

# TROLLEY WIRE

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RIDING A MATCHBOX TO RAFF AVENUE

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
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*San Francisco's champion cable car bell ringer,  
Carl Payne visited the Sydney Tramway Museum  
on 5 May 1991. Carl is a cable car gripman  
with the Municipal Railway of San Francisco  
and is seen with hometown PCC car 1014 at the  
museum's northern terminus.*

DICK HALL

## Front Cover:

*Melbourne's ex-Sydney scrubber car 10W on duty in Victoria Parade near the Brunswick  
Street shunt on 20 May 1991.*

RAYMOND MARSH

## Back Page:

*Top: Birney 15 and Bogie car 44 stand at the terminus of the Bendigo Tramway outside  
the Deborah gold mine in Violet Street on 12 November 1989.*

MICHAEL COSTELLO

*Bottom: Melbourne's heritage L class cars 106 and 104 at Essendon Depot. One of these  
cars sees service on the Elizabeth Street to Zoo service each Sunday.*

RAYMOND MARSH

*The little tram on the 41 cent stamp prompted me to write of . . .*



## RIDING A MATCHBOX TO RAFF AVENUE

### Schoolday Memories of the Brisbane Tramways

By David Burke

As a nine-year-old, I moved back to Brisbane with my parents (my father being a Queenslander) to live at number 707, Logan Road, on the Holland Park tramline. Half a kilometre towards town, and entered by a wide curve beside the Hollywood Picture Show, lay the junction of the short Greenslopes line. Three stops further lurked the Raff Avenue crossover, a most excellent destination. Another kilometre and a half across dead dog creek (that's what we called it) and up the hill lay Holland Park terminus . . . where the rails halted on the very edge of the Great Australian Bush. From our side verandah, my bedroom window was the vantage point upon this tramway paradise.

In Melbourne I had been brought up on bogie behemoths all brown and gold, or of the new green livery. Sure, we had the oddfellows of the Hawthorn Tramway Trust *et al* still running, and the all-night trams on which the gaze of a small boy should rarely fall. It was a superb street transport system, yet one with much of the sameness and orderliness that reflected the Queen of the South in that era, when policemen still wore Bobby's helmets and barely a buzzing bee was permitted to break the stillness of the Sabbath morn. Then we moved north to our little house opposite stop number 29 and -Presto! the tramway scene was about to change, with delights in store beyond the schoolboy explorer's wildest dreams.

The initiation came, I believe, on an early visit to the city where, at the corner of George and

Adelaide Streets, I was to witness tramcars swinging around the bend with (gasp) - with almost the entire insides of their bogies showing! On the shock meter, it was akin to having your school mistress lift her skirts and do the Can-Can in the middle of the classroom. I mean [197] that curve was so sharp that you could see right along the axle of the dropcentre's leading pony wheel and from the opposite kerb, gape at the big driving wheel and half the motor nakedly protruding from beneath the tram. That sort of scene should only come within a plain brown wrapper. I mean, practically indecent!

Thinking back on it, the shocks followed thick and fast on that memorable crossing of the long arched spans of the Victoria Bridge. Through gaps in the steelwork you could look down on the muddy waters of the Brisbane River casually drifting by, must be hundreds of feet below, while the girders themselves swish-swish-swished past your face, barely a hand's breadth beyond the footboard.

But the scene along Queen Street brought the greatest jolt of all. Through the city's main mercantile boulevard (Barry & Roberts, Penny's, Alan & Stark) they moved in majestic procession, trams headed for distant suburbs with names like West End, Camp Hill, Dutton Park, Balmoral and Ipswich Road. No longer your well behaved W2s, drivers locked all aloof in their cabins, plying predictably to Kew, Malvern, and Glen Iris; these were frontier-type trams, bushy-type trams, tough-guy-type trams

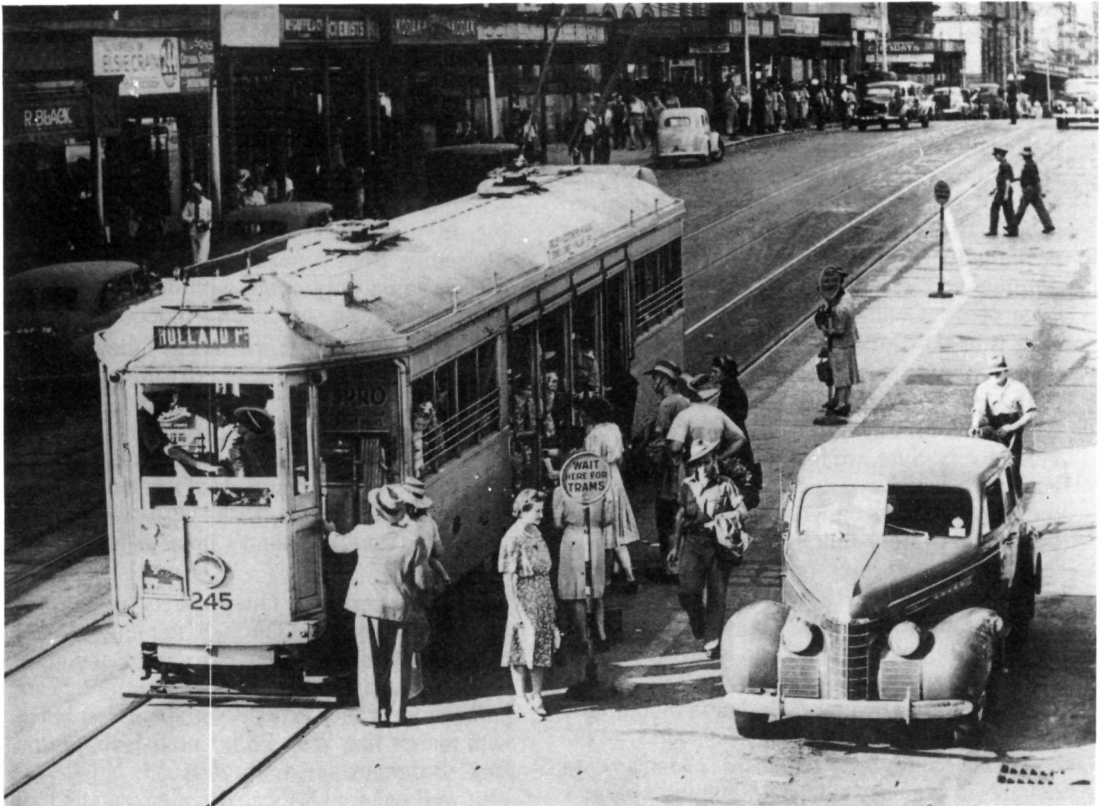


in gleaming silver paint, lined-out sometimes in blue, or biscuit coloured sides with bright red aprons, and with advertisements in front and on boards alongside the roof. Open to everyone's view, the motormen stood proudly at their post, big wooden topped controller in one hand, goose necked handbrake in the other, and a foreign legion cap to shield them from the merciless rays of the Queensland sun.

All schools north of the Brisbane River were our deadly rivals. Strictly denizens of the southside, our trams invariably carried the inbound destination sign 'Wharf Street' or 'The Valley'. Beyond those points it was all mystery - there be monsters, as the ancient mariners' charts would say. Sometimes as a special weekend treat, my Uncle Tom (a widower, denied the joys of children like me) who boarded with us, would invest in a Sunday excursion, to sally forth in a tramway assault upon the

enemy. I think the ticket cost one shilling and sixpence for Uncle Tom and sixpence for me - a reasonable amount to buy travel unlimited, sun-up to sun-down. We had an established routine: tram to the 'Gabba, change to Dutton Park line, alight at the cemetery, put flowers on Auntie's grave; then Dutton Park tram back to town, pausing for the world's greatest milkshakes at the Black & White in Edward Street. Thereupon began the safari on rails, penetrating to such remote termini as Rainworth, Ascot-Oriel Park, Ashgrove (what was with Waterworks Road?), Toowong and the Grange, the record of our progress neatly documented in little notches made by the conductor's clippers along the edge of our passports to adventure.

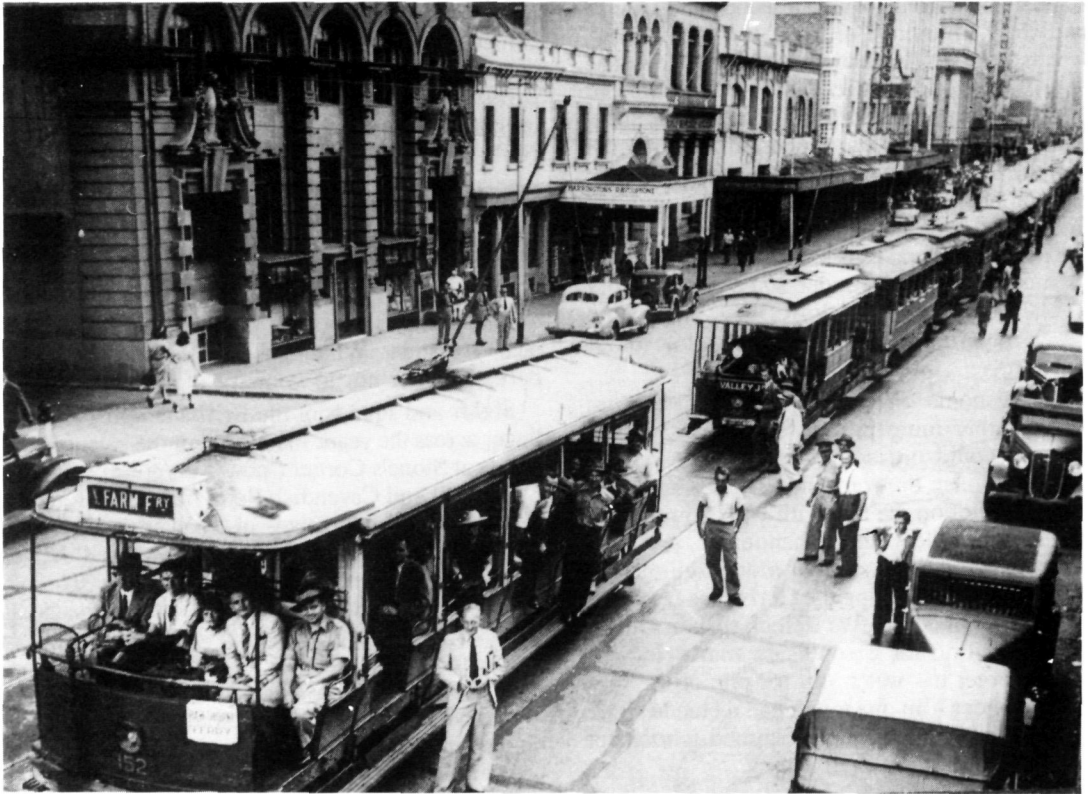
I was no authority on northside trams, but on the southside, mine was a well merited PhD. The backbone of the fleet was the drop centre car [197] generally speaking of two distinct types,



*Holland Park bound, Dropcentre 245 picks up passengers in Queen Street in January 1945.*

Courtesy COURIER-MAIL





*A disruption to services in Queen Street is the cause of this lineup of trams circa 1945. Two 'Matchbox' cars can be seen; the second, car 44 bound for Valley Junction, and the fourth cars in the line.*

Courtesy COURIER-MAIL

the older sort with bar frame bogies, and the more recent plate frame model. So much for the dull part of the Brisbane experience. Then we came to the saloon cars, high-riding trams with cowcatchers and chains on their maximum traction bogies - Dreadnoughts they were called for some reason - and others that were flat-faced, twin headlighted, and altogether smaller. Then the toastracks, four wheel and bogie variety, the latter with their maximum traction bogies sometimes turned in the opposite direction from the Dreadnoughts -except not all the Dreadnoughts were uniform! And finally, and most amazing of all, the combination four-wheelers, what some called 'Jumping Jacks' or the 'Bucking Broncos', but we simply said 'the matchbox trams'.

Many of these relics [197]er, trams, appeared from the deepest sidings of Ipswich Road Depot

only in moments of crisis, especially the evening peak as I seem to recall. Approach of Christmas and Easter holidays was another, so was Exhibition (the Show), big race meetings at Doomben and Ascot, plus a few other assorted emergencies, such as cricket at the 'Gabba.

For the first couple of years I commuted only to primary school, up the hill to Holland Park. Then the simple phase pointed me towards secondary school, on the heights of South Brisbane. Travelling in the morning peak was forever a tramway thrill, almost made learning worthwhile. Sometimes one of the true Dreadnoughts (the older American style wooden cars in the 180 series) would be rostered on the 8.00am from Raff Avenue. These handsome trams had four seats behind the driver on the open front platform, of which the virtue was threefold: (i) passengers were not permitted to

stand out in front, which lessened the chance of being summoned to arise for your betters, which meant (ii) it was thus possible to complete your homework in peace, using the lid of your port (Brisbanese for suitcase) as a writing table, while glancing up from time to time to observe (iii) the track reeling in at surely 90km/h (those Dreadnoughts knew how to sprint), and the driver in his life-and-death struggle with the big ratcheted handbrake as the next crowded stop loomed ahead. No wonder some drivers wore a felt pad across the palm of their right hand - even Superman had to be allowed a few minor comforts.

Going home on the dropcentres at 3.30pm was a rather more prosaic experience, except that we could crush into the driverless back platform where the controller handles had been removed (not on the few with BTH equipment) and could fiddle with the handbrake, provided the conductor didn't see. Far more exciting was having a city job during the Christmas holidays, when one joined the five o'clock rush in Queen Street, waiting for a southside tram. Holland Park? Forget it - watch out for one of the rare Raff Avenues - no one much had a clue to 'Raff Avenue', and you certainly claimed ignorance, so it was sure to be half empty.

Even better, the chances were that Raff Avenue would only be supplied from the museum track at Ipswich Road. A pearl of greatest prize was the matchbox tram, waiting half an hour could be well spent if you caught one of these. Some of the combination cars pressed into service had such low numbers that **any evening I expected to climb aboard 'No.1', but do I recall riding on No. 3, plus a few other** relics from the single digit bracket? Some of the matchboxes were so ancient that they still carried the metal destination plates, cut out like a stencil, and back lit by electric globes. Once the driver notched up, they made a wonderful grung-grung-grunggg sound as the four wheels bounced you homewards with a plunging momentum that caused certain of the weaker stomachs on the end benches to complain of mal-de-mer (mal-de-tram?).

Schoolboy patrons assembled their own compendium of Brisbane tramway lore. That there was (or once was?) an aviary in the Botanic Gardens made from the body of an old toastrack, enclosed with chicken wire. What about the discarded semi-Dreadnoughts (the ones with half sides) in the grounds of the Diamantina TB

Hospital, across the way from Dutton Park cemetery? And who had visited that ancient combination car, No.8 was it, with a much deeper early paint scheme, half hidden in the mango orchard on the slopes of Mt Gravatt? Daily one could contemplate the unused water siding opposite the dry dock in Stanley Street, and those inexplicable tracks that led from Logan Road - one into an electricity sub-station at Woolloongabba (with a strange looking vehicle behind the high tin fence) and the remains of the siding in the front yard of a machinery works near Buranda. What was it all about? Ah, perhaps better not to know.

