

TROLLEY WIRE



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ADELAIDE HORSE CAR REMINISCENCES

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
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Tony Cody at work removing old paint on Brisbane 295 at Loftus. A new corner pillar has to be fitted to the corner of the car visible in this view.

BOB MERCHANT

Front Cover:

Three door W5 class 782 on its last run in Melbourne on 19 August 1991 before being transferred to the TMSV's museum at Bylands.

JEFF BOUNDS

Back Page:

Top: A class 231 has been painted in a chocolate and cream livery to commemorate the 75th anniversary of Kew Depot, where this photo was taken on 24 August 1991.

CHRISTOPHER MARSH

Bottom: On exchange from Bendigo, 138 poses with Z class 20 at Camberwell Depot on 26 August 1991. 138 was built for the Hawthorn Tramways Trust in 1918.

RAYMOND MARSH

REMINISCENCES OF THE ADELAIDE HORSE TRAMS

By Walter J. Cuming

In about 1945, Walter Cuming, who was then about seventy years of age, told his grand-daughter Lorraine Rundle (later Mrs L. Sneider) of his recollections of the Adelaide horse tramways. Although by then virtually blind, his recollections give a vivid picture of aspects of Adelaide's social history during the late nineteenth century.

* * *

As I sit in my armchair, being totally blind, my grand-daughter, Miss L. Rundle is writing this for me, so I hope, if I happen to ramble on in my mental picture into the past, you will forgive me.

I can remember two of the directors of the Adelaide & Suburban Tramway Co. Ltd, Mr W. Buik and Mr A.M. Simpson, founder of the firm of A. Simpson and Sons Ltd, and Mr Scott, secretary and Mr Jones, manager. My father Mr George Lewis Cuming, was superintendent of construction work on some of the lines. I have in my possession, a cylinder case with six or seven plans of these works, some pictures of the men, in their mole-skin trousers at work, and a picture of a tram going down Rundle Street being conducted by myself. But I shall tell of the experience of the conductors and drivers later on.

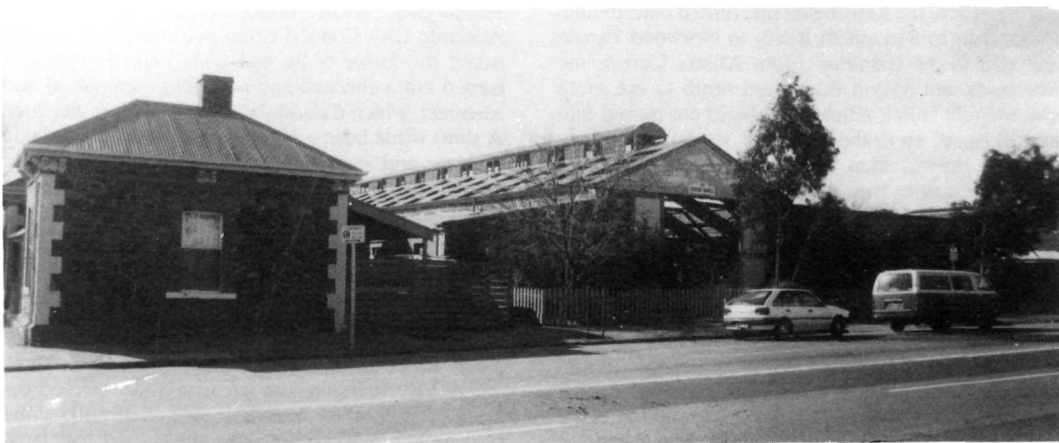
Adjoining the tram sheds on Magill Road, was a large house which my parents and I had. I was very young at the time, being about six or seven years of age. I remember when the trams were brought in large vans to the Maylands sheds. These cars, which were packed back platform to front platform, were brought

from New York, USA. Noyes Bros of Melbourne then supplied some of these trams after which Duncan & Fraser, of Franklin Street, Adelaide made some. Later still the company manufactured them in a work shop at the back of the old Marryatville tram sheds.

The Adelaide and Suburban Tramway Company had seven routes, North Adelaide and Walkerville trams came up King William Street, to the east side of Victoria Square, and stopped at the terminus near the Police Courts, and thence round the west side of Victoria Square into King William Street, and along to North Adelaide and Walkerville, and later to Prospect and Nailsworth. The five other routes, Marryatville, Burnside, Kensington, Maylands and Magill, all went through the parklands up East Terrace, into Grenfell Street, round the north side of Hindmarsh Square, entering again into Grenfell Street, rounding the corner into King William Street, and terminating at the Southern Cross Hotel.

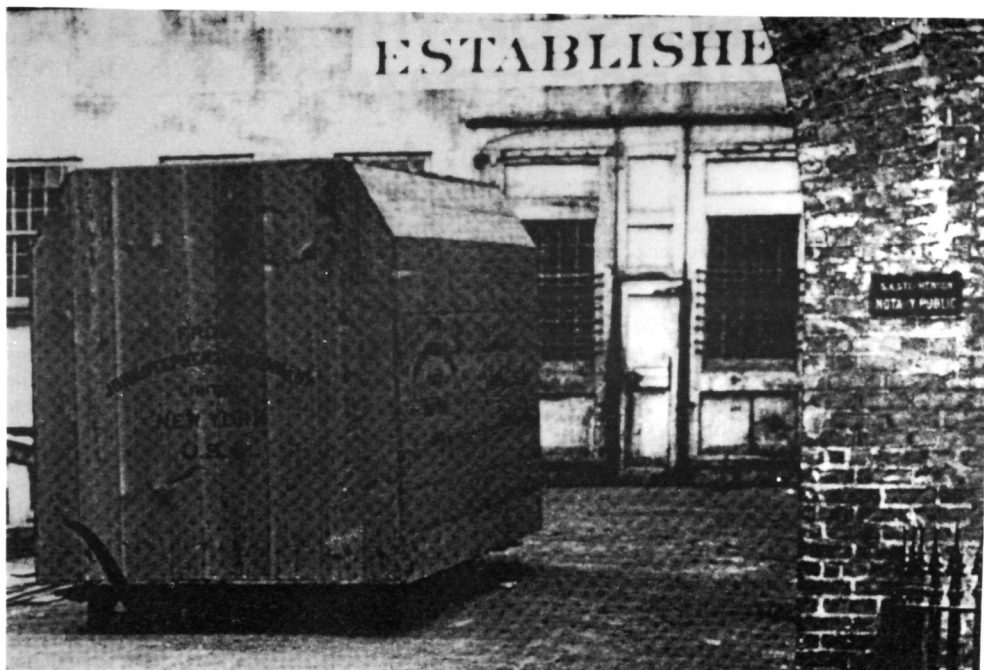
Whilst these lines were being repaired round Hindmarsh Square, the men were bending a rail and a piece of steel flew up and destroyed my father's right eye. For this he received the sum of *5 compensation. Those were the bad old days.

One incident happened on the corner of the Imperial Hotel, Grenfell Street, late one night. On the balcony of this hotel, about one foot away from the top of the car as it rounded the corner, was bolted a green gas-lamp. A passenger, putting his head out, received a nasty knock and quickly sat down again in his seat.



The house on Magill Road where George Lewis Cuming lived still stands (left), while within the heritage-listed Maylands horsecar depot, town houses have been built.

JOHN RADCLIFFE



Horsecars were crated in New York for shipping worldwide.

CITY MUSEUM OF NEW YORK

There was a hansom cab stand in front and at the back of the trams standing at the terminus opposite the Southern Cross Hotel. The five cars, on leaving the terminus, went along King William Street, turning down Rundle Street, to the Kent Town Brewery where Marryatville and Burnside cars turned south to the Victoria Park race-course, then east to their respective termini, the other three continuing on to Allan's Corner, where the Kensington line turned onto Beulah Road, then to Sydenham Road, to Norwood Parade and east to the terminus. From Allan's Corner, the Maylands and Magill lines went north to the Maid and Magpie Hotel, where the Magill car turned into Magill Road, up to the Maylands sheds, where they changed horses, then to the Magill terminus one quarter of a mile from the foothills. From the Maid and Magpie Hotel, the Maylands car went round to Payneham Road, to the Buck's Head Hotel, later named Avenues Hotel, south up Nelson Street, turning east into Magill Road, and going up to the Maylands sheds. There was, on week days, an express leaving King William Street, at one o'clock, for the Maylands sheds. They kept a special pair of horses for this and would take from ten to twelve minutes, full gallop. This was for the purpose of taking business men home for dinner. Passengers on the Maylands tram, alighting at the Buck's Head Hotel, could catch a one-horse 'dinghy', going along Walkerville Road, to Fifth Avenue, St Peters.

At this time, the tram-tracks were macadamised which made the roads very dusty, especially when the drivers put down the scrapers, which were fixed under the cars, and the conductors and passengers were made white with dust. In winter the passengers in the front of the car were very often splashed with mud. At a later stage, my father experimented with tar and screenings on a part of the line in High Street, Kensington. Whilst doing so, an official of the Adelaide City Council came out to see the job and asked my father if he had gone mad. However, it turned out a success, and all tracks were tarred and screened, which did away with a good bit of the dust. A short while later, a job was being done in Adelaide with tar and screenings, and my father went up to see it. He saw the same official there, so he asked him if he had gone mad too.

There was, of course, a shed at the terminus of each of the seven lines. To each shed were allotted two shoeing smiths and one nightwatchman. There was only one veterinary surgeon, Mr John Williams, and one colt breaker stationed at Kensington. At these sheds was also a saddler's shop, and a paint shop, where Mr Gallagher and Mr Conigrave painted the trams. The company had their own chaff mills at the back of the Walkerville tram sheds, and had large stacks of hay placed along the North Road. One of these stacks caught fire, and the stablemen from the sheds were sent out with pitch-forks to cut the stacks



Five routes terminated in King William Street outside the Southern Cross Hotel (at left). There was a hansom cab stand in the centre of the street opposite the hotel.

MORTLOCK LIBRARY OF SOUTH AUSTRALIA

in halves. All fire brigades were sent out with their pumps and fortunately they saved most of the hay.

This company had between four and five hundred horses which were bought periodically from sale yards in the city. A great many of these horses were sent from the late Sir Sydney Kidman's stations, while others were bought privately. There was only one colt-breaker, Mr Jack Evans, and he had a wonderful way with horses. Jack, in later years, became the licensee of the Half Way Hotel on the Anzac Highway.

Now I would like to say something about the drivers. First of all, let me mention some of those on the Magill and Maylands lines, Messrs T. Tyler, C. Bowes, and J. Ayres, for the Magill line and Messrs J. Lang, Albert and Alf Nutter, J. Kennafort, C. Curtis, A. Adams, J. Sanders, C. Gottschalk, and D. Brown for the Maylands line. In the first place the drivers weren't provided with any uniforms, but had to buy their own oilskin coats and leggings. The wages were approximately £2 6s 0d a week with long hours. It was not at all a comfortable job as they were out in all weather. As the points were a fixture without moveable blades, the driver had to pull his horses

over to take the line he wanted. They very often missed these, and so the passengers had to get out and shove the tram back on the line and as you may guess, there was a lot of complaining.

The horses were often in poor condition and at one time, there appeared a picture in the paper showing just how poorly these horses were treated. It was a picture of a fully-loaded tram with a board marked 'Full' on the back, and the directors, with handfuls of hay, enticing the horses along and, on the sides of these miserable creatures were placards marked 'Empty'.

There was a loop-line from Hindmarsh Square round the Old York Hotel (later Foy and Gibsons), into Rundle Street and this was used if the road for some reason were blocked. A big fire broke out at the Academy of Music and Castle's Drapery Store, opposite the Globe Hotel, which was on the corner of Stephens Place and Rundle Street. The fire destroyed these premises and it took the firemen a long time to put it out. One fireman, Fireman Gardner, was killed. He fell in with the roof. There is a drinking fountain in a rotunda on King William Road erected to his memory.

In those days there were very few news boys in Rundle Street, so some of the conductors would buy papers for the passengers who got on the car further down the street. It was customary for the same passengers to travel by the same tram each evening occupying the same seats. These gentlemen, business men and lawyers, became very friendly and were quite a happy family joking with the other men.

There was one conductor who was rather old-fashioned and was a great favourite among these passengers. A well-known and respected solicitor, Mr Villeneuve-Smith, told this conductor, who was always known as Mick, that he was a good boy but that he didn't think he would make a good lawyer. Mick said, "I don't know, sir, but I might," and went on about his duties. Some evening later, Mick handed the paper as usual to Mr Smith, who settled in his seat to read it until the conductor came through for the fares. Mr Smith said to his fellow passengers, "This young rascal has given me a paper three months old," which caused quite a laugh all round. Then he said to Mick, "My boy, after all, I think you will be smart enough now to be a lawyer;" whereupon Mr Smith handed him a tip, and Mick gave him the right paper.

