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KILMORE TRAMWAY RECOMMISSIONED

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
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FRONT COVER

Newly restored Four-Motor Car 429 at the Brisbane Tramway Museum, Ferny Grove.

TROY THOMAS

BACK PAGE

Coloured Z cars.

TOP: Z1 class number 8 appeared in a special livery during 1988 to mark the Bicentennial visit of two giant pandas from China. Car 8 is an Essendon based car and worked the West Coburg line past the zoo, where the pandas were housed whilst in Melbourne.

IAN MacCOWAN

Bottom: Z1 class number 4 was painted in a special Bicentenary livery designed by a Ferntree Gully group on the theme of 'Travelling Towards Tomorrow'. It was photographed in Elizabeth Street during October 1988.

BOB MERCHANT



*This is the view from the driver's window of a
Melbourne tram. Can you identify the location?
For the answer, and other photos taken at the
same spot, see page 13.*

DALE BUDD

KILMORE TRAMWAY RECOMMISSIONED

By William F. Scott

The Kilmore Horse Tramway, closed since May 1987, was formally reopened with cable car rolling stock on Sunday 18 December 1988.

Charlie the horse became tired in May 1987 and the veterinarian counselled rest for several months followed by advice that Charlie could be returned to limited service only about once monthly. This was unsatisfactory to the Tramway Museum Society of Victoria who ran the line. A suitable horse would, today, cost at least \$2000 but more likely, nearer \$3000. Also the field used to agist Charlie was sold and no alternative offered. The tramway therefore remained closed indefinitely.

Meanwhile earlier plans slowly matured, which were previously in the embryonic stage,

namely to run the replica cable grip car in place of Charlie. He was old and his eventual retirement with associated implications had been tentatively considered.

The TMSV has already realised that once the initial cost of equipment has been met, the running costs of a mechanical tramway are considerably less than a horse tramway. This discovery was first made in the 1880s and was partly responsible for the mass conversion of horse car lines to electric operation. In those days "horsing costs" were found to be greater than staffing costs!

Trials with the replica grip car 593 and its regularly accompanying restored saloon trailer 171, occurred on Saturday 29 October 1988. No problems were encountered, so the set ran in



The recommissioning proceedings, with Councillor Barry Hill describing the Shire's involvement in the planned tramway extension and park development. On the left is Len Millar, TMSV Chairman, who gave the opening address. On the far right with folded arms, stands Bill Kingsley, leader of the team which surveyed for the extension.

WILLIAM F. SCOTT

traffic on 30 October 1988 and weekly thereafter on Sundays.

The TMSV Chairman, Len Millar, gave the initial recommissioning address, welcoming the attendees and thanking the Shire Council for their forthcoming assistance.

Len Millar was followed by Councillor Barry Hill, Chairman of the Tourism Committee, Kilmore Shire Council. He described the Shire's involvement with the tramway and park development generally.

The line was declared open in an address by Mr Max McDonald, representative for Whittlesea in the Victorian Legislative Assembly.

Plans exist to develop the former railway reservation between Bylands and Kilmore as a lineal park. The TMSV owns the first mile. The Victorian Conservation, Forests and Lands Department is agreeable in principle to the proposal and only acceptance of the plan by the lessees of the land, from the TMSV's boundary to Kilmore, is awaited before redevelopment can commence.

Along term consideration is extension of the Kilmore Tramway cable car operation to Bylands, or Museum electric operation to Kilmore, through the lineal park on the former railway formation. No significant physical problems exist to such a plan.

The immediate consideration is the extension of the Kilmore Tramway to a point near the existing leisure centre, which would about double the present length of the line.

The surveying of the extension was carried out by a team from the Footscray College of Technical and Further Education. They were

led by Bill Kingsley of the College's Engineering Department. He is also consulting engineer to the Society and the Executive Officer of COTMA.

Councillor Hill's Tourism Committee has raised \$930.00 towards the extension costs. A Bicentennial grant of \$2500 was made available which will be used to purchase rails and sleepers. The TMSV is seeking sponsorship for ballast and topping. The Kilmore Shire Council will carry out the earthworks. The two-car depot will be improved. The intention is to convert the verandah into a tourist information centre and kiosk, to be staffed by volunteers from the Kilmore Shire Tourist Committee and the TMSV. The verandah is planned to be reconstructed to resemble the side of a cable car saloon trailer and would be visible from the main road, which was the Hume Highway before the Hume Freeway was opened.

When the first section of the Kilmore Horse Tramway commenced running in 1982 it seemed as though the tramway would become the principle link in the then proposed Kilmore Creek Reserve. The idea seemed to die when the Reserve development ceased and Charlie the horse had to be rested.

The recent progress shows that development plans of the area are very much alive and promise to proceed on an extensive scale, with the Kilmore Tramway becoming a showpiece.

It is not yet known if the predominant extension would be of the cable or electric tramway, but either way, the revitalised and extended Kilmore Tramway could well become a significant activity of the TMSV and provide a welcome boost to general traffic revenues.



The cars viewed from the footpath alongside Kilmore Creek, near the depot. The set is in push mode. For safe working, the conductor can be seen on the saloon platform acting as a lookout and brakeman.

WILLIAM F. SCOTT



The cable set in pull mode viewed from the combined road and pedestrian way on the opposite side of the track from the creek.

WILLIAM F. SCOTT



A study of the cable car set. The gripman is ringing the bell preparatory to commencing another return trip from the depot track fan.

WILLIAM F. SCOTT

AUS STEAM 88 AND TRAMS

By William F. Scott

A magnificent array of steam trains was displayed on Sunday 23 October 1988 in Melbourne, based at Spencer Street Station. The centre piece was the *Flying Scotsman* locomotive, built in 1923 and temporarily in Australia from England in connection with the Bicentennial commemoration. Outside the station, in Spencer Street between Bourke and Lonsdale Streets was a display of preserved buses parked by the roadside. This section of Spencer Street thronged with sightseers, having had through traffic diverted for the day, thereby making the area into a mall.

At the Lonsdale Street end of the temporary mall was the Metropolitan Transit Authority's then latest tramcar 2005, and the 1906 vintage single-truck crossbench tramcar V 214 at the other, both on static display. The Ballarat

Tramway Preservation Society ran the replica Newton Williams cable grip car and Darryl Hawksworth restored 1888 saloon trailer, in push-pull mode between the quiescent cars, delighting many passengers of all ages. The trams dating from 1888 to 1988 made an engrossing capsule of Melbourne tramcar history.

The MTA ran its own service of vintage trams in Bourke Street to the terminus crossovers, Spencer and Flinders Streets, then along Wellington Parade to the Simpson Street crossover in East Melbourne. The cars were X2 676, L 106, W1 431 in chocolate and cream livery, with W7 1011 as an all-over illuminated advertising car.

The weather was sunny and crowds held up well throughout the day.



The cable car set in Spencer Street at the Bourke Street intersection having just commenced the return trip in push mode. Car V 214 in the background is on stationary display. Video and still cameras were rolling and clicking throughout the day.

WILLIAM F. SCOTT



W7 class car 1011 as converted to an illuminated all-over- advertising car, enters Bourke Street. This car is still in regular service though it ran on the Sunday with the restored cars.

WILLIAM F. SCOTT



X2 class car 676 turns from Spencer Street into Bourke Street where it will terminate. "Alight here for the railway display!"

WILLIAM F. SCOTT



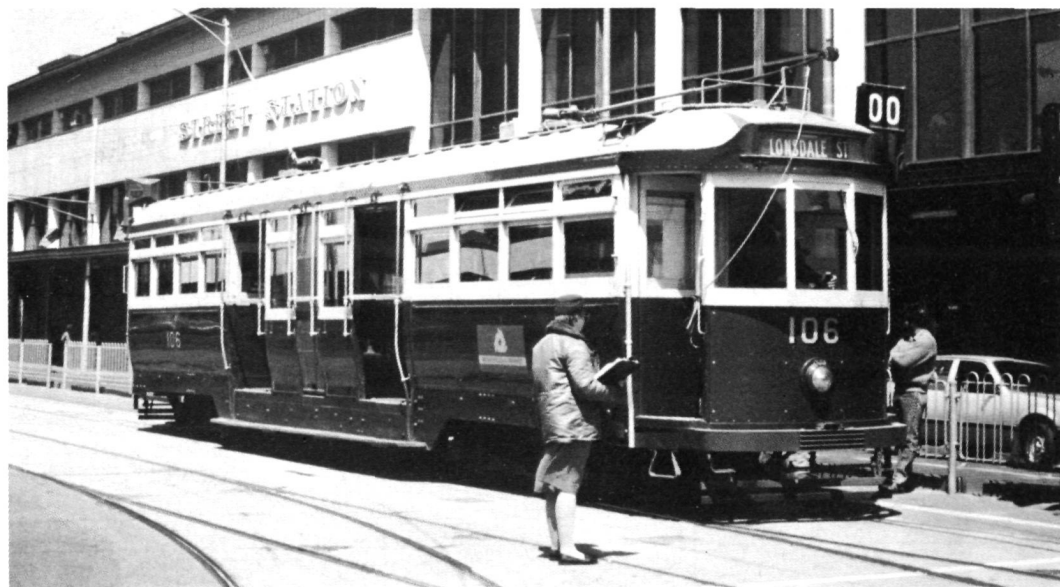
The then latest articulated car 2005 open for public viewing in Spencer Street. The pods on the roof house the airconditioning equipment.

WILLIAM F. SCOTT



V class 214 and part of the throng which lasted most of the day in the cordoned off section of Spencer Street.

WILLIAM F. SCOTT



L class car 106 outside Spencer Street railway station, about to negotiate the new pointwork connecting the Bourke Street tracks with Spencer Street which enables light rail operation from St Kilda and Port Melbourne through the city.

WILLIAM F. SCOTT

TMSV COMMISSIONS DEPOT FAN ELECTRIFICATION

By William F. Scott

On Sunday 18 December 1988, the Tramway Museum Society of Victoria commissioned the first phase of the second stage museum electrification project. Car W1 427, restored by the Metropolitan Transit Authority from W2 styling, made the first regular use of the new depot fan overhead wire.

The commissioning took place on the same

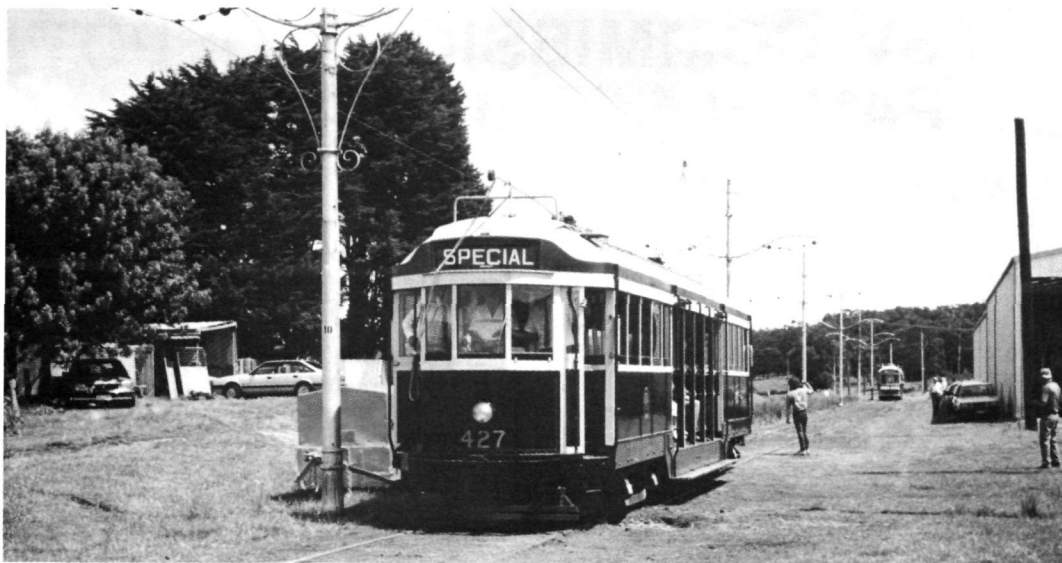
Sunday afternoon following formal reopening of the Kilmore Tramway. It involved stringing No. 2 road and connecting to the main line overhead.