Sights and sounds of the Brisbane trams still linger across the years. the 'clunk' of the solenoid points at Stone's Corner ('power on/power off'), Camp Hill and Cavendish Road trams that way, we the other. The 'braaack' of the overhead pole as it passed through the cowl that enclosed the wire beneath Buranda railway bridge. The measured 'blam-blam' of the conductor reversing the seats on a cross bench car (No. 108, one with a clerestory roof?) as it lazily headed homewards after a hard evening's commuting. And remember the wink of the colour light signals on Holland Park hill, such a modern touch even before Brisbane went air brake.

One early morning those same colour signals failed, or were obscured by fog from the creek because with a resounding crash to quote immortal lines from that afternoon's *Telegraph*, two trams met head-on along the single track. Front page pictures depicted demolished dropcentre driver's cabins. We souvenired bits of the splintered woodwork. We're famous! I told the kids at school.

Another unforgettable moment on the Holland Park line: A big fire blocked Stanley Street in the late afternoon. How to get the commuters home? Sure, the Brisbane tramways never failed. Trams were sent out via the Dutton Park line, over the ridge by the single track that connected to Ipswich Road Depot, through the tracks of the depot fan itself, and pointing in the right direction, onwards to Stone's Corner. And that is how dad and Uncle Tom safely reached stop 29. What a tale to tell at St Laurence's next morning.

Uncle Tom knew a fair bit about trams. He and my father grew up in Rockhampton and would talk of the fire breathing steam trams that ran down the main street in the north. Of course, I didn't much relate to that folklore, cable trams

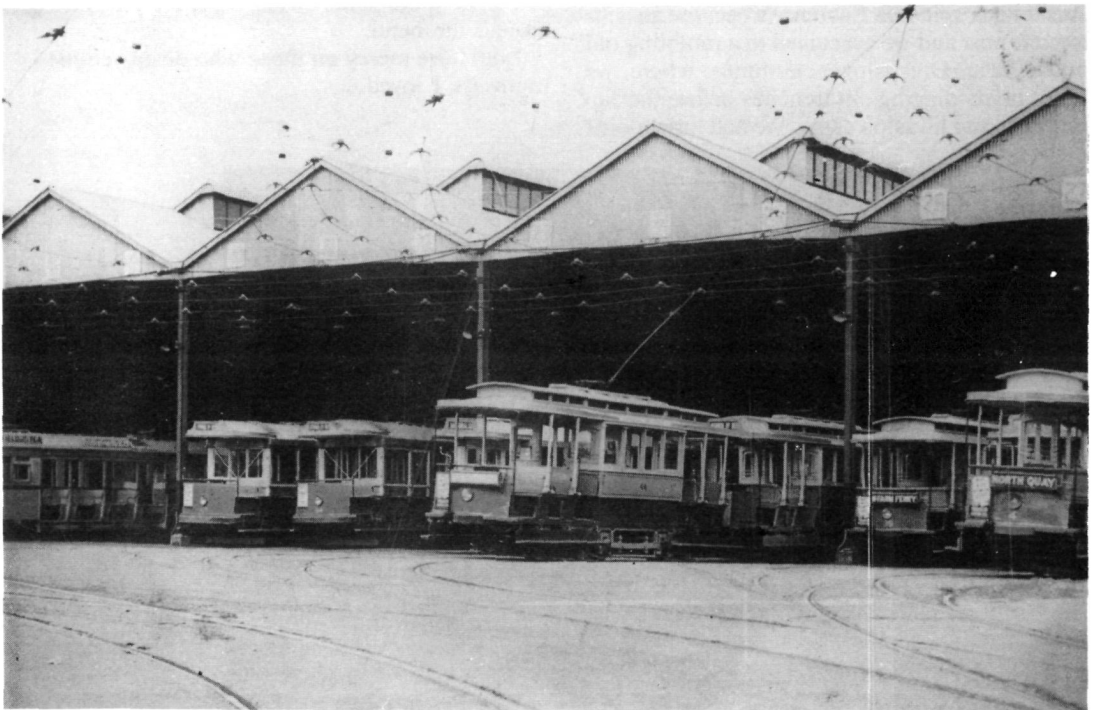
- yes, but steam trams were outside my ken. Uncle Tom was the government Land Agent for Brisbane; once he had to auction the old penal island of St Helena in Moreton Bay, and on a tour of inspection found one of Brisbane's original horse trams locked inside a shed. From Uncle Tom I learned about the legendary Mr Badger, the American who headed the Brisbane Tramways Trust (before the Council took over) and rode around in his own private car, [169] No.101, with a roof shaped like an upturned bathtub [170].

From horse trams and bathtubs, it was quite a leap to when they brought in the first airbrakes around 1938. Hitler strutted through Europe and we accepted two fallacies - [169] peace in our time [170] - and that Brisbane City Council would always cherish its trams. First to receive the air equipment were the Super Series drop centres around the 360 onwards bracket, I recall; they never built the 390s.

Air on the drop centres was a prelude to the coming of the streamlined 400 class, built in the BCC's own Coronation Drive (Milton) Workshops. Boasting that you had ridden home

on No. 400 was quite a schoolboy plus, especially if it happened more than once, and quite likely if you lived on the Balmoral line; alas, we saw little of the revolutionary prototype of the four motor Phoenix cars out at Holland Park; but at least we had Raff Avenue, with the Dreadnoughts, toastracks and occasional matchbox. No. 400 rather hemmed you in, if you sat in the drop centre section, much like the trams of Melbourne and other molly-coddled systems. To me, this was a retrograde design for part of the Brisbane adventure (if you *had* to ride a drop centre) was sitting on the outside edge of the seat, with but a slim brass rail at waist level to restrain headlong flight into the hereafter every time ol' 295 hit a curve.

Like David Malouf's Johnno, we too recall a Brisbane that is lost, before the days of developers and smart-alec governments and a Council that understood little of pollution but had a ready ear for the rubber tyre lobby. Carelessly, those philistines would trade the sensation of sitting out in front, wrapped in the bougainvillea-scent of a warm summer breeze; they voted for exhaust fumes instead. For the



*A collection of 1897 vintage 'Matchbox' combination cars. Cars 44, 39 and 4 head roads 25, 26 and 27 at Light Street Depot.*

Courtesy COURIER-MAIL



urgent clang of gong and the rapid ratchetting of a handbrake tightened, they would substitute a cacophony of revving motors and grinded gears.

Safety bars across the window do not let arms protrude . . . The stout bogies stamped 'Evans, Anderson Phelan'; the toy four-wheeler saloons of the Edward Street line (any mug could tell they'd been converted from toastracks); the grim character with red flag and bell who from the grimy Loco Sheds would escort a brace of PB15s across *all three* tramlines in the middle of the 'Gabba - and possibly at peak hour (where else but Brisbane!); all these memories destined for burial beneath the same tar that would one day cover the line to Holland Park

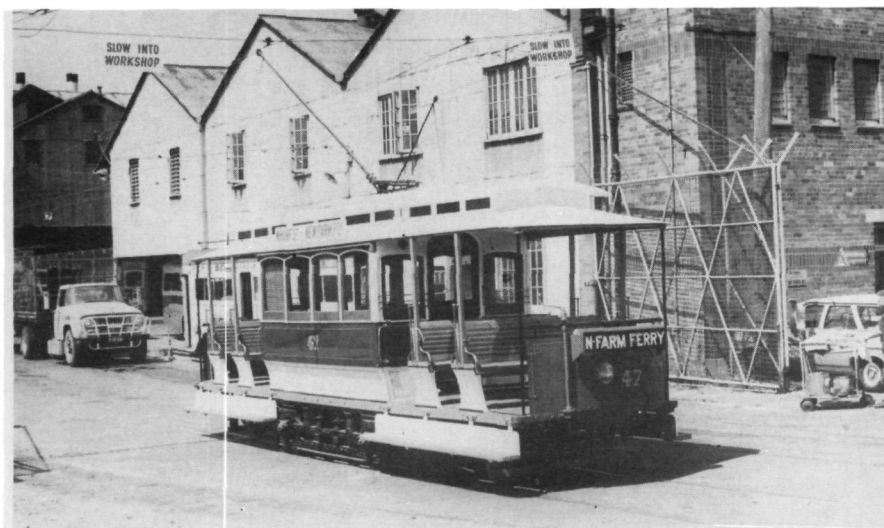
The *Sunday Mail* continued to desecrate the sabbath with its campaign against the trams - what was in it for the *Mail*? The Greenslopes line shut and silver-bodied buses ran instead. No, we didn't see it as writing on the wall (the text book depot fire came later, after I'd left town). More important things were happening: the war had come to Logan Road.

After Pearl Harbour, Brisbane tasted the scent of battle probably more than any other Australian capital. St Laurence's became an anti-aircraft post and we evacuated to a rambling old house near Greenslopes terminus where we spent hours digging slit trenches before the Jap bombers and invasion came. We had brown-outs

and blackouts and regular weekly air raid drill - and remember that awful scary day when the sirens sounded and it *wasn't* a drill. The trams halted and passengers where shoed into the concrete shelters, except my mother who fled, and ran all the way down an empty Logan Road - past the deserted tramcars, wardens shouting at her to come back - because her little boy was home sick in bed....

Diggers leaving, Yanks arriving (and the historic greeting we'll look after your girls, Aussie!), camps and hospitals where suburban blocks had been, military convoys choking the roads, petrol rationing for the civvies: the whole catastrophe put more pressure on the system than Mr Badger would ever have imagined. Drake's drum had sounded and every able-bodied tram responded. I can still picture the evening progress along Queen Street - dropcentre (new style), Dreadnought, dropcentre (old style), toastrack (bogie), combination four-wheeler, dropcentre (air braked), toastrack (four-wheeler), dropcentre . . . Dreadnought . . . four-wheeler . . . and so it went on, a show of sheer tramcar magic as far as the eye could see. That was the essential excitement of the Brisbane trams, no one ever quite knew what would come next around the bend.

Lord have mercy on those who destroyed the tramways I loved.



*Preserved combination car 47 stands at the entrance to Milton Workshops after its restoration by the Brisbane City Council Transport Department.* DALE BUDD

## 245 - MAITLAND'S RESTAURANT TRAM

On Sunday, 17 March 1991, Maitland Tramway Park and Museum Ltd inaugurated the first restaurant tram run by a museum and the third restaurant tram in Australia. It was declared open for service by the Hon Milton Morris after the Mayor of Maitland, Ald. Ray Fairweather had opened the new shelter/reception building. Mr Morris drove the tram to the southern terminus and Mr Fairweather drove it back.

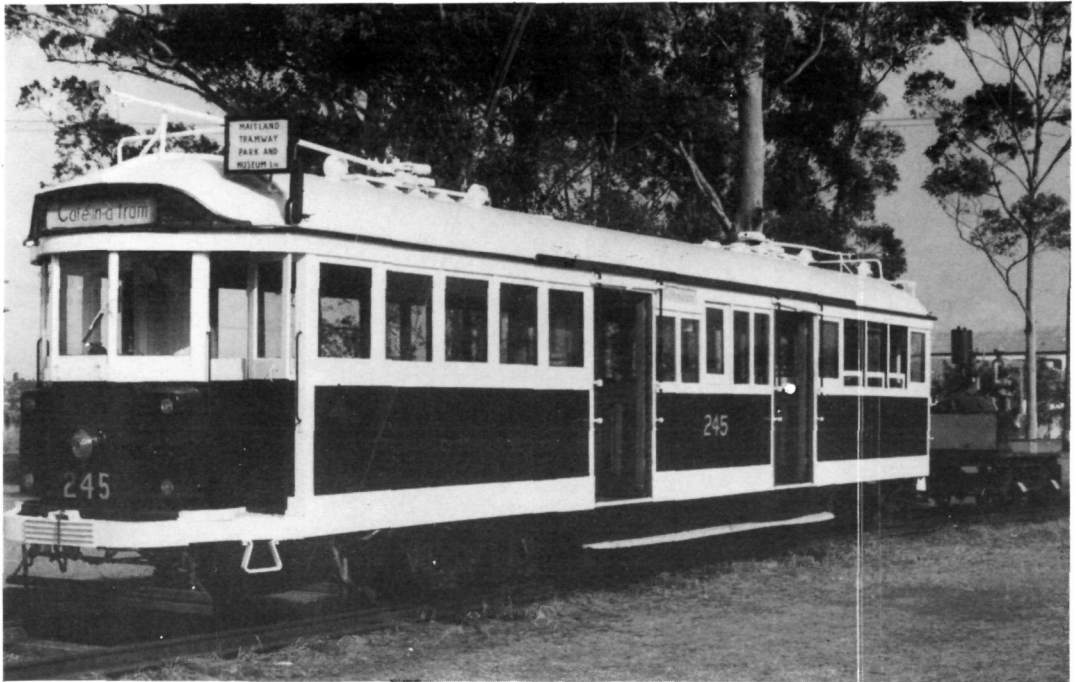
The tram is modelled on the Melbourne restaurant tram but with none of the luxury and at a tiny fraction of the cost. The Museum has been planning such a tram as far back as 1984 and proposed one when a route at Stockton was under consideration.

We had a 'dry run' with W5 class 762 which we bought for the parts as it had been involved in an accident in Melbourne. We removed seats from the dropcentre and made a shop there, rearranging two seats in the undamaged saloon and providing tables to make kiosk accommodation for sixteen adults and four very small children; there is four inches of leg room.

We discovered that the tables were too wide and that upholstered seats were not suitable for cafe work, hence our use of dropcentre wooden seats.

The Cafe-in-a-tram is W2 class 245 which last carried people at Warrabrook in 1983. It was chosen because we knew that it was in good electrical and mechanical condition. It has a tongue and grooved ceiling (car 244 has a masonite ceiling) and it had less junk stored in it. We began stripping the interior of seats and lining the sides. It was then fitted with wooden seats from itself, 247, 636 and 471, with two double seats over. A very great deal of thought and much humping of seats went into the planning so that 56 passengers can be carried. Why 56? We hope to have coach charters visit and there are now more than six coaches in the area which seat 53 and the driver has to be seated too.