The conductors were mere boys and did not have much idea of childrens' ages then, (all children over three years had to pay threepence). Sometimes the conductor would pass the child for free, but the driver, being older, would send him back and he would have to argue with the mother. On one occasion the mother took three pennies out of her purse and threw them at me. I stooped down and picked them up and said "Thank you".

Some time later I was transferred to the Kensington tramsheds as assistant to Mr John Williams, the veterinary surgeon. Looking after sick and lame horses was not a good job. If any died or were killed, I would assist in cutting them up. The market gardeners, when calling for manure would have a broad smile on their faces when they saw a horse being cut up, for they were good for manure heaps.

I would like to relate a true story against myself, but before doing so I must introduce my readers to Mr Edward Wallace, who was in charge of the Kensington sheds. This man had a great habit of saying "to be sure, no," or "to be sure, yes" whichever the case may be. At this time, the market gardeners had their picnic at Piles Paddock, now known as Kensington Gardens. I went to Mr Wallace and asked him if I could go to the picnic for two hours and he said, "To be sure, no, get on with your work". I was determined to go, so I went to the back of the sheds and jumped the fence and went to the picnic for two hours. I came back and went on with my work. Mr Wallace passed me and said nothing about having seen me get over the fence, so I thought I was on the safe side. On the next pay night I went to collect my money but could not make it right. A voice in the office said, "To be sure, George, you need not



Fireman Gardiner's memorial fountain still refreshes passers-by in King William Road.

JOHN RADCLIFFE

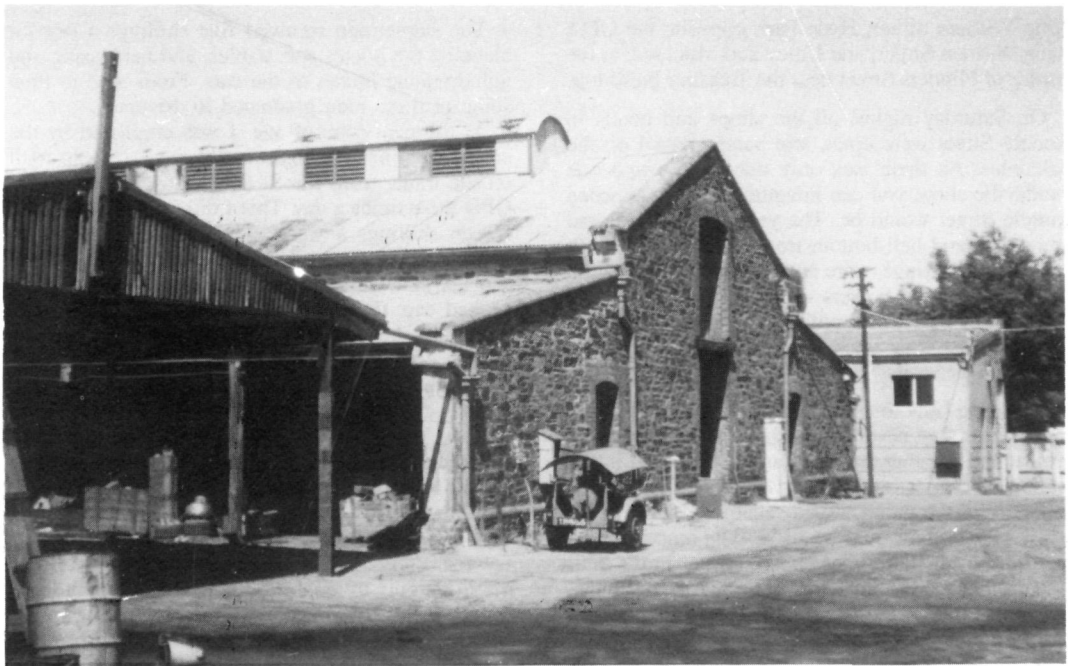
count it again. You will find that it is quite right". I walked out of the office and did not count it again, but on reckoning it up, I found he had docked me half a day's pay for having had two hours at the picnic. Oh well, boys will be boys.

There were four other companies, namely Hindmarsh and Henley Beach; Unley and Mitcham; Hyde Park; and Parkside and Glen Osmond. The other two lines Payneham-Paradise and Goodwood were owned by Mr Charles Wilcox. All these companies changes their horses from one end of the tram to the other for the return journey at the following termini: Payneham and Paradise opposite North Terrace Station; Hindmarsh and Henley Beach opposite the Beehive, King William Street; Goodwood in King William Street opposite Waymouth Street; Paradise and Glen Osmond, on the corner of Pirie Street and



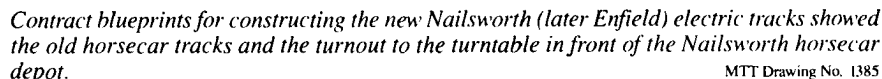
Cars returned to the eastern suburbs via a single track in Rundle Street.

JOHN RADCLIFFE Collection



Maylands horsecar depot remained an MTT and later STA tramway perway depot until the early 1980s. It is seen here just prior to closure. The welder in the foreground is now used by the AETM at St Kilda.

JOHN RADCLIFFE



On Saturday nights, all the shops and hotels in Rundle Street were open, and bands played on the balconies. As there was only one theatre and one vaudeville show, you can imagine just how crowded Rundle Street would be. The youths wore terai and straw hats and bell-bottom trousers. The girls, with their hair in a fringe, wore bustles and large hats with brightly coloured flowers on them. Because of the dense crowd, the horses pulling the trams would have to go at a walking pace from King William Street to Pulteney Street.

Reverting back to the drivers, I must mention that, in my time, they never had a strike. At one time they almost had one, but the company gave in and all was well. However, one of the drivers, Mr Burman, as secretary of the union, was discharged for taking an active part in the would-be strike. The union offered to strike to get him his old position, but in the end, they decided to give him a pair of horses and a vehicle, and he ran this on the Kensington line, in opposition to the company for some considerable time. Mr Jack Barnes, another of the drivers took over the position of secretary of the union which he held till the company was disbanded.

At thirteen years of age, I was employed by the company as mail-boy and was obliged to take the mail on the trams from the St Peters Post Office to the GPO three times a day. This I did for a year earning fifteen shillings a week. Then I was taken on as conductor. The conductors were given for the summer, a black and white straw hat, and for the winter, a peaked cap. they were also given a red band with the letters ASTCoL. The first duty of the morning for the conductor was to go to the office to get a register bell, a tin box for the fares, a pound's worth of small change to put in his jacket and a leather wallet with six dozen adult tickets at 2/6 a dozen and six dozen child or street tickets at 1/6 a dozen. I must explain here that for a journey of any length the fare was threepence, there being no sections. Street tickets were only used in the city.

Each conductor had his regular car and driver, and it was his duty to look after the lamps, three in front of the car, different colours according to the route, and two inside the car, and to trim them during the evening because if this wasn't done, the lamps would go out when the journey was perhaps only half completed.



Horsecar depots were at the end of each line. The Nailsworth depot remains intact and serves as the Prospect Corporation emergency services depot.

JOHN RADCLIFFE

A cairn in front of the Nailsworth depot commemorates its original use.

JOHN RADCLIFFE





Tracks were very dusty (O'Connell Street, North Adelaide). Car 60 (left) was later involved in the spectacular Payneham Road accident described in the text.

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The cars were licensed to carry forty-two persons, eight on each side, inside the car, nine on each side on top, and four on each platform. Many a time we carried fifty and sixty persons. At this time there was a limit to the number of passengers carried by cabs and if they carried more than this number, they were summoned by the court, but the tramway companies were never summoned. The tram conductors received fifteen shillings a week.

One hot Christmas Eve, it had been 110 degrees fahrenheit in the shade all day. My driver, Mr J Kennafort, and myself as conductor of tram number 60, left the Maylands sheds at 11.00pm for the city. Coming towards us was a J.O. Ladd three-horse van with cases extending out over the side of the van. The driver somehow misjudged the distance between

his van and the tram and so crashed into the side and ripped it all out. This happened while going along Payneham Road, between Harrow Road and the Maid & Magpie Hotel. The empty bottles from the van flew in all directions, breaking into smithereens, and had there been any people on this side, they would certainly have been killed. Luckily, there was only one lady passenger inside, and she jumped out of the car as soon as I opened the door. The driver of the tram was thrown onto the road as the horses broke away from the tram. One horse went one way, jumping an iron picket fence and fell on this and was terribly injured. The other horse went around Kent Terrace, crashing into a Morton Bay fig tree and broke its neck.

Such was life on the trams.

A. & S. T. Co., No. 94

Licensed to Carry 16 Inside, 18 Outside on Top

4 ON EACH PLATFORM.

"The cars were licensed to carry 42 persons..."—copy of an original license carried within an Adelaide and Suburban Tramway Company horsecar.

JOHN RADCLIFFE

TO THE ZOO VIA MOSMAN

DIVERSION OF A TRAM SERVICE

By P. Leak

The diversion of a tram service for a period of four weeks hardly seems of significance to warrant the writing of an article to describe it in detail. However, it will be seen from the following account that a considerable amount of organisation was required to put it into effect.

Around late May/early June 1944, it was found that the pontoon at the ferry wharf in Athol Bay (the wharf for Taronga Park Zoo) had deteriorated to such an extent that it was in danger of sinking. Arrangements were quickly made for the diversion of the tram service which operated from Athol wharf to Balmoral via Taronga Zoo, to operate from Mosman Wharf until the Athol pontoon could be repaired or replaced. A brief paragraph in *The Sydney Morning Herald* on 13 June 1944 stated that the ferry service would be diverted to Mosman and passengers would continue to the Zoo by tram from that point. It was expected that the diversion would be for four or five weeks. No mention was made of arrangements for passengers who wished to travel to Balmoral.

The Mosman Wharf Tram Service

From 15 July 1929, the tram service from Mosman Wharf operated to Cremorne junction via Mosman Junction and Spit Road Junction. All trams connected with ferries from Circular Quay which also called at Cremorne Point (off-peak), Musgrave Street and Old Cremorne Wharves. In the mid 1940s the tram service was operated almost exclusively with R class cars, with one car meeting each ferry in off-peak periods and from two to four cars meeting peak hour ferries. In the evening peak, the extra cars operated to Mosman Post Office and Spit Road Junction, with one car running 'First Stop Canrobert Street' on the busiest trips. In the morning peak two additional services ran: an O class car departed at 7.55am for Chatswood and an R class car departed at 8.19am for Milson's Point as a school special. This car exhibited 'School Children Only' signs which, on arrival at Ridge Street, North Sydney, were removed and the destination altered to 'Wynyard'.

The terminus at Mosman wharf consisted of two tracks with a scissors crossover, as well as a semi-circular siding against the cliff face, being the remaining portion of the former balloon loop which was removed in 1934.

In common with other North Shore wharf tram services and the Musgrave Street bus service, more vehicles were required for the evening peak than in the morning. This difference was caused by many

people walking down hill to the wharves in the morning, but were reluctant to walk up hill in the evening after a day's work.

The Athol Wharf Tram Service

The tram service from Athol Wharf operated to Balmoral Beach via Taronga Zoo and connected with ferries from Circular Quay, which also called at Garden Island on certain trips. There were two tracks at the terminus with a single line to the Zoo's top gates and a passing loop at Ashton Park. The single line was operated under the Tramway's single line Staff and Ticket system. From the Zoo's top gates, trams joined the double track in Bradley's Head Road as far as King Max Street, where there was a short double track connecting line which joined the Balmoral line at Middle Head Road. The service was operated mainly by R class cars, with additional cars to King Max Street in peak hours. At weekends, extra cars of the O or R classes were required to carry the large crowds from the ferries to the Zoo's top gates. Most of these passengers had purchased combined ferry, tram and Zoo entry tickets, and these tickets provided only a single tram journey as it was recommended that Zoo visitors walk downhill through the Zoo to the bottom gates and the ferry wharf.