The plan is to progressively wire the rest of the depot track fan.

The first stage had been wiring of the Museum's main line.

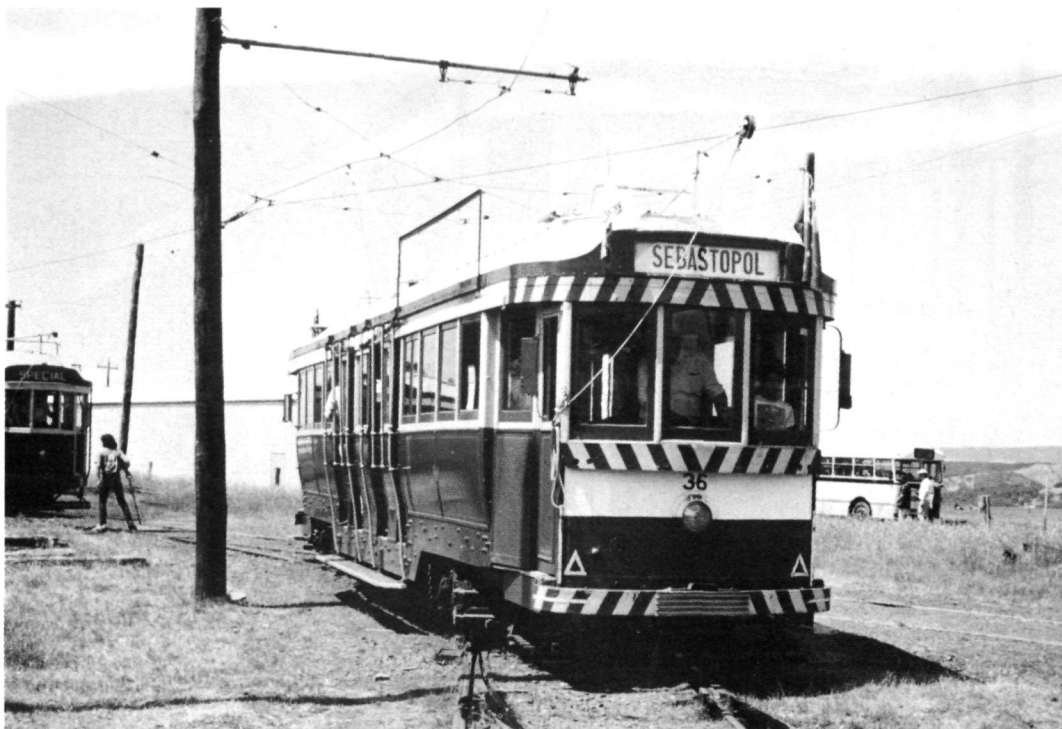


Car 427 emerging from No. 2 road of the depot complex driven by Mr Peter Cleeland, Federal MHR for McEwan. The Society's Chairman, Len Millar, stands alongside. From the photograph it can be observed that No. 2 road is now wired, as the first phase of stringing the entire depot track fan. **WILLIAM F. SCOTT**



Car 427 proceeding north on the Society's line with Ballarat maximum traction car 36 waiting at the southern terminus. The extensions to the original 2 road depot are visible on the right.

WILLIAM F. SCOTT



Ballarat car 36 made an appearance during the day. Here, the car is returning to the depot, being one of the first to do so under its own power. Previously cars were tractor hauled in and out of the depot. The king points are being reset to allow W1 427 to go straight through.

WILLIAM F. SCOTT

OBITUARY

MR. F. D. SNELL

It is advised, with regret, that Mr F.D. (Dudley) Snell died suddenly in Hong Kong on the 14th December 1988. Mr Snell will be remembered as being the Chairman of the Melbourne & Metropolitan Tramways Board during its last few years of existence. His career in urban public transport was long and distinguished. He was born on 14th December 1924, and educated at the Bendigo School of Mines, obtaining employment in 1940 with the State Electricity Commission of Victoria. He joined the Melbourne & Metropolitan Tramways Board in 1953 as Electrical Engineer in charge of design, construction and maintenance of the electrical distribution system. In 1959 he became Methods Engineer in charge of all investigations into new projects and in 1969 he was appointed Chief Engineer of the M & MTB. By 1970 he was appointed Deputy Chairman of the Board and was Chairman from 1976 to 1983. Following the re-organisation of Victoria's Transport Authorities in 1983, Mr Snell became Chief General Manager of the Tram and Bus Division of the Metropolitan Transit Authority of Victoria. Whilst serving in that position, he was asked to oversee the MTA's interests in the construction of the Light Rail Transit system from Tuen Mun to Yuen Long in Hong Kong. He elected to retire from the MTA in 1985 to assume a full-time position with Leighton Contractors (Asia) Ltd in Hong Kong as Project Manager for the Leighton/MTA Consortium, which position he held until he died. It must have been very satisfying for Mr Snell to see the successful conclusion of that project as he had been involved with it from its very beginning. Mr Snell was the first Australian representative appointed to the Management Committee of the International Union of Public Transport (UITP) which has its headquarters in Brussels, Belgium, and is "the official organisation of public transport undertakings, authorities and associations. Its world-wide membership ranges from Dublin to Hong Kong, from Toronto to Buenos Aires, from Tokyo to Melbourne. It has three main official languages — English, French and German. Consultants and manufacturers concerned with this industry are its associate members." He was also a Founding Member of the UITP Light Rail Commission. It was in his capacity as a Member of this Commission that, with two other Members of the Commission, he presented a paper to the UITP 46th International Congress which was held in Brussels during May 1985. Mr Snell's work in the field of Light Rail Transit was recognised by the Light Rail Transit Association of the UK which elected him as Honorary Vice President. He was a Member of The Institution of Engineers Australia, a Fellow of The Chartered Institute of Transport and a Graduate of the Australian Administrative Staff College. Mr Snell took a very active interest in the Victorian Section of the Chartered Institute of Transport in Australia and prior to his departure for Hong Kong he concluded his eight years of service on the General Committee as Vice-Chairman. He was also a member of that Section's Activities and Education Committees. Member Societies of the Council of Tramway Museums of Australasia will be aware of the amount of encouragement Mr Snell gave to us when he was chairman of the M & MTB, and the Tramway Museum Society of Victoria is also most grateful for the assistance and advice he so willingly offered. Mr Snell became a Rotarian in 1978 and took an active interest in Melbourne Rotary until the time of his departure to live in Hong Kong. For quite some time he was a member of the Welfare of the Young Committee of that Club. He was interested in the young people of the community and he always found time to help them and encourage them when they needed it in their chosen vocation. Mr Snell's knowledge and expertise in the public transport field will be sadly missed by all those with whom he was involved. He married Joan Buckie on 4 December 1948 and they had two daughters. We extend our sincere sympathy to them.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Victor Harbor Report

The most rewarding view of Victor Harbor is perhaps when one drives into Hindmarsh Road from Adelaide Road. From that elevated position one sees an uninterrupted view of Victor Harbor, Granite Island and the Causeway with a horse tram making the open water crossing! The Victor Harbor tramway has settled into a seven day week routine with the service commencing at 10am and continuing through to approximately 5pm. On weekends and during busy periods two trams are used on the service, crossing at the Granite Island passing loop. The open top deck is the most popular location for passengers during still weather. By the end of September 1988 work was progressing on the fitting out of car No. 4 at the Victor Harbor car shed (the former railway goods shed). Tram No. 3 was stored at that time away from the tramway under cover at the Council Yard in Main Street near Oval Park Road, while cars 1 and 2 were providing the base service. During school holidays and weekends the SteamRanger group is operating a regular steam train service

between Victor Harbor and Goolwa using Rx class steam locomotive 207 and beautifully restored "Centenary" cars. During weekends steam tours are operated from Adelaide through Mount Barker junction to Victor Harbor. Victor Harbor Council and commercial property holders have contributed large funds towards the restoration of the main shopping and business area. The shopping precinct, Ocean Street, has been narrowed to take only a single lane of one-way traffic, the footpaths have been brick paved, imitation gas lamps erected and, where possible, hotels and shops have returned to their former guise by restoring awning verandahs and verandah posts. New corner bollards, modelled on those of a century ago, but with "Victor Harbor - 1988" cast in the top cap, add to the general vintage and tidy atmosphere. It is certainly a nostalgic experience to walk along Ocean Street towards the sea front, pass into the grassed square at Albert Place bordered on two sides by restored hotels, and then join the horse tram for a half hour return trip to Granite Island.



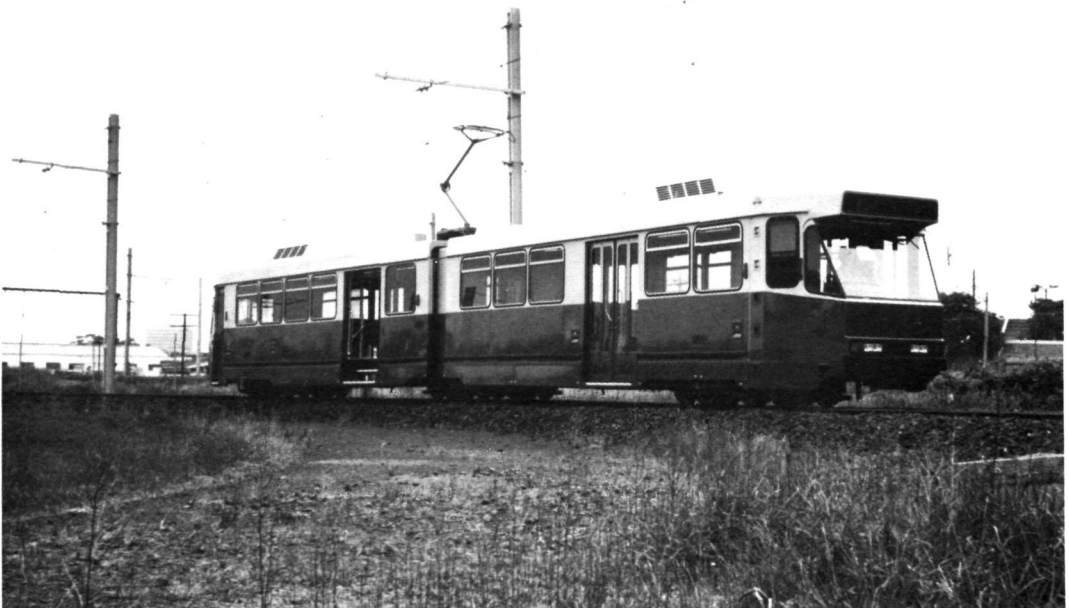
Victor Harbor horse cars 2, 1 and 4 at the Albert Square car shed (the former railway goods shed).