The arrangement is quite cunning. The first problem was caused by the sand boxes which, in a W2, run longitudinally so the end seats cannot be placed across the tram. A W5 or W6

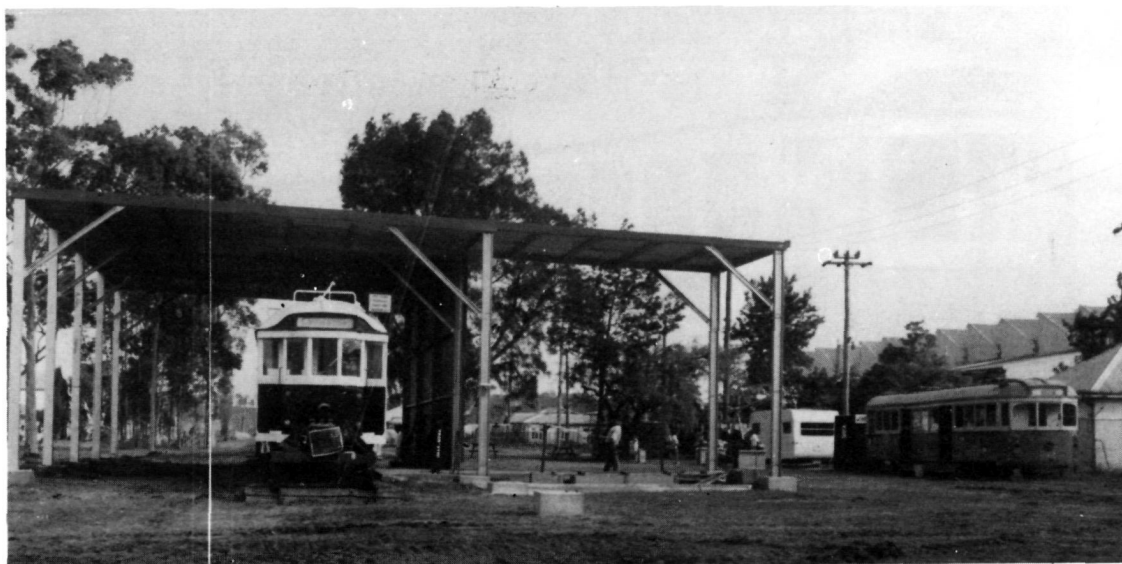


*245 stands a little short of the shelter building at Highway Terminus. It is showing its western side and the motor-generator set is at the rear of the tram.* JACK NYMAN



*Former Mayor and Liberal candidate for Maitland, Peter Blackmore, the sitting ALP Member for Maitland, Allan Walsh and a former Member for Maitland, Milton Morris on board 245.*

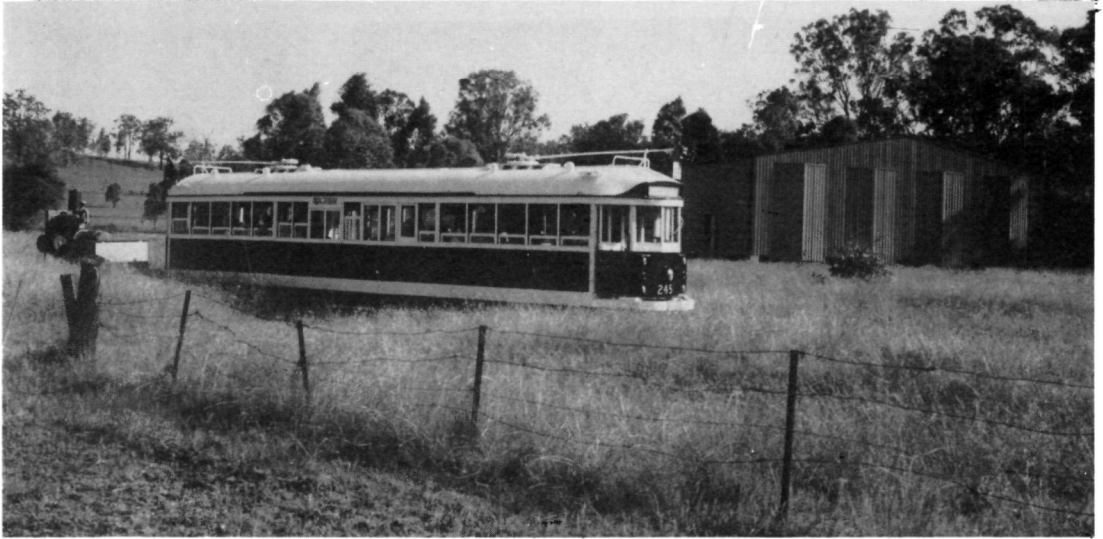
JACK NYMAN



*Looking south through the new shelter/reception building. A former railway quadricycle stands in front of 245. The body of 762 against National Textiles' fence is used as a kiosk.*

JACK NYMAN





*Car 245 stands surrounded by tall grass at the southern terminus. The building is the new depot, now to be fitted out. The Museum has a lease from the fence to the trees at the foot of the hill, over 6 hectares.*

JACK NYMAN

would be an easier proposition to convert. The end seats have been placed along the side of the tram so that passengers will be comfortable, and a small table has been affixed to the driver's bulkhead. You can see the arrangement on the accompanying drawing. The seats against the dropcentre bulkheads are half seats screwed to the bulkheads, the tram side and the floor. The entry space at the entrance to the saloons is rather tight (how we wish for the extra 6 inch width of a W5!) and a seat in each saloon may yet have to be cut, leaving the seating capacity at 54 in order to give easier access to the saloons.

In the dropcentre on the eastern side (which does not have the afternoon sun) there are seats for 12 at three tables, with much more generous space between them, the normal being 45 inches between seat backs. The dropcentre seats on this side have been left in their original positions and a half seat fixed to the bulkheads. On the western side is one table at the normal spacing and a small galley. This has a sink from a caravan, two shelves and a device for restraining the hotpots. We have explored every way of keeping the drinks hot and ruled out gas because of the faint possibility of spilled gas leaking onto the line breaker, resistances or into the air compressor. We thought of small stoves boiling water beside the track. We enquired about using electricity for heating and were dissuaded on

the grounds of safety and cost.

The people at Sugar Valley Coaches said they used hotpots with great success and it is the method we have adopted. The pots will be prepared in the kitchen in 762, using the electric urn and held in a rack in 245 until needed.

They will be restrained because we plan to employ casual staff on weekdays and wish to allow mothers with small children to serve. A childrens' playpen will be placed in the entrance at the galley. If our waitresses do not earn more than \$5100 per year and are prepared to sign a declaration to that effect, no tax will be paid.

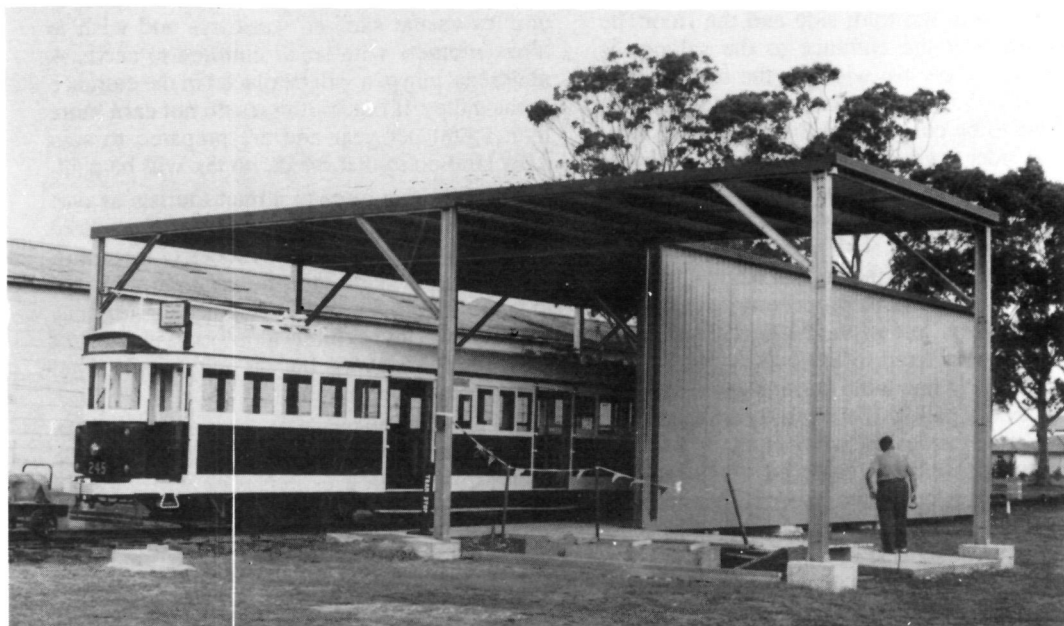
The Museum aims to attract tourists as part of a package by offering charter trips for school children for their studies in modes of transport. Funds from the cafe-in-a-tram service will help to provide a proper exhibition place for artifacts, memorabilia and exhibits to inform visitors, not only about tramways, but on how people lived in the tramway era.

We have interviewed coach operators and are encouraged to believe that the tram will be successful. Three trips per week will generate enough income to meet the repayments on the buildings. The tram will operate on Sundays as required and on weekdays by charter. For the moment it will be the only car in service and will remain so until we have a second line at the highway terminus.



*A view looking south from near the shelter. The former Rutherford railway station can be seen in the distance.*

JACK NYMAN



*W2 class 245 standing in the shelter/reception building.*

JACK NYMAN

# TRAMS ARRIVE AT BYLANDS

After many, many months of negotiations, Friday 8 March saw W5 class 782 loaded onto a low loader at Preston Workshops and transported to the Tramway Museum Society of Victoria's museum at Bylands. 782 is one of the trams included in the Loan Agreement negotiated with the Public Transport Corporation which involves SW2 car 644 and other vehicles.

782 was unloaded with the aid of a mobile crane and the assistance of TMSV members Andrew Hall, Richard Lamprill, Keith Kings, Dean Filgate, Steve Altham, Bruce Bredin, Peter Bardho, Travis Jeffery and Katarina Strancar. The car was so keen to be at Bylands that it started to roll towards the depot the moment it settled on its trucks.

The motors were connected up by Andrew Hall with the help of our friends, Tim Borchers and George Picos, from Bendigo and given its first run at Bylands that afternoon. During the next 48 hours most of the minor repairs not done by the workshops were dealt with, together with the reconnection of the lifeguards and reconnection of the earth wires to the route number boxes. Subsequently, some patching of the roof was carried out by Graham Jordan.

The TMSV extends thanks and gratitude to their local MHR, Max McDonald for his valuable assistance - also to Russell Nathan, General Manager Tram and Bus Division, and to Neville Woolnough at Preston Workshops for their help in the acquisition of 782.

But more trams were to arrive.

During May and early June, negotiations were completed for the loan of the Museum's three single truck cars, S class 164, X class Birney 217 and T class 180, to the Public Transport Corporation for them to operate on special occasions; and the loan to us of W5 class 795, SW6 class 902 and W7 class 1001. This is just another way in which the Society can attain its aim of preserving historic trams in operating condition and enable the people of Victoria and elsewhere to ride on our historic trams.

W5 class 795 was loaded and tied down at Preston in just 44 minutes under the watchful eyes of Andrew Hall on Tuesday, 18 June. On arrival at Bylands, a Brambles crane crew lifted the car onto its bogies. It was then towed into the centre of No. 2 road and connected up

electrically and mechanically. Jeff Bounds drove it out of the shed at 1.20pm and Russell Jones arrived to assist during the afternoon with attaching most of the missing parts back onto 795.

On Wednesday 19 June, Geoff Dean, Richard Lamprill, Keith Kings and Barry Hill observed the loading of SW6 class 902 at Preston. At the museum the crane was still in place from the day before and 902 was unloaded, connected up and driven out of the shed at 1.10pm.

Thursday 20 June saw Keith Kings and Travis Jeffery at Preston to check the loading of W7 class 1001. Richard Lamprill and Geoff Dean, who had been completing some other business at the workshops, arrived at 7.40am to find 1001 waiting to be lifted, with the brake rigging disconnected but not the motor leads. This was pointed out to the sceptical lifting crew until they saw for themselves. It was about 8.20am that two workers arrived, went down the pit and started on the front bogie. Shortly after, they departed and the body of 1001 was lifted about a foot, only to find that only one bogie had been disconnected. Another wait, then eventually the electrical foreman arrived and undid the last 16 nuts and the earth leads. The tram was then loaded very quickly and departed for Bylands just after nine. 1001 was soon unloaded and was connected up after lunch. It was driven out of the shed by Russell Jones at 4.30pm.

To those few members and friends who assisted with this three-day move, the Board of the TMSV would like to mention and gratefully thank, Andrew Hall, Richard Lamprill, Geoff Dean, Russell Jones, Keith Kings and Travis Jeffery who all helped on the three days. Others who gave their time were Jeff Bounds, Barry Hill, Chris Treganowan and Jeff Stocco.

The Society would now like to place on record our very grateful thanks to Mr R. Nathan, General Manager Tram and Bus Division, Mr L. Jean, Manager Tram Fleet, and the staff at Preston Workshops - particularly the Lifting Gang who were so efficient in the loading of these cars.



# HERE AND THERE

## NEWS ITEMS OF INTEREST FROM ALL OVER

### Melbourne News

Until about eight years ago, tram drivers 'punched' bundy clocks along their route to ensure regular running, especially preventing early departure from the bundy clock location. After a disagreement regarding an alleged lost bundy key, their intended use ceased, but nearly all were maintained in working order as guides to drivers. However, since the five week dispute in January 1990, many have fallen into disuse, which is frequently followed by vandalism and eventually the clock's complete removal. Get your bundy clock photos while you can...

Several trams have been experimentally fitted with special brake shoes intended to remove small wheel flats, without the need to undergo a visit to a wheel grinder. Standard brake shoes have been treated with a coating of coarse carborundum powder which, until it wears away, will grind the tram wheels.

SW6 class car 890, shedded at Hawthorn and used for driver training, has had the end bulkheads removed from behind the driver to enable instructors to converse with their trainees more easily.

The four cars purchased by Paul Class were moved to a yard at Werribee to await shipping to the USA.

### Light Rail for Canberra?

Australia's first modern light rail network -consistently rejected for Sydney - is likely to be built in Canberra.

A study entitled *Sustainable Canberra* prepared by Professor Peter Newman of Murdoch University in Perth has recommended Canberra adopt light rail and turn away from building more roads.

It is the first time a study of this nature has received full financial backing from the Canberra business community, Australian Conservation Foundation and the ACT Government.

A corridor of land running through the middle of Canberra and branching to run to Gungahlin

in the north had already been set aside for a fast transport link. The light rail link would replace proposals for two freeways and would have no land cost for authorities. Compared to Sydney road costs it would be very much cheaper.

A comparison finds a light rail link would cost \$6-10 million per kilometre while the F2 Castlereagh Freeway in Sydney would cost \$25.7 million per kilometre.

### Tramway Museum Wins Railway Award

Our friends at the National Tramway Museum at Crich have won the *Railway World* Independent Railway of the Year 1990 title from 31 steam railways in Britain.

This annual judgement is carried out by a panel of itinerant, unannounced, unexpected, inscrutable, uninvited, unbribeable inexperts who visited the railways and viewed them through the eyes of the average punter for good value entertainment for Mr and Mrs Average and their infant progeny.

They were judged on atmosphere; station appearance; staff courtesy and appearance; general tidiness and cleanliness; rolling stock; rolling stock turnout; track condition; toilet facilities; refreshment facilities; museums, shops and non rail items; and signs, both to find the railway *and* for the public at the railway.

The National Tramway Museum scored 86% for the abovelisted categories plus a bonus for special initiatives for a grand total of 91%. Congratulations on a fine effort!

### Sydney - Electric Rail News

Service to The Royal National Park was suspended from Wednesday 12 June 1991 after an inspection of the branch line from Loftus the previous day. The service was to have been withdrawn with the introduction of a new timetable later this year. The line was opened on 9 March 1886 and electrified on 20 December 1926. The line is single track throughout; the line terminates in a single track dead end. The

## COTMA CONFERENCE PERTH 1992

The 11th Biennial COTMA Conference will be held at the historic Rose and Crown Hotel in Guildford, from 31 May to 3 June 1992. Accommodation is available in well-appointed Motel style units.

The Hotel is conveniently located close to Guildford Railway Station and about 15 minutes by road from the Whiteman Park Tramway Museum (transport will be provided during the Conference).

NOW is the time to plan your holiday in the West to include the Conference. Australian Airlines is the official Conference airline and will be offering very good discount rates - further information follows in the next issue of *Trolley Wire*.