The Tramway Department notified staff of the altered service arrangements in Weekly Notice No. 24 of 8 June 1944. The Athol to Balmoral service would be discontinued after the finish of running on Monday, 12 June 1944 (a public holiday). Commencing on Tuesday, 13 June, new Tramway Working Timetables No. 96A (Mondays to Fridays), No. 96B (Saturdays), and No. 96C (Sundays) would replace Timetable No. 96 for the Athol-Balmoral line which was suspended from Monday 12 June until further notice. Two replacement services would operate from Mosman Wharf; one to Balmoral and the other to Taronga Zoo Park. A Pointsman (to also act as Flagman) was to be stationed at Mosman Post Office crossover from the commencement to finish of traffic. Four O class cars were to stand by as 'specials' at North Sydney Depot on Sundays from 10.00am to 6.00pm, to operate as directed for outward and return Taronga Park traffic. The new arrangements would continue during the temporary suspension of the Circular Quay to Athol Wharf ferry service.

Fares and Tickets

The following fares and tickets were used on the temporary service from Mosman Wharf to Balmoral

and Taronga Park Zoo, each of which comprised one fare section only:

From Mosman to Balmoral (Adults) 2d. Pink ticket
 From Balmoral to Mosman (Adults) 2d. White ticket
 Children 1d. Grey ticket
 From Mosman to Zoo (Adults) 2d. Pink ticket
 From Zoo to Mosman (Adults) ... 2d. White ticket
 Children 1d. Grey Ticket

Combined tickets covering ferry travel from Circular Quay to Mosman, tram travel from Mosman to the Zoo, admission to the Zoo and return tram and ferry travel to Circular Quay were issued by Sydney Ferries Ltd for both adults and children.

The special instructions to staff gave details of the combined tickets and how they were to be handled:

The adult's ticket will be in black print. The child's ticket will be in salmon print, and will be similar to the adult ticket except that it will show the word 'child' instead of 'adult'. Both adult's and child's tickets will be issued in 'A', 'B' and 'C' series, and the issue each day will conform to the ordinary cash fare ticket series.

When a combined ticket is presented for tram travel from Mosman Wharf to the Zoo the tram coupon is to be punched by the Conductor where worded 'punch for forward journey' and the ticket handed back to the passenger. On journeys from the Zoo to Mosman Wharf the tramway coupon is to be detached by the Conductor, and the coupon worded 'Ferry to Sydney' is to be handed back to the passenger. All coupons so collected must be handed in to the Revenue room at finish of shift.

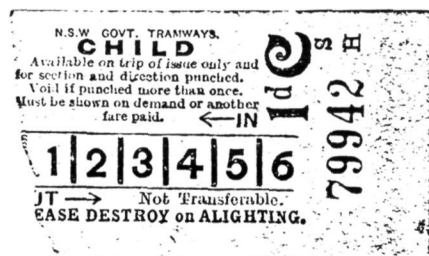
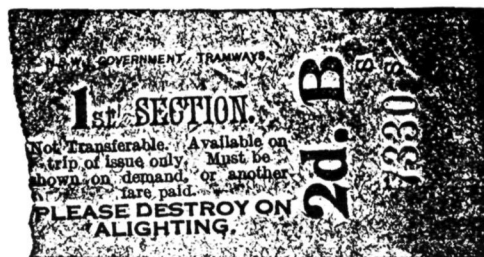
Tramway cash fare tickets are not to be issued to coupon holders either on the forward or return tram journey. Combined ticket coupons must not be recognised if the series letter does not conform to the series in use on ordinary tickets for that day.

Conductors employed on the Mosman-Taronga Zoo Park service must carry ticket punches at all times.

No special fare provision was made for anyone wishing to travel from the Bradley's Head Road area to Balmoral. However, as it was winter the demand for such travel would not have been great.

Operations

In peak periods and at weekends coupled sets of O class cars operated the Zoo service using the semi-circular siding at Mosman Wharf which wasn't used by the regular Cremorne Junction trams. During some off peak periods, single cars were sufficient for the loads offering. As soon as all ferry passengers had joined the trams, those for Balmoral and Taronga Zoo departed first and ran non-stop to the Mosman Post Office crossover in Military Road where the Pointsman shunted them in one movement. They reversed direction and proceeded back along Military Road to Raglan Street, where the Balmoral tram turned into Middle Head Road and the Taronga Zoo tram entered Bradley's Head Road.



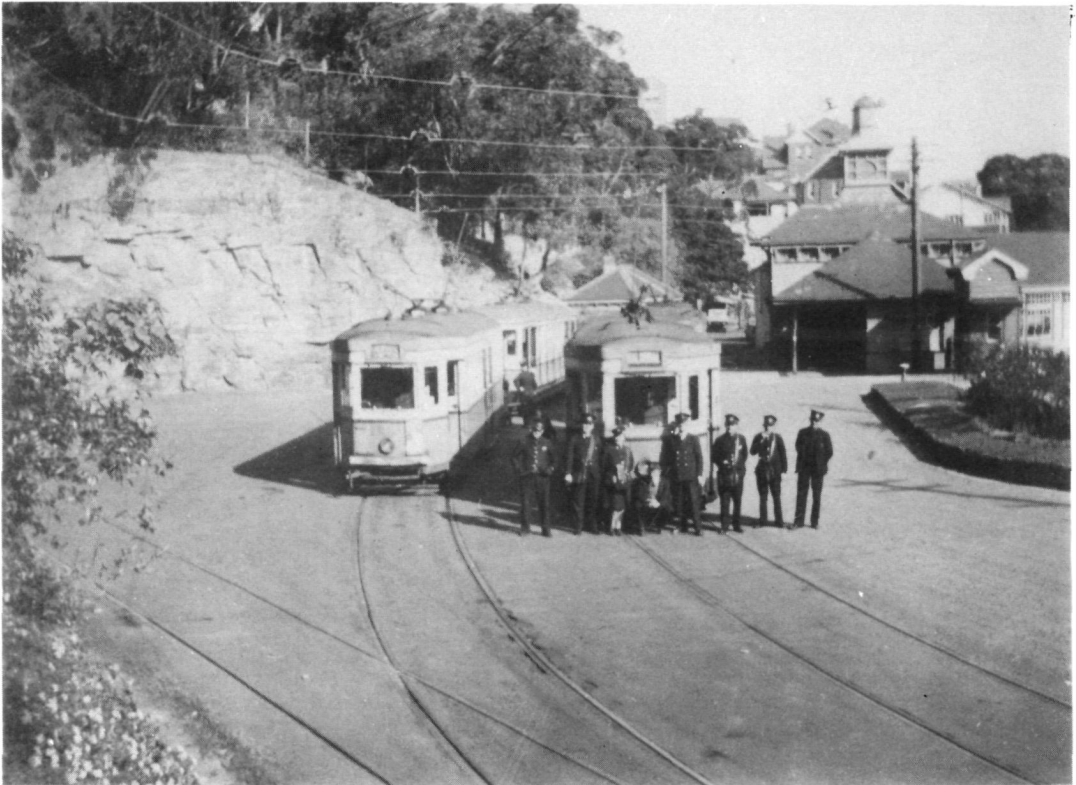
Examples of the tickets issued on the trams for the temporary service.

On the return journey the cars proceeded to Mosman Post Office again and reversed direction in the same direction as for the outward journey. The points had to be set at Avenue Road Junction before proceeding down that street to the wharf.

This Balmoral service was similar to the Mosman Wharf George's Heights service which operated in the 1920s. The writer can remember a shopkeeper in Avenue Road commenting that there were so many trams operating, it was just like Pitt Street, Sydney.

Sydney Ferries Ltd did not operate any additional services to Mosman but, at peak periods and during the day at weekends, the large ferries of the *Kanangra* size were used instead of the smaller Lady class vessels which normally operated the service.

Tramway Weekly Notice No. 26 for 22 June 1944 advised staff that commencing Sunday, 25 June and until further notice, "in connection with the temporary diversion of Ferry Service from Taronga Park to Mosman Wharf", two runs departing Depot Junction



Mosman Wharf on 26 June 1944 showing trams operating to various termini during the closure of the Athol Wharf. R class 1843 for Cremorne Junction is on the left, with O class 1276 for The Spit. The tram crews pose in front of Balmoral-bound R class 1861 which obscures most of O class 1207 operating to Taronga Zoo.

The Late CRG FIELD

at 3.52pm and 4.04pm would consist of coupled cars. These returned to the depot at 5.10pm and 5.22pm respectively.

Loadings on the trams were heavy. Tramway Union President Mr D.P. Whittaker said in *The Sydney Morning Herald* of 22 June, His union wanted to warn the public to keep away from Taronga Park until the ferry wharf was back in commission. Tram traffic between Mosman Wharf and Taronga Park last Sunday was complete chaos, he said. Many mothers and children were left stranded because of congested traffic. Twenty tram men who were to have had their day off on Sunday were called to duty to assist in the running of the trams to Taronga Park.

The pontoon at Athol was not able to be repaired so the Taronga Park Trust arranged for the purchase of the pontoon at No. 2 wharf at Circular Quay from the Maritime Services Board. This was the last one replaced with the then modern design up to the beginning of World War 2 and was only used for special cruises.

Restoration of Services

Sydney Ferries Ltd placed an advertisement in *The Mosman Daily* on 6 July 1944 stating that the Zoo ferry service would resume on and from Sunday 9 July.

The Tramways notified staff in Weekly Notice No. 28 dated 6 July that:

Commencing Sunday, July 9.

The pontoon at the Taronga Park Ferry Wharf will be available for use from the above date, and in consequence the tramway service previously operating between Balmoral and Athol will be restored.

Monday to Sunday Time-tables shown in printed Working Time-table Book No. 96 and Manuscript Time-table No. 95B (Holidays) and subsequent time-table alterations will be re-introduced...

Mosman Wharf-Taronga Park-Balmoral Lines. Mondays to Sundays.

Time-tables No. 96A (Mondays to Fridays), No. 96B (Saturdays) and No. 96C (Sundays), the



O class tram 808 drifts down to the Athol Wharf to await the arrival of the ferry from Circular Quay. This pontoon wharf is the replacement mentioned in the text.

The Late JOHN ALFRED

Pointsman at Mosman Post Office Crossover and the 4 additional Relief specials on Sundays will be cancelled.

Depot Master, North Sydney to arrange for (run) No. 81 on the 7.19am trip ex Depot to carry the Staffs over Staff sections between Taronga park and Athol Wharf and institute Staff working.

The Last Word

The Mosman Daily published this report in its edition of Saturday, 29 July 1944:

The following is a copy (in part) of a letter read at last Mosman Council meeting:-

Taronga Zoological Park Trust. With regard to the substitute pontoon now placed in position at

Taronga Park, it is found on inspection that it would not be economic to repair the old pontoon, and in any case it would still require more frequent re-docking. It has therefore become a necessity to provide a new pontoon.

The cost of the one now substituting is given at approximately £20,000. It belongs to the Maritime Services Board, which is an industrial undertaking and must get value for its assets. The substitute pontoon provides for a great deal more than the needs of the Trust and as it serves a great many of the inhabitants of Mosman the Council is asked whether it would consider making a grant towards its cost. The Sydney Ferries Limited is also being approached in this connection.

The letter was 'received'.

Sydney Ferries Ltd.

**Ferry to
SYDNEY
ADULT**

Available on day of issue only.

Sydney Ferries Ltd. and
N.S.W. Govt. Tramways.

**TRAM FROM MOSMAN
TO ZOO AND RETURN
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Available on day of issue only.

Punch for
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Conductor will
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**For ADMISSION to
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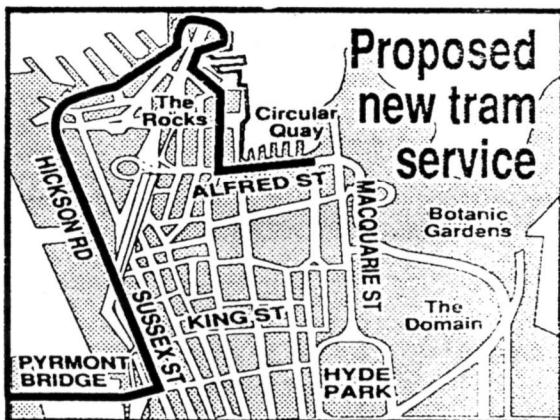
HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Sydney's Rocks Tramway

The Council of the City of Sydney is playing an active role in the return of trams to the city. The tramway proposal involves the operation of restored vehicles from the eastern side of Circular Quay to Darling Harbour. The proposed route is through The Rocks and under the harbour bridge, around Walsh Bay, along Hickson Road and Sussex Street to Pyrmont Bridge.

