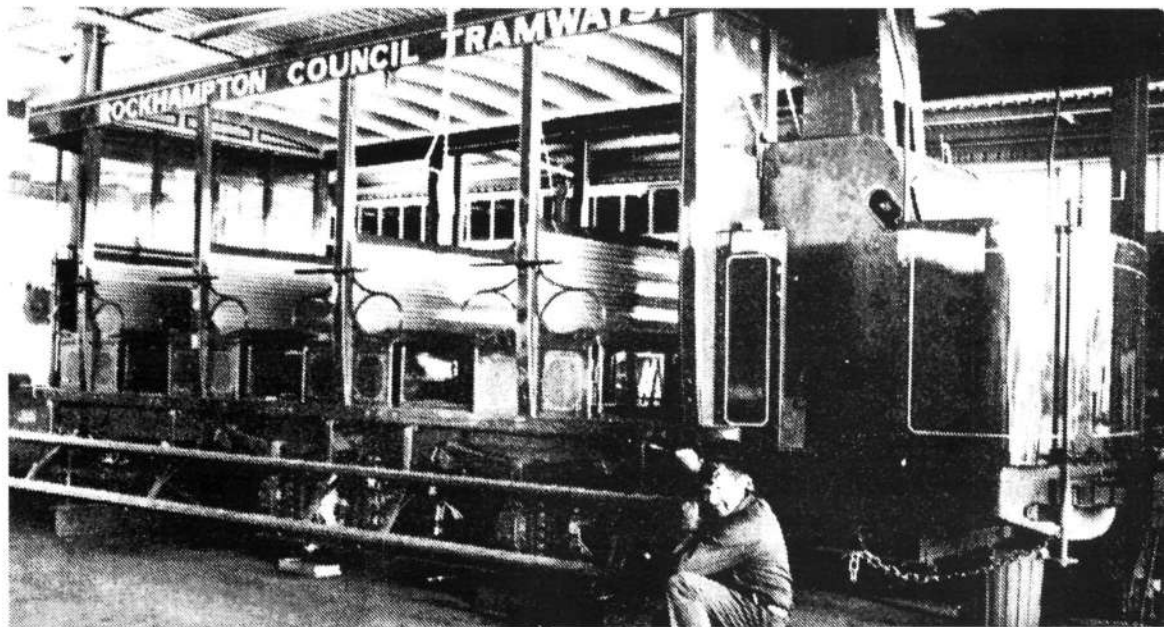
#### South Steyne News

The former Sydney ferry *South Steyne* steamed from Ballina on 19 February 1988 bound for Harwood Island on the Clarence River where restoration work on the vessel was completed. Heavy seas delayed the former ferry's departure from Ballina, a decision made because of the condition of the bar at the entrance of the Richmond River.

A large crowd lined vantage points along the Richmond as the *South Steyne* steamed some distance up the river before sailing back past Ballina and out to sea. The final work carried out at Harwood included carpeting, installing light fittings and other last-minute details.

The ferry called into Sydney for fuel on 16 March, berthing at the finger wharf in Woolloomooloo Bay and leaving the following day.

The *South Steyne* sailed into Melbourne's Port Philip Bay on 24 March to begin her new life as a floating restaurant and convention centre.



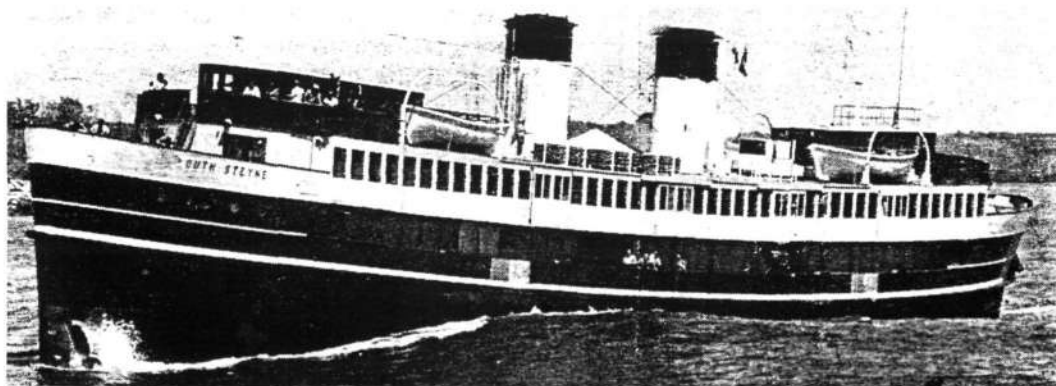
Boilermaker Russ Walsh tightens bolts on the steps of Rockhampton City Council's Purrey steam tram which is now undergoing steam trials on a private siding near Rockhampton.

COURTESY 'ROCKHAMPTON MORNING HERALD'



*The MTA's vintage L class 104 has recently undergone an extensive overhaul at Preston Workshops. The advertising panels (left) have been scraped back and revarnished, disclosing superb inlaid veneer work. The interior (right) is all glitter and shine after revarnishing.*

BOTH: RON SCHOLTEN



*The bow propeller churns the water as the 'South Steyne' rides the swells just before crossing the Richmond River bar and heading for the open sea.*