Contributions of Papers or workshop sessions are welcomed. Intending contributors should contact COTMA Executive Officer, Bill Kingsley, 51 Lenna Street, East Burwood, Victoria 3151.

level crossing with the Princes Highway has become increasingly difficult to use with the increased volume and speed of the road traffic.

The Parramatta Road crossing on the Carlingford line is now the only remaining level crossing of a highway in the electrified area (Two unprotected industrial sidings also cross Parramatta Road nearby). The unelectrified Toronto branch, south of Newcastle, which crossed the Pacific Highway closed on 10 March 1990.

The Homebush Abattoirs Saleyards loop closed on Friday 21 June 1991, although some wagons were still stabled at the saleyards during the following week. This loop and sidings were the last additions to the Abattoirs/Brickworks rail network which initially opened in 1908. The loop was opened on 1 March 1968 and was electrified from the outset. It replaced the Flemington Saleyards sidings. A feature of the Abattoirs lines was the two high single track bridges across Parramatta Road and the two newer bridges across the F4 freeway, all now out of use.

The Abattoirs and adjacent brickworks are both out of use and are being demolished to make way for the proposed relocation of the Sydney Showground and a new sporting complex. The railways north of Parramatta Road are being removed but a new line may be built if the area is developed for the Olympic Games. An immediate start was made to remove the

overhead wiring using CityRail's new self-propelled overhead wiring vehicles. Much of the overhead was erected using the former self-propelled overhead wiring vehicle L707, better known as Gentle Annie. L707 started life as tramway ballast motor 42U and is now in the care of the Sydney Tramway Museum.

### Summary of Electric Locomotives and Multiple Unit Rolling Stock as at 1 July 1991

#### Mainline Locomotives:

46 class .....	37
85 class .....	10
86 class .....	50

#### Suburban Trains:

Single Deck	
(C) Control Motor .....	163
(T) Trailer .....	94
Double Deck	
(C) Control Motor .....	392
(D) Driving Trailer .....	10
(T) Trailer - Stainless Steel .....	318
(T) Trailer - Aluminium .....	118
(N) Non Driving Motor - Tangara .....	90
(D) Driving Trailer - Tangara .....	89

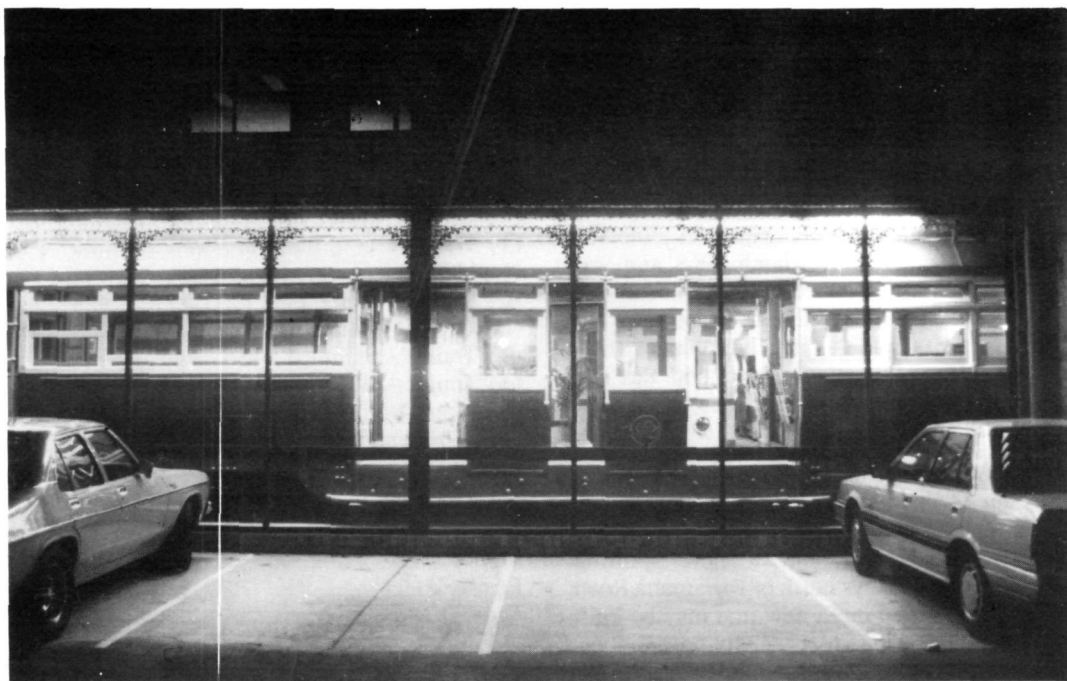
#### Interurban Trains:

Single Deck	
Control Motor .....	35
Trailer .....	38
Double Deck	
Control Motor .....	123
Driving Trailer .....	14
Trailer .....	106



*Two night views of the Canberra Tradesmen's Union Club in Dickson, ACT, showing (above) Sydney R class 1819 at left and C class 37 seen from the street outside the Club, and (below) Melbourne L class 102 viewed from the carpark.*

DALE BUDD



## Service Vehicles:

Washing Plant Locomotives .....	4
Depot Shunters (former passenger cars and parcels vans)	9
Equipment Recovery Cars (former parcel vans) .....	2
Profile Car (former wooden parcel van) .....	1
Brake Test Car (former wooden parcel van)	1

The multiple unit stock is formed into sets of various types. Details of these sets are:

H sets - 8 car single deck suburban, formed of 4 motors and 4 trailers.

M sets - 8 car suburban, formed of 4 single deck motors and 4 double deck trailers.

Y sets - 3 car single deck suburban, formed of

2 motors and 1 trailer for use on the Carlingford line.

These trains have 32 volt control circuits and hand-operated doors.

Motor cars are from the series C3101-C3526 and the four-motor conversions are from the series C3702-C7526 (97 cars only).

Single deck trailers are from the series T4799, T4834-T4838 and T4896-T4920.

W sets - 8 car suburban, formed of 4 single deck motors and 4 double deck trailers.

These trains have 120 volt control circuits and power-operated doors.

Cars are from the series C3701-C3740 and T4801 -T4833.

L sets - 2 car double deck suburban, formed of 1 motor and 1 driving trailer for use at



*"H.M.A.S. Melbourne". A class 246 carries full advertising livery for the Royal Australian Navy and is seen at Kew Depot on 19 May 1991.*

RAYMOND MARSH



Newcastle and in the near future on the Riverstone to Richmond shuttle. Four sets regularly used as eight car train on other services.

R sets - 6 car double deck suburban, formed of 3 motors and 3 trailers.

S sets - 4 car double deck suburban, formed of 2 motors and 2 trailers. Coupled into 8 car trains as required.

Cars in these sets are from the series C3001-C3080, C3741- C3765, C3805-C3986 and D4001-D4010, T4011-T4095, T4101-T4170, T4839-T4895 and T4921-T4987. The driving trailers and ten motor cars are being fitted with headlights for use on the Richmond service.

C sets - 6 car double deck suburban, formed of 3 motors and 3 trailers. These trains are air-conditioned and have chopper control. They run in two-car units as the pantograph is on the trailer.

Cars are from the series C3581-C3608 and T4247-T4274.

K sets - 4 car double deck suburban, formed of 2 motors and 2 trailers. Coupled into 8 car trains as required. These cars are pressure ventilated or air-conditioned and run in 2 car units as the pantograph is on the trailer.

Cars are from the series C3501-C3580 and T4096-T4099, T4171-T4246.

T sets - 4 car double deck suburban, formed of 2 non-driving motors and 2 driving trailers. Coupled into 8 car trains as required. They are the newest cars in the fleet and are known as 'Tangara' trains. They are streamlined, air-conditioned and have chopper controls. The pantograph is on the driving trailer and the four cars are bar coupled. Adjoining trailers and motors have matching numbers and the two units in a set are meant to have running numbers, but 4 sets are presently mismatched.



Three of Perth's new electric multiple unit sets at Westrail Electric's depot at Claisebrook on 29 June 1991. Nearest the camera are power cars AEA 212 (left), 209 and 207, the latter showing TEST TRAIN on its destination indicator.

MICHAEL STUKELY



*Bridge construction progressing rapidly at Lake Monger Drive, Leederville, for Perth's Northern Suburbs Railway and for duplication of the Mitchell Freeway (right) to accommodate the new railway on the median. The present north-bound freeway lanes are visible on the bridge at left. 29 June 1991.*

MICHAEL STUKELY

Cars are from the series N5101-N5190 and D6101-D6190.

The order for 450 cars is still being delivered. One driving trailer has been written off.

U sets - 4 and 6 car single deck interurban, formed of 2 motors and 2 trailers, and 3 motors and 3 trailers respectively. coupled into 8 and 10 car trains as required.

Cars in these sets are from the series 5001-5040 and 6001-6040.

V sets - 4 and 6 car double deck interurban, formed of 2 motors and 2 trailers, and 3 motors and 3 trailers respectively. Driving trailers are used as ordinary trailers. Coupled into 8 and 10 car trains as required. These trains are air-conditioned and the last 7 motors have chopper controls and run as a unit with the matching trailers but are otherwise interchangeable.

Cars are from the series 8021-8145 and 9031-9044, 9101-9191, 9201-9215.

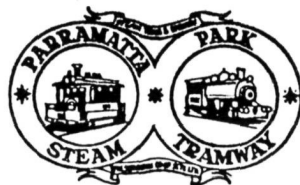
## **Perth - Electric Rail News**

The launching of Perth's electric train services will now be at least seven months late. By mid-June 1991, 14 two-car sets had arrived in Perth from ABB-Walker's Queensland factory since deliveries began late last year.

None of the new trains has entered service due to an unsolved vibration problem. Westrail is refusing to accept delivery of any of the railcars until ABB-Walker has positively identified and fixed what appears to be a fault in the cars' suspension system. The final solution will probably involve some redesign and modification of the system.

Another seven two-car trains are due to be delivered later this year for use on Perth's existing three suburban lines. The Western Australian Government has ordered another 22 trains from ABB-Walker for the \$220 million northern suburbs railway due to open late next year.

# PARRAMATTA PARK . . .



## Steam Tram and Railway Preservation Society

### Baldwin Steam Motor No. 103A

Steam tram motor 103a has been successfully steamed at the Rail Transport Museum at Thirlmere, where it has been undergoing a mechanical overhaul which was completed at the end of May. The wooden body of 103A was transported from Lidcombe to the Rail Transport Museum at Thirlmere earlier this year for erecting and painting. Completion of the overhaul and return to Parramatta Park was expected in June.

### Vulcan Locomotive No. 1022

This locomotive remains in service and has sustained the Society's operations all year. However, some work on the valve gear needs to be carried out when time permits.

### Diesel Motor No. 133A

Poor old diesel. This replica steam tram motor has been out of service for several months now. Some repairs and overhauls were effected to the fuel system but it appears that the old Bedford motor has finally given up the ghost. A replacement motor is being sought at the moment, so it looks as though 133A will be out of service for another couple of months.

### KA Class Car 778

This car was trialled in revenue service on 17 March 1991, and was an outstanding success. It was probably the first time in nearly 70 years she has carried passengers. Working the KA will become a regular event in future.

### CPH Class Rail Motor 5

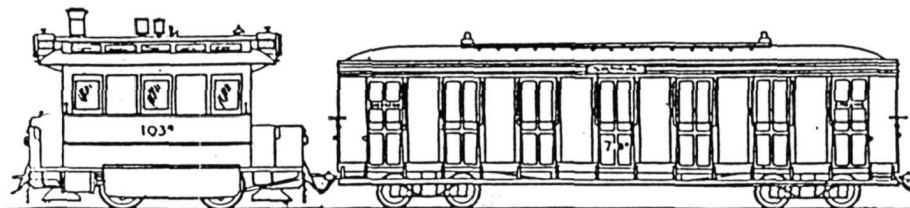
This unit is about to receive a full body restoration thanks to carpentry apprentices from Building Apprentices Training Ltd at Lidcombe. The lads from BATL did a great job on the body of steam motor 103A and we hope to have CPH 5 restored to the original matchboard siding and crownlight windows condition with the small driver's compartments at each end. Paul de Vries has repaired the long-standing faulty fuel line on CPH 5, and Paul has been joined by David Henderson in the monotonous task of rubbing back and repainting the body. The colour scheme will be the russet and red of the 1950s.

### Robert Stephenson Locomotive No. 2

Stepho, as she is affectionately known, underwent steam trials on 2 December 1990 for the first time in 18 years. Quite a bit of work has been carried out on her over the last few years, but the steaming wasn't a great success. Some more work is required on her before we can class her as a standby for 1022.

### Perway and Community Service

Laurie McCulloch, our Head Ganger and Community Service Supervisor, has been busy with resleeping, repairing and weeding our track, maintaining our pointwork and keeping our point mechanisms in adjustment. Trackwork, however, is not the limit of his labours and he has carried out work on 'Stepho', 133A, CPH 5 and 74B during the last twelve months.



# BYLANDS . . .



## Tramway Museum Society of Victoria

### Cable Tram Display Shed

One of the major aims of our museum development is the construction of a separate cable tram building to display and store all our cable tramcars and artifacts.

This development will now take place - this year!

This has been made possible by a considerable donation from Bob Serle, our Secretary, to whom we are truly thankful. However, it will require donations from our members to complete the project to the final standard required for the display.

The Board has approved plans for the construction of a steel shed 33.5 metres by 7.6 metres by 3.66 metres high (110ft x 25ft x 12ft) to be constructed on the east side of the main line opposite the store shed. The site has been pegged out in readiness for construction.

This is the first major new building project for many years and our Board feels that this building should have a concrete floor and electric power as soon as funds are available.

Completion of this project will free valuable space in the electric car depots for the housing

of extra electric trams which are expected to arrive over the next few years.

### Works

After a considerable amount of planning by the Museum's Works Committee, and the organisation of materials and manpower by Geoff Dean, Andrew Hall and Peter Badho, work has commenced in earnest on the construction of the extension towards McKerchers Road from the present terminus at pole 34 to a temporary terminus at pole 43 beside the McKerchers Road whistle board. This spot just happens to be where the trolley wire runs out. Another drum of 800 metres is being negotiated with the PTC.

The overhead has been erected over a period commencing just prior to Christmas; the trolley wire was tensioned on Sunday, 13 January, the ears installed the next weekend, with the final act being the wire joiner connection on Tuesday, 29 January. The last seven poles had been stood up only that morning. All the poles up to McKerchers Road, and two beyond that point,



*The cable tram set at the end of track at the new southern (extended) terminus.*

JEFF BOUNDS





*Santa riding on his special cable tram over the new track extension.* JEFF BOUNDS



*The Victorian Minister for Transport, Mr Peter Spyker prepares to cut the ribbon to mark the opening of the cable tramway extension at Kilmore.* JEFF BOUNDS



*To mark the official opening of the Kilmore cable tram track extension, TMSV Chairman Rod Adkins presents Minister for Transport Peter Spyker with a certificate to mark the occasion. The local MLA, Max McDonald (left) and TMSV General Manager Geoff Dean (right), look on.*

JEFF BOUNDS

have been stood up ready for further extensions. Geoff Dean and Andrew Hall, together with Barry Hill and Peter Bardho, and P & R Contractors were the people involved with the poles. To see the rock drill go through solid basalt is something to see!