The proposal has moved closer to reality with the Lord Mayor of Sydney, Jeremy Bingham taking



Map courtesy The Telegraph Mirror

delivery in July of R1 class 1943, rescued from a wheat farming property at Rowena in north-western New South Wales. It has been joined by two others, previously used as a farmers' sleepout and a Sunday school hall, and stored in the former Rozelle tram depot awaiting restoration. The trams are in reasonable condition considering their age and susceptibility to water damage. Each tram is expected to cost \$200,000 to restore, although it is not yet clear who will fund the restoration.

Well-known consultants Gutteridge Haskins & Davey (GHD) have been retained jointly by the Council and the NSW Department of Transport to carry out a Financial Feasibility Study covering the location, layout and operation of the tramway.

Unlike a number of other schemes, the Sydney Tramway Museum is not directly involved in this proposal. They have, however, assisted GHD by providing an inspection of their R1 class tram restoration project and advising the Council of their willingness to assist, where possible, in the development.

The Sydney Tramway Museum's Board of Directors believes that a tramway through the historic Rocks area offers considerable tourism benefits to Sydney and supports the City Council's initiative. The Board has noted that the Council intends the tramway to be a commercial activity and has resolved to negotiate with the Council on a commercial basis any supporting services the Council may request.

Overseas Museum Magazines

Once again *Trolley Wire* is able to offer subscriptions to three overseas museum magazines. This is made possible by a special exchange known as Oldtimer Tram Interchange (OTI).

Details of the three magazines and their subscription rate in Australian dollars are:

Country	Sweden	Feance	Netherlands
Magazine Title	Ringlinien	Voie Etroite	Op oude Rails
No. of Issues per Year	4	6	4
Average No. of Pages per Issue	28	44	16
Average No. of Photos per Issue	50	100	22
Page Size	A4	A4	A4
Yearly Subscription — Surface	\$25.00	\$42.00	\$25.00
Yearly Subscription — Airmail	\$30.00	\$??	\$27.00

Note: Subscription rates are in Australian dollars.

Readers desiring to subscribe to these magazines should sent their name and postal address, name of magazine required and payment, payable to *Trolley Wire*, to:

R.I. Merchant (OTI), GPO Box 1241, Sydney NSW 2001.

Sydney Electric Train Society

For many years, the various railfan groups in New South Wales have been conspicuously silent in regard to preserving examples of Sydney's suburban electric railway rolling stock. It was even suggested at one time that as they were electric vehicles, it was the SPER's responsibility to preserve them. However, they could hardly be regarded as compatible with tramway operation.

With the progressive entry of new Tangara trains into service and a new timetable to be introduced next January, only W and M sets, and one four-car and three three-car single deck sets will remain in traffic. The projected withdrawal of the last of the single deck suburban trains during 1992 has prompted the formation of a new preservation group at almost the eleventh hour.

The Sydney Electric Train Society has been formed to address the task of electric train preservation in Sydney. The new group meets between 2pm and 5pm on the last Saturday of each month in the Transport Club auditorium, 3rd floor, 19 Regent Street, Chippendale, a short distance from Railway Square.

Readers interested in the preservation of Sydney's electric trains should contact the SETS membership

officer Roy Howarth on phone (02) 524 5612 or write to the Society at P.O. Box 918, Chatswood, New South Wales 2067.

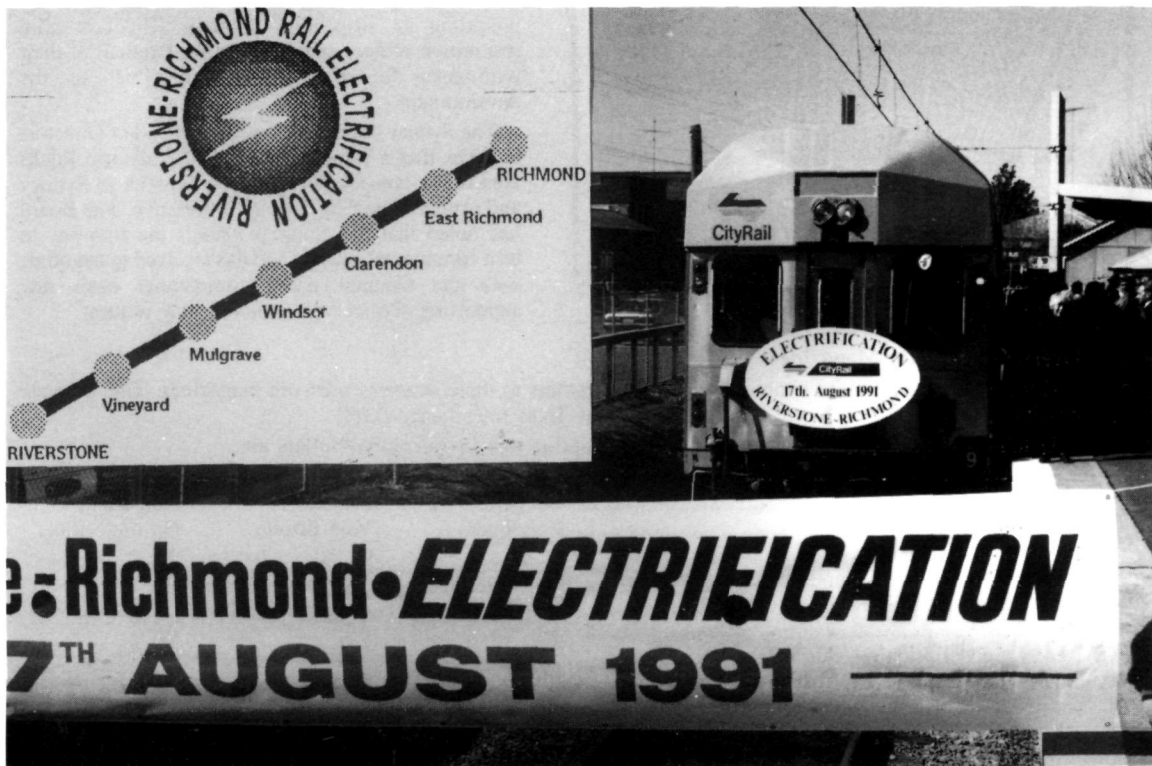
We wish them success and hope that the Society is well supported by the genuine rail enthusiast fraternity.

Correction

The location of the photograph showing bridge construction on Perth's Northern Suburbs Railway on page 19 should be Vincent Street, not Lake Monger Drive.

Richmond Electrification Opens

The electrification of the Riverstone to Richmond railway in Sydney's western suburbs has been completed and was opened for traffic on 17 August. Two-car double deck sets operate a shuttle service from Riverstone; there is no through service to the city. The electrification work covered 14.35 route kilometres, has 312 overhead wiring structures, two electrical substations, 16km of signal cable route, used 11,000 tonnes of ballast and cost \$12 million.



The official train for the opening of the Riverstone-Richmond electrification stands in the back platform at Riverstone on 17 August 1991.

BOB MERCHANT

COTMA CONFERENCE — PERTH 1992

Planning is now well advanced for the 11th Biennial COTMA Conference to be held in Perth from 31 May to 3 June 1992.

A brochure is to be circulated to member Museums in December. Telephone numbers for the official Conference airline, Australian Airlines, will be included, together with the code to be quoted in order to obtain full benefits of the Conference rate when booking.

The registration package for the Conference, including 6 nights' accommodation plus all meals (except dinner following the final post-Conference tour on 3 June) is expected to cost under \$500. A significant discount will be offered for early registrations, which must be received by the end of February 1992.

A new option for presentations is to be offered for the first time, to enable delegates to communicate aspects of the work they are doing without actually presenting a formal Paper. This will consist of a *Poster* or *Display*. This method of presentation is in increasingly common use at technical conferences generally.

Guidelines for authors and presenters of Papers and displays are available from COTMA Executive Officer, Bill Kingsley, 51 Lenna Street, East Burwood, Victoria 3151.

Melbourne News

On 15 April, the city terminus for Swanston Street services in Victoria Street was closed to virtually all trams following the death of a passenger there in 1989 and a further injury earlier this year. Services now terminate at Queensberry Street or, if time permits, the University. While the Victoria Street terminus was at times pushed to the limit in peak hours, the new arrangement is even less satisfactory, especially for trams on Routes 1 and 15 travelling north of the University.

Plans have recently been announced for making several blocks of the southern half of Swanston Street into a permanent mall, with trams continuing through. Gutters would be moved closer to the tram lines, unlike Bourke Street where there are no gutters at all. To ease traffic flow, it is likely that Victoria Street will become a more important ring road, with the reversing of trams no longer possible. Tracks would probably remain in place for emergency connection purposes only.

The weekend of 4/5 May saw the replacement of the 'H' crossing at Collins and William Streets in the city. Route 42 trams terminated at Elizabeth Street, while Route 10 diverted via Latrobe Street.

A new terminus was installed at South Melbourne Beach, Route 1, over the weekend 18/19 May. Unlike the Route 12 terminus, which was extended to take two B class trams, the route 1 terminus was extended slightly to provide room for two Z class cars. Replacement buses connected with trams in Sturt Street at Kingsway.

The renewal of concrete under the tramway/railway 'H' crossing at Gardner took place on 1/2 June, with buses replacing both modes of transport. The same

weekend saw replacement of the curves from Bourke Street into Spring Street, City. Route 96 trams ran via Latrobe Street while Routes 111 and 86 terminated at crossovers on either side of the work site.

Tram services were curtailed from 6:00pm on 13 July on Swanston and Flinders Streets to allow installation of a new 'H' crossing at that intersection. The lines reopened on Monday 15 July 1991.

St Georges Road Works

The St Georges Road trackwork on the West Preston route is proving to be one of the most interesting projects for many years. Briefly, it entails the moving of the Up track from the western to the eastern side of the wide grass plantation which separates north- and south-bound motor traffic. The complication is that under the grass lie pipelines which supply Melbourne with water, and it is not practical lay the tramlines over the pipes.

Work started in 1990, and most of the new Up track was laid in that year. At Thornbury, the new track swings from the west to the east side of the plantation on a ground-level 'bridge' which takes weight off the pipeline. It continues on concreted reservation as far as Arthurton Road, just south of which it swings back to the western side to a position about 1.6 metres east of the old Up track.

This first section of Up track was brought into use on the weekend of 24/25 August, but the old Up track was rejoined about 300 metres north of Merri Street where the work will end. The following weekend, the remainder of the Up track was completed and was ready for the first tram on Monday. During this weekend work, buses replace trams north of the Fergie Street, Fitzroy crossover.

Since then, work has continued most weekends, this time on the new Down track. This is located about one metre east of the old Down track, but after Arthurton Road is expected to be basically on the location of the old Up track.

It is expected that the new track location will reduce the number of accidents caused by motorists crossing the plantation to cross or join northbound traffic and colliding with unexpected southbound trams.

There has been some innovation with the overhead wire. On straight track side brackets are used, and on the new double track section near Merri Creek double width arms are used to cover both tracks. Wire is suspended from European type flexible trolleybus ears, a section of which was experimentally fitted in Gilbert Road over two years ago. For the first time in many years, steel span wires have been used on curves instead of the nylon in more general use.

The future permanent track connection at Thornbury will probably prove to be the most complex, and already there have been complications. On 10/11 August, a new but temporary crossover was laid about 50 metres south of the old crossover at this point. The former Up track portion of the old crossover is now under about ½ metre of concrete supporting the future Down track at this location. The

future Up track will pass through the middle of the passenger waiting shed here, and is thus not yet completed. Trams heading for the City continue to use the old junction outside Preston Workshops. The future Thornbury crossover has been installed just south of the waiting shed, and is at present used as a facing crossover to gain access to the completed portion of the new Up track. Trams wanting access to the temporary crossover take the straight track. The former Up track beyond the crossover is at present abandoned awaiting renewal of the new Down track.

Melbourne Tramcar News

During early May, a number of A class trams received advertisements on their dash aprons, necessitating the shifting of the car number from the centre of the panel to what was designed as the trolley retriever mounting.

About the same time, A class 246 appeared in all-over advertising for the Royal Australian Navy. It is predominantly white with murals decorating the sides. Side windows have been painted over as well, giving an unbroken appearance to the murals, but cleverly allowing passengers to still see out of the tram clearly. An illustration of 246 appeared in the August issue of this magazine.



Thornbury on 30 September 1991. Tram 741 has arrived from the city bound for West Preston. 775 is negotiating the future Thornbury crossover while heading for the temporary Thornbury crossover on the shuttle service to Northcote. The old Thornbury crossover is in the foreground. When the job is completed, the track under 741 will be abandoned, the track under 775 will become the Down track, while the new Up track is in place to the right of 775.