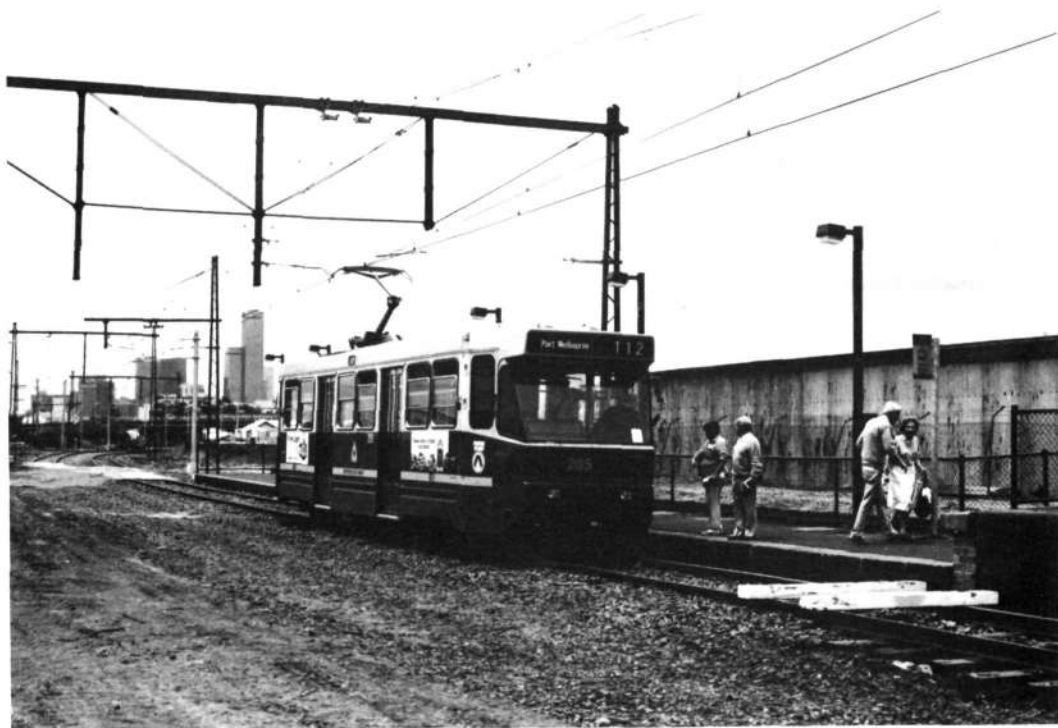
COURTESY 'NORTHERN STAR'

### THREE COMMEMORATIVE COVERS ARE NOW AVAILABLE

*These are:*

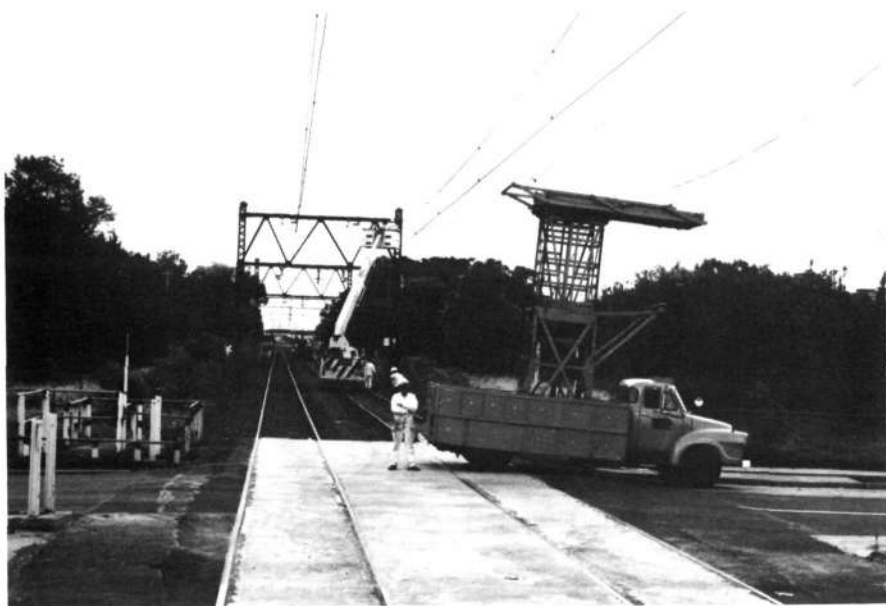
1. Introduction of pictorial postmarker at Sutherland Post Office
2. Opening of Bicentennial Restoration Building and Tramway
3. Special Tram Mail — with photo of F 393

Price \$2.50 each plus postage from SPER Sales, PO Box 103, Sutherland 2232



*Opening day scene at Port Melbourne terminus. Note the low platform.*

DALE BUDD



*View from the front of the shuttle car. In contrast to the Sydney practice of pulling down overhead wiring before the last tram ran, in Melbourne the first tram runs before the overhead is fully adjusted.*

DALE BUDD





*Terminal arrangements at Port Melbourne as seen by the driver of a car departing for the city. Conversion to light rail included restoration of the double track, with full catenary overhead wiring from Graham to Port Melbourne.*

DALE BUDD



*The shuttle car at the junction of Flinders and Spencer Streets. Normal route number for the regular service, which operates from Port Melbourne to Exhibition, is 111. The short-working shuttle displayed route 112.*

DALE BUDD

# C.O.T.M.A.



## Council of Tramway Museums of Australasia

From Bill Kingsley, Executive Officer

### Obsolete Tramcars from the Melbourne MTA

Whereas in the past, COTMA had been able to negotiate the direct purchase of obsolete tramcars from the MTA, in October last year the MTA indicated that the next batch of 8 tramcars for disposal would be put up for tender. Their list included 2 tramcars required by COTMA museums, specifically Perth and Newcastle. The problems of trying to tender against private entrepreneurs and American museums seemed quite frightening, so your writer quickly organised a meeting with Mr Kevin Shea, the Managing Director, to promote the cause of the COTMA museums. Mr Shea was most sympathetic to the COTMA cause and advised that he would discuss the matter with Mr Allan Nolan who was the officer at the hub of the process.

Perth and Newcastle submitted their tenders on the appropriate forms and with a co-ordinated approach.

Before the close of tenders a further meeting took place between Mr Shea, our Chairman John Radcliffe and your Executive Officer and at which Mr Nolan was also present. This meeting achieved great understanding in both directions as Mr Nolan explained the reasons for the tender process. Particularly the MTA had to be financially sensible, it had a need to explore the market place for a true up-to-date feel for the dollar value of obsolete trams and there was a need to test and reduce the list of more than 100 people who had at times expressed interest in purchasing obsolete tramcars.