The Shire Council carted and spread 100 tonnes of ballast from Pioneer's quarry at Kilmore East and to both organisations we express our most grateful thanks for their help to the Museum.

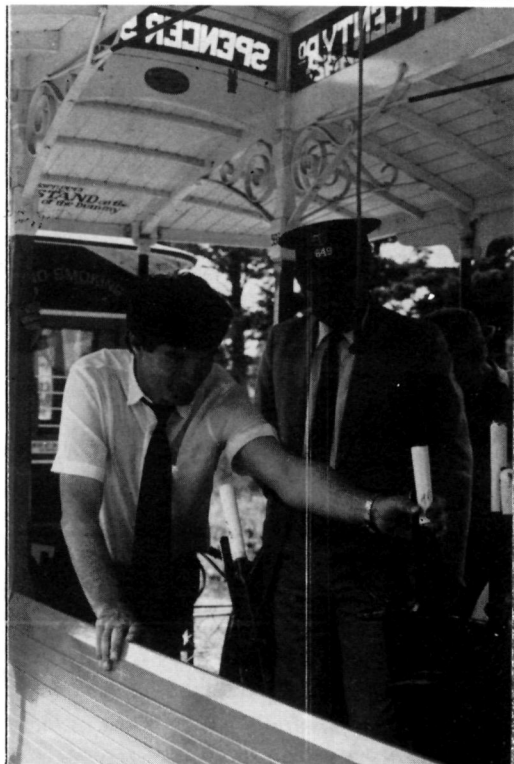
The actual trackwork construction commenced on Saturday, 2 February despite the heat. Some 200 feet of track was laid that first weekend, commencing with a 'ski jump' connecting ramp to the existing rails. New track has been laid as far as our supply of sleepers allowed. The northern terminus has now moved to pole 40.

On Sunday, 10 February an enthusiastic gang did some tidying up of the transition track between the old and the new, then carried out some reconstruction along the current track with about ten sleepers being replaced between poles 24 and 25. Much work has been done in maintenance on the main line with a number of point timbers being replaced under the siding points as well as along the main line itself.

During all this work our heavy-duty drill used in the tracklaying failed and had to receive a new set of bearings and a motor service before being returned to duty. Whilst the drill was out

*The Minister receives instruction on the operation of the motorised cable tram from experienced 'Gripman' Richard Lamprell.*

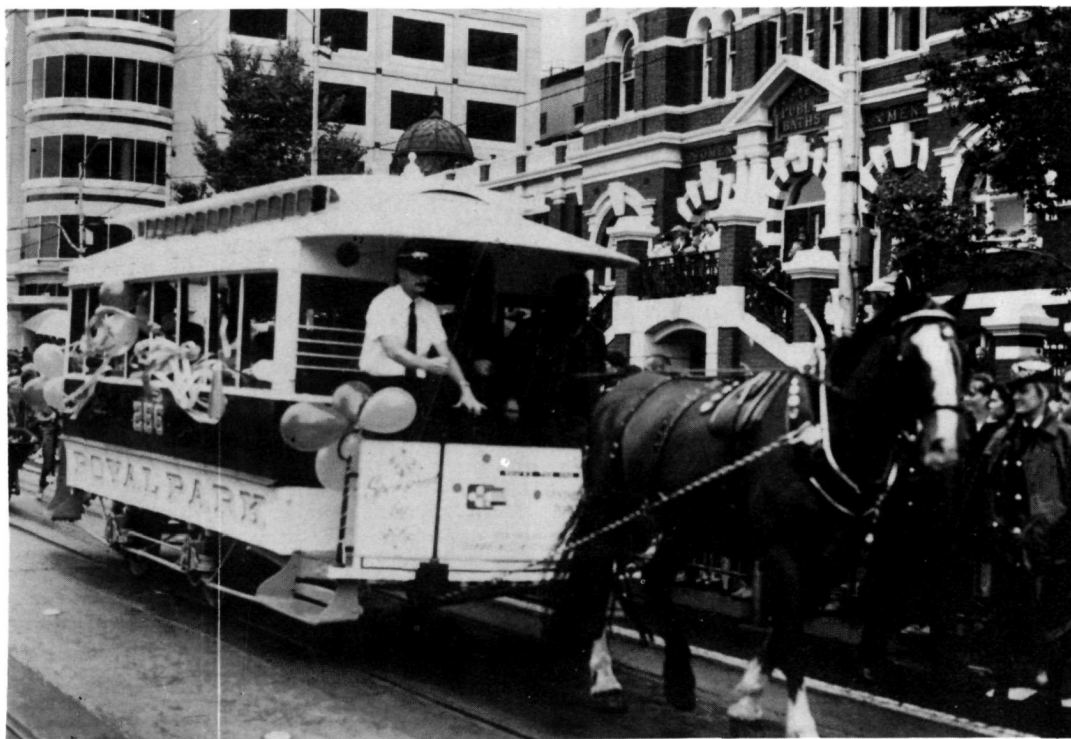
JEFF BOUNDS





*The motorised cable car set at the start of the Moomba Parade at the top of Swanston Street.*

JEFF BOUNDS



*The horse tram passing the City Baths at the top end of Swanston Street as the Moomba Parade moves off.*

JEFF BOUNDS



*The grip car waits for B2 class articulated car 2026 to depart from South Melbourne Depot.*

JEFF BOUNDS

of service our intrepid tracklayers continued, using hand augers.

### **Car Restoration**

The exterior of our W4 class car 673 has been repainted to good effect but more work is still required to remove the old brown varnish areas inside the car before restaining and revarnishing can commence.

### **Exhibitions**

Over the Australia Day long weekend, we ran the cable tram in Kilmore on all three days, and jointly participated in a tourism exhibition at the historic Kilmore Courthouse.

As well as photographs, our display featured an operating 1:24 scale model tramway lent to us for the occasion by Tony Cooke. A variety of model trams were provided by Richard Youl, Graeme Breydon, Len Millar and Ron Scholten.

### **Moomba Parade**

Once again the museum took part in the annual Moomba Parade, held on Monday, 11

March 1991, and the event turned out to be very successful despite some problems. Our motorised cable tram set was sponsored by the Villa Maria Society for the Blind, and the horse tram operated as part of The Met's entry in the parade.

Saturday, 9 March, saw us take the static dummy to Bendigo and bring back the horse car. On Sunday the horse car was loaded onto a trailer and the cable car set was loaded at Hudson Park, Kilmore after the last run for the day. The three vehicles were then transported to North Richmond.

Next morning the cars were taken to Swanston Street and, after the last electric tram passed, were placed on the rails. The cars ran well with Richard and Mark Lamprell crewing the cable tram and Rod Atkins assisting with driving the horse - it may have been the other way round as the horse had his own idea on the speed the parade should travel! The cable car carried a jazz band and people in costume from both Villa Maria and the TMSV. The cars were well





*The cable dummy preparing to shunt into the depot at South Melbourne after the parade.*

JEFF BOUNDS

received by the spectators and were applauded on several occasions.

At the end of the parade, the grip car was uncoupled and disappeared towards Domain Road bound for South Melbourne Depot. The two trailers were loaded very quickly.

While the trailers were being loaded, Richard and Mark Lamprell arrived at Domain Road with the grip car, ducked around all the electric tram activity, startled a bunch of bemused passengers and Met drivers, reversed in St Kilda Road and trundled back through the interchange. Then the problems started.

The chain drive failed. It was decided to keep going and gravity provided the motive power as the car sped down Park Street with Richard, Mark and a Tramway Inspector aboard, with the chain unwinding onto the road for the driver of the following electric car to pick up. They made their way along Kingsway amongst the electric cars and pushed the car into the depot, stabling it in front of the washing plant. (The chain drive broke again at Kilmore and has now been replaced with a completely new chain.)

The trailers were taken back to Kilmore and Bylands and unloaded, and Richard, Mark and Geoff Dean returned to South Melbourne to collect the grip car. Many thanks are due to all those who assisted in this exercise - to the crews, the transporting people and to those who provided the 'atmosphere'. It is also pleasing to note we received very good coverage on the TV broadcast of the parade.

### **We Meet Our Neighbours**

We will be holding a Meet your Neighbours Sunday in early August. Local residents are being invited to participate in a free day at the museum, complete with a sausage sizzle.

### **Rumour Department**

It is disappointing to relate that some rumours were being put around in mid-June regarding the tramcar exchanges mentioned elsewhere. The Society's Board emphatically states that the three tramcars in Melbourne have been placed on indefinite LOAN to the PTC - ownership has NOT been transferred to the PTC.

# BENDIGO

## THE BENDIGO TRUST

As part of the Bendigo Tramways Centenary, a 'Challenge' was issued for a harnessed team of dogs to pull a tram through the streets of Bendigo. On Saturday, 3 November 1990, the Siberian Husky Club of Victoria accepted the challenge and brought their dogs to Bendigo in an attempt to be the first to pull a tram with a dog team.

The tram used was an original 1887 cable trailer car which had been kindly loaned to the Bendigo Tramways by the Tramway Museum Society of Victoria. By prior arrangement, it was towed up to the Fountain tram stop in Pall Mall by Birney car 302. Here a team of Siberian Huskies and a couple of their larger relatives, Alaskan Malamutes were at the ready. In total, twelve dogs were harnessed for the task.

There were a large number of onlookers who were most amused by the proceedings, and passing motorists couldn't believe their eyes at the sight of a team of dogs harnessed to an old tram. It should be mentioned that the tram weighed 2.5 tonnes without passengers, and the Siberian Huskies were about 20 kilograms each; the bigger Alaskan Malamutes were somewhat heavier at up to 50 kilograms each. The total

weight of the dogs was approximately 300 kilograms and they were matching their strength to pull a 2500 kilogram tram plus passengers.

On board the tram were the Mayor of Bendigo, Cr James Douglass, Tramways Manager Dennis Bell, Challenge instigator Ken Howe, Bendigo Trust directors Ken Hesse and Edgar Harrison, maintenance officer/driver Harold McCarthy, and last but not least, the Chief Inspector from the RSPCA.

Finn Jensen, the dog team co-ordinator, gave a wave, the brake was released, and No. 256 lurched away with a totally different motive power for a tram. The dogs and dog-handlers were setting a good pace with the tram bouncing along behind. Fortunately the local police officers had been given instructions to man the intersection of Pall Mall and Williamson Street, and held all traffic from entering regardless of traffic light sequence. The husky powered tram rattled through at a rate of knots.

The team pulled the tram to the Black Swan Hotel at the end of Pall Mall, a distance of about 500 metres. At this point a new team of dogs were coupled to the tram for the return trip back



*The Siberian husky team pulling the cable trailer along Pall Mall, Bendigo on 3 November 1990.*

BREN BELL

*A husky takes a breather in the doorway of Birney 302. The dog is wearing his harness in preparation for the run along Pall Mall.*

DENNIS BELL

to the Fountain tram stop. As the track on the return trip was slightly uphill, it was decided to add two extra dogs to the team, making a total of 14 dogs for the return journey. The extra dogs were so effective that it was necessary to have the brake half applied almost all of the way back. If the brake was released, the dogs gathered too much speed for the dog-handlers to keep pace.

It was a great achievement for these highly trained dogs. The challenge was successful and it is believed to be the first time a team of dogs has been the motive power for a tram, certainly the first time in Australia.

The RSPCA Inspector was asked to comment on the 'pull' and he said the cruellest part was for the dog-handlers to keep pace with their dogs who so easily loped along with the tram in tow. Tramways Manager Dennis Bell could only agree with that comment.



## ST. KILDA . . .

### Australian Electric Transport Museum



#### Bodyshop

The major work effort for the past three months has been the concreting of the bodyshop floor. Twelve separate pours were required to complete the floor. Each pour was carefully planned and organised by Ian Seymour. Ian made sure that plenty of hands were on site on each occasion to carry out the work. The two cars residing in the bodyshop, A 15 and H 355, were shunted as required and generally remained under cover. In fact, car 15 was eventually brought into the main depot and swapped with B 42. Car 42 will become the first tram to be restored in the new bodyshop. Plans are well under way for the fitting out of the bodyshop.

#### Track

Work continues at a very good pace on the relaying of the lakeside track under the guidance

of John Pennack. Ten members have spent more than 600 hours over the last six months preparing and laying over 700 feet of track on new sleepers. The rail was good quality 80lb rail reclaimed from the Defence Science & Technology Organisation near Salisbury. A pleasing outcome of this project is that improved efficiencies have actually brought about a reduction in the number of hours spent on track work! A side benefit of the project is that a number of members have obtained loads of firewood at low cost.

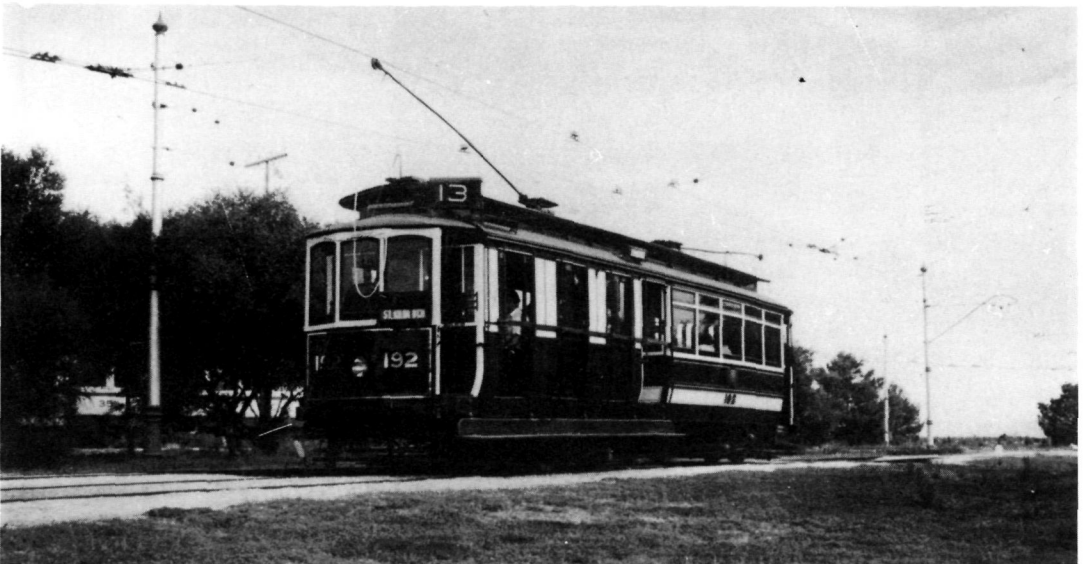
#### Hackney Wheel Press

The old Hackney Depot wheel press has been delivered by the STA to the museum for heritage care. The only item which appears to be missing from the press is the pressure gauge. If any of



*John Pennack (left) and Ian Seymour prepare the next section of the bodyshop floor for a concrete pour. The view looks straight through the main workshop which is unusually clear of trams. Notice the wide spacing on the right side to allow for the work bench facilities. Yes, there is a slight kink in the track - to allow for slightly different building alignments.*