Car 1006 waits as 1022 negotiates the temporary crossover at the northern end of St Georges Road. The old crossover used for this purpose is seen partly buried in the foreground.

DALE BUDD



Another view from the same location. Car 996 heads for the city across the reservation on new tracks which will replace the temporary crossover. The inbound track has been barricaded off beyond this point and will eventually be used by outbound trams, and the section of inbound track, as yet incomplete and unused and visible at left, will be the normal path of inbound trams.

DALE BUDD



City-bound 996 has just entered the new Up track near Thornbury.



725 bound for West Preston between Merri Creek and Arthurton Road. The new Up track is in use. Note the double width side bracket arms for the overhead. The new track is about 30 cm higher than the track it replaces.



1029, city-bound just south of Hutton Street. This section has an American interurban flavour . . .



The partial excavation of the Down track is to provide a foundation for the new Down track, which will be a little to the right of the present formation. During the week, such preparations are made, then the line is closed at the weekend for the new track to be installed, with a temporary connection made between new and old until the next section is installed.

Tram 510 was used on a regular service for four weeks commencing 4 June in conjunction with the Hyatt Hotel on Collins Street. While by no means the only use of historic cars on business promotions, it is the longest to date. The appearance of the vintage trams at weekends has apparently created a demand for their use on such promotions.

Vintage L class 104 returned to service following collision damage last January. It initially went to Essendon Depot as a standby vehicle for L class 106 but returned to South Melbourne in June. The end of daylight saving and the subsequent return to winter timetables resulted in some of the vintage fleet regularly working after dark, until around 8.00pm. Up to three vintage trams were rostered on route 16 on winter Sundays, while the L class Zoo service also worked in winter.

In late June, A2 class tram 237 entered service painted all-over black and named 'Black Thunder' as part of a 12-month contract for local Top 40 radio station Fox FM. Five drivers capable of driving any class of tram have been selected to operate the tram which will spend two weeks at each depot on a rotating basis working normal services, and will cover the majority of routes in Melbourne. To enable 237 to have wide route availability, it has been re-converted to trolley pole operation. Six loudspeakers have been

installed, along with a radio receiver, and the radio station's programmes are relayed en route. At certain times of the day, station personnel are aboard and 'live' crosses are made to the tram, occasionally with audience (passenger) participation. On occasion it worked route 15 from St Kilda via St Kilda Road to the City, but passengers boarded it thinking it was a light rail vehicle on route 96 and were somewhat amazed when it failed to turn left at the old St Kilda railway station....

Two A class trams, 272 and 287, have received B class aprons as a result of accident damage. The latter is noticeable as its number is to one side in preparation for advertising to be applied.

As a trial, A class 296 has been fitted with high beam headlights similar to those on the B class cars.

Surviving weather-blind W5 class trams observed still in regular service include 685, 763 and 821.

During August, vintage trams were operating lunchtime Collins Street shuttle services. Cars 104, 510 and 613 were observed on these runs.

On Monday 30 September, Z class operation commenced from Glen Huntley Depot on route 79, Prahran to North Richmond via Chapel Street. Initially services were limited, but were to expand as more drivers were trained for that class of tram. It is



Melbourne 763 in service in St Kilda Road, outside the Arts Centre, on 20 August 1991. While weather-blind W5s are in service, Z cars are in store!

DALE BUDD



The removal of the old St Kilda and Port Melbourne railway overbridge and embankment has entirely changed this view across Clarendon Street, South Melbourne. Tram 2004 from Port Melbourne is headed for Exhibition.

expected that Z cars will also be used on route 67 when enough drivers are qualified.

Tram services were severely limited on 3 October due to a strike by members of the Electrical Trades Union over the requirement to produce medical certificates for more than five days absence per annum. Some depots were down to around 20% of services, with some routes or portions thereof having no service at all. A meeting on the 4th agreed to return to work, and evening peak services that day were close to normal.

In the first week of October, W5 class 774 was in the bodyshop at Preston Workshops in the midst of a major restoration. Y class 469 was in the paintshop, having undergone minor internal restoration work. W7 class 1040 is receiving an O3 overhaul, as are a number of W7s, and 1040 will be painted in M&MTB colours.

75th Anniversaries

The latter part of the year is seeing various celebrations for the 75th anniversary of Kew Depot and the Mont Albert line. A1 class tram 231 has been

painted in a chocolate and cream colour scheme of the era, and entered service thus painted on 8 August. Its release was brought forward following a collision between 235 and 236 at Prahran terminus the day before, leaving the service short of A class trams with trolley poles.

31 August was a 'Back to Kew' day, where former employees of that depot were invited back. Features were movie and video presentations of tramway interest, and a trip to Mont Albert and back with vintage tram 431.

On 29 September, the Mont Albert line was operated by A1 class 231, Y1 class 611 and W class 892, 948, 985 and 1021. On 5 October from 9.00am to 4.00pm, vintage trams 104, 431, 510 and 611, assisted by 231 and 892, ran a shuttle service between Mont Albert and Deepdene, with a few trips extended to Kew Post Office and the Depot. Fares were by a 20 cent donation with special tickets. Two new postcards were on sale also. Good crowds were carried, with passengers showing preference for their favourite car. 380 was also to have been used, but suffered a motor failure.



The insignia of The Prahran & Malvern Tramways Trust, the Hawthorn Tramways Trust, the Tramway Board adorn the flanks of car 231 in its special chocolate and cream livery.

C.O.T.M.A.**Council of Tramway Museums of Australasia****MUSEUM TRAMCAR SURVEY****JUNE 1990**

	OPERATIONAL NOW			OPERATIONAL FUTURE			STATIC EXHIBIT			FOR PARTS ONLY			TOTALS
	L	M	O	L	M	O	L	M	O	L	M	O	
THS Christchurch	7	—	3	9	—	8	—	—	1	—	—	—	28
WTM Wellington	3	—	1	7	—	3	2	—	—	1	—	—	17
MOTAT Auckland	2	1	3	4	—	6	—	—	2	—	—	—	18
BTMS Brisbane	6	—	—	16	—	1	1	—	—	1	—	—	25
SPER Sydney	15	1	7	8	—	—	5	—	—	1	—	—	37
STRPS Parramatta	4	—	—	4	—	—	—	—	—	—	—	—	8
MTP&M Maitland	—	4	1	1	—	6	—	—	—	—	1	—	13
TMSV Melbourne	—	13	2	—	6	3	—	1	—	—	—	—	25
BTPS Ballarat	9	2	—	2	—	—	1	—	—	1	—	—	15
BT Bendigo	10	5	—	10	—	—	—	—	—	—	—	—	25
MTPA Haddon	—	4	—	—	1	1	—	—	—	—	—	—	6
AETM Adelaide	10	2	2	4	—	—	—	—	—	1	—	—	19
PETS Perth	—	1	4	11	1	—	1	—	—	1	—	—	19
TTMS Hobart	—	—	—	2	—	1	—	—	—	—	—	—	3
TOTALS	66	36	20	78	8	29	10	1	3	5	2	—	159 47 52 L M O
GRAND TOTALS	122			115			14			7			258

L = Local, M = MMTB/MTA, O = Other.

BENDIGO



THE BENDIGO TRUST

On 31 July 1991, The Bendigo Tramways received SW5 class tram 808 from the Public Transport Corporation in Melbourne. This event brought to fruition several months of negotiations between The Bendigo Tramways and the PTC.

A reciprocal loan arrangement was arrived at by both parties, whereby Bendigo's maximum traction bogie tram 138 was sent to Melbourne and SW5 No. 808 received in return.

The PTC will use No. 138 for forthcoming special events and it will also be used to complement Melbourne's recently established vintage tram fleet. 138 is the only maximum traction car in Melbourne at the present time. It was built by Duncan and Fraser in Adelaide for the Hawthorn Tramways Trust, Melbourne in 1918. Later it operated under the auspices of the Melbourne and Metropolitan Tramways Board until being sold to the State Electricity Commission in 1945 for use on its Bendigo tramways.

SW5 class 808 was built at the M&MTB's Preston Workshops in 1937 and was in regular service in Melbourne until its transfer to Bendigo. 808's sliding doors make it an ideal winter tour car for Bendigo and will be used on our night 'champagne tours'.

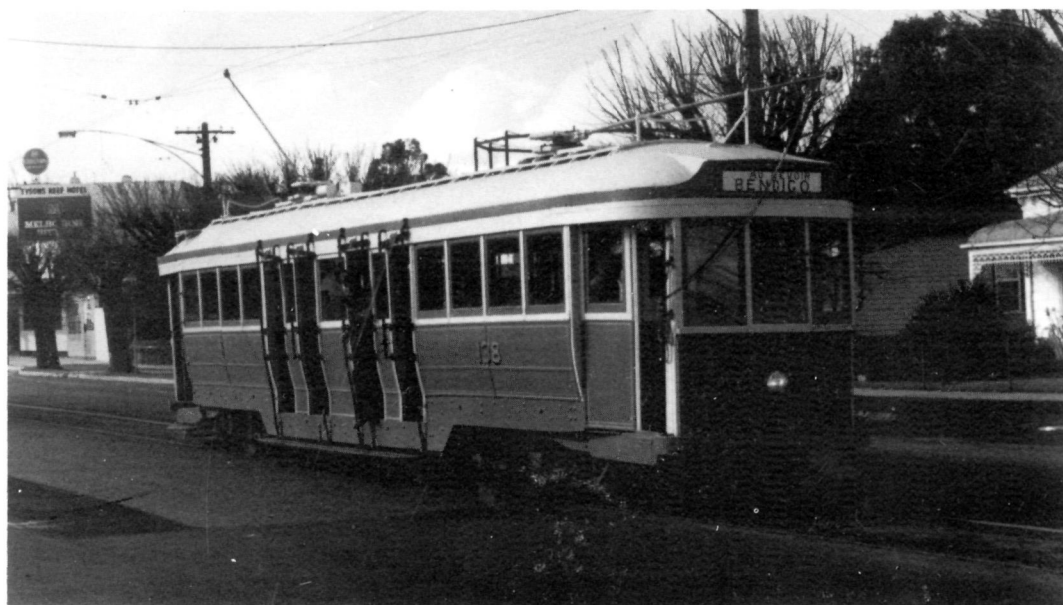
The Bendigo Tramways are pleased to be involved in a mutually beneficial arrangement with the Public Transport Corporation.

Tramway Gifts from Bendigo

Bendigo artist Gail Tavener has produced sets of three 12 x 10 inch glossy prints of three of Bendigo's historic trams. The prints have been printed from Gail's original paintings of Bendigo cars 17, 19 and 30 in two colours (burgundy/cream) on white paper. Produced as a limited edition of 200 sets, the prints are numbered, dated and personally signed by the artist.

Tee-shirts and sets of six cards with envelopes are also available. The tee-shirts come in all sizes and any of the above trams can be printed on either the front or back. The packs of cards would make presentable small gifts and are great for use as gift cards, Christmas cards or for correspondence.

Prints, tee-shirts and cards are obtainable from Gail Tavener at the Gail Tavener Studio, 76 Emmett Street, Golden Square, Victoria 3555, or phone (054) 42 4006.



No. 138 in Bridge Street, Bendigo on its final tour of the city on 19 July 1991. The destination display reads "Au Revoir Bendigo".

DENNIS BELL



138 departs from Melbourne and passes Birney No. 11 in Tramway Avenue, 31 July 1991.

DENNIS BELL



SW5 No. 808 on its inaugural trip. It is seen in Tramways Avenue with Bendigo Tramways chairman Dennis Hoy at the controls on 1 August 1991.

DENNIS BELL



No. 808 at the tramway terminus outside the Deborah Gold Mine in Violet Street during its inaugural run in Bendigo on 1 August 1991.

DENNIS BELL

BALLARAT . . .

Ballarat Tramway Preservation Society



The long awaited permanent museum display is almost a reality. Only detail work and tidying up remains to be done before the new display can be assembled. The remaining windows have all been glazed and a glass counter constructed for small items display. The doorway and steps into the office have appeared, and a new pair of canvas weather blinds installed in the drop centre entrances. These were manufactured by Bartletts, who do a lot of historic work in canvas for Sovereign Hill. The pattern is suitably old-fashioned, given the awful, trendy appearance of most canvas patterns these days, while the cost at \$100 per blind was within even the BTPS's modest budget. The long-serving museum display in No. 11 will soon be dismantled, and not before time, as some of the original caneite display boards are close to being historic items themselves!