KEN MCCARTHY



Above and below: Melbourne LRV 2010 undergoing trials on the test track at the Comeng plant at Dandenong on 21 November 1988. Lining, lettering and numbers are applied to the cars after delivery to Preston. Other equipment fitted by the MTA includes destination indicators, seats and AVM (Automatic Vehicle Monitoring) equipment.

BOTH DALE BUDD





The body of Brisbane FM 495 at "The Tram Stop" at Beerwah, painted in an approximation of the Phoenix colour scheme. The tram houses a kiosk and model displays. Also visible are FM 417 at far left, and 15 inch gauge track in the foreground.

DALE BUDD



Another view of 452 (ex-W2 626) on the Riverfront line

DAVID BURKE

Beerwah, Queensland

The bodies of Brisbane four-motor cars 417 and 495 are located at Beerwah, 75 kilometres north of Brisbane near the Glasshouse Mountains. The trams are incorporated in a privately owned tourist development called "The Tram Stop", which has a number of battery powered 15 inch gauge replica trams operating in a parkland setting. This is not a museum, but those in the area will find it worth a visit.

New Orleans

Melbourne W2 class 626 has entered service in New Orleans, on the newly opened Riverfront tramway in that city. The new line is physically separated from the existing and historic St Charles Line, and its cars have a different and bright colour scheme of red and cream. On a recent visit two cars were noted in service: 451, resurrected from a St Charles car; and 452, which is W2 626 in its new guise. The tram, which carries its original number on an interior bulkhead, has had an extensive interior restoration and has been fitted with sliding doors and trolley retrievers. The Riverfront line runs for two miles from the Robin Street Wharf to Esplanade Avenue, alongside the Mississippi River. It began operations on 14 August 1988, and operates from 6am to midnight, seven days per week.

Canberra

Adelaide H car 356, owned by the Canberra Tradesmen's Union Club, has recently been moved from Queanbeyan, where it has been stored in a factory yard since arriving from Adelaide. It has joined the other trams in store at the club, awaiting restoration, and is protected by tarpaulins. The Tradesmen's Union Club has announced plans for a major redevelopment of areas around the club, including the adjacent carpark. No doubt these plans will allow the incorporation of additional trams into the new premises.

Former Sydney R class car 1819 has been restored to green and cream livery at the club. It has been fitted with seats and tables, and is in use in the club for dining, drinking and general conviviality. Mounted on Melbourne W2 bogies, it is standing on an extension of the track already occupied by P class 1729 and Melbourne cable trailer 589. R class 1806 is being painted in a red and cream colour scheme, similar to that used on sister car 1925 when it was painted for the 1954 royal tour. An excellent photo of 1925 in these colours appears on the back of David Keenan's book *The North Sydney Lines*.



New Orleans Riverfront car 452, formerly Melbourne W2 626.
DAVID BURKE



Car 451 on the Riverfront line in New Orleans.
CATHERINE BURKE

More W2s Go West

Two "Pop-Art" W2 class trams arrived in Kewdale from Melbourne in October-November 1988. Numbers 439 and 444 have been purchased complete by Perth hotelier Geoff Ogden, who has restored W2388 At Windsor Hotel in South Perth (see *Trolley Wire* May 1988).

One of the trams will be incorporated in a new development at the Gosnells Hotel, while the other is likely to go to another hotel in the southern suburbs of Perth.

The paint scheme on car 439 was designed by Stewart Merrett, a Melbourne-based artist, and painted by Dennis Dunkinson in 1982. Car 444 was painted by Trevor Nicholls, Artist-in Residence at Australian National University, in 1981.

Milton Workshops

Since the closure of the tramway system in 1969, Brisbane's tramway heritage has been slowly disappearing. The last remnants of the Workshops, located at Boomerang Street, Milton are now being demolished.

After the closure of the tramway system, the workshops continued as the bus workshops until the new workshops at Toowong were completed. Most of the old workshops and administration buildings were demolished. However, the basement remained, as well as the marshalling yard, complete with its well worn track. In addition, the northern brick wall of the building compound remained. Now it is all going, to make way for the controversial Hale Street ring road.

Trams on Stamps

Australia Post has announced that a set of stamps illustrating historic trams will be released in October. A number of COTMA Museums were approached by Australia Post for assistance and ideas for this set, and it is known that at least a dozen classes or types of tram were submitted for AP's consideration. All were worthy of being included on the stamps but only five have been chosen. Others will probably appear as illustrations on the stamp pack and first day covers.



The remains of Milton Workshops.

TROY THOMAS



"Pop-art" W2 439 in open storage at a freight yard in Kewdale, where it arrived on 20 October 1988.

MICHAEL STUKELY



Photographed the day after it arrived from Melbourne — "Pop-Art" W2 444 in the same freight yard at Kewdale, 23 November 1988.

MICHAEL STUKELY

C.O.T.M.A.



Council of Tramway Museums of Australasia

From Bill Kingsley, Executive Officer

Reflections

It has been an incredible four months in the world of transport preservation in Australia and in Victoria particularly. Firstly there was our COTMA Conference in Sydney. Thanks, SPER, for an outstandingly successful event. It was a wonderful time together, sharing, initiating, helping, supporting, encouraging and enjoying the atmosphere at Loftus. The facilities at the Crest Hotel were excellent. We have come along an interesting road since that first Conference in Ballarat in 1975, meeting in the old SEC hall and sleeping on fold-aways at the motel. We really were amateur enthusiasts in those days. Now we are mostly volunteers, but only that, for there is a professionalism in our activities, our presentation, and in the way we see ourselves. It reflects what a discerning public expects of us. Since then, in Melbourne, there has been Aus Steam 88. If ever there needed to be a measure of the public acceptance of transport preservation today, this was it. Brought to fruition by the initiative, daring, dedication and toil of volunteers, it has been successful beyond highest hopes. Steam and diesel locomotives from interstate, the Bicentennial Train, the legendary 3801, little 1210 from Canberra reincarnated from its vigil outside Canberra Station, and of course that magnificent piece of locomotive engineering from Britain, *Flying Scotsman*. The most successful display ever mounted found trains, cable trams, LRVs, vintage buses and wall-to-wall people at Spencer Street Station on October 23. There have been steam train trips galore and *Flying Scotsman* seemed so much at home. COTMA joins with other kindred organisations in applauding Wal Stuchbery and his SteamRail team for their fantastic effort.

Treasurer

Newly elected Treasurer Carolyn Dean (BPTS), has been busily re-organising our Treasury. Our account has been transferred to Ringwood, new signatures have been authorised and we can now boast a potential 24 hour financial reaction time. It is all part of our hopes to improve and make more efficient the operation of your COTMA.

B Van

Following an initiative by Tony Smith and discussion at Conference, we purchased a dead B class van from the V/Line scrap roads at Wallan for use by COTMA as a parts store. Andy Hall arranged and directed its transport to and location at Bylands. It provides Keith Kings, our Spare Parts & Uniforms Officer, with more efficient opportunities and will relieve some of the real load from one of Keith's buses.

Team Expansion

Our hopes to keep expanding the number of people and museums involved in the actual operation of COTMA continue to be realised. Mick Hearn (Bendigo) and Warren Burt (AETM) have been helping Keith with uniforms, with Warren moving to put the stocklist on his computer.

Congratulations

A number of remarkable "openings" have been occurring lately both within and without COTMA. They include:

The opening of the car park extension of the Queen Elizabeth Park Tramway, Wellington Tramway Museum at Paekakariki.

The handing over of former Kogarah double deck trolley bus 19 by the SRA/UTA Technical Training College to SPER.

The introduction of W2s into the Vintage "Talking Tram" Tours at Bendigo.

The opening of the cable tram operation on the former horse tramway at Kilmore and of the overhead and electrical extensions at Bylands for the TMSV.

The opening of a limited passenger-carrying operation at the Maitland Tramway and Museum at Rutherford.

The intense and successful involvement of the Tramway Historical Society in the Ferryhead 125 celebrations.

The introduction of C class 186 into service with the AETM at St Kilda.

The inauguration into public operations of Puffing Billy's Climax locomotive (what a great day that was — a real mini Aus Steam).

The opening of the Port Dock Railway Museum in Adelaide.

All of that happened in just two months. Does it not indicate to you just how fast and successfully we are all moving. Congratulations to everybody in making it all happen.

Wellington Conference

After Sydney, we all know that Les Stewart and his team are going to put on a fantastic Conference for COTMA in 1990.

Conference Minutes

Richard Jones (and his word processor) have already completed the Minutes from the Sydney General Meeting of COTMA. Great Work Richard.

Allan Arthur

Those who were on our very successful Amazing COTMA Bicentennial Tram Tour on 8/8/88 will remember Traffic Officer (Inspector) Allan Arthur who came with us and contributed so greatly to the fun that night. Allan had often assisted fan trips, especially those involving

COTMA museums and their members, and was a member of the TMSV. Unfortunately, at the young age of 34, Allan lost his fight against cancer. In a newspaper notice, members of the Glenhuntly Tramways Depot referred to "fondest memories of our workmate". All of us who were privileged to know Allan share that statement. COTMA is thankful to Allan for his great contribution through his work and hobby to the happiness of others, and only hopes that the Bicentennial Tour was a worthwhile joy before his promotion to that great Depot in the sky.

Our Tramcar Survey

Finally completed at the Conference, our survey shows that at September COTMA museums were responsible for no less than 252 tramcars, 41 of which are ex-M&MTB/MTA. Add to that the buses and trains at some of our museums and the vast collection of operating expertise, and we could operate the entire public transport system for a quite large city. Thanks again to the Met (MTA) for their tremendous support. The completed tabulation follows.



The HCVA's ex-Perth MTT tow wagon prepares to transfer the SPER's trolley bus 19 from Tempe to Loftus on 10 December. The former Tempe tram depot is now home to the HCVA's Truck and Bus Museum.

BOB MERCHANT

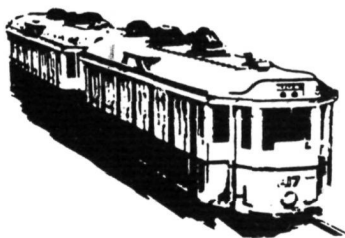
MUSEUM TRAMCAR SURVEY — 1988

L = LOCAL CARS M = MMTB/MTA CARS O = OTHER TRAMS

	OPERATIONAL NOW			OPERATIONAL FUTURE			STATIC EXHIBIT			FOR PARTS ONLY			TOTALS
	L	M	O	L	M	O	L	M	O	L	M	O	
THS Christchurch	7		3	9		7			1	1			28
WTM Wellington	3		1	7		3	2			1			17
MOTAT Auckland	2	1	3	3			2						11
BTMS Brisbane	5			20		1				1			27
SPER Sydney	15	1	6	7		1	5			1			36
STRPS Parramatta	4			4									8
MT&M Maitland		4	1	1		5				1			12
TMSV Melbourne		10	2		5	7		1		2			27
BTPS Ballarat	9	2		2			1			1			15
BVT Bendigo	8			16	1								25
MTPA Haddon		4			1	1							6
AETM Adelaide	10	2	2	4						1			19
PETS Perth		5	1	10			1			1			18
TTMS Hobart				3									3
Total Local	63			86			11			6			166
Total MMTB/MTA		29			7			1			4		41
Total Other			19			25			1			—	45
Grand Totals		111			118			13			10		252

A Tram is a Tram

An advert for computer sales people in a recent issue of *Computing Australia* had columns for each capital city illustrated with a suitable landmark. The Opera House for Sydney and trams for Melbourne were two used. However, the Melbourne illustration was of a coupled set of Sydney L/P class trams. It is pleasing to see in these hi-tech times that good solid Sydney trams are preferred!