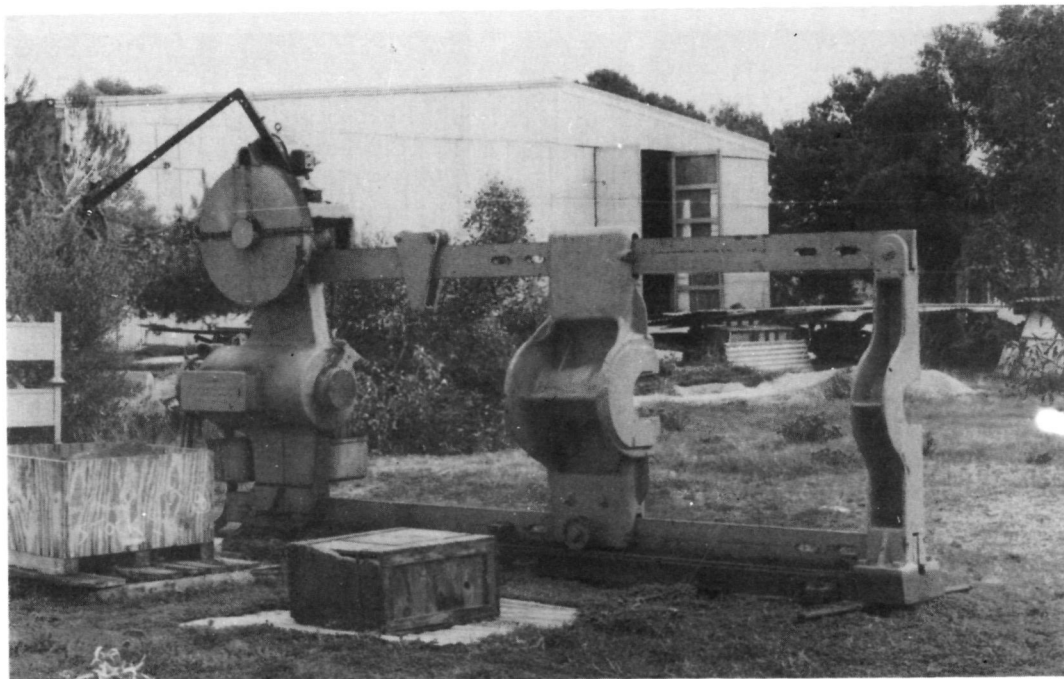
PAUL SHILLABEER



*D 192 departs the museum yard for St Kilda Beach. H 355, which has been placed in temporary storage on Road 7 during some of the bodyshop concreting, can just be seen behind the trees.*

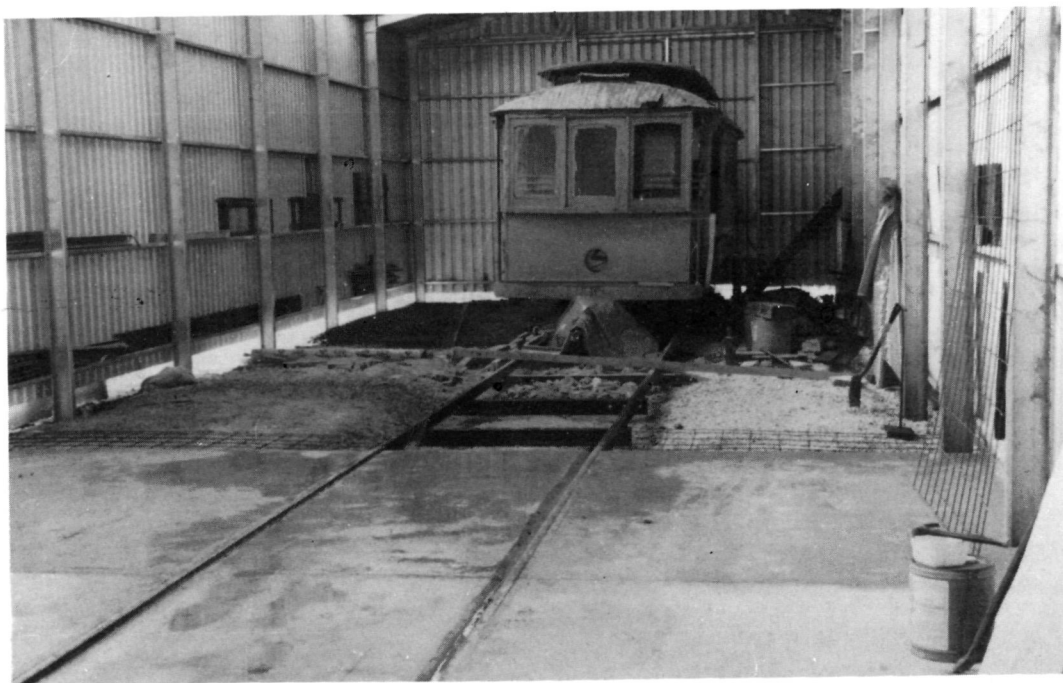
PAUL SHILLABEER





*The recently received Hackney Depot wheel press stands at the rear of the main depot.*

PAUL SHILLABEER



*The body of A 15 stands at the rear of the bodyshop as preparations are made for another concrete pour.*

PAUL SHILLABEER



*The feeder pillar box which formerly stood at the corner of Angas and King William Streets has been re-erected and repainted in the depot yard. an explanatory sign has also been installed.*

PAUL SHILLABEER

our kindred COTMA friends have access to such a gauge, we would be pleased to hear from you. The new arrival complements the Craven wheel lathe and a vertical boring machine acquired from the MTA in Melbourne last year. These machines will eventually enable us to repair, maintain and build new wheel sets and trucks.

The museum also recently received a set of Brill 22E Maximum Traction trucks (without motors) from the TMSV at Bylands. These trucks will eventually be used in the restoration of car 118.

### **Depot Yard Improvements**

John Radcliffe has improved the appearance of some of our street furniture by repainting and provision of interpretive signs. These items include the Angus/King William Streets feeder pillar, the Reliance clock (often referred to as a Bundy clock) and the Children's Hospital waiting shed. The interpretive signs include photos of the exhibits in their former locations.



*The Brill 22E Maximum Traction trucks (without motors) obtained from the TMSV now reside in our truck storage road at the rear of the main depot. Members' cars are parked at the rear of the trolleybus shed.*

PAUL SHILLABEER

Jim Burke has been carefully grooming a buffalo lawn in front of the Display Gallery. The lawn, which is situated between the Gallery and the depot fan, gives a very good first impression of the depot yard. Jim has also laid brick pavers between the Gallery and the Bouncing Billy Bistro.

### Other News

Staff and students of Marleston TAFE college have once again assisted us - this time by preparing and painting the front and part of the side of the main tram shed.

Weather blinds have been installed on Desert Gold tram 186.

### Annual General Meeting

The 34th Annual General Meeting of the AETM was held on 31 May 1991. The new committee is:

President ..... Colin Seymour  
 Vice President ..... Paul Shillabeer  
 Secretary ..... Ron White  
 Treasurer ..... John Hoffman  
 Operations Manager ..... Max Fenner  
 Rolling Stock Manager ..... Kym Smith  
 Site & Safety Manager ..... Ian Seymour  
 Track & Overhead Manager..... John Pennack

Trevor Triplow, once again, delighted us with vintage tram films.



*An interpretive sign explains the Reliance clock to visitors. The recently established lawn can be seen in front of the Display Gallery.*

PAUL SHILLABEER

## FERNY GROVE . . .

### Brisbane Tramway Museum Society



#### Anniversary Tour

Saturday, 13 April saw the 22nd anniversary of the closure of the Brisbane tramway system and this was commemorated by the operation of a special bus tour. The Brisbane City Council Transport Department's two tram buses were hired for the occasion with several former tram routes and termini on the agenda for the day's activities. The highlight of the afternoon was a visit to the museum where tram-buses 923 and 924 met combination car 47, the tram upon which the two buses are modelled. The two buses are used by the BCC on their Sunday to

Friday Citysights tour service from Post Office Square. A television news crew from QTQ9 visited the museum and the afternoon's activities were shown on the National Nine News that evening. The day was a huge success and a special thanks must go to the volunteer BCC bus drivers Ian and Pauline from Light Street Depot.

#### Substation News

The museum substation has been the scene of some interesting activity during the past few

months. The high speed circuit breaker (HSCB) holding coil failed early in April and the problem was compounded when the only spare also failed two hours after being installed. The 1938 vintage coils were rewound locally at great expense and the HSCB returned to service immediately the first coil was available from the motor winders. During the time the HSCB was unserviceable, the traction system operated normally by relying on the feeder protection which is set at 500 amps.

On Sunday 2 June, the HSCB was calibrated at 1200 amps, and to achieve this steady load, both Ernie and the Pool Heater were utilised, resulting in some rather large amounts of steam being generated during testing. The continuous rated output of the rectifier is 1250 amps at 600 Volts. However, during one load-test run the output touched 1400 amps for about two minutes. A glass bulb mercury arc rectifier with 1200 amps load looks and sounds spectacular, and this was maintained for ten minutes to give all

of the equipment a good workout. All of the substation protection levels (including the 11kV) have now been set as accurately as possible and a special thanks is due to Ken Johnson who assisted with the load testing.

### Trackwork

The track between the depot curve and the depot fan has been partially resleepered in the past few months. This is the only remaining section of open ballast track in the museum and it has been savagely attacked by termites in recent years. The last of our stock of hardwood sleepers (ex-Salisbury line) were used in this project and it is anticipated that these 'new' sleepers should have a life of approximately five years at which time a full relay in mass concrete is being considered as a permanent solution to the termite problem.

### Bookshop Building

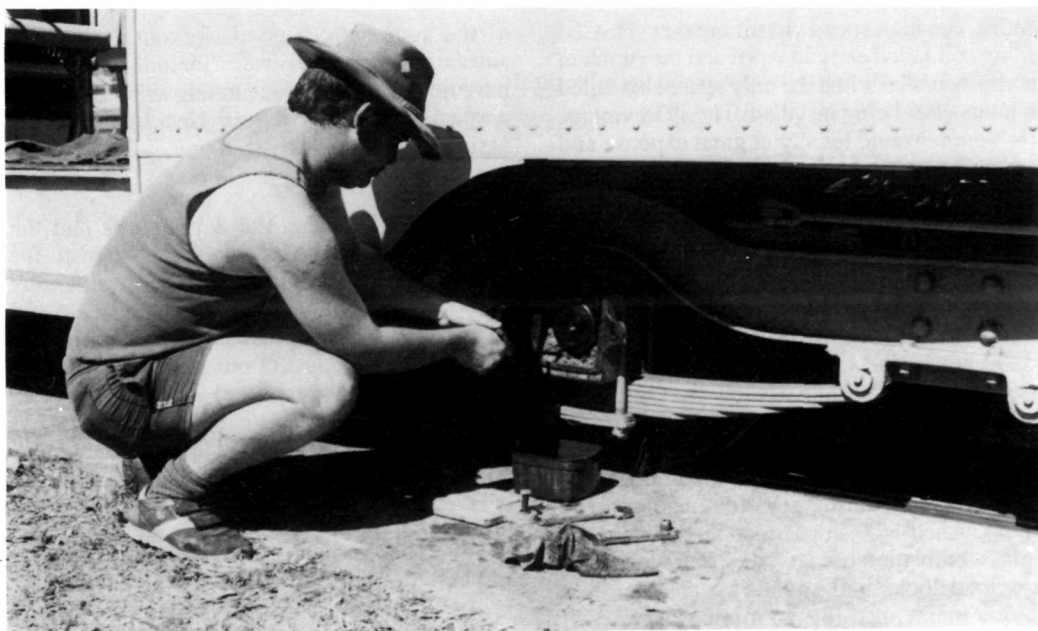
The museum has purchased a surplus demountable school building from the State



*The BCC "Tram Buses" Nos 923 & 924 standing in the terminus area with combination car 47.*

JOHN LAMBERT





*Wayne Chaseling repacks the axle boxes on four-motor car 429.* JOHN LAMBERT



*Danny Sheehan and Alex Tafe resleeper the open ballast track between the depot curve and the No. 1 depot fan.* JOHN LAMBERT

Government which will become our new bookshop with room to store museum archives. The building consists of two 24ft x 24ft classrooms with a 6ft wide verandah along one side. It is presently located at the Ferny Grove State School in McGinns Road, about 800 metres west of the museum. The necessary paperwork is now being finalised so that the building can be relocated to the museum as soon as possible.

### Overhead Work

The overhead in the depot curve was 'cut over' to the new span poles on Sundays 9 and 16 June. The nominal height of the trolley wire in the curve is now 5.8 metres or 19 feet. This project was carried out before and during operations without any disruption to passing trams, while visitors to the museum had the opportunity to witness the tower wagon and overhead line crew in action. Further fine tuning of the overhead is programmed for work days during July and

August and it is expected that the project will be completed by the end of August.

### Tram News

All of our service tram fleet have been the subject of increased regular maintenance in the last few months, most of which has been carried out immediately following operations on Sunday afternoons. The axle boxes on FM 429 have been repacked and attention has been given to the commutators in the motors on this car as they were becoming noisy.

In the workshops, work is continuing on dropcentre 341 with the removal of the old malthoid floor covering in the dropcentre section in preparation for relaying new malthoid.

### Other News

The re-arrangement of the museum displays is continuing and at present five of the proposed six buses have been resited to behind the storage building. The remaining buses are also to be re-arranged to provide another display for visitors to the museum.



*Electrical mechanics Mick Topp and John Lambert retension the depot curve overhead wiring as FM 429 passes on its way to the terminus.*

TROY THOMAS

## BALLARAT . . .

### Ballarat Tramway Preservation Society



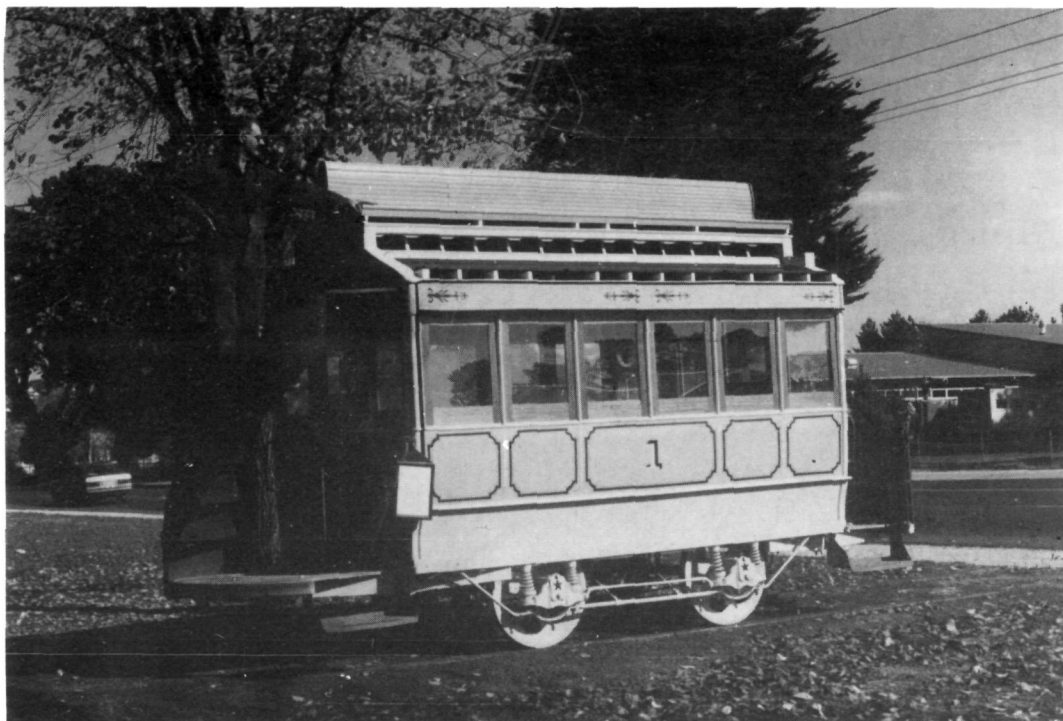
Passenger figures for the 1990/91 financial year have come in at just below the 20,000 mark, almost identical to last year and well up on the average of the previous few years. It's interesting to note that Puffing Billy has had a record year, with 225,000 passengers, while in Britain, also in recession, main line steam tours are fully booked three months in advance, and the North Yorkshire Moors Railway has made the largest profit in preservation history. Is it going to be a railfan-led recovery?