The interior of the horse tram is now virtually complete, with the installation of the seats. Only the bell cord and sunshade louvers remain to be fitted. Slatting of the end canopies is proceeding laboriously, while the ends of the car are being painted so that the canopies can then be permanently attached. Lettering of the rocker panels is due to commence shortly.

Work on W4 class 671 is proceeding, with the roof repairs complete, and the final painting about to take place. Body filling, including some areas repaired in

haste in the M&MTB days, is under way, while the usual host of small items are removed from the car for individual restoration.

When the additions to the shed were constructed in 1980, the Council agreed to plant a row of trees along the southern wall to screen the shed somewhat from the residents of Carlton Street (or was it the other way around?). The trees have finally arrived! An avenue of noble elm trees has been planted. We anticipate being able to relax in their shade around about 2041 A.D.

A major Scout Jamboree is to be held in Victoria Park during early January 1992. Some 15,000 scouts are expected to attend, and the tramway, as the nearest tourist attraction, is expected to be a pretty busy place during that time. When work commenced in Victoria Park to provide sewerage for the event, it was discovered that all the sewerage facilities installed by the U.S. Army in 1942 when the area was a military camp were still in place, though in rather poor condition. These facilities are to form the nucleus of the present system, so Victoria Park will be under canvas again for the first time in over forty years, but this time without the spectacle of the last tram to Sturt Street West on a Saturday night, packed to the rafters with inebriated Yanks, showering money and presents on the conductresses, who used to fight amongst themselves to get the job.

ST. KILDA . . .



Australian Electric Transport Museum

Bodyshop

The concrete floor in the new bodyshop shed has now been completed. All woodworking equipment has been relocated from the workshop and new work benches are being constructed. Lighting and power wiring is nearing completion.

Road 2 has been extended 50 metres from the rear of the bodyshop to create a better unloading point for tram bodies. The extension included construction of a road crossing as the track extends across the members' access road.

Conservation Management Review

The AETM has commissioned and received a professional Conservation Management Review from Artlab Australia, the Government conservators. The detailed report looks at environmental factors affecting the museum, our museum philosophy and our storage and display facilities.

The report will prove useful when applying for future funding and negotiating with government and semi-government bodies.

Other News

The maximum traction trucks for car 118 have been shifted onto road 2 in the yard between the workshop and the bodyshop to enable a commencement on their restoration.

Work is continuing on the relaying of the lakeside track.

Kym Smith has cleaned down and painted the ceiling in the driver's area of Sunbeam trolleybus 526. He has also stripped off various fittings from the saloon for checking.

Max Fenner has been conducting motorman and conductor refresher courses.

Jim Burke has been repainting our garden seats in red and cream. The brightly coloured seats further improve our visitor facilities.

The STA have produced a striking advertising poster about our museum. It has been designed to fit in the advertising space above the saloon bulkheads in the Glenelg cars. The posters will also be displayed at various other STA sites. The Museum has also been given a supply of the posters.



Birney car 303 departs the museum for a trip to St Kilda Beach. Cars 264, 34 and 381 remain on the depot fan.

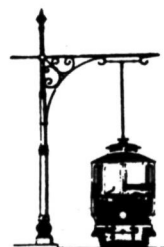
PAUL SHILLABEER



Desert Gold tram 186 is about to enter the depot yard after a trip to the beach. The set of points are for the track leading to depot roads 7 and 8.

LOFTUS . . .

South Pacific Electric Railway



Works Report

The laying of the brick paving along Tramway Avenue is progressing well at the present time, thanks to further welcome offers of assistance from outside organisations. Initially bricklaying students from the St George and Sutherland Regional Business College Inc. commenced working from the point reached by our own workforce and recently we received an offer of assistance from BATL, the building trades apprentice training organisation which had previously assisted with the construction of the retaining wall at the rear of the display hall extension. Such assistance is most welcome as it enables our workforce to concentrate on other projects.

Unfortunately, the BATL workers are no longer able to assist with construction of the retaining wall and progress on this project has slowed as a result. However, further concrete pours have taken place as funds become available and one section has now reached floor level.

Work inside the display building extension is progressing well. Excavation of Road 4 has been completed and track laid, welded and levelled ready for concreting. The painting of the ex-Ultimo Depot trolley wire troughing for the extension of the overhead over Roads 2 and 3 has been completed and is ready for erection.

The installation of lighting in the workshop is continuing, thanks to the efforts of Geoff Olsen, David Bennett, Glenn Killham and Peter Hallen. Lights are now provided in the entrance foyer and electrical workshop.

Howard Clark and Geoff Spalding are currently working on both R1 class 1971 and O class 957, with occasional assistance from other members. This situation has arisen due to our obligation to meet restoration deadlines on 957. Stripping of the little paint which remained on the exterior wooden panels and on the metal seat ends of the open compartments



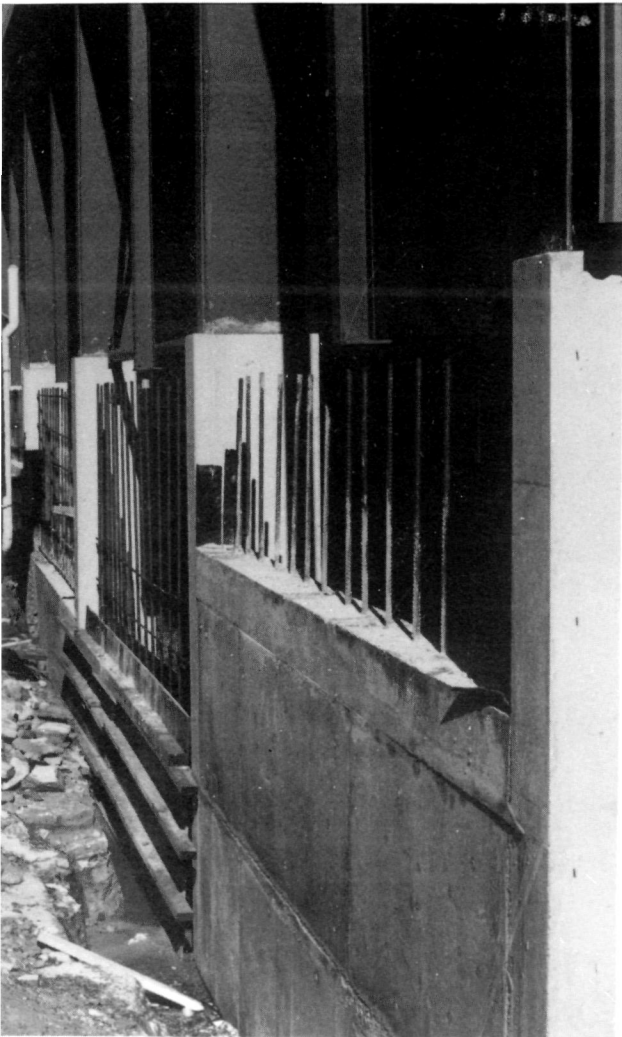
Vintage Chevrolets visited Loftus on 11 August 1991 as part of their car club outing.

FRANK McQUADE



W2 class 392 prepares to negotiate the scissors crossover.

DICK HALL



Progress has slowed on the construction of the retaining wall at the rear of the display hall. Further concrete has been poured since this view was taken in August.

BOB MERCHANT

was carried out on 31 August. Some of the panels were treated with linseed oil and the seat ends repainted on Sunday, 1 September. The gutter rail and fascia has been removed from one side of the car while Geoff has made up and fitted one new centre compartment mullion, and others will soon follow.

A further \$20,000 was recently received, as part of the original grant, for the restoration of 957 and O/P class 1089. As usual, this is to be matched dollar for dollar by the Society.

Only a small amount of work remains to be completed on 1971, being confined mainly to completion of wiring and preparation of the car for final painting. All the main internal wiring has been installed in the ducts and on completion of floor work, the seats will be re-installed. All of the rusted air piping was replaced and the air compressor was refitted on 14 September. Both controllers have also been refitted and the first stage of cleaning the bogies has been undertaken.

With the completion of the restoration of 1971 in the near future, the problem of removing it from the workshop building is facing us and the decision was made to commence work on the installation of the traverser. A start has been made on the removal of various parts, equipment and rubbish which have accumulated in the area to be occupied by the traverser pit and it is expected that work on the traverser will be well advanced by the end of the year.

The restoration of our ex-DGT Bedford tower wagon is progressing very well and the panelbeating of dents in the cab and other bodywork has been carried out by one of our very skilled CSO workers. His workmanship is excellent and he is to be congratulated on a job well done.

The exceptionally heavy rain on the holiday weekend of 8/10 June did not treat our trams kindly and L/P 154 developed a few problems, necessitating its being driven back to the carshed from the rear driver's cab. The defect in 154 is in the wiring and the car has been withdrawn from service until the defective wiring can be replaced.

Royal National Park Branch Line

As reported in the last issue of *TW*, the Royal National Park railway branch line ceased operation in June and passenger services were officially withdrawn from 1 September 1991.

The SPER has been interested for many years in operating over this railway branch. Following a renewed expression of interest in taking over operation of the line, the Minister for Transport arranged for CityRail (State Rail's suburban and interurban operations business group) to set up a committee consisting of representatives from the SPER, CityRail and the Roads & Traffic Authority (RTA), and directed that any action to dismantle the line was to be deferred until a final decision was made.

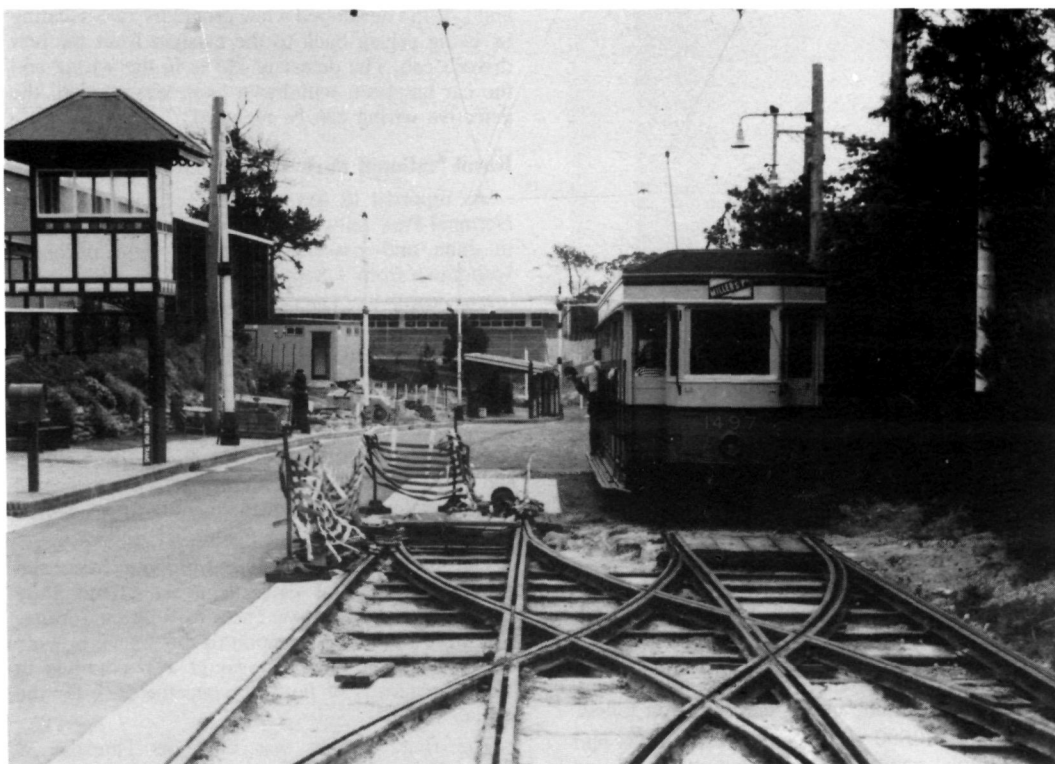
Our proposal has backing from our State and Federal Members of Parliament, Sutherland Shire Council and the National Parks & Wildlife Service. Not only would the operation of the branch provide us with a longer line but would also continue to provide a means of transport into the Park for the public.

The first meeting was held on Thursday, 5 September and the Society was represented by David Rawlings, Greg Sutherland and Dick Jones. We were informed in no uncertain manner of the RTA's



Reproduction of period advertising posters now grace the wall of the Railway Square waiting shed, adding to the period atmosphere.

BOB MERCHANT



P 1497 approaches the scissors crossover in Tramway Avenue. The new TAFE College provides a change of background.

DALE BUDD

opposition to our proposal to continue to use the existing Princes Highway level crossing, but we were to be given the opportunity to present our case.