ST. KILDA . . .

Australian Electric Transport Museum



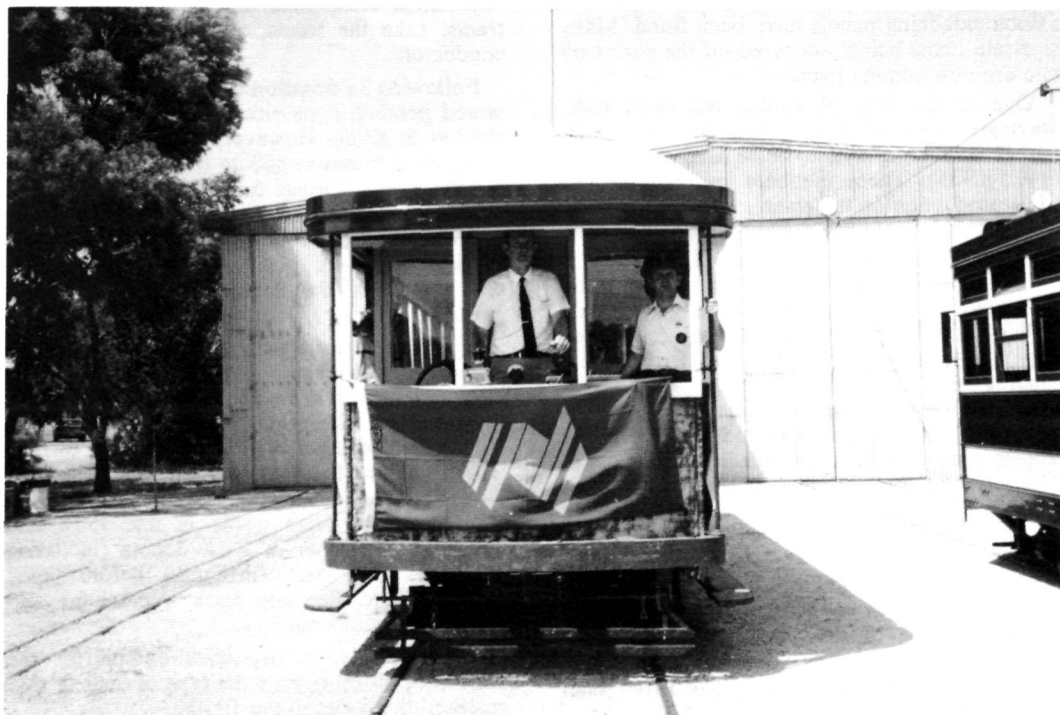
Relocation of Cars 15 and 355

Completion of trackwork into the new Bodyshop allowed A15 and H355 to be shifted from open storage on Road 6 on 27 July. To enable the move to take place, however, Ian Seymour converted part of the rear wall of Road 6 in the main depot into a mobile door. Ian fitted a jockey wheel to hold the door up and allow it to open easily. The trams were then towed through the depot and out on to the main line. They were then towed back through the depot via Road 2 and into the Bodyshop. Opportunity was also taken to rearrange the Museum's collection of spare trucks which had been stored in various locations. Shifting was carried out

using the museum tractor and W2294 (its tow bar is at the right level to tow trucks). The trucks were towed in trains of four and are now all neatly placed on the Road 6 storage extension.

Desert Gold 186

Prior to the above event, car 186's trolley equipment was painted and fitted. Following the shunting of trams and trucks, 186 was taken on its first powered test run, even though still very much a shell. It performed admirably. The new steam-bent oregon boards have been shellaced, varnished and fitted to both roof ends now. In fact the eastern end was completely prepared before fitting and required no further varnishing



A few minutes after the Museum's Operations Manager Max Fenner had driven C186 through some streamers and into the sunshine, the controls were handed to John Radcliffe (representing the Australian Bicentennial Authority — SA Division) who will drive the car to the beach terminus and back.

MAX FENNER

after fitting. Both ends have been dynel covered. The gutters (ex 171) have been attached, plastic filled and sealed, and the downpipes trial fitted. Lighting circuits are mostly in position. The aprons have been fitted and are being wet and dry surfaced ready for the final colour coats. The bulkhead and side panels have been wet-and-dried, and refitted ready for final coatings. The motorman's bulkhead and saloon panelling has been installed.

The handbrake mechanism (ex H type) is being fitted. Lifeguard components, line breaker and ex Tait MS switches, from COTMA via Tony Smith, have been fitted. The crossbench seat ends have been installed, holes have been brazed-filled and dressed back ready for painting. Drop-end bulkhead and crossbench seats have been trial fitted. All ceiling ply is now fitted and a small amount of beading is to be attached, while minor ironwork is being undercoated and fitted. Motorman's sashes are being fitted and the sanding gear is being prepared. The steps and kickboards are installed.

Painting of the tram is now in the final stages. The Brill Winner rattan saloon has been reupholstered and is ready for fitting. New saloon sidelining panels have been fitted. Many separate items being processed off the car or off site are now coming together.

One of the original aprons has been painstakingly wet-and-dried down to reveal the earlier numbering style to be used on the tram (1925-1935). These numbers are being traced for reproduction on the tram.

Official Trial Launch

The official trial launch of Desert Gold 186 was held on 18 December 1988 at 3.00pm. Although a low key affair, this event recognised the significance importance of Bicentennial funding to the project. After some brief speeches, 186 broke through the streamers across the Road 2 doorway and led cars 1 and 264 in a procession to the Beach and back. Car 186 carried a crew of two and four passengers from the South Australian Council of the Bicentennial Authority — only the two western drop-end seats had been trial fitted at this stage! AETM motormen will be pleasantly surprised at the performance of car 186. It accelerates fairly rapidly, so the "Grand Prix" motormen will need to notch up more slowly. It also brakes extremely well and appears to ride better than our other four-wheelers.

Desert Gold 186 will be launched for regular service at a "Vintage Transport Carnival" to be held in conjunction with the opening of our new Display Gallery on 12 March 1989.

Display Gallery

Much progress has been made with the Display Gallery over the past few months. Concrete fill access ramps have been constructed and covered with paving bricks, handrails fitted and landscaping commenced. Much of this work has been carried out by Peter Perin with assistance from CSO workers. Meanwhile Chris Dunbar has arranged the fitting of carpet, and has built and installed the counter and servery for the new bookshop and the Gallery. A Weatherwall airconditioner has also been installed. Work has commenced on the conversion of the existing bookshop to a kiosk.

Diesel Bus 623 on Site

After some 15 years under AETM ownership, Adelaide AEC Regal IV diesel bus No. 623 has finally arrived at St Kilda. This bus was donated by the MTT to the Museum in 1973 as an example of the 310 buses built between 1954 and 1959 to replace Adelaide's street trams. 141 of these were AEC Regal IVs, while 169 were Leyland Royal Tiger Worldmasters. These under-floor engined buses were designed by the MTT and featured three doors for rapid loading, and had a crush load approaching that of the trams. Like the trams, they required a roving conductor.

Following its donation to the AETM, 623 was stored pending construction of the Trolley Bus shed at St Kilda. However, the MTT requested permission to return 623 to traffic as a result of a critical bus shortage following the takeover of private bus companies in 1974 and 1975. (Another 50 three-door buses were also returned to service while a further 50 were in the fleets obtained from the private operators in this period.)

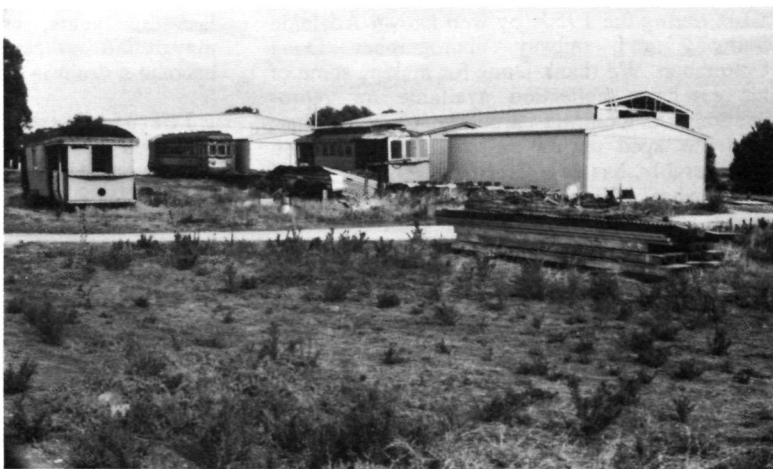
The bus was repainted in the livery of Elizabeth Passenger Services and sent to Elizabeth Depot where it operated as number 39 (later 8439). The practice of painting buses in the liveries of the former private depot owners was carried out for a few years to help passenger recognition of local buses. 8439 ex 39 ex 623 was withdrawn from traffic in late 1978 and stored in a number of STA depots (including Hackney, City and Elizabeth) before being transferred to Regency Park Workshops and once again numbered 623.

AEC 623 is an important exhibit for the AETM, as it represents the type of vehicle that replaced the trams in the 1950s.

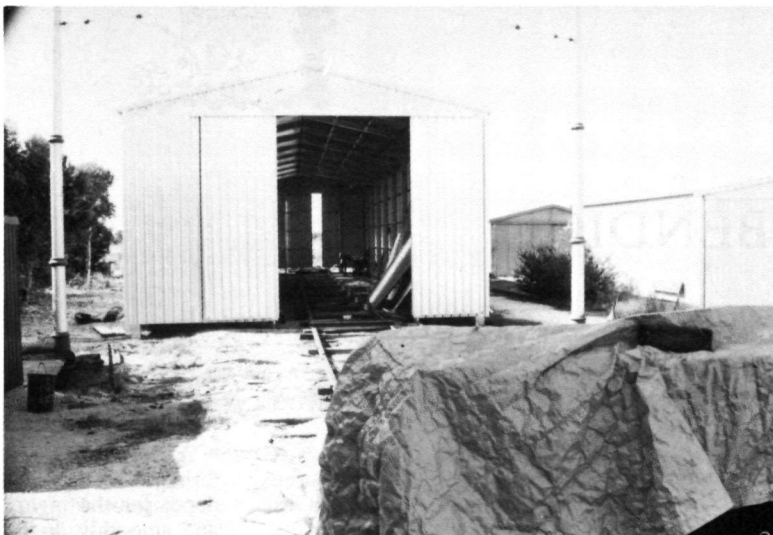
Other News

A series of four colour "photocards" have been added to our bookshop items. They were

A sign no longer seen. Only the body of C 175 (left) remains in open storage. Cars 355 and 15 (centre) have been moved into the body shop (right). The Museum's supply of spare trucks now occupy the site where 355 and 15 were.



The track in the body shop now holds cars 355 and 15. Plenty of space has been allowed for to the left of the track for future restoration activities.



Visitors to the St Kilda Museum come across the truck of a former BHP electric locomotive before entering the Museum.

ALL PAUL SHILLABEER



taken during the 1950s by well known Adelaide tramway and railway photographer Doug Colquhoun. We thank Doug for making some of his extensive collection available for reproduction. Our contract carpenter, Chris Dunbar, who has sped up the restoration of car 186 considerably, has now joined the AETM — and guess what? His membership number is 186! Chris has also made display panels for the Display Gallery.