In February Perth and Newcastle were advised by the MTA that their tenders had been successful and a very nervous Executive Officer could at last relax.

We thank Mr Shea for the genuine and friendly welcome to his office, for his sympathetic understanding and his continued interest in and support for the COTMA

museums. Special thanks too to Mr Nolan for his encouragement and assistance throughout the tendering process.

More tramcars are to be disposed of by tender soon. It is important that COTMA continues to be the co-ordinating force.

### Rail Special Work

Prior to all of the above, your Executive Officer approached the MTA to establish a system whereby track special work (points, crossings, turn-outs etc.) of no further use to the MTA might be made available to museums. Again it was Mr Allan Nolan who has come to our rescue. Perhaps this exercise will result in uniformity of technical discourse throughout Australia.

So, if any museums need special work which they cannot resource from their own stock or directly from another museum (thanks TMSV for helping Bendigo), send accurate details to COTMA for forwarding to the MTA.

### Volunteers Wanted

Assistant Executive Officer Tony Smith is often called upon to suddenly remove material for COTMA from Preston Workshops to Bylands where we store our supplies courtesy of the TMSV. Tony cannot do this work alone and although he has excellent support from John Whithers, Arthur Ireland and co., he desperately needs some more helpers. So Melbourneites, if you think you may be able to help, even if only sometimes, please contact Tony on (053) 424-642.

### Uniforms

Sunday, December 20 was a picnic afternoon and evening at TMSV, Bylands with lots of tram rides, official visits by Les Jean, Manager of Preston Workshops and Norm Maddock, MTA Board Member and Federal Secretary of the ATMOEA, barbecue tea with other sumptuous mouthwatering delights, etc. Your Assistant Executive Officer and Executive Officer were there as official guests

(thanks for the invitations, Andy) but we saw almost nothing of the celebrations. You, see there is a shed. In this shed is a bus. In the bus are all the surplus brown and yellow uniforms of the MTA. Because of the maximum squeezing of a maximum number of buses inside the shed, the uniforms bus is not normally accessible. But this day we had organised that Keith Kings move some buses around. The result?

We now have a complete listing of the contents of each box. To achieve this each box had to be unsealed and opened, the contents sorted, listed and the boxes appropriately labelled. The work was physically arduous but the scene most comical. Talk about Rag Trade. Everybody Out!

Thanks MTA for enabling us to purchase this stock.

So, start measuring up your traffic staff, your workers, your board members, your tea persons, your relations, yourself, and be ready to order. First in first served. Just send your request to the Executive Officer.

### The new Constitution

Tony Sell has completed the new constitution which seeks to make us an incorporated body. Thanks Tony for a great effort and

please thank all who have assisted you as typistes, proofreaders, etc. We hope that any small changes can be effected before the Sydney Conference in September so that the Council Meeting at that Conference can accept it.

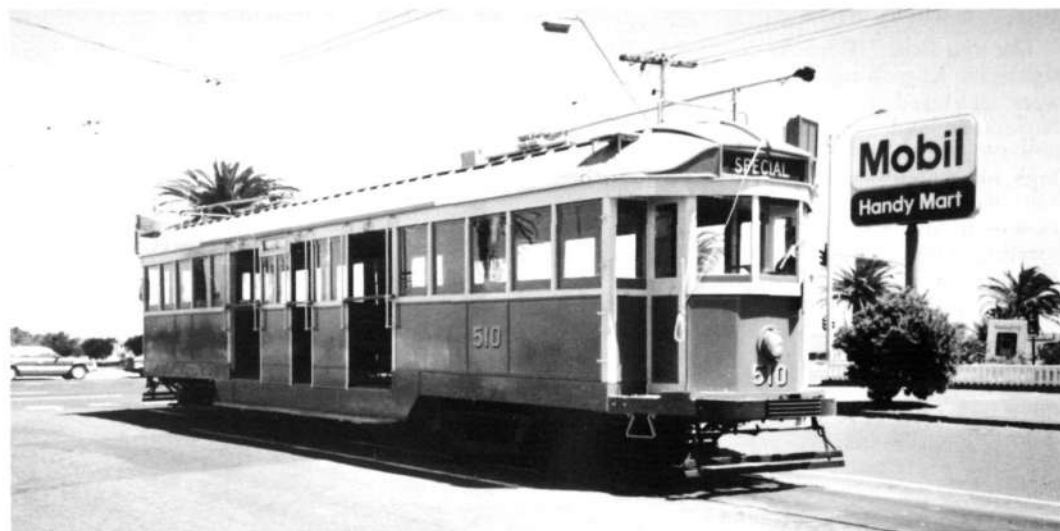
### Congratulations SPER

By the time you read this, the Sydney Tramway Museum will have officially opened its new premises in Pitt Street, Loftus. The old National Park site has seen its last paying passengers. We all join in wishing all at Sydney a most successful and rewarding future in their new location.

### Co-ordinated list of obsolete MTA tramcars

It is essential that all museums seeking tramcars from the MTA either now or in the future continually update us as to any changes, additions or deletions to/from their needs. There must only be one COTMA museum applicant for any one tramcar and it is part of COTMA's task to ensure that this is the case.

Any museums needing weatherblind W5s ought to be thinking about it and advising me urgently.



*W2 class 510 was recently added to Melbourne's roster of restored vintage rolling stock following withdrawal of the last of this class from traffic. The car has been returned to the MMTB livery of the thirties: cream and green lined out in gold and with gold numerals and monograms. The car is shown standing at South Melbourne Beach terminus on its first special assignment, 23 February 1988.*

PETER DUCKETT

# WHITEMAN PARK . . .

## Perth Electric Tramway Society



### First Anniversary celebrated

The first anniversary of the official opening of Whiteman Park was celebrated on Sunday, 20 September 1987, in conjunction with a "fun-day" to raise funds for television station STW9's annual "Appealathon". The Society's trams and crew services were made available free of charge, apart from a basic reimbursement for power and lubricants, and all admission proceeds went to "Appealathon".