However, it appeared that either the message did not get through, or there were forces working against our proposals. Regardless of the Minister's final decision, the overhead wiring was removed from across the highway on the weekend of 14/15 September, and from over the remainder of the line on Monday 16th. The crossing was also marked out with yellow paint and cut, indicating that it too was to be removed.

WHITEMAN PARK . . .

Perth Electric Tramway Society



Sunday Times Showday

This has become one of the major events on the Park calendar, and this year it was no exception with crowds estimated in excess of 15,000 attending, in excellent weather, on Sunday, 11 August.

The original plan was to have three cars in operation, with a fourth on standby.

The first car, W2 class 368, entered traffic just after 10.00am and immediately collected a crush load at Entrance. With the second car, W2 class 393, commencing services at 10.40am the crowds were swelling rapidly and two cars were unable to cope. SW2 class 426 was brought into traffic at 11.00am and by now there were large crowds at all loading points. The fourth car, W2 class 329, entered service in tandem with 393 at 12 noon.

It had been apparent since early in the day that a fifth car would almost certainly be required, so a 'fast track' service was carried out W4 class 674. The 'summer car' 674 — still without saloon windows, as the newly reframed windows had not yet been installed — entered service at 1.00pm in tandem with Sw2 class 426.

An effective 10-minute headway was being offered with the three sets of cars crossing at Triangle Junction. Crush loads were carried by all five cars throughout the day until 4.30pm, and on many trips people were still left behind. As the gate charge for entry to the Park for the day included 'free' tram and train rides, many passengers were riding continuously for several trips, which made it difficult to meet the demand!

Showday provided an unbelievable experience for the tram crews—fortunately, the conductors did not have to collect fares as PETS received a proportion

Enquiries indicated that this was to take place on the weekend of 21/22 September at the request of the RTA.

Some very urgent phone calls were made by one of our Directors during the intervening week and this resulted in the enforcing of the Minister's directive not to dismantle the line. Nevertheless, since the wiring was removed, ten overhead poles have been sawn down and carted away by persons at present unknown.

We now await further meetings which will determine the future of the line.

of gate receipts, and there were no mishaps to passengers or trams.

The Big Lift

On Wednesday 10 July, the long-awaited move to the car storage shed of the remaining two tram bodies still in open storage (Perth I class 63 and B class 81) was achieved. For many years they had been stored on sleepers in the backyard area between the Oketon Geddes Car barn and the W.P. Pennenburg Workshop.

Extensive preparations were necessary for this move to be possible. The Hedley-Doyle stepless car I class 63, presented particular problems due to its unique low-floor configuration and the unavailability of maximum-traction type trucks on which to move it. (In service, the small-diameter pony-wheels of the Brill 62E trucks allowed adequate clearance below the sloping floor).

A considerable amount of planning, and some careful measuring in the incredibly cramped space below 63, was done by Ric Francis and Noel and Ray Blackmore. A pair of very short wheelbase bogies (which had been regauged from 1067mm at some stage) were fitted with specially built-up bolsters. Modified bolster-plates also had to be fitted below 63.

For B class 81, a specially-fabricated frame of welded rails was attached to a Melbourne No. 1 truck to give the necessary body support. Sleepers were laid across this frame.

On the big day, several tram bodies first had to be shunted to make room. A 40-tonne crane, arranged by Graeme Churcher through his employers Cockburn Cement Ltd, and supplied by Brambles Transport, was positioned at the north-west corner of the backyard near the workshop.

The modified No. 1 truck was positioned on B road alongside 63. B class 81 was carefully lifted and swung high over the top of 63, then lowered onto the truck and shunted forward into the carbarn using the tractor. Next, the two rail bogies were placed at either end of B road. No. 63 was lifted and positioned over B road, allowing the bogies to be rolled in under each end. The body was gently lowered and after some adjustments the securing-pins dropped home through the bolsters. The bodies were now ready to be moved to their new home.

First for 81, then for 63, this involved being towed by the tractor through the carbarn on 4 road (formerly 1 road) and onto the fan. Each car then made a brief appearance on the main line before being shunted into the car storage shed — 81 onto 7 road and 63 onto 5 road.

While the crane was available, the opportunity was taken to move the wheel-lathe (ex-Hong Kong Tramways) to a new location in the backyard.

All of these manoeuvres were completed successfully, with a big team of members present to assist. This was the first time in around 40 years that either of these two trams had been moved on rails.

Acquisitions

Ray Blackmore successfully negotiated the Society's purchase in June of a used Chamberlain tractor fitted with a Perkins diesel. It was soon fully rewired and a number of repairs carried out. The tractor proved its worth in the move of trams 63 and 81, its low-ratio gearing being ideal for delicate manoeuvres of dead rolling-stock.

The Osborne Park Bowling Club donated eight lengths of grooved rail (ex-Perth) to the Museum, where they arrived on 11 September. They had been in use until recently as supports for the club's overhead lighting. These rails are particularly well preserved.

A 500 volt rectifier plus transformers have been donated by the University of Western Australia Department of Physics.

Around the Carbarn

The three resistor-banks for Fremantle 29 have been completely stripped down by Noel Blackmore and the 108 cast-iron grids and other components thoroughly cleaned. The job of re-assembling them into the frames is progressing well and the first was fitted below the car on 25 September. Noel has also begun checking the controllers and has discovered that some changes will need to be made.

Various jobs are being undertaken to finish the body, including the casting and chrome-plating of numerous small fittings for the motorman's platforms and bulkheads.

SW2 class 426 was out of service for some weeks in June-July for remedial work on its lighting circuits. It was returned to service without lights when it became apparent that extensive rewiring is required.



The body of Perth B class 81 swings high over the stepless car, Perth 1 class 63 before being lowered onto a Melbourne no. 1 truck on B road, 10 July 1991.

MICHAEL STUKELY

It was again withdrawn in August for door-engine overhaul.

The newly re-glazed and painted window frames have now been returned to the saloons of W4 class 674.

Quotes have been obtained for the construction of the longawaited Engineering Shop (an extension of the Pit Road Shed) and the Traction Sub-shed.

Track

On 3 August, approximately 200m of track on the Carbarn-Mussel Pool section was lifted and packed as necessary, with two sleepers requiring replacement. No work had previously been required on this section since it was laid by PETS members in 1984. Further work has also been done on the Bennett Brook curve.



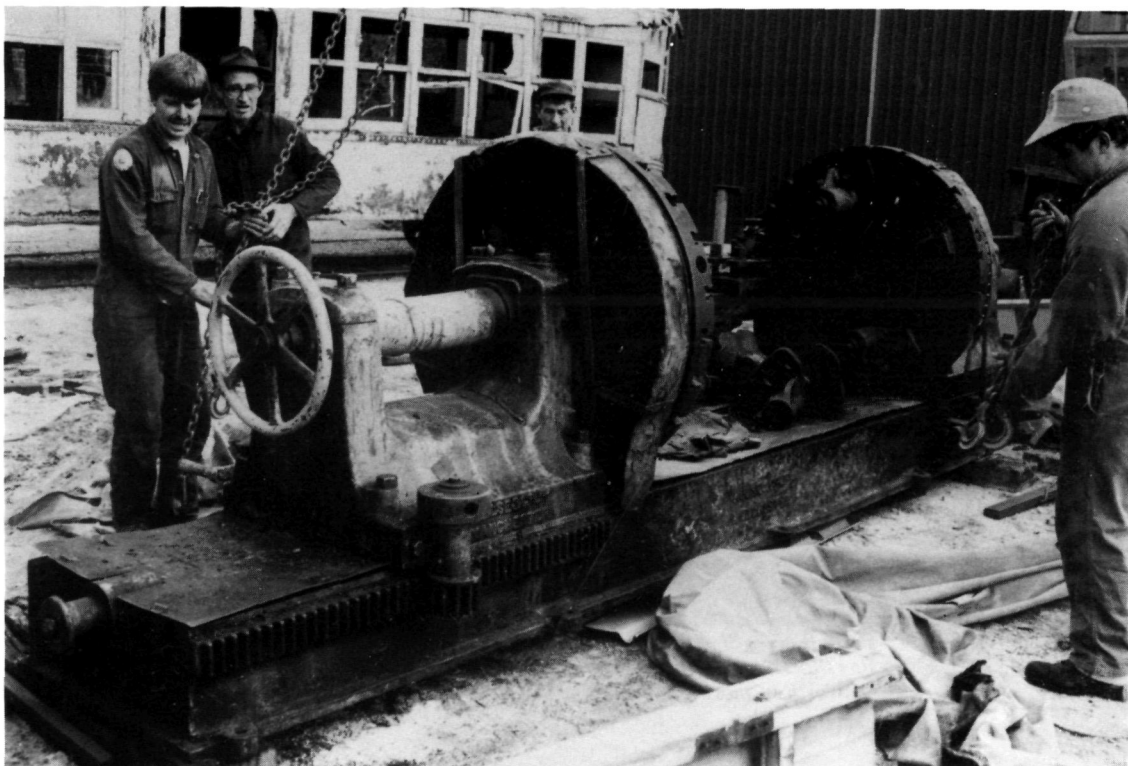
Perth B class 81 pauses on the car barn fan after emerging from road 4 (formerly 1 road). Ray Blackmore (left) and Vic Sweetlove are on the 'new' Chamberlain tractor, which proved its worth in moving tram bodies on 10 July 1991.

MICHAEL STUCKELY



Perth I class 63 suspended over B road before the rail bogies were rolled into position, 10 July 1991.

MICHAEL STUCKELY



The ex-Hong Kong Tramways wheel lathe was moved to a new position in the backyard on 10 July 1991. Here Ray Blackmore (left), Noel Blackmore, Vic Sweetlove (rear) and Scott Parker prepare to attach the chains for lifting.

MICHAEL STUCKELY

On 14 September an intensive effort was put in at Triangle Junction by Lindsay Richardson's track team. The north-to-east leg was repacked and regauged, with tie-straps being rewelded as required. On the north-to-west leg, joints were re-crowed and lifting, packing and regauging were carried out. These sections now give a greatly improved ride.

Annual General Meeting

The Annual General Meeting of the Society was held on Saturday, 31 August, in the theatre at the Westrail Centre in East Perth.

The following officers were elected for 1991-92: President, Lindsay Richardson; Vice-President, John Shaw; Secretary, Robert Pearce; Treasurer, David Kitto; Councillors: David Brown, Paul Edwards, Ric Francis, Duncan McVicar, Michael Stukely.

Our President, Lindsay Richardson, reported that:

* Total kilometres travelled by service cars in the twelve months were:

W2 class 329	323km
W2 class 368	2756km
W2 class 393	2030km

SW2 class 426	624km
W4 class 674	1174km

* Traffic operations yielded revenue for the year from:

i. Ticketed passengers and special events	\$29839
ii. Special Hires	\$ 5129
Total	\$43968

against a figure of \$32096 for 1990.

Expansion?

PETS has apparently expanded its area of responsibility recently. In July, Ric Francis received a telephone call at the Museum from a lady who was most upset that one of the new EMU sets wouldn't pick her up at a suburban railway station....

**INSPECT THE WHITEMAN PARK
TRAMWAY DURING THE
COTMA CONFERENCE IN
PERTH — 31 MAY TO 3 JUNE 1992**



The Hedley-Doyle stepless car, Perth 1 class 63, makes a brief trip on the main line before being shunted into the car storage shed. The body is riding very high on the specially built-up bolsters of the short wheelbase railway bogies in order to allow the wheels to clear the low floor of the saloon. 10 July 1991.

MICHAEL STUKELY

Oops, How Did THAT Happen?

A couple of paragraphs and a subheading disappeared from the Perth Electric Tramway Society's report on page 41 of the August issue. The third paragraph should be replaced by the following two paragraphs, subheading and two further paragraphs:

The newly completed Mussel Pool tram terminus (TW May 1991) was brought into regular use from Saturday 4 May. The existing 30 minute service can be maintained over the extended route by allowing 10 minutes for each of the three sections, Entrance-Central Station-Mussel Pool-Entrance.

From 6 July, the direction of travel of service cars will be reversed (ie, the route will now be Mussel Pool-Central Station-Entrance-Mussel Pool) and the timing will be from Mussel Pool Terminus rather than from Entrance. Services will now commence from Mussel Pool at 1.30pm Saturdays and 11.30am Sundays and Public Holidays, with the last car departing Mussel Pool at 4.30pm. In addition, a two-month trial of limited Wednesday services is again being conducted.