The CSO team have been repairing the mainline track at Samphire Road and near the terminus. The track from the playground to the terminus has deteriorated considerably in the

last few years, as the landscaping of the playground has caused sections of the track to become a drain in lieu of a raised right-of-way.

Life Membership of the AETM has been bestowed on Ray Pope. Ray was the foreman at Glengowrie tram depot until his retirement on 16 July 1988. Since becoming Foreman at City Depot in 1984, Ray has been of immense help to the Museum, particularly during the restoration of F1 car 264 and its subsequent operation on the Glenelg line. Ray joined the MTT in January 1942 as an Apprentice Electrical Fitter.



BENDIGO

THE BENDIGO TRUST

History was made on the Bendigo Tramways on Wednesday 28 September when Melbourne W2 class tram 441 ventured out of the new Gas Works Depot and conducted a trial run over the entire tramway system. Although W2 class 241 has been on the Bendigo rolling stock roster since 1985, that tram, it seems, has never ventured onto the streets of the provincial city.

W2 441 arrived from Melbourne just before lunch at the Gas Works Depot and by 3.30pm it had been lowered onto the new depot fan and the motor leads and other auxiliaries connected.

With the aid of a wandering lead 441 moved across busy Weeroona Avenue into Caledonia Street where the trolley pole was placed on the wire. From 3.50pm until 5.30pm the "Pop-Art" car operated out to North Bendigo terminus (Joss House) and then crossed the city to the Gold Mine terminus in Violet Street. Frequent photo stops were made along the route while on one occasion 441 had to retreat to the Violet Street terminus after meeting southbound service car No. 25 near Vine Street!

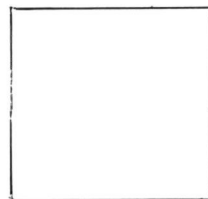
After a repeat journey to the North Bendigo terminus 441 returned to the main Arnold Street depot for the night. The tram operated quietly and smoothly on Bendigo's reconditioned track and close clearance points which could have caused some problems with this wide car were negotiated without concern.

Car 441 was painted in a special "Pop-Art" style livery in 1985 to commemorate the State of Victoria's 150th anniversary.

A sound system has been added to the interior, a little signwriting has complemented the exterior and another "Vintage Talking Tram" was ready for service.

441 entered service on 29 November 1988 following a brief ceremony during which Dennis O'Hoy drove the car through a blue ribbon stretched across the track.

At present cars W2 class 241, (3rd) 2, 20 and Birney 28 are housed at the Gas Works. The bodies of bogie car (3rd) 4 and original California car 5 are situated in the new depot yard.





Melbourne W2 car 441 on Bendigo Tramway track for the first time on Wednesday afternoon 28 September 1988. Bendigo Trust members and supporters pose in the Gas Works Depot yard prior to making the trial trip.

DENNIS BELL



Bendigo single truck car 20 stands outside the Gas Works Depot on 28 September 1988.

KEN McCARTHY



Melbourne W2 441 at the Gold Mine terminus in Violet Street on the afternoon of 28 September 1988.

KEN MCCARTHY



W2 441, with Dennis O'Hoy at the controls, breaks through a blue ribbon to mark its commissioning as a working member of the Bendigo Talking Tram fleet on 29 November 1988.

DENNIS BELL

WHITEMAN PARK . . .

Perth Electric Tramway Society



Tram Body Storage Shed

The capacity of this proposed structure has been increased to enable eight bogie cars to be stored, rather than six as previously reported (*Trolley Wire* August 1988). Approval has been given by the Shire of Swan, and it is expected that construction will commence early in 1989.

During September the site (immediately south of the existing carbarn fan) was cleared of various accumulations of rail, scrap metal and sleepers as well as several tree stumps. Levelling was done early in December. A major repositioning of poles on the south side of the fan was necessary to make room for the new shed. A special work day was held on Monday, 21 November, to erect four new steel poles complete with fluted bases, parallel to No. 1 road. Assistance was most generously given by the State Energy Commission of WA in the form of two trucks (one with crane) and crews. The overhead was removed, clearing the way for construction to start.

Track Upgrading

Good progress has been made on the track upgrading programme.

The Westrail Track-Training School visited the Museum again in September and lifted and packed the track eastwards from the end of Mussel Pool curve to Horse Swamp culvert.

On Sunday, 9 October, Ron Waters' track gang completed the replacement of the tramway points at Triangle North with a set of railway points. This has eliminated the very sharp curve which existed in the old turnout and the result is a much smoother ride. The Lincoln arc-welder, recently overhauled and rewired by Noel and Ray Blackmore, proved invaluable for this job.

The operation was not without incident, as the crane supplied did not have adequate lifting capacity and became hopelessly bogged in the soft sand. A second crane had to be called to complete the job. This delay meant that the Sunday service had to be provided by two trams



The SEC team bore the hole to take the new pole beside No. 1 points on the south side of the carbarn fan, as PETS members Paul Edwards, Scott Parker, Lindsay Richardson and Duncan McVicar give their approval.

REG FRANCIS

running shuttle services — one from Lord Street Entrance to Mussel Pool, the other from Triangle North to Central Station, with passengers transferring between cars at Triangle Junction. This disruption coincided with extremely heavy passenger loadings, but the arrangement worked smoothly and many passengers were interested in seeing the track work in progress at close hand.

During October, the track gang lifted, packed and crowded six joints on the sharp curve of the Triangle which leads from Mussel Pool to Central Station. Following this, they put in a major effort on the poorly-laid section between Triangle West points and Horse Swamp culvert — lifting, packing, grinding some very poor rail joints and raising the camber on the curve. The end result of all this work is a greatly improved ride over the whole section from Mussel Pool to Triangle and around to Triangle North points.

Roads and Level Crossings

The State Planning Commission has rationalised the internal road system in Whiteman Park — in particular, the road from Lord Street Entrance to Mussel Pool. Previously, a motorist would have crossed the tramline no less than four times (three of the crossings being unsealed) before reaching the carparks at Mussel Pool. The new road has only two (sealed) crossings and avoids Triangle Junction altogether.

Operations

The upward trend in traffic levels continued in Spring with passenger numbers about 40%

higher than in the corresponding period in 1987. Two cars were required in service on several Sundays, and "Special Hire" operations are also on the increase. The Society has selected a uniform for the crews of service cars and a good proportion of motormen and conductors are already fitted out.

Fremantle 29

At recent workdays a small, but enthusiastic, group of members has been able to devote the greater part of their time to the restoration of this car. The compressor bracket has been refitted beneath the floor and a set of Brill 77E trucks is being prepared for use under this car.

The fitting of Fremantle-type window catches and associated lugs on the window upright stanchions is progressing well. Work has started on sorting and assembling the seats ready for installation.

Other News

Martin Grant has again co-ordinated the collection of bottles and cans from members and his own forays in the Park and elsewhere for sale to raise funds for the Museum. In the year to October he delivered a total of 956 kg of cans (aluminium as well as steel) and 1803 bottles. These, together with a small quantity of scrap metal, yielded a total of \$1147 — a very worthwhile effort!

The vacant position on the Council of PETS was filled by Duncan McVicar in October.



The new pole, complete with fluted base, is guided into position by Lindsay Richardson.

REG FRANCIS



Installation of the new railway points at Triangle North on 9 October 1988 — Ron Waters (left) and members of his track gang work feverishly to complete the job . . . meanwhile . . . passengers have arrived at Triangle Junction aboard W2 368 and transfer to W4 674 for the run up to the Trade Village and Central Station.

BOTH REG FRANCIS



BALLARAT . . .

Ballarat Tramway Preservation Society



The BTPS and Aus Steam 88

Sunday 23 October 1988 proved to be a busy day for the Society when it took part in the Aus Steam 88 display at Spencer Street Station. As described earlier by Bill Scott, a large number of steam and diesel locomotives and rolling stock was on show. Vintage MTA trams operated on the streets outside and there were steam train trips, mystery trips with ElecRail's restored Tait and swing-door electric trains, and much more.

The BTPS operated the cable grip car and trailer set in Spencer Street between Bourke and Lonsdale Streets and carried 1317 passengers.

The Society also manned a sales table on the inner roadway near platform 2 where other enthusiast groups had set up displays. The activities ended at 4pm as Spencer Street had to be reopened to evening rail traffic after that time.

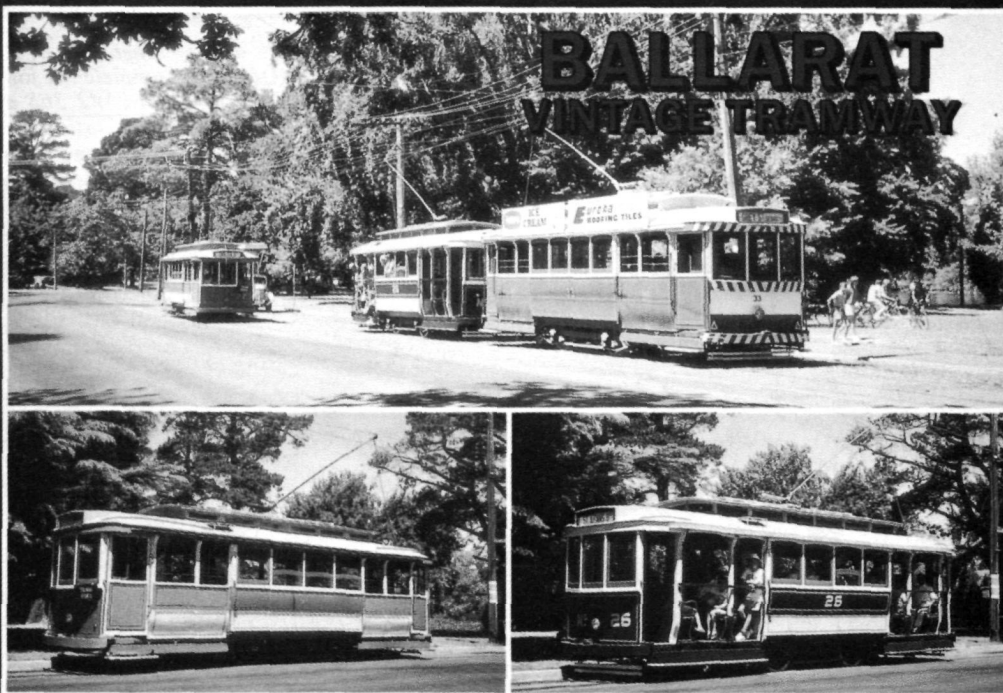
New Ballarat Postcard Appears

The Society has produced a new colour postcard which illustrates major tramcar restorations since the earlier cards were published.

The postcard is multiscene, an increasingly popular format with the public, and incorporates a wine red border to highlight the views. Minimal information is recorded on the reverse of the card, sufficient to satisfy the principal market, the general visitor, thus leaving ample space for a message.

The address section is lined at the request of Australia Post, as users of cards have at times omitted to leave adequate space for an address!

Postcards are an excellent form of advertising. The passenger buys the cards, shows them to others and pay for the stamps to send them



The new BTPS postcard, reproduced full size.

around Australia and overseas. Thus in the final analysis, it is the customer who provides this form of advertising at their own expense, thereby directly assisting societies in this respect.