Services commenced at 10.00 am, and by 5.30 pm some 5,800 passengers had been carried. It was necessary to have all four Melbourne cars in traffic for most of the day to cope with the heavy loadings, with pairs of cars operating in tandem at 15-minute intervals. The whole operation was faultless, and the regular crossings of four well-filled trams at Triangle Junction provided quite a spectacle!

### Brill 77E trucks arrive

The four Brill 77E trucks donated by Perth's sister-city, Kagoshima (*Trolley Wire* Nov. 1987), were delivered to Whiteman Park on 11 November. Attached to one side of each truck is a small metal plate with an inscription in Japanese which reads "City of Kagoshima".

### Acquisition of SW2 426

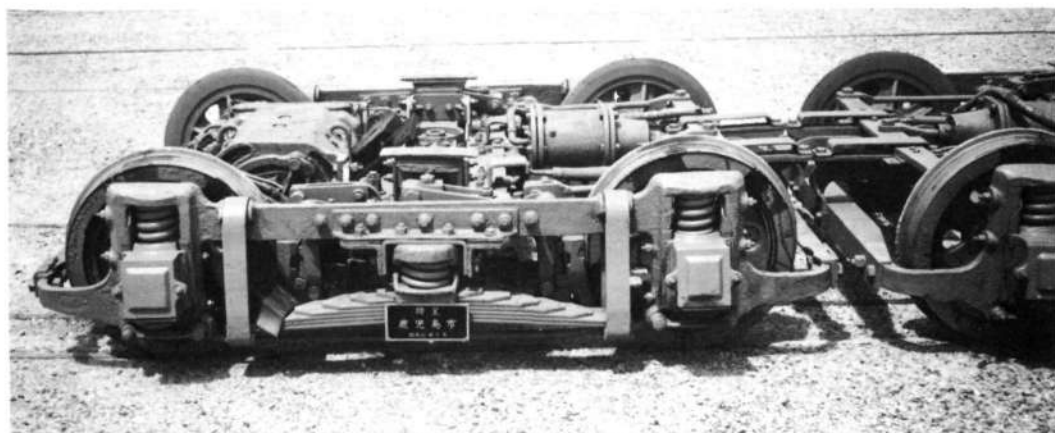
PETS received notification in February from the MTA in Melbourne that our tender for the purchase of SW2 426 had been successful.

Arrangements were made with Sadleirs Transport and Westrail to transport the car from Melbourne to Kewdale, where it arrived in the early hours of Monday, 14 March. The following day it was transferred to a low-loader for the final leg of the journey to Whiteman Park. 426 was unloaded at Mussel Pool at about 3.15 pm and was then towed to the carbarn.

426 will be the fifth ex-Melbourne tram in service with PETS, along with W2 329, 368, 393 and W4 674. It is anticipated that 426 will be an ideal car for winter running in the Park.

### Restoration — Fremantle 29

Numerals, logos and upper-sill signwriting have now been applied to Fremantle Municipal Tramways car No. 29. The FMT logo had to be copied from photographs, and full-scale drawings were expertly prepared by Craig Richardson.



*One of the four Brill 77E trucks from Kagoshima, Japan, on the carbarn fan at Whiteman Park in November 1987.*

LINDSAY RICHARDSON



*Fremantle Municipal Tramways bogie car No. 29 in the car barn at Whiteman Park with its freshly painted logo and upper sill lettering and numerals. 2 January 1988.*

MICHAEL STUKELY

### Other News

Work within the newly-enlarged car barn and members' room has continued. Track and overhead for the extension of 4 road have been completed and the body of Perth bogie car F34 is now stowed at the back of this road. Overhead troughing ex Adelaide City Depot has been fitted on 1 road in the extension, to match that in the old section.

Plans for the installation of lighting and electrical fittings in the extension and members' room were prepared by Noel Blackmore and these installations have now been completed.

Noel Blackmore has further improved the power system by installing, on the main rectifier, a phase failure relay. This will help greatly in the detection of faults in the power supply.

The Westrail track training school gang visited Whiteman Park on 23-24 October and 12 November and worked on the particularly rough section of track between Mussel Pool and Triangle Junction. PETS members have also carried out maintenance and made improvements on several sections of track recently — with good results.

A 12-month lease of the kiosk at the Lord Street entrance complex has been obtained by PETS from the State Planning Commission. It

has been renamed the "Tram Stop Kiosk", and is run by Barbara Currie.

At Christmas, PETS ventured further into the marketing arena with the production of a souvenir teaspoon, which features chocolate-and-cream W2 329. This was followed in February by a multi-coloured metal souvenir badge, featuring the last tram built for Perth — K130. A series of postcards of the Society's trams is also being planned.

A major fund-raising project undertaken by Martin Grant in the year to October was to organise the collection of cans and bottles for sale. He delivered an amazing 1,156 kg of aluminium cans and 1,154 bottles in that period. This year he plans to continue collecting and the money raised will be directed towards the production of the K130 badge.

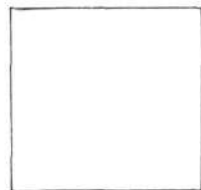
### Benefactor Members

This new category of membership of the Society has been introduced in order to recognise and honour those individuals who, in various ways, have made outstanding contributions towards tramway preservation in Western Australia. The first Benefactor Members of the Perth Electric Tramway Society are:

Mrs Oketon Geddes, Mrs Wilhelmina Penningburg, Mr Jack Stanbridge.



# HADDON . . .



## Melbourne Tramcar Preservation Association

### Electrical

The winding of a choke coil and lightning arrestor has been completed and is now installed in the substation. This work was undertaken by our Electrical Superintendent, Noel Gipps, with the assistance of Arthur Ireland and Craig Tooke.