The State Electricity Commission of Victoria is offering an off-peak tariff which provides power on weekends at approximately one seventh the weekday rate at the cost of slightly higher rates on Monday to Friday. This is made to order for a tramway museum, so the BTPS

has duly paid up the \$600 fee to change over the meters, but expects to recoup this amount within the first year of operation under the new rate.

The internal fitting out of the museum display area continues. Most of the painting is now complete, and has transformed the interior of No. 39 into something worth seeing. This car had been one of those repainted internally by the SEC in 'Parisian Tan' (pink) and 'Arctic Green' (pale green), during the 'fifties. Nobody was sorry to see the last of that awful colour scheme.

Two new overhead poles have been erected in the depot area, replacing others condemned. The Bedford tower truck had to be hastily



*Warren Doubleday carries out load trials on the newly installed staircase on horse car No. 1 on 19 May 1991.*

CAROLYN DEAN

repaired to enable it to take part in the transfer of wires onto these poles. After its clutch and radiator problems, the Bedford's head gasket had failed and needed replacement. It's showing its age.

### Tram News

No. 38 is currently out of service and is to undergo a truck change with No. 40. This will result in one very good maximum traction car (No. 38) while No. 40 can take some time out for a much needed full overhaul.

The painting of the horse tram has proceeded to the stage of completion of the upper side panels. Only the lettering remains to complete the sides; this will be carried out in spring, when it's warm enough to hold a brush steady again. The most difficult jobs encountered on this project have both been successfully completed. The spiral staircases and the driver's canopies both involved complex curved elements all hopefully joining together in a reasonably solid

way, and all attempted without any plans or drawings whatsoever!

The canopy frames took about two years, on and off, initially attempting to steam-bend kauri pine, which was a failure, due to the inability to get a uniform rate of bending. In the end, they were made by laminating many dozens of strips of plywood together, which produces a very strong and light construction. The first canopy frame has been fitted to the car, and now needs to be slatted, which will require each slat to be individually tapered, another precision job with no plans.

The first staircase came together more quickly, and once fastened into place has proved to be much stronger than its flimsy appearance would suggest. Once again, lack of plans was the major problem. No two steps are quite the same; the radius of the curve varies as you ascend. The interior seats are now being assembled, which will leave only the handrails to be applied to bring this car to completion.

## HADDON . . .

### Melbourne Tramcar Preservation Association



Work at Haddon over recent months has seen the completion of many major projects and the results have been well worth waiting for.

As reported earlier (*TW* Nov 90), tram operation commenced at 7.15pm on Sunday 29 July 1990, and much of the recent work has been directed towards the consolidation of various aspects associated with the electrification project.

#### Substation

As part of the 24 volt battery system, Richard Gipps designed and constructed a battery voltage regulator which has been tested and installed.

Craig Tooke has designed and manufactured a counter unit that records the number of closing operations of the DC circuit breakers. The unit has been wired into service and will allow routine maintenance of the DC circuit breakers be carried out on a regular basis after a set number of operations.

During December, Tony Smith laid floor tiles inside the entrance to the substation and repainted the floor, completing most of the building work for the substation.

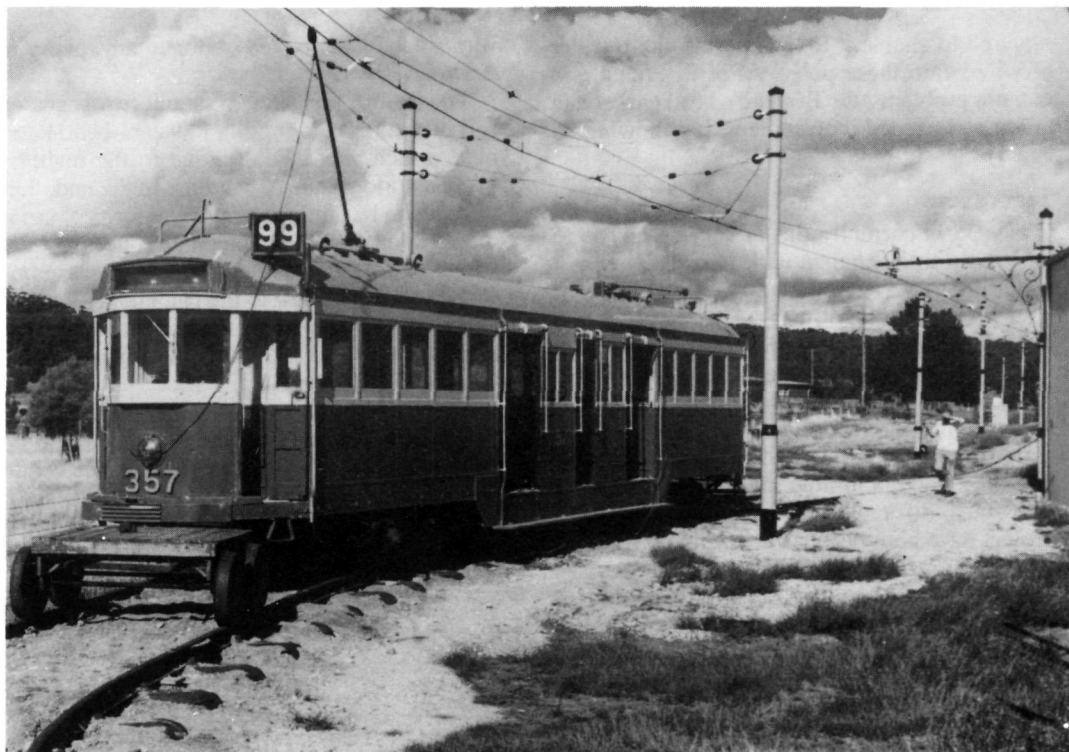
John Withers and Craig Tooke have spent many hours bringing the substation drawings up to date to allow for the final copies to be produced on computer using a CAD drawing package.

#### Trackwork

During November 1990, work commenced on the construction of stage 2 of the trackwork. This stage involves the construction of track around the rear of the carbarn and down towards the southern side of the museum.

Tony Smith has been assisted by Noel Gipps, Arthur Ireland and John Withers in the track construction work.

The curve around the rear of the carbarn has been completed utilising the broad gauge steel sleepers we obtained and specially modified for use with standard gauge track. A check rail is



*W2 class 357 on the north-west curve of the main line after its cosmetic restoration.*

PAUL SHILLABEER

currently being fabricated for this curve and should shortly be completed and in position.

The track bed formation work for the curve on the south-west corner of the carbarn is complete and modified steel sleepers have been located in position.

A few minor profile problems have surfaced with the use of second-hand tramway pointwork. We have had to utilise points and frogs from the Melbourne, Ballarat, Geelong and Bendigo tramway systems, each with various degrees of wear on them. To overcome these problems, John Withers has been busy correcting the profiles using a portable grinding machine which has resulted in much smoother operation of the trams over the points.

### **Tramcar News**

Restoration work on W4 class 670 is now virtually complete. During November, Arthur Ireland completed work on the saloon windows and refitted them in position. The final coat of exterior paint was applied during the last two

weeks of January Arthur Ireland assisted by Richard Gipps. The tram only now requires final lining out and the application of number and monogram transfers to complete its restoration back to 1950s condition.

W2 class 407 had its defective traction motor replaced during March over a two day period. The number 4 motor was defective when the Association obtained the tram. The replacement of the motor involved lifting the tram using the body jacks and the operation went off without a hitch after careful planning and preparation.

Restoration work has started on 407 and the removal of various metal components has revealed a great deal of work will be needed to remove rust and rot that is evident behind these panels.

Arthur Ireland, assisted by Tony Smith, has manufactured and installed a new metal corner pillar cap. both Tony and Arthur have started work on splicing in new sections of metal roof guttering to replace sections that have rusted through on 407.



To date, four trams have moved under their own power at Haddon, these being W2 class 357 and 407, W3 class 663 and W4 class 670.

Prior to the movement of each of these trams, Craig Tooke tested the traction motors to ensure moisture had not affected the motor insulation, ensured that all electrical equipment was operating, and connected up the motor leads.

An interesting problem had to be rectified in W2 class 357. When moved under power, the tram was very stiff and at first it was thought the problem was associated with the roller bearing motors which contain grease which had hardened. On closer inspection the problem was found to be the many layers of grease around the motor gears.

This had obviously been the solution employed to reduce the noise of the traction motor spur gears.

Tony Smith, with assistance from Arthur Ireland, had the job of removing the excess grease from the gears, a job that strangely no

one else volunteered for! The problem has been rectified.

John Withers has also been busy servicing the controllers on all our trams which has involved the removal and filing of segments back into shape where necessary.

### Site Activities

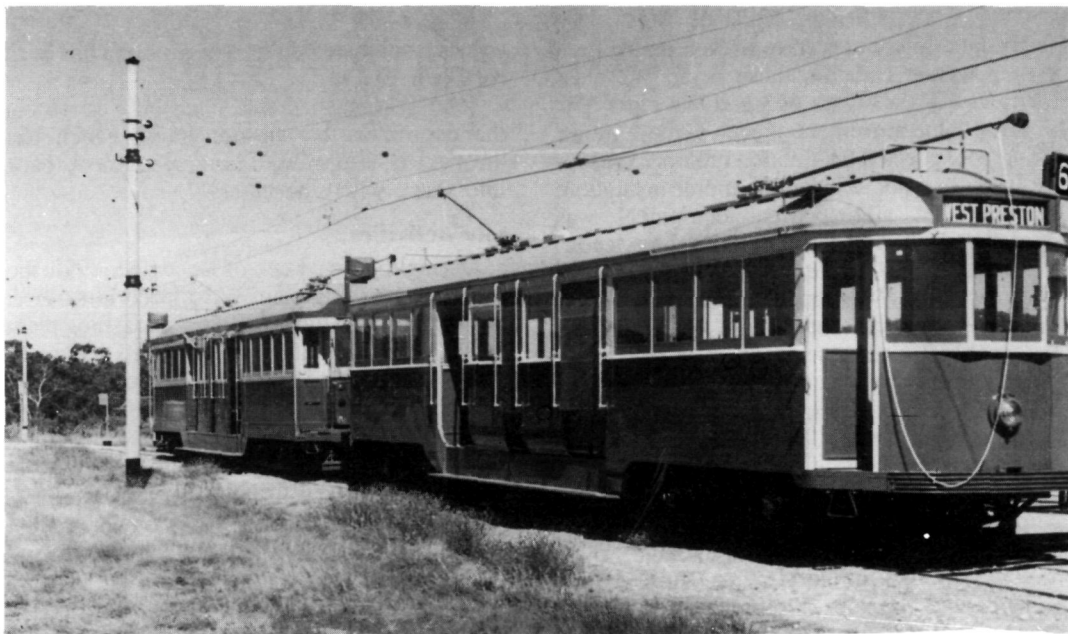
During the first week of December 1990, the new tram washing plant was placed in service. Situated near the top terminus, the washing plant allows our trams to be easily cleaned externally upon completion of a days' operation. The trams are driven as normal through an infra-red light beam that activates the control panel which in turn activates the spray columns, washing the tram as it is driven through.

Work was carried out in November to the museum entrance and driveway which involved additional filling work, making it easier for large vehicles to come into the museum.

Because of the potential fire hazard, their general poor condition, and as part of the track extension works, the large cypress pine trees



*Tony Smith operates the rail bender during the construction of the north-west curve, 1 March 1991.*



*W4 class 670 after its overhaul awaiting final lining out and monograms, together with W2 class 407 on the main line during shunting operations on 1 March 1991.*

situated on the south side of the museum had to be removed. Removal was carried out during the first week of May and as a result the south side now looks very bare. For readers not familiar with the Haddon site, the trees were very large and about 2 metres in diameter at the base, so you can imagine the work involved in removing them.

Arthur Ireland and Richard Gipps have been busy overhauling the fluorescent lights that will be shortly used to illuminate the tram servicing pits, both in the carbarn and workshop buildings.

As mentioned earlier, it has been an extremely busy period at Haddon over the past few months and this has allowed work on many new and challenging projects to commence.

## WHITEMAN PARK . . .

### Perth Electric Tramway Society



#### Operations

Visitor numbers in Whiteman Park were consistently good during autumn, due to a sequence of mainly fine weekends, and revenue was 40% higher than in the corresponding period in 1990. Special hires and group tours are now also providing a regular and substantial component of traffic revenue.

Services were provided on Good Friday (29 March) for the first time, with good results. Two

cars were required for the usual heavy loadings on Easter Sunday and Monday. Perfect weather conditions on Anzac Day (Thursday 25 April) produced an excellent return with two cars again being used. On Mother's Day (Sunday 12 May), conditions were again perfect, resulting in a record fare collection by conductors of \$1431.50 from three trams.

SW2 class 426, freshly painted after undergoing body restoration work, entered regular service on 12 May and has performed extremely well.

The Clydesdale Classic, featuring demonstrations by the Western Australian Branch of the Australian Clydesdale Society, was held at the Park on Sunday 2 and Monday 3 June (a long weekend). Two trams were required on both days and village services terminated just south of the Country Kitchen to permit regular passage of the horses over the tram line. This proved to be a very popular event.