The upper view spreads across the width of the card and shows the history of Ballarat's single truck cars in one photograph. From left to right are: Car 27 in the first State Electricity Commission of Victoria livery of 1935; Car 26 restored to California combination style and livery of the Electricity Supply Company of Victoria, which ran the tramway from 1902 to 1934, and car 33 in the final SECV colour scheme. The Society's ex-M&MTB overhead

tower truck is just visible behind car 27, while being used as a mobile tool-box in connection with point cleaning and servicing. The lower views are individual photographs of cars 27 and 26. Fleet details of the cars are recorded in the Rolling-Stock Schedule which appeared in *Trolley Wire* for November 1988. All the photographs were taken with 35mm Kodachrome film on 26 December 1987, the precise centenary date of regular operation in Ballarat.

Supplies of the card are obtainable from the Society at PO Box 632, Ballarat, Victoria 3350. The recommended retail price is 40c each.

BYLANDS . . .

Tramway Museum Society of Victoria



Tramcar Notes

Restored W1 class 427 arrived at Bylands during Friday 29 July 1988, and within a very short period entered revenue service. Our thanks are offered to Keith Kings and Andy Hall for their efforts in loading the tram at Preston Workshops and unloading at Bylands.

Len Millar and Charlie Huggard have been actively engaged in working on W3 car 667, and their combined efforts are now coming to fruition.

X1 class 467 has re-entered service after fairly extensive work done by Len Millar.

Trams 467 and 644 plus SEC 36 are the Society's current service vehicles.

As the MTA has retained a number of W2 class trams and has restored some of them to pristine condition, the Board of the TMSV declared W2 class 331 surplus to the Society's fleet. The car was sold for \$7500 and this money, plus other dollars received from the disposal of no longer required equipment to Australasian museums, will finance the construction of a service pit at Bylands. A pit is a major necessity for the adjustment of tram brakes, brake cylinder and levers to ensure the safety of our tramcars in public operation. We must, at all times, prevent accidents!

The pit will allow easy removal of defective compressors, grids, etc. also, and their

replacement with repaired and/or new equipment. The Society's Board is fully aware that the disposal of W2331 and other surplus material was not a decision to be undertaken lightly, and that it is not possible to preserve every car, whether we like it or not. However, the Board has decreed that no further electric tram worthy of restoration will be sold.

Troughing

Graham Jordan has been busy manufacturing the troughing for the overhead in the barns.

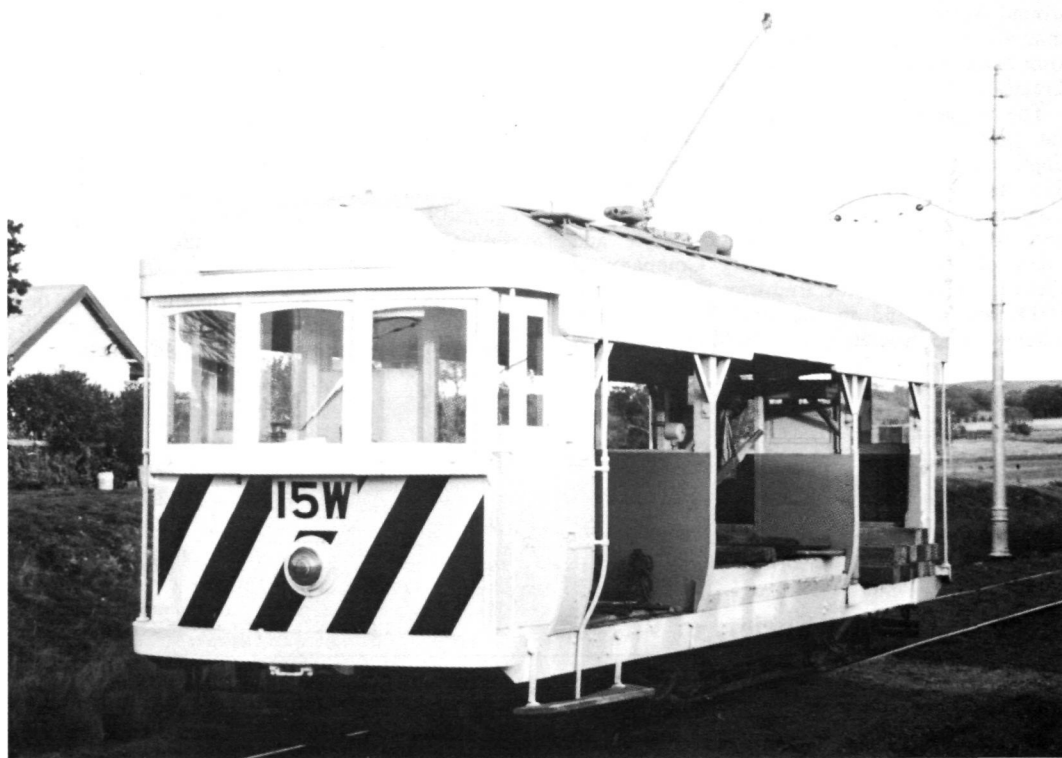
Culvert and Drainage

Councillor Barry Hill has notified the Society that the culvert required at the front gate will be paid for from the Council's Tourist Fund's next estimates and will be installed by the Shire of Kilmore. Many thanks, Councillor Hill!

Bill Kingsley, the Society's consultant engineer, has recommended that some new drains should be installed, and old ones cleaned of debris, etc. Our thanks to Bill for his assistance.

Trackwork

A second-hand generator has been obtained by the Society. This machine, being mobile, will provide power for the electric drill used for boring holes in sleepers. The track gang will appreciate this acquisition. The generator will, of course, provide power at other work sites located around the Museum's property. A number of



Former MTA 15W back in use as a service vehicle — carrying sleepers and track equipment for repairs to the main running line on 16 July 1988.

LEN MILLAR

new sleepers have been purchased from a sawmill at Echuca, and these have been installed in the track where the trams currently operate in the yard, as this area has been subject to considerable deterioration.

John Beckett has repaired a number of faulty track joints — our thanks are extended to him.

The Society tenders its grateful thanks to Stuart Turnbull, Michael Norbury, Jeff Bounds, Don English, Len Millar, Steve Altham, the Leek Family and General Manager Andy Hall for their efforts in upgrading the right-of-way and trackwork.

X1 class 467's thirsty, leaking roof gets a new coat of 'Duratred' at Bylands on 16 July 1988. The car is now housed inside and, after leak-proofing, has returned to traffic.

LEN MILLAR





A small portion of the huge wealth of tramway memorabilia that formed part of the ATMOEA/TMSV tramway exhibition at the TMSV's Stanhope Street hall in July 1988.

LEN MILLAR



The MTA's historic model of cable set No. 1 at the TMSV's Stanhope Street hall for the joint exhibition in July 1988. The model was built by John Stephenson of New York prior to the production run of first actual cars. There are a number of differences between the model and the actual cars built.

LEN MILLAR

LOFTUS . . .



South Pacific Electric Railway

Works Report

Since the beginning of October, a great many changes have occurred at both the new and old sites and the various activities have kept both our workforce and traffic staff very busy.

Work commenced on 4 October on the excavation for footings and foundations for the extension of the depot/display building and this has now been completed. Further work was halted until after the Great Train Festival to avoid having problems with the public on the site while construction work was in progress. Construction did not recommence until well into the new year.

Work has continued simultaneously on the scissors crossover and the diamond crossing in Tramway Avenue, with this work being carried out by Mike Giddey and Brian Muston, with

help from our CSO personnel and various members. At the crossover, the brickwork for the pit required to accommodate the underground ball lever was laid on 8 October. The actual ball lever and rodding are nearly completed and it will not be long before it will be necessary for all trams to carry the typical Sydney style point hook to be able to run through the crossover, these points being unique to Sydney.

A small track gang, consisting of only three members, visited the old site on 15 October to carry out track relaying and maintenance. While this may seem odd, in view of the fact that the last tram operated in traffic on 13 March, it was necessary to reinstate the track following the removal of the East Branch points and rails, and to replace some sleepers on the loading ramp to ensure that all was in order for the transfer of trams to the new site on 22 October.



Brisbane centre-aisle car 180 is towed from the trailer under the watchful eyes of Museum members.

NORM CHINN



Brambles' semi and low bed trailer prepare to turn into Pitt Street with N728 on board, the first of the seven vehicles transferred on 22 October 1988.

PETER HALLEN

Also on 15 October, to facilitate the unloading of the tramcars at the new site, Ballast Motor 42u ("Gentle Annie") was lifted using a crane and placed on the ubiquitous W2 trucks, due to problems with running the railway profile wheels fitted to 42u's own trucks through our pointwork. The car had to be moved to permit the new arrivals to reach the the depot yard.

Tram Transfer

For some time the Museum had been endeavouring to arrange the transfer of further rolling stock from the National Park storage shed. The matter was resolved, to some extent, by a request by the organisers of the Opera House 15th Birthday Celebrations to borrow a Sydney tram for the occasion. R car 1740 was selected and transport arrangements made. It was realised that if the trailer could arrive early on the day the R car was to be loaded, it could be used for the transfer at minimal extra cost. So it was that early Saturday morning, 22 October, saw a small band of workers at National Park, busily shunting trams into a predetermined order on the main line to await the transfer.

At Loftus, meanwhile, temporary track was being positioned on the low-bed semi-trailer, the third time this vehicle had been called to perform "Lizard" duty. Major shunting operations were also underway to ensure sufficient space to accommodate the new arrivals, unfortunately mostly in the open, while enabling traffic cars for the following day to leave the depot. No. 99u rounded up by 42u, by then riding on its temporary trucks, the ex-R bogie-cum scrubber power trailer, the welding trolley and tank trolley and headed to the south end of the line to stable. L/P 154 and R 1740 were towed out of No. 4 (as yet unwired) road and positioned clear of the unloading ramp.

The semi-trailer departed and within 45 minutes was back, with the first car, N car 728. As soon as the rails were coupled, the tram was towed off by our Matador recovery vehicle. With the tram clear of the trailer, the rails were unbolted and the truck departed. The N car, meanwhile, was carefully towed down to the No. 2 road points where power was applied and 728 set off to stable beside the Railway Square Waiting Shed at a temporary cleaning bay. The



Dick Jones and Paul McDonald watch as Rail Grinder 3 is chained to the trailer.

PETER HALLEN

reason for towing the tram down the ramp with the handbrake partially applied was a safety requirement. We didn't want a derailment that early in the session. As the day progressed, we became more daring, with the last cars actually being allowed to roll the full length of the unwired loading ramp.

The transfers continued apace. Brisbane 180 was the second to arrive and was run into Shed Road 4, to be followed by N728. Brisbane Phoenix 548 came and showed its paces along the depot main line, actually arriving at Depot Junction before the semi-trailer could pass on the nearby highway on its way back to National Park. It was followed by Brisbane Dropcentre 295.

It was still only midday when the next transfer took place, so well was the operation proceeding. The "Lizard" arrived with two vehicles; Brisbane Crossbench 71, the only four-wheeler left at the old site and Railgrinder No. 3. These were quickly removed and it was thought for a time that several more trams could be brought over. However, quick calculations of available track space showed that serious shunting difficulties would occur if more than one further tram arrived. Accordingly, the road

vehicle made only one more trip, this time with Melbourne W2 car 392.

With the W2 safely under wires, 1740 was carefully driven up the loading ramp and onto the trailer, where it was secured and the trailer parked in the back yard to be collected early the following morning.