The first 25kVA isolating transformer has had new coils wound, along with the testing and baking of the other windings. This also involved the manufacture of new former cores. The second 25kVA transformer has been stripped and will receive the same treatment.

Work on the relay box and interrupter unit is nearing completion, with local wiring now taking place. John Withers is to be commended for his workmanship of this unit.

The terminating of cables from the diode stack and choke coil unit have also been completed.

### Erection of poles

On 27 November, 12 ex-Adelaide steel poles were erected for stage 1 of the electrification project. Members Craig Tooke, Tony Smith and John Withers attended, and in perfect weather conditions the 12 poles were erected in 23 minutes each. This included the drilling of holes, erection of the poles, alignment and pouring of concrete, then doming off at the base.

This is not a bad effort at time management, and all three members are congratulated, particularly by the Treasurer!

### Tower Wagon

During April 1987, the Museum took possession of ex-Metropolitan Transport Authority tramway Tower Wagon No. 11, a 1957 Bedford. Since arrival work has commenced on restoring this vehicle for, although in excellent mechanical and body condition, it has suffered the ravages of time and service.

Work undertaken to date includes the replacement of a leaking water pump, the degreasing and tuning of the engine and repairs to the wiring circuits.

Numerous small dents in the bodywork have been panelbeaten and filler applied, then

sanded back. The cabin has been stripped out and the floor pan primed in readiness for a total cab repaint. New side mirror brackets are being manufactured, along with the installation of new aluminium drip rails above the compartment lockers.

Modifications have been made to the tower safety railing to allow it to be lowered in height when in the down position to permit entry under the workshop doorway head beam. The restoration of the vehicle has been undertaken by Frank Schroeders.

### Permanent Way Notes

During November and December 1987 the No. 2 bogie storage road was laid and connected to the No. 1 Road points. This track is of sleeper construction and has been constructed with a mixture of 94lb grooved, 80lb bolt-on flange, 75lb and 60lb "T" head rails. The reason for such a mixture was to use all our non-standard and second grade rails to construct this road which is purely for access



*Tower Wagon No. 11 on arrival at Haddon.*

COLIN WITHINGTON

to the truck shop, and as such will not be wired for tramcar use.

During December 1987 the Museum successfully negotiated with the State Transport Authority of Victoria for the purchase of 1,350 feet of 60lb rail from the now closed railway branch line to Skipton. The length concerned was located directly behind the Museum site and access was arranged with our neighbour. Preparation and removal of rail took place during Thursday 10th, Friday 11th and Saturday 12th December. This involved the unbolting of fishplates and removal of dog spikes, after which the rails were towed to the Museum with a tractor.

Members Tony Smith and Frank Schroeders, with assistance from Athol Wood and Con Schroeders, who also provided the tractor, were responsible for this laborious task.

Work has commenced on extending the trackwork to the top end terminus. The first two rails were positioned on 28 December and the roadbed foundation sump holes dug.

A new point box was fabricated and welded to the No. 1 to No. 2 road point casting during December. As with the other point boxes manufactured, this unit was constructed from the drop-centre side frames of L class 105.

### Museum Site Work

On Saturday 2 November, the chassis of ex-MMTB Leyland OPS1 bus No. 373, which had been acquired for spare parts and subsequently dismantled, was removed from the lower gully area for engine dismantling. Work has commenced on dismantling this engine which has two pistons through the side of the block. Nevertheless, it will yield a wealth of parts as it is complete with its auxiliary gear.

The annual grass slashing was carried out on Monday 14 December, in addition to the poisoning work, as part of our fire prevention programme.

### Restoration of W4 670

The 'McGill' seats from this car have all been fully sanded and acid bleached, with the first two having received their first coat of polyurethane gloss. All the internal quarter panel woodwork has been sanded and new plywood panels fitted. These await glossing.

The drivers' cabins and windshields have been undercoated, and the controller cases stripped of old paintwork and restored. Work has commenced on preparing the saloon panels for painting. This has involved the removal of considerable amounts of cracked body filler from a No. 2 side panel—obviously "running shed repairs" resulting from a collision.

On Sunday 27 December, members Tony Smith and Frank Schroeders spent seven hours scrubbing down the side frames and all accessible parts on this car's trucks. Whilst the result is more than pleasing, the appearance of our two members after finishing this job left a lot to be desired!

### Exchange of Equipment

During November, a crate of trolleybus section insulators arrived from New Zealand. This was the culmination of an equipment swap with the Tramway Historical Society of Christchurch, and we are most indebted to them for the shipping arrangements.

### Spare Parts

With the completion of the listing of our spare parts, Craig Tooke undertook the task of recording this list on computer file. In addition, he has designed the necessary forms to keep an accurate inventory of stock additions and deletions, which is essential for accurate stocktaking.

Many thanks to Craig for the use of his computer terminal.

# BENDIGO

## THE BENDIGO TRUST



The Australian Bicentennial Exhibition visited Bendigo from 11 to 14 January. The Bendigo Trust's trams operated shuttle services from the depot and the Central Deborah Goldmine to the Fountain, from which the Exhibition site at Queen Elizabeth Oval was but a short walk.

The trams chosen for the shuttle service were bogie dropcentre cars 5 and 122. Both cars have done little work since the closing of the Bendigo system in 1972 but performed well over the four days of the Exhibition's stay in Bendigo.

Car 122 was built in 1916 at Hawthorn Tramways Trust No. 16 by Duncan & Fraser. It was taken over by the MMTB and was classified as N class 122. It was sold to the SECV and sent to Geelong in 1947 where it operated as No. 32. It was transferred to Bendigo in 1956 where it was renumbered 3.

No. 3 has since been restored to its 1920s appearance as MMTB No. 122.

Car 5 was built as Prahan & Malvern Tramways Trust No. 26 by Duncan & Fraser in 1913. It retained its number when taken over by the MMTB in 1920 where it was classified C. It carried the number 36 after being sold to the SECV in 1948. It was transferred to Bendigo in 1956 to become their No. 5, which number it retains to this day under Trust ownership.