Track

Following the major track upgrading programme completed in 1990, car riding quality was dramatically improved and only minor work has been required on the track. A regular track maintenance team has now again been assembled and particular areas have received attention recently.

During March-April, lifting and packing and repairs to rail bonds 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.

HADDON . . .

Melbourne Tramcar Preservation Association



Progress at Haddon has been hampered over the past few months due to extremely cold and wet weather. However, good progress continues to be made.

With the weather not being the best, a large proportion of work has taken place indoors.

W2 Class 407

Restoration work on the tram has revealed more work is required than was initially thought in order to get this tram up to a reasonable standard. Recent works have included the replacement along both side of the tram of the metal external gutters which were found to be rusted through in many places.

New metal external pillar caps have been fabricated and fitted, replacing the existing ones which were found filled with body filler repairing damage that had obviously occurred following a collision.

Arthur Ireland has been very active in the restoration of this tram and his body-making skills have also been applied to the external motorman's

exit doors. All the timber joints in the doors were found to be in poor condition so Arthur has been busy manufacturing replacement timber components to repair the doors.

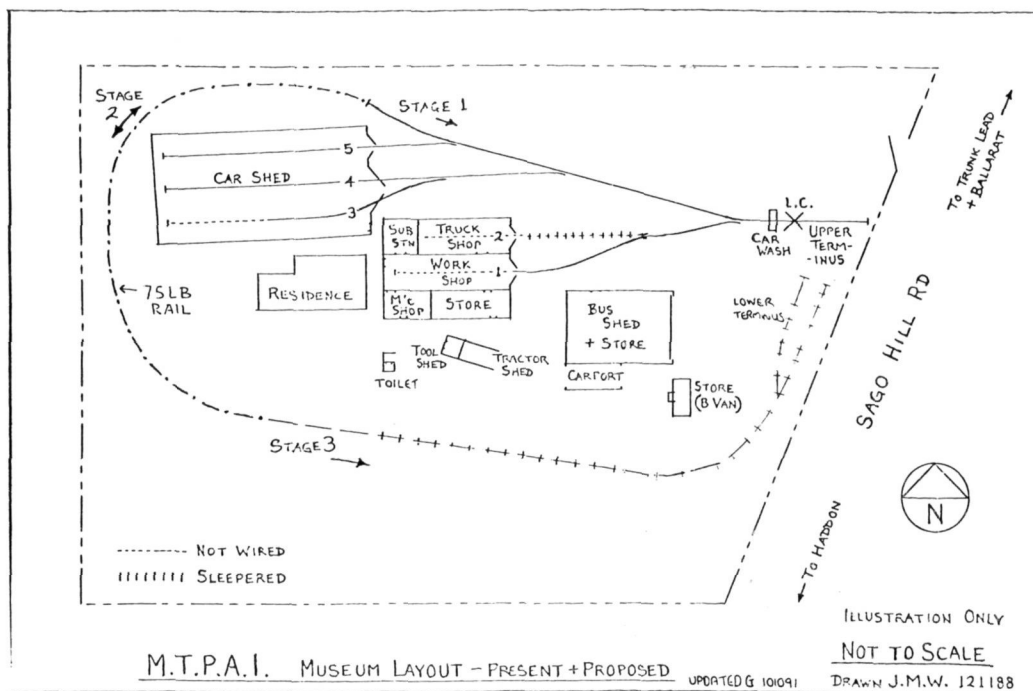
Trackwork

In between the recent periods of inclement weather, work has been carried out on the trackwork situated on the south-west corner of the running shed.

Tony Smith has now completed the installation of the track for the curve on the south-west corner of the property and the results are very impressive.

Noel Gipps, assisted by other members of the track gang, has completed the necessary survey work for stage 3 which will complete the track layout. For readers not familiar with the final track layout of our museum, the accompanying diagram illustrates what the layout will look like.

With the warmer months fast approaching, greater emphasis will no doubt be placed in this area.



Security System

It is an unfortunate fact of life these days that you can never be too careful, as the saying goes.

John Withers, assisted Richard Gipps and Craig Tooke, has recently completed installation work on a 24 volt security alarm system for the museum.

Work on this project involved the construction of the alarm control panel, installation of magnetic alarm switches and other security devices, and installation of the necessary wiring runs for the system.

Work in this area also involved making alterations to the substation 24 volt system to allow the security system to operate independently of the substation 24 volt system.

Shed Maintenance

Tony Smith has been busy replacing guttering and roofing material on the running shed.

Because of the severe extremes in weather conditions at Haddon, shed maintenance is an important on-going and sometimes thankless task that must be carried out on a regular basis.

Recent Acquisitions

Two recent acquisitions will prove to be very important components for stage 3 of our track programme.

The first was the acquisition through V/Line of a track 'V' crossing which will form part of the special work at our double track terminus. The crossing was formerly situated at the Ballarat Railway Carriage Sheds, part of which are no longer used. Museum members effected the removal from the Ballarat Carriage Shed to Haddon once permission had been obtained from V/Line.

The second important acquisition has been a GRS Model 5a point motor, once again through V/Line. This motor will also be used at our double track terminus to operate the point blades as required. Design work for the electrical control system required to operate the point motor is currently being undertaken.

The acquisition of the point motor will no doubt make our museum at Haddon unique as being one of the few museums to utilise electric points as part of the museum system.

FERNY GROVE . . .



Brisbane Tramway Museum Society

Bus Tour and Barbecue

Saturday, 28 October saw the Society commemorate the 29th anniversary of the destruction of Paddington Tram Depot with a 'tram bus' tour over the routes which were closed following the disastrous fire. The tour commenced at Toowong bus depot in the morning and terminated there later in the afternoon. The evening saw a barbecue at the museum followed by a large amount of tramcar operation, particularly by some of the non-service trams. The day's activities were considered a great success by all members and visitors who participated.

Display Building

The 'new' display building has been transported from the Ferny Grove State School to the museum by John Mackay House Removals. The move was performed on Friday, 20 October, with the building departing the school at 5.25am under police escort. It arrived on site at 5.30am and was in final position at 5.45am. 'Pig sties' were constructed, the building lowered and the special semi-trailer removed at approximately 8.30am. The building is presently being stored on site (in position) on the pig sties awaiting

final approval from the Brisbane City Council. Once approval is given, the restumping operation will be carried out by John Mackay as part of the relocation contract.

Scrap Steel

Monday, 12 August saw Simsmetal on site and during a very successful operation approximately 80 tonnes of scrap steel was removed from various areas of the museum site. Most of this material was located in the area between the bowls club and the depot track. This area has now been totally cleared, making it more presentable to our visitors.

Electrical

The electrical earthing at the museum has been upgraded due to possible problems that may occur under high voltage fault conditions. The incoming supply is 11kV three phase only, with no connection between the museum's low voltage (below 650V ac) system and that of the remainder of the SEQEB area. A MEN earth system has been installed throughout the museum buildings, while a common earthing system has been installed at the substation.



Our new building is seen departing the Ferny Grove State School. Note the special semi-trailer which 'walks' over fences.

JOHN LAMBERT



Typical Sunday operations outside the depot buildings at Ferny Grove.

TROY THOMAS



The building is in position and about to be lowered onto the 'pig sties'. The track in the foreground is the terminus area.

JOHN LAMBERT

The substation has had a sign installed on the western end which reads B.T. Substation L 17 and was constructed from parts of ex-BCC Electricity Department substation signs. Brisbane had sixteen tramway substations when the system was operational, hence the museum substation being number 17.

Site Cleanup

The site cleanup has moved into the workshops during the past two months and this area should be finished by the end of October. The grounds are reasonably tidy; however Brisbane's lack of rain over the last two months has caused most of the grass to die off like everything else in south-eastern Queensland.

Workshops

Work continues slowly on dropcentre 341. However, the workshops cleanup has taken priority and when this is completed work shall resume on 341. The K10

controller in the No. 1 end of car 99 has received a complete overhaul by our Electrical Division and plans are under way to overhaul the controller in the No. 2 end.

The safety rails on the tower wagon have been replaced with a set from our spare platform, due to the original rails starting to become loose and unsafe. The tower wagon is now regularly on static display. however, on several recent occasions it has been used for live line overhead maintenance during Sunday operations.

New Acquisitions

BCC Panther bus No. 498, commonly known as 'Reg', arrived on 19 September after a period of time in storage at Abbotsford Road Depot. 498 is fitted with experimental regenerative braking equipment as the result of tests conducted by the Queensland University in conjunction with the BCC Transport Department.

BYLANDS . . .



Tramway Museum Society of Victoria

Meanwhile, back at the...

In the last issue of *Trolley Wire* we described the movement of trams from Melbourne to our Bylands site. This, however, was only part of the story.

For the week commencing Friday, 14 June our museum was a hive of activity with the repair of W1 class 427 and the previously described arrival of 795, 902 and 1001 on indefinite loan from the PTC.

This amazing week saw an enormous amount of activity at Bylands by a very small dedicated group of members and others, starting with a fork lift truck being delivered on the 14th and parked in the Bus Shed under the guidance of Keith Kings.

Saturday saw the fork lift driven (with great difficulty due to the lack of any tread on the tyres and the muddy conditions) by our friend Barry Hill

with assistance from Geoff Dean and Andrew Hall. The fork lift was eventually manoeuvred by Richard Lamprill and Travis Jeffery (with assistance from a Camira, a Holden ute and the Tower Truck) from the Bus Shed along the main line to where 427 waited by our C van.

The defective compressor was unbolted and removed from 427 without too much difficulty and not too many words. After lunch, Chris Treganowan took over from Barry and Jeff Bounds arrived to assist us in lifting the new compressor into place on the tram. Although the tram was sitting on our high trestles, the compressor was successfully tested.

In preparation for the arrival of the three trams, No. 2 Road in the old shed was cleaned out of most trams on Sunday.



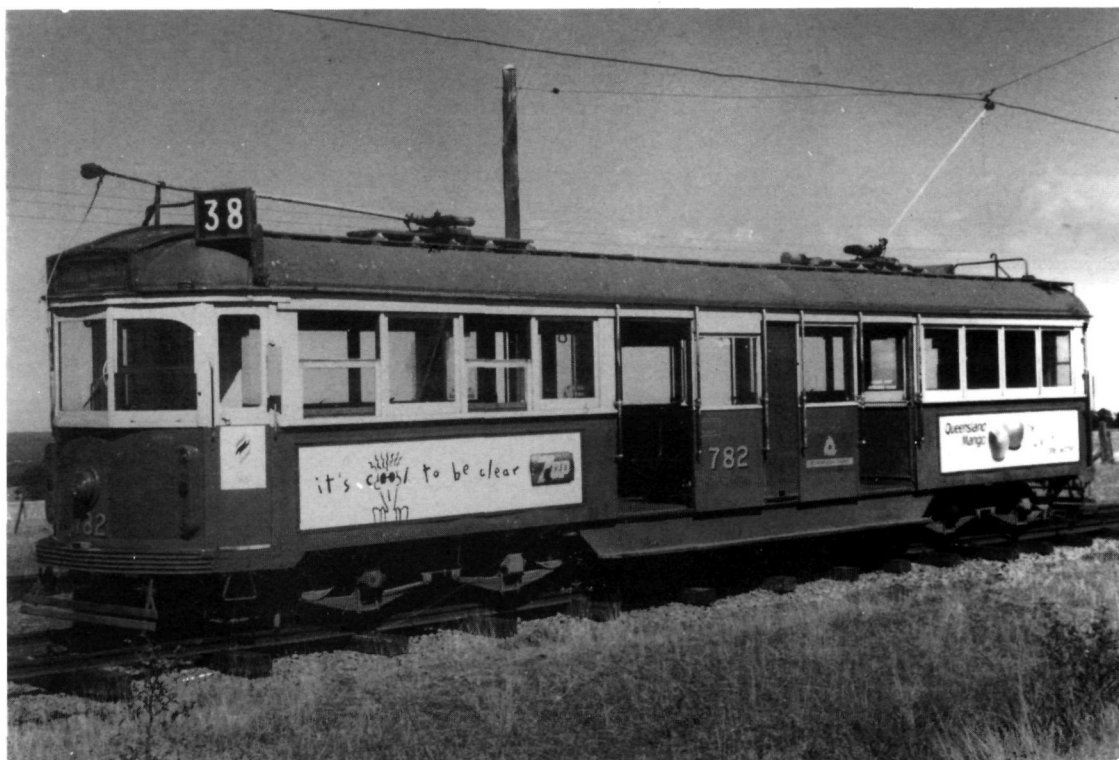
W5 class cars 795