It was then decided to try cars 295, 392 and 548 through the museum trackage as a prelude to their joining the traffic fleet from the following day. No. 392, in spite of some misgivings, successfully manoeuvred into No. 3 depot road. 295 was then brought down to enter No. 1 road. No thought was given to this car not negotiating the pointwork and it was with considerable surprise the Bill Denhan, at the controls, found the tram rolling straight ahead when it should have been turning sharp right towards the shed doors. Fortunately, the ground was rock hard and the tram could be driven back onto the track in a matter of minutes. At times, however, the same location could be reduced to 50mm of soft mud. 295 positively refused to run on to No.1 road and examination of the track showed that a minor job existed in adjusting one check rail.

Car 548 behaved itself and ran on to No. 1 road without any further incident. Tests were then

run on the No. 4 road junction where clearances beside a County Council 11kV power pole had been reduced to a minimum by the over cautious action of an Inspector some years ago. However, it was found that all the bogie cars tested through these points cleared; some with less than 20mm it must be added. The surprise of the day was that Melbourne W2 car 392 showed a greater clearance than any of the Brisbane cars!

As the day drew to a close, the three cars, Nos. 295, 392 and 548 were tested through Depot Junction and the Tramway Avenue special work before proceeding on a trial run in convoy to Sutherland. At last we can have cars on the main line which are not necessarily in shades of cream and green.

Our thanks go to all the members who toiled through the long hours of hot, then cold, then wet weather to carry out this, the most impressive but trouble free, transfer and a special thanks to Tony who has been our driver on the last three transfer sessions and who has joined in the spirit of the exercise with good grace. He did, however, note on one occasion that "everytime I get the slinging positions worked out, you boys bring out a different length tram!"

PCC 1014

Restoration work on San Francisco 1014 is almost complete, with only a small amount of touching up required. Several seats have been sent away to be re-covered and these are expected to be returned shortly. Tentative arrangements are now being made for the car to enter traffic at a special ceremony to be held in March and it is hoped that a representative of the United States Government will be one of the special guests.

Street Work

Some concrete guttering and brick kerbing has now been laid in Tramway Avenue outside the Display Building, at the Pitt Street Entrance in front of the Miranda waiting shed and out into Pitt Street. The result is very pleasing.

An old style weighing machine, of the type still found at some suburban railway stations, was placed at the Railway Square waiting shed on 8 October.

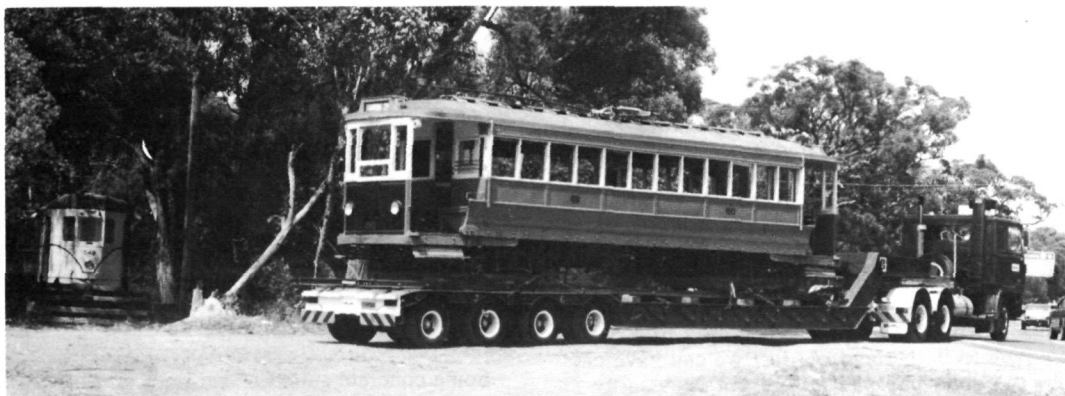
Bicentennial Showcase

As part of the Sutherland Shire's Bicentennial events, the Society hosted the Shire Bicentenary



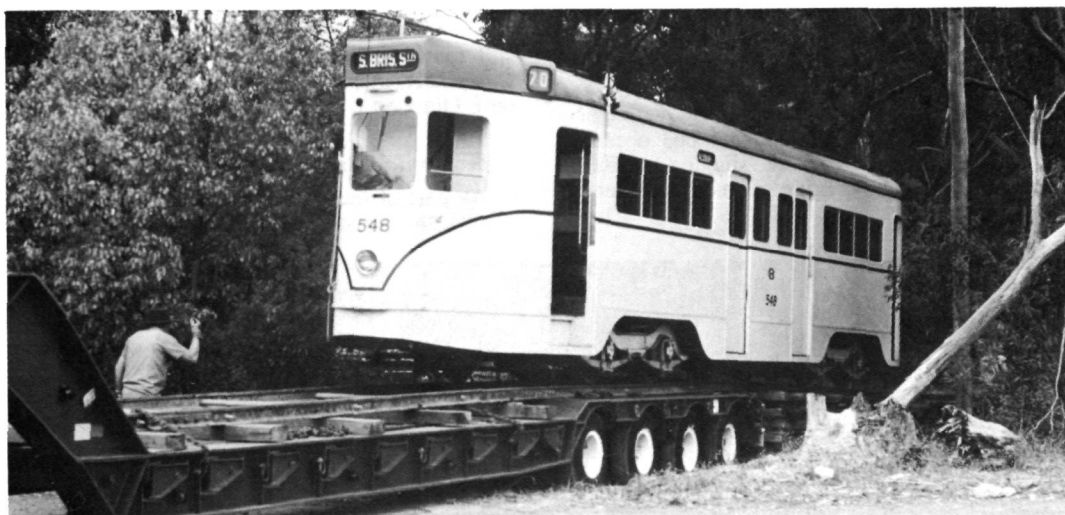
Brisbane 10-bench open (ex-advertising) car 71 is driven up the loading ramp at 12.45pm on 22 October.

PETER HALLEN



Brisbane centre-aisle car 180 begins its journey to the Loftus site.

DICK JONES



By 11.15am, Brisbane Phoenix 548 was being driven carefully onto the trailer at the National Park loading ramp.

DICK JONES



Grinder No. 3 and Brisbane open car 71 made the road journey together.

DICK JONES



The shackles are undone and Brisbane dropcentre 295 is prepared for unloading at Loftus.

NORM CHINN

Committee's fourth (of five) Bicentennial Showcase on Sunday, 6 November. This resulted in over 3000 visitors at the Museum throughout the day and our first experience at moving large crowds on our tramcars, with up to three cars running in convoy.

The first trip of the day, worked by P 1497, was fully loaded and the second trip had some standing passengers. Consequently, O class 1111 assisted on the next trip and it was not long before both had the occasional standing passengers. A third car, R1 1979, was set aside for use in the "Great Tram Robbery, based very loosely on an incident which occurred in Melbourne in the early hours of Monday 19 August 1901, when the Richmond to Hawthorn Bridge horse tram was held up by four men near the corner of Power Street and Riversdale Road, Hawthorn.

Tram services were suspended between 1.00pm and 2.00pm while the "robbery" took place, much to the amusement of the spectators, and afterwards 1979 made up the third car of the convoy which was required to operate until the usual last trip of the day at 4.40pm. However, a further two trips were required to operate to convey visitors to their cars in the parking areas between Pitt Street and the Sutherland terminus.

Visitors were kept entertained continuously by bush band, stars of the TV show "A Country

Practice" and many other favorites, and despite the threat of rain, a good time was had by all. Although there were no fares collected on the day, we still made money in donations, refreshments and souvenirs, almost equal to a normal traffic day's takings.

St George Great Train Festival

Our second major event in November occurred between Monday 14 and Sunday 20, when the Museum was heavily involved, for the first time, in the St George Great Train Festival.

Despite the heat of Monday 14 and the sometimes torrential rain of the next three days, the five weekdays saw us handle about 1400 school children per day on nine trips, each worked by eighty-seat cars 1497 and 1111. Again, all display and traffic staff did a great job and we learned what it was like to work footboard cars in the rain. Unfortunately, we had previously promised rides on footboard cars but we could not have handled the number of passengers on the R and R1 class cars.

The weekend operations were nowhere near as busy, with single cars operating on the Saturday to connect with the Rail Motor Society's vintage CPH class rail motors 1 and 7 running seven trips between Hurstville, Loftus and National Park. Only two trips on the Sunday needed a second tram to cater for our regular visitors and those arriving by railmotor



Mounted 'police' arrive in the nick of time to capture the holdup men! The large crowd enjoyed the fun and contributed nearly \$360 to the Sutherland Bush Fire Trust after the event. The SPER was pleased to be able to assist the Trust in this manner as the National Park site was threatened by bush fires on a number of occasions in the past and the presence of the volunteer bush fire brigade was very welcome.

PAUL McDONALD

but we carried good loads on each trip and we had the opportunity to work with the RMS for the first time. It is pleasing to see that we can all help each other at times.

Unlike the weekday operations, we advertised that Sydney and interstate cars would operate on the weekend services and new arrivals 392, 295 and 548 were back in action after their enforced holiday at the closed National Park depot.

Trolley Bus 19

Our double deck trolley bus 19, which entered the SRA/UTA Apprentice Training College at Chullora as a complete wreck several years ago, has been restored to near new condition and was handed over to the Society at a brief ceremony at the College on Thursday, 8 December 1988.

The College staff were disappointed that the restoration could not have been fully completed, but changes within the SRA and UTA make this an impossible task. The final fitting out will be completed at Loftus by our Tuesday night workers and is fully within their capabilities.

On Friday, 9 December, the trolley bus was towed by the HCVA's ex-Perth MTT Leyland tow truck from Chullora to the HCVA's home at the old Tempe tram depot for an overnight stay. The following morning it left Tempe in tow,

accompanied by a convoy of preserved HCVA and SPER buses and headed for the former Richie Street Depot, its home from 1937 until 1959. Here it was inspected by, and photographed with, members of the former trolleybus staff.

19 and its accompanying fleet then continued to the Museum where the trolley bus was placed in the Display Hall.

19 was transferred from the Display Hall to the Workshop Building during January where the completion of the trolley bus will take place.

We should now take the opportunity to thank those of our members and friends who have been associated with the trolley bus project, from the time it was discovered by David Wilson way off the beaten track in the bush at Catherine Fields, through the period when they literally combed the world for parts to restore it to operating condition. A large number were involved and no doubt they will be named in due course, but special thanks must go to Dennis O'Brien for overseeing the project and liaising throughout the restoration period with the staff at the College, and to the staff and apprentices for the excellent workmanship which has gone into this historic vehicle.



Children arriving at the Museum during the Great Train Festival. While some groups rode the trams, others inspected the buses on display in Tramway Avenue or toured the Display Hall.

DICK JONES



Children leave the trams at the Pitt Street gate. This group has already inspected the other areas of the Museum and will now return to Loftus station for the train trip home. The weather left much to be desired!

PAUL McDONALD

FERNY GROVE . .



Brisbane Tramway Museum Society

Election of Office Bearers 1988-1989

At the Annual General Meeting of the Brisbane Tramway Museum Society, held in November 1988, the following members were elected:

President: Troy Thomas, Vice-Presidents: Peter Burden and Sel Churchward, Secretary: Glen Thorley, Treasurer: Peter Hyde, Councillor: Dennis Crump.



429 on the depot fan.