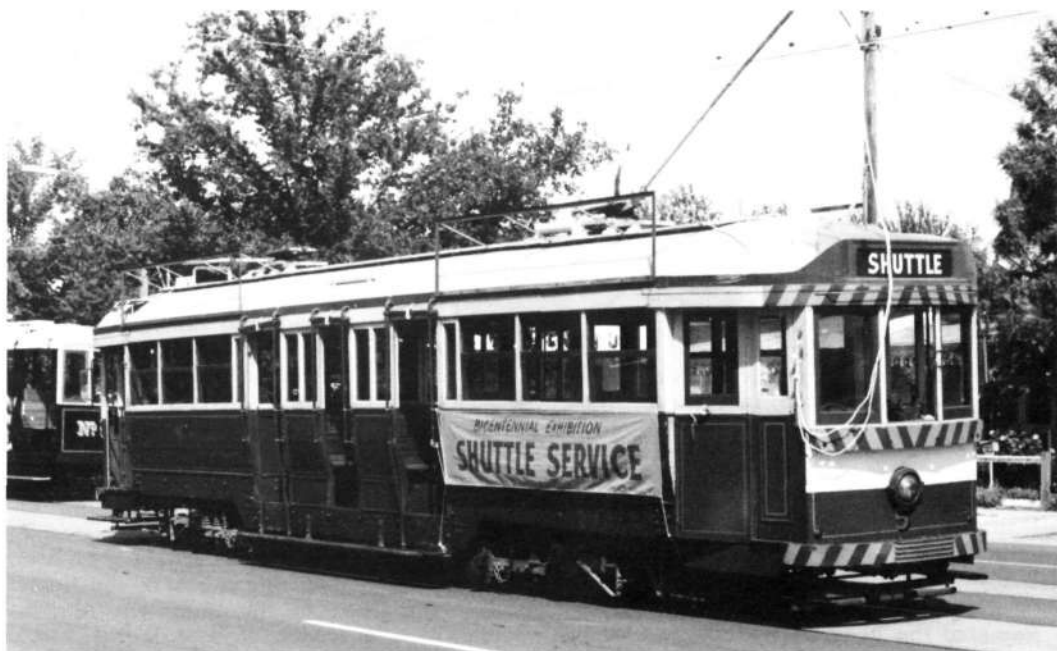
Bendigo's annual "Tram Spectacular", held to commemorate the recommencement of tramway operations — the famous tourist 'talking trams' — in December 1972, was held on Saturday, 12 December 1987.

The procession was led by two motorised floats with model trams featuring in the decorations, and nine of our trams followed in convoy.



*Bogie car 122 swings into Arnold Street, bound for the depot. The car performed well during its role as shuttle tram for the Bicentennial Exhibition.*

DENNIS BELL



*Bendigo bogie No. 5 at the McCrae Street loop during the special running for the Bicentennial Exhibition in January 1988.*

DENNIS BELL



*Nine trams lined up in Pall Mall, Bendigo for the 1987 Tram Spectacular held on 12 December 1987.*

DENNIS BELL

## ST. KILDA . . .

## Australian Electric Tramway Museum



## Car 186

Steady progress continues on our Bicentennial tram restoration project. The new saloon floor has been fitted. Floor motor hatches have also been made and fitted. Resistance boxes have been installed under one end. The controllers have been fitted, rewired and partly connected. Further work has been performed on the brake rigging and air supply system. The brake cylinder has been repaired and refitted. Sway bars from the 21E truck ends to the drop ends of the body have been fixed.

Some of the body uprights in the saloon have been repaired. Two extra steel arches have been fitted to the saloon roof to strengthen it and better spread the load of the trolley base and pole. (This was a common weakness in C type cars.) The motorman's cabin shelf which determines the shape of the roof end has been constructed and installed.

Scraping of the motorman's cabin bulkheads has begun. Bulkhead and saloon side lining sections from car 173 are being checked for correct fitting to 186. In fact we are fortunate to have the body of a C type tram on site as well. The restoration team constantly refers to this car during each stage of the body restoration of 186.

The beading has been prepared for the glazing of windows, and the masking of plywood inserts in the bulkheads. It is interesting to note that much of the timber originally fitted to the tram was of poor quality — a legacy of post World War I construction when materials were in short supply. They certainly didn't use Blackwood as in other trams. It has been possible to use modern timbers such as Meranti to match the original timbers. In fact a coat of shellac to Meranti brings up the original colouring. The AETM has been fortunate in obtaining an



*The new Display Gallery at St. Kilda under construction by contractors, December 1987.*

JOHN RADCLIFFE





*The new Display Gallery will replace the shed at right as visitor entrance and Museum Bookshop. The existing facility will be converted into a kiosk/catering facility. This view is looking west from the main depot.*

PAUL SHILLABEER

additional Bicentennial Grant of \$4300 for the specific purpose of employing a tradesperson to construct the motorman's cabins and roof ends. This is a tremendous boost to the project, as our members lack sufficient skills to carry out this work in such a short space of time.

### Display Gallery

The new Display Gallery has been completed to lock up stage and has been handed over to the AETM by the contractors. Brick paving and landscaping around the building has commenced. Our CSO workers are being used to carry out this work.

### Other News

The new Bodyshop shed is almost complete and will soon be handed over by the contractors.

Several sleepers have been replaced on the Shell Street curve in the town using the CSO workers.

A 26" stroke Butler Super Shaper machine has been acquired and installed in the workshop to shape metal parts.