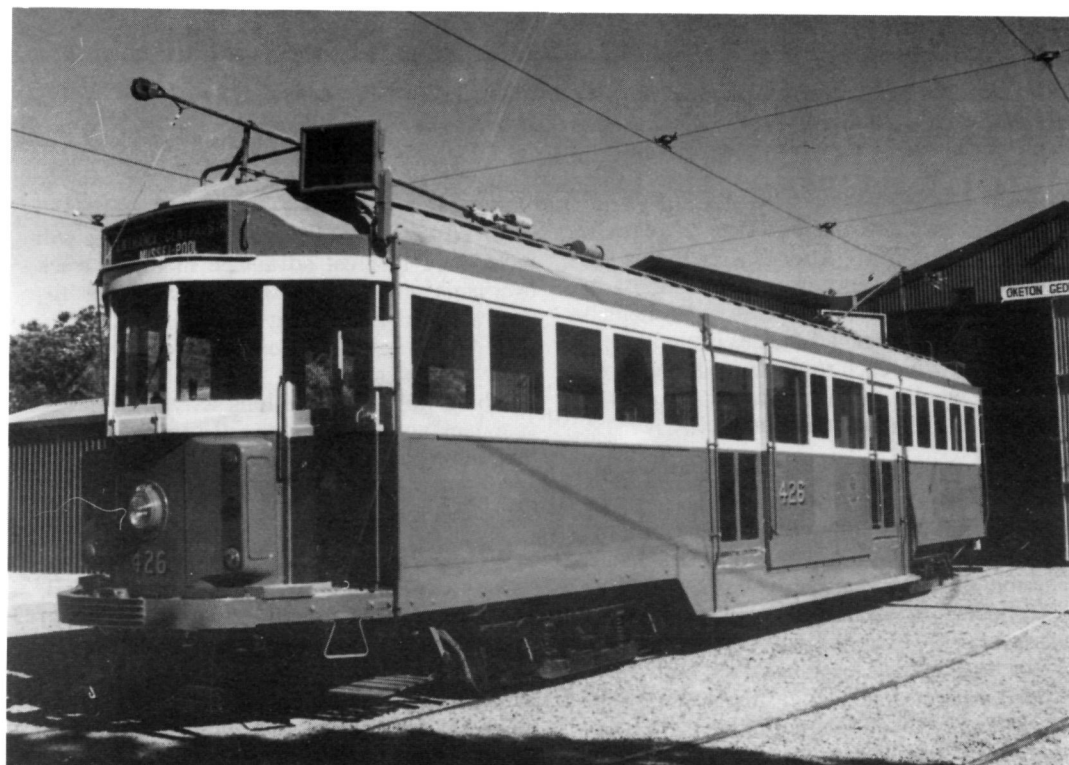
The newly completed Mussel Pool tram terminus (TW May 1991) was brought into regular use from Saturday 4 May. The existing 30 minute s were carried out on the sections Bennett Brook - Triangle and Farmgate Crossing - Bennett Brook Culvert. On 11 May, bonds were checked and replaced as necessary between Triangle and Red Dam, on the grade towards the Village.

A total of 190 disused sleepers (replaced during track upgrading) have been recovered from alongside the track; a small number can be reused in sidings, etc., and the rest will be disposed of as garden sleepers.

Park Management have constructed a new service road from Mussel Pool to their own workshops as well as those of the Western Australian Light Railway Preservation Association and the PETS carbarn/workshop complex. The new road crosses the tramline at Farmgate Crossing, at the eastern end of swamp straight, and runs along the boundary of the fenced grazing lease with separate access routes to each group's area. On 22 June, the track through the level crossing was upgraded prior to completion of the road surface. Eight sleepers were replaced, six with steel and two with good quality wood. The road was completed and opened early the following week.

### Keeping the Trams Running

The five Melbourne trams (W2 class 329, 368 and 393, SW2 class 426 and W4 class 674) are



*Freshly painted SW2 class 426 poses on the carbarn fan before entering regular service on Mothers' Day, 12 May 1991.*

MICHAEL STUKELY



*On 9 June, the motors from W5 class 766 were removed to the temporary truck-overhaul area at the rear of No. 1 road in the car barn. Here Roy Blackmore manoeuvres one of them with the crane.*

MICHAEL STUKELY

the work-horses and main earners of revenue to support all of PETS' activities, including the restoration of Western Australian trams to operating condition. service cars at Whiteman Park clock up significant distances in a relatively short period, with each round trip adding about 7km, and regular maintenance of the cars is obviously of the utmost importance.

After earlier successes in overhauling both Melbourne No. 1 and No. 9 trucks, an ongoing truck overhaul programme has been developed. Currently, a No. 9C and a No. 1 truck are receiving attention. Various parts have had to be fabricated to replace the many worn-out components - for example, in recent months, new axlebox bearings have been installed, horn liners replaced, patterns made for casting new axlebox wedge plates, broken leaf springs repaired and re-tensioned, new bushes made for brake rigging, and trials initiated on packing materials for axleboxes.

A tremendous amount has been learnt by all involved in this work, and this knowledge will be applied to great advantage in future truck overhauls and maintenance. Designs for the maintenance pit are being finalised - this facility will greatly assist the car maintenance team when completed. With Perth's June rainfall climbing well above the long-term average this year, leaking roofs became rather more obvious than in previous drier winters. A programme of calking, re-sealing and repainting car roofs has been undertaken.

W2 class 368 recently needed attention for rotten floorboards, which had to be replaced. An amazing accumulation of Melbourne mud was found below, so all newly exposed areas were thoroughly cleaned and treated. the opportunity was also taken to modify the bolts securing the compressor, which had been causing damage to the floor.

W4 class 674 was withdrawn from service in June for replacement of the windows in both

saloons, many of which have remained firmly shut despite passengers' attempts to open them. All windows have been removed and the newly-made frames which have been reglazed and varnished on the insides will soon be returned for exterior painting and re-installation.

Essential to the smooth operation of the trams is a reliable power supply system. Noel Blackmore recently discovered extensive corrosion in the main transformer contactor; as a result he has carried out an urgent overhaul, fitted ventilators to the cabinet, and installed corrosion-inhibitor blocks.

Efficient maintenance of the overhead wiring depends on the use of our two pre-World War II ex-WAGT tower wagons. Vic Sweetlove and his helpers continue to perform miracles in keeping these essential vehicles running. Currently he is carrying out extensive structural repairs to the timbers of their towers.

#### **Fremantle 29**

Restoration of this car is progressing well, with most major body restoration jobs now out

of the way, a considerable amount of finishing and adjusting will then take place.

Installation of the aluminium strips on the saloon aisle floor is nearing completion, as is the modification of the livery.

The fitting of the resistor banks was delayed when tests revealed that a major refurbishment was required before they could be made serviceable. Noel Blackmore has made good progress with this task.

The brake-rigging has been made and assembled by Ric Francis.

#### **Other News**

On 22 June, road numbers were affixed to the front of the Oketon Geddes Carbarn. To reflect the practice of the Western Australian Government Tramways at Perth's hay street carbarn, Roads 1-4 have been re-numbered from right to left.

John Shaw continues to beautify the members' Leisure Garden adjacent to the carbarn fan. In May-June, he painted several more palms, ferns and conifers, which are now growing well.



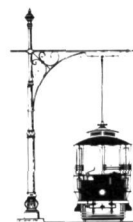
*The finishing touches are being applied to the new Farmgate Crossing after the installation of new sleepers on 22 June. Left to right are Ron Hood, Duncan McVicar, Kevin Clarke, Terry Verney, Scott Parker and Lindsay Richardson. Ray Blackmore is at the extreme right.*

MICHAEL STUKELY



# LOFTUS . . .

## South Pacific Electric Railway



### Works Report

Following the limited operation over the scissors crossover on 24 February and 2/3 March, the facing point was again placed out of service for adjustment of the blades and closure rails on the eastern track. These had been hastily laid just prior to the Museum's official opening three years ago and were slightly out of alignment. This work has now been completed and the remaining welding of the frogs is now in progress.

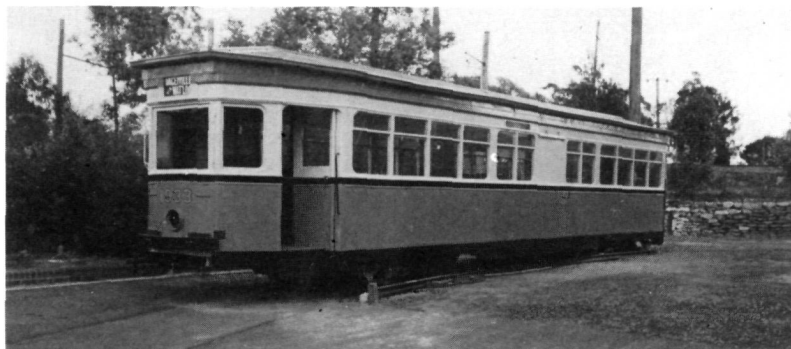
The underground point lever mechanism functioned very well during the brief period of operation under traffic conditions and parts are now on hand for the manufacture of the remaining three lever mechanisms. It is expected that the crossover will be fully operational by the end of the year.

The construction of road 3 into the depot extension has been completed and this has enabled two additional cars to be placed under cover. It is now possible to stable the remaining traffic cars, stored in the open until undercover trackage has been constructed, in the fenced area of the depot yard for greater security. When the extensions to roads 2 and 4 have been completed, these cars will be placed under cover as well.

Three sections of troughing were erected over road 1 on Saturday, 4 May and was completed to the front of the shed on Saturday, 25 May. Alterations were made to the front of the building to permit the wiring of road 1 from the depot fan to the rear of the building. Erection of wiring was commenced in June and has enabled the wandering lead to be dispensed with when moving cars into and out of road 1. Painting the remaining sections of the ex-Ultimo Depot troughing is now in progress and this will eventually be erected over tracks 5, 6 and 7 within the display area of the building.

The erection of formwork for the retaining wall at the north-eastern corner of the depot building is progressing well and the retaining wall is rapidly taking shape, with a considerable quantity of concrete having been poured to date. Construction of the formwork has been undertaken by apprentices employed by Building Apprentice Training Ltd (BATL).

Although basically complete, some finishing work is still being carried out to the Railway Square Waiting shed and seat backs have now been installed and painted. The only major work now required on this building is the lining of the roof with timber boards, but this may have to wait for some time.



*R1 class 1933 (unofficially referred to as an R/R1) stands in Cross Street following a cosmetic facelift. Laurie Gordon repaired and replace the skirting removed when the car was trucked from Randwick, and Norm Chinn has repainted the car in Sydney's green and cream livery. Experimentally, the black band has been placed where the bodywork beading dictates it should have gone (but didn't!).* NORM CHINN



*The crew of L/P 154 receive movement instructions at the Pitt Street gate during a visit from the Packard Car Club on 7 April 1991.*

FRANK McQUADE

### Vehicles, Rail and Road

By the end of May, work on R11971 was reaching the final stages, with the fitting out of the saloons in progress and glazing the missing windows about to be carried out. Restoration of the seats was progressing well and an overhaul of the trucks and motors was also being carried out.

On Saturday 11 May, Geoff Spalding and Howard Ciark temporarily abandoned 1971 in favour of O class 957 and removed all the old canvases from the roof of this car. The roof is in surprisingly good condition, considering its' 33 years of outside storage, and it is only the central section, the slightly raised portion, which will require full replacement. The timber for the reconstruction of the seats for this car and O/P class 1089 was purchased in March and once 1971 is completed all efforts will be concentrated on 957.

Bill Parkinson carried out a complete overhaul on our fork lift truck and this vehicle is now working perfectly.

Our ex-Sydney, ex-Melbourne tower wagon has received some long overdue attention, both to the bodywork and the mechanicals. Jim Jowett and Andrew Stephens carried out the repairs to the timber bodywork and have done an excellent job. Wayne Armitage spent a lot of time on his back under the vehicle carrying out much-needed maintenance. The tower wagon will undergo a full repaint before re-entering service and should emerge from the workshop as a Sydney tower wagon once again.

### New Appointment

Sylvester Cat has been appointed to the position of Resident Mouser. This is the first live-in position offered at the museum and Sylvester is well qualified for the job. Sylvester's appointment meets all the government's equal employment opportunity criteria as he is both black and white, he is about five months old and, since his operation on 9 May, is also not 100% male. He was residing in O class 957 on road 1 but will have to seek new accommodation in the building now that restoration of this vehicle is under way.

*Geoff Spalding and Howard Clark working on the restoration of O car 957. Removal of the drivers cabin was required to enable damaged timber and metalwork in the underframe to be replaced.*

DALE BUDD

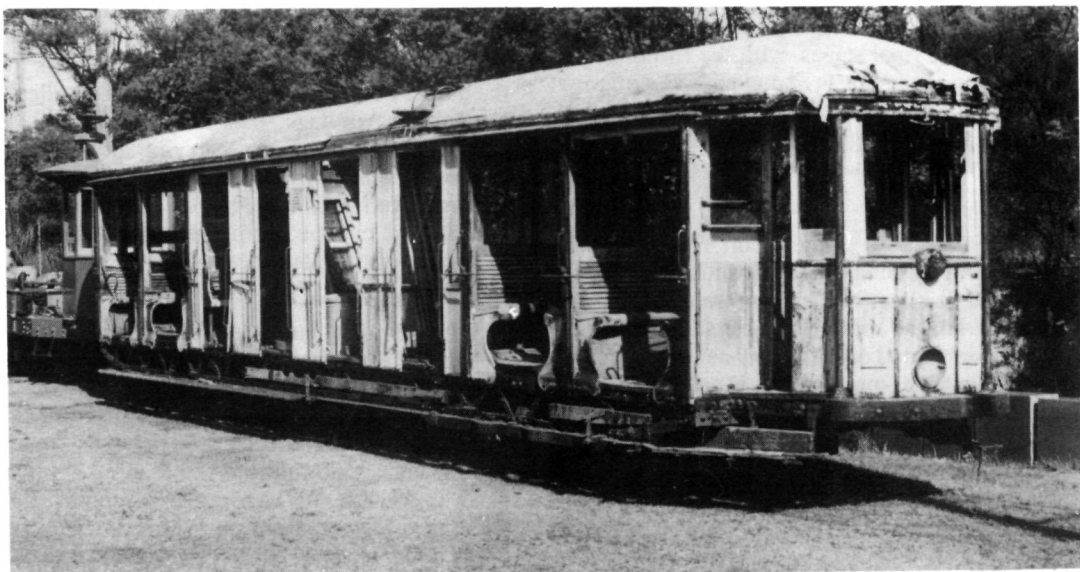
### San Francisco Visitor

On Sunday, 5 May the museum was visited by San Francisco's champion cable car bell ringer, Carl Payne, a MUNI cable car gripman. Carl was visiting Sydney as part of San Francisco Week, which was centred on the City of Sydney and Darling Harbour. San Francisco and Sydney enjoy a sister city relationship.

Cable car bell ringing has been elevated to an art form in San Francisco and the competition among gripmen is quite fierce. Unfortunately, we did not have the means for Carl to demonstrate his talents.

His visit was arranged by a Sydney City Council officer, who is a Sutherland Shire resident and his thoughtfulness in this regard was greatly appreciated.

By coincidence, 5 May was the regular monthly operating day for MRSF PCC car 1014 and Carl was able to sample a ride on this car and on L/P class 154. He has been employed



*O class car 957 is now under restoration. It is seen during its move from Road 4 in the depot yard to Road 1 in the depot where initial restoration work is being carried out.*

DICK HALL



*What's going on here? Trouble on the line? No, filming the final scene for the Museum's video, Sydney Tramway Memories Reel One.*

DAVID KEMMIS

on the cable cars throughout his career with the Muni and had not worked on the electric cars.

### **Annual General Meeting**

The Annual General Meeting of the Society was held at the Loftus Community Hall on Saturday afternoon, 22 June 1991.

As the only nominations received were from the four retiring Directors, David Rawlings,

Howard Clark, Peter Hallen and Bill Parkinson, there was no need for an election to be held and they will remain in office for another two year term.

The meeting was followed by a barbecue at the museum and some night tram riding was enjoyed.

## **NEW ZEALAND . . .**



### **News from across the Tasman**

May 1991 marked the 30th anniversary of formation of the Tramway Historical Society and the 21st anniversary since Brill car 178 opened their electric tramway at Ferrymead near Christchurch. The occasion was marked by supervised tram driving for guests, followed by

a light meal, speeches, films, supper and further tramriding after dark.

We in Australia convey our very best wishes to all our friends at Ferrymead on these notable anniversaries and their fine achievements over this period.





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