PETER HYDE

Restoration of FM 429

1988 marked the 50th anniversary of the "Four Hundred" or "Four Motor" class tram's introduction to the streets of Brisbane. Designed and built by the Brisbane City Council's Tramways and Power House Department, the FM was a radical departure in body style from previous Brisbane trams and its southern contemporaries. The General Manager of the Tramways and Power House Department, Mr GR Steer, in 1938 described the new tram as "a distinct success [which] has given complete satisfaction, its smooth riding and comparatively quiet running being outstanding features."

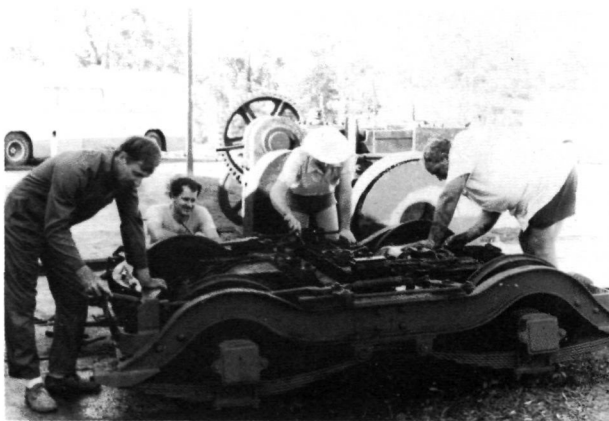
Construction of the FM continued to 1964 with a total of 155 built, all by the BCC. The design and specifications altered slightly over the years with the introduction of sliding doors to replace canvas blinds, padded seating, fluore-

scent lighting and fibreglass roofs being some of the notable improvements introduced by the BCC. Just as the Drop-Centre was the flagship of the Brisbane Tramway Trust, the FM was for many years the pride of the Brisbane City Council.

Following the successful joint ventures between the BCC and the BTMS to restore trams 99 and 65, the decision was made to "reacquaint" the BCC with the FM. The City Council Transport Department was to restore the body and the Museum Society would restore and repair the electrical and brake systems, underframe and trucks. In addition the Museum would do any detailing required on the body.

The tram chosen was 429 and it was to be restored to its 1960s configuration — grey exterior with an interior of green ceiling, yellow walls and grey seating.

429 is somewhat unusual in that one end differs from the other. At the No. 1 end the tram retains its original "wrap-around" bumper fitted with an anti-climber which extends back to the passenger doors. However, at some time a ventilation hatch was fitted just below the motorman's front window. At the No. 2 end the tram had been fitted with the later style bumper with no anti-climber and there is no ventilation hatch for the motorman. The fact that the tram had been so altered from its original con-



A messy and slow task — cleaning down the trucks of 429.

figuration was a major factor in deciding to repaint the tram in its 1960s livery. A restoration to an earlier scheme would have meant the rebuilding of the motorman's cabins.

On the 10th June, 1986 the body of 429 parted company from its bogies and motors, and was sent to Toowong bus workshops.

Whilst in the care of the Brisbane City Council the interior of the tram was stripped. No metal surfaces required chroming as 429 was built during World War 2 and very little metal was at that time chrome-plated. Most fittings were simply painted.

The early FM trams all had wind-up windows. However, by the closure of the system in 1969, the mechanisms had become worn and clogged. The City Council stripped, cleaned and repaired the broken mechanisms on 429 and installed new felt tracks for the windows.

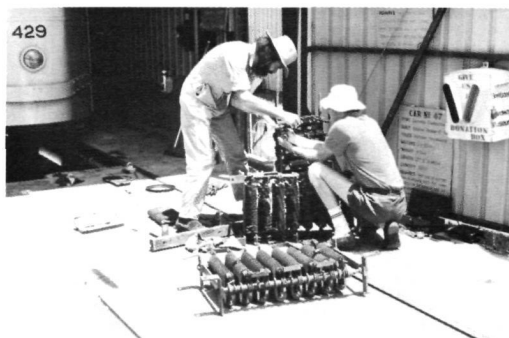
Although the FM is regarded as an "all metal" tram a number of areas of the tram retain timber components, notably the roof slats and the internal "false" pillars. A number of the pillars were found to be rotten when the tram was stripped and so new ones were made from patterns supplied by the BTMS to the City Council.

429 ended its days in service in 1969 with a malthoid covering on its roof. This had disintegrated, with many roof slats broken, so the timber slats were replaced and a new canvas roof fitted to replace the malthoid one. A new masonite ceiling was also installed and the lamp reflectors were thoroughly cleaned and polished before reinstallation. Finally the tram body was ready for repainting. As was usual for Brisbane trams, the exterior and much of the interior were spray-painted.

Meanwhile, at the Museum work had progressed on the underfloor components, with the life-guards being repaired. New timbers were fitted, the lifting mechanism repaired.

Work on the bogies was more difficult with 40 years of road grime to be removed, much of it knocked off with a hammer and chisel. One of the bogie frames was bent, causing uneven wear on the brakes, so this was straightened. All rubbing blocks and springs were oiled and greased, in preparation for the return of the body of the tram.

Finally, on 1 November 1988, the body of 429 returned to the museum. Immediately the brakes were reconnected to enable the tram to be moved up to the Depot. It was estimated that it would take three more months' work to have the tram running again. the work that needed to be done included:



Stripping spare resistor banks to provide a new bank for 429.



Last adjustments on the resistor bank.



Dismantling the brake cylinder.



Refitting the lifeguard.

ALL TROY THOMAS



Reconnecting the motors.

NOEL WEST



The lifeguards get a coat of paint.



One of the last jobs was repainting the trucks.



A final touch-up...

ALL TROY THOMAS



Replacing steel screw in the treadplates.

TROY THOMAS

- * completion of the cleaning of the trucks
- * repacking axle boxes
- * stripping and rebuilding seized hand brake system
- * replacing bucket in air brake cylinder
- * checking compressor and air system for leaks
- * reinstalling life guards
- * replacing brushes in motors
- * reinsulating various components in motors
- * reconnecting motors
- * painting the trucks
- * repainting the malthoid floor
- * installing bellcords
- * tanning and polishing leather straphandles
- * repairing broken seat slats
- * replacing steel screws in treadplates with brass screws
- * replacing self-tapping screws with authentic screws inside the body of the tram
- * repairing "concertina door" mechanisms
- * cleaning and repairing seized sanding gear
- * installing trolley bases and poles
- * cleaning and rebuilding trolley wheels
- * testing electrical systems
- * rebuilding overhead switches
- * repairing controllers
- * rebuilding resistor banks.

Of all these tasks, the most worrying was the rebuilding of the the resistor banks, as very few spare parts were available and the mica



429 glides down the hill with a very junior motorman in control. **TROY THOMAS**



FM 429 about to be lowered onto its bogies on 1 November 1988. **TROY THOMAS**



Work on the installation of drainage pipes in the Museum's street scene.

TROY THOMAS



The Valley Signal Cabin received a fresh coat of paint in November 1988.

TROY THOMAS



The BTMS Christmas Party Santa paid a visit on 429.

TROY THOMAS

insulation had deteriorated. Fortunately enough spare parts were found to make one serviceable bank.

What was expected to take close on three months finally took one month of work, with most of the work concentrated into two weekends. Work parties were called and over thirty members of the Society contributed their labour.

So it was that the tram was ready for the Society's Christmas Party in early December. The tram now awaits its Department of Machinery certificate before it can be used in regular traffic.

Dropcentre 341

Work has also continued on Dropcentre 341 with No. 2 end motorman's cab being prepared for painting and internal advertising boards being undercoated.

Grounds

The construction of our street scene continues. In November, 10 inch concrete drain pipes were laid to facilitate the drainage of the uphill side of the street. Approximately 30 metres were laid. More kerbstones will be laid as soon as our cement-mixer is repaired.

George Bellert

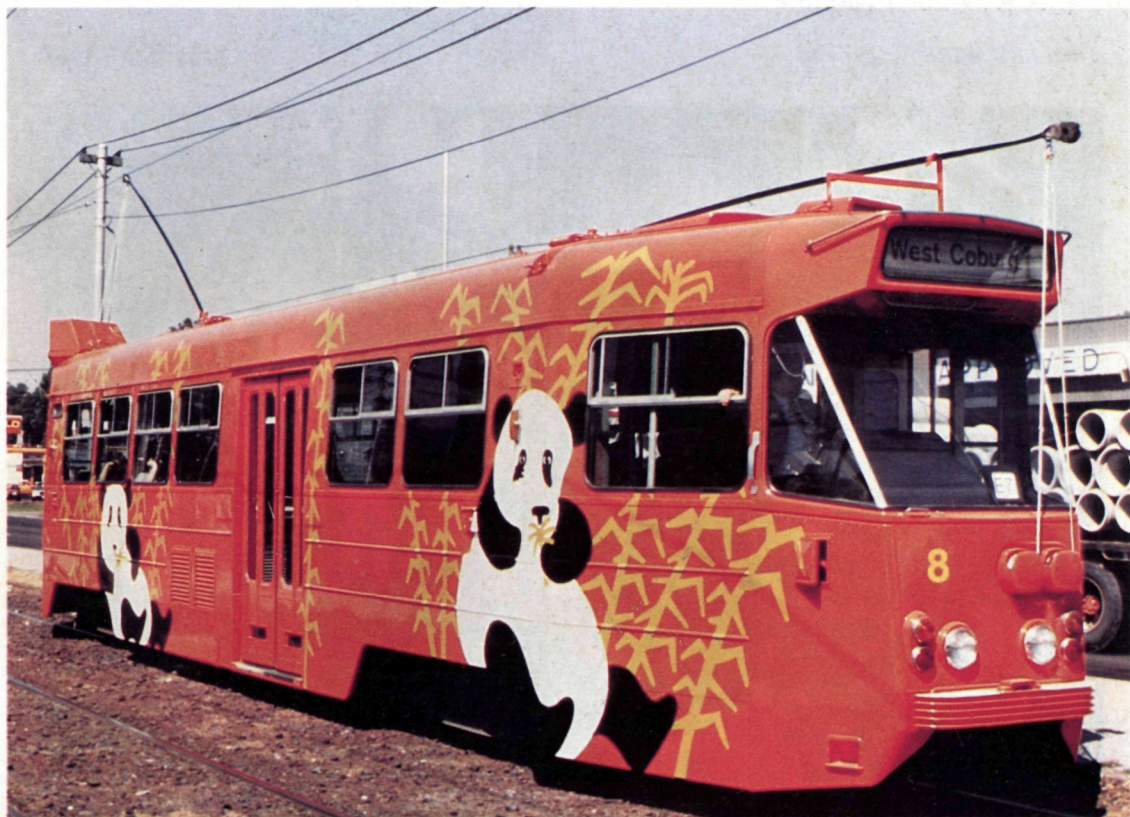
It was with great sadness that the Society learnt of the death of BTMS member George Bellert in early December 1988.

George had worked with the Brisbane City Council as a conductor in the mid-1950s and later became a motorman, working out of Paddington Depot. Until he retired he was a Council bus driver attached to Carina depot.

George was a "regular" — one of the few members who turn up, almost every weekend to help at the Museum. Two years ago George retired from the City Council and the time he spent helping the Museum increased considerably. He was the Museum's Grounds Manger and apart from doing the majority of mowing, he also maintained the Museum's troublesome mower fleet.

Recently George spent much time stripping and repainting the cottage, as usual, donating much of the materials himself. In addition to all this, George was always available to assist with mid-week openings and sudden emergencies.

In short, George's sudden passing will be felt in a very real way at the Museum. To Connie and George's family we extend our deepest sympathies.



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