### Horse Tram 18

After 17 years storage and display at St Kilda on behalf of the National Trust, Adelaide & Suburban Tramway Company horse tram No. 18 of 1878 has gone. The historic vehicle was loaded in February 1988 and moved to Seppeltsfield in the Barossa Valley where the National Trust is setting up a



*Horse car 18, as discovered in a garden at Walkerville in the 1950s.*

JOHN RADCLIFFE



*The new Display Gallery in relation to the main depot at St. Kilda (looking east). Cars 1, 264 and 294 can be seen on the depot fan.*

PAUL SHILLABEER



*The new Display Gallery as seen when arriving at the Museum, January 1988. The new bookshop will be located in the section to the left of the doorway, whilst pictorial displays, etc., will be established in the section to the right. Landscaping and paving around the building has now commenced.*

PAUL SHILLABEER

Horse Drawn Vehicles Museum in part of the famous Seppelts Winery.

Horse car 18 is believed to be one of the original trams built for the Adelaide & Suburban Tramway Co's line from Kensington to Adelaide, opened on 10 June 1878. It was built as a single deck car in the USA by John Stephenson after 1877. A top deck was later added by the company. Following the conversion of Adelaide's horse tramways

between 1909-1914 to electric traction, car 18 was sold as a suburban backyard shed at Walkerville. It remained there until rescued by the S.A. Housing Trust who were preparing the property for a new Highways Department building. The Housing Trust reconstructed the tram at its Torrensville Depot and presented it to the National Trust in the 1960s. It was temporarily stored with other horse drawn exhibits at MTT Maylands perway depot



*Horse car 18 in Victoria Square after refurbishment in June 1978.*

JOHN RADCLIFFE

(originally a horse car depot), until loaned to the AETM in 1971.

In 1978 the tram was taken to the Marlestone College of Technical & Further Education and refurbished to its original chrome yellow colour scheme. It was then taken to City Depot and participated in the Centenary of

Adelaide Street Transport celebrations on 11 June 1978 when it was pulled by two horses from South Terrace to Victoria Square as part of an historic cavalcade. On 16 December 1979 it again took part in an historic procession, this time along Jetty Road, Glenelg to commemorate the Golden Jubilee of the Glenelg Tramway.

## BALLARAT . . .

### Ballarat Tramway Preservation Society



#### Centenary

The Ballarat tramways were officially opened on 21 December 1887 with public operation commencing five days later, on 26 December 1887.

It had been intended to mark the centenary on Boxing Day 1987 with the use of Darryl Hawksworth's cable tram trailer as a horse tram. However the horse we had planned to use went lame and the plan fell through.

The centenary was finally marked by the return of car 26 to traffic and it proved to be very popular with the public. The *Ballarat Courier* published a large feature article on the tramway centenary and No. 26 under the headline "Take a trip on tram No. 26". Its return to service was fully covered in Bill

Scott's article in the February 1988 *Trolley Wire*.

No. 38 was also used on Boxing Day while No. 33 was hired as a special by member Earl Ewers. A barbecue for members was held at the end of the day, followed by a film and slide show which finished after midnight.

#### Australia Day

Although Sydney was the centre of the universe on Australia Day, Bicentenary celebrations were also held at Ballarat on 26 January. The Bicentenary attractions were located in the park north of the Gardens, and these were crowded until around 9pm. After this time the crowds moved to the south side of Lake Wendouree for the fireworks display.

The Society's tram service carried heavy loads well into the evening. No. 26 ran out to take up running at 10.45am and was replaced by No. 40 around 4pm. No. 40 has dash canopy lighting which makes it more suitable for night running. No. 40 finally returned to the depot at 9.30pm. A total of 465 passengers were carried, of which 120 were carried after 6pm, the time by which services have normally ceased.

### Horse Tram No. 1

A great deal of work has been done on No. 1 in recent months. Gary Wood built four new corner pillars patterned on the originals which were in too poor a condition to use. The corner pillars were fitted to the underframe and this allowed the side and roof framing to be replaced on the underframe. Several roof ribs remain to be fitted to the roof frame to replace ribs removed from No. 1 during its years as a sleepout. At last, after many months of lying in many pieces on the depot floor, No. 1 is beginning to resemble a tram again.

### Cable Tram

The cable tram set ran successfully during the Begonia Festival on 20 March. The dummy was built by Newton Williams of Swan Hill and the trailer was restored by Darryl Hawksworth of Blampied. The tram ran during the 1987 Begonia Festival and, based on the popularity of the event then, it

was decided to repeat the performance again this year. It was then suggested by Bill Scott that, for a change, the Society should attempt to operate the Newton Williams built crossbench horse tram behind his dummy car. The horse tram was stationed at the Kilmore Horse Tramway and after quick negotiations between Newton and the Tramway Museum Society of Victoria, the tram was transported to Ballarat on 6 March.

When delivered to our depot it was found that the tram was apparently too heavy to be hauled by the dummy and the underfloor height was considerably higher than the dummy, causing coupling problems between the two vehicles.

A late decision was made to revert to the previous years arrangement of operating the authentic Melbourne cable tram set. Darryl Hawksworth did a quick changeover of the vehicles on Saturday, 12 March and the tram set ran that afternoon and also on 13, 14 and 20 March. Patronage equalled that of the electric service and all those involved enjoyed the operating days immensely.

A mechanical hitch occurred on Monday 14 March when the drive chain jumped off its gear wheel twice during the day which stopped the cable service for about an hour.

The trailer was taken back to Blampied on 21 March and the dummy currently resides at the Ballarat depot.



*"I'll just lean back on this bar and the (censored) chain will jump back on the drive wheel." Cable cars don't normally require running repairs but motorised ones sometimes do!*



*Horse tram 253 was at least on Ballarat metals even if it did not run any great distance. It is seen at the depot before Society members load the vehicle for transport to Blampied.*



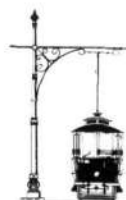
*Gary Wood working on horse tram No. 1. Car 26 standy nearby, a few days before its return to traffic.*

COURTESY 'BALLARAT COURIER'



## LOFTUS . . .

## South Pacific Electric Railway

**We Go to the Races**

To celebrate not only Australia's Bicentenary, but also the Bicentenary of the City of Parramatta, The Sydney Turf Club and the Parramatta Bicentennial Community Committee joined forces to produce a spectacular promotion at Rosehill Racecourse on Saturday, 9 January 1988, to coincide with the running of the 1988 Parramatta Cup.

Initial approaches had been made to our friends at Parramatta Park who directed the Turf Club's enquiry to us. We were asked to provide a number of buses to convey colonially-dressed passengers from the ferry wharf at Meadowbank to the racecourse and return them to the wharf at the end of the day.

At 10.35am on the Saturday morning some 200 passengers disembarked from the UTA ferry *Barrowdale* and boarded four buses. These were our Albion 1615 crewed by K. Butt and G. Johnston, AEC 2619 with W. Parkinson and I. Saxon, Leyland 1275 manned by D. O'Brien and P. Kahn, and Leyland 2087 provided by the HCVA Leyland Group with M. Morgan and L. Manny.

On arrival at the course the buses were escorted through the member's car park and onto the track, down which they drove to the front of the Member's Stand where the passengers alighted. The crews, who were dressed in 1930s style uniforms, took part in the activities of the day as guests of the Turf Club.

At about 4.00pm the buses conveyed their passengers back to the waiting ferry at Meadowbank Wharf.

Thanks are due to the HCVA Leyland Group for providing the additional bus and to

Ken Butt for work carried out on 1615 whilst it was in his care.

**1979 goes to the Show**

On Tuesday, 22 March, R class tram 1979 was moved from the National Park site and trucked to the Royal Agricultural Society's Royal Easter Show at the Sydney Showground as part of the Urban Transit Authority's exhibit. R 1979 was placed on a length of track outside the Government Authorities' exhibition hall in company with a double deck bus from the HCVA collection and one of the UTAs prototype Mercedes-Benz buses. The tram was open for inspection and proved to be popular with visitors.

1979 was returned to the Loftus site on Friday, 8 April and unloaded in Tramway Avenue where it spent the night. It was transferred to the depot yard the following day.

**Opening Notes**

It has been noted that the first eleven members of the Society were all present for the opening of the new site. They were Norm Chinn, Bob Young, Ben Parle, Ken McCarthy, Ron Murray, Hugh Ballment, Noel Reed, David Keenan, Barry Craig, Ted Davies and Barry Tooker. A fine turnout, considering the number of years the Society has been in existence!

Ben Parle has noted that there was no trolley wire over the main line at the new site when the last tram ran at the old site on 13 March. However, within 26 hours of that last tram the overhead had not only been strung but the first tram had run over the full length of the main line under its own power!

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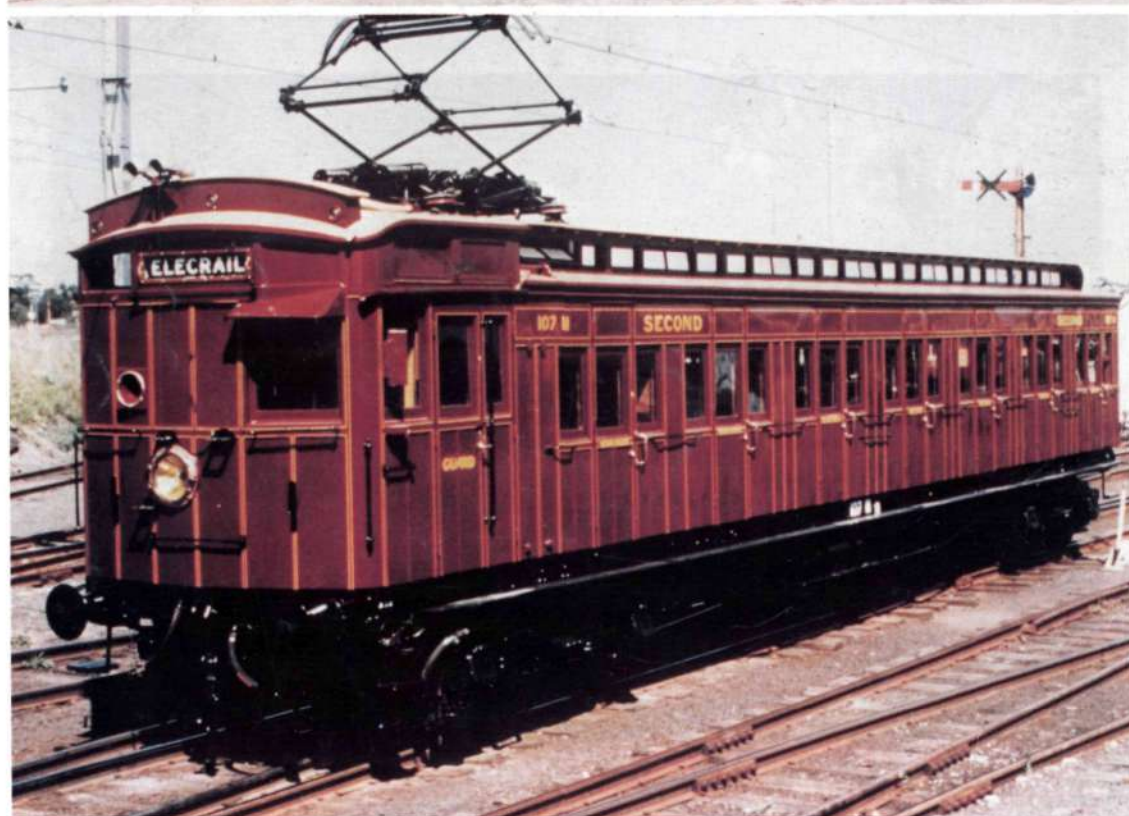
*The buses at Meadowbank in the shadow of the railway bridge. From right to left are 1615 in red/cream, and 2619, 1087 and 1275 in green/cream livery.*

LYN O'BRIEN



*RI1979 at the Showground on 4 April. The car was manned by museum members and the public gained entrance from the footpath on the far side.*

BOB MERCHANT



a sper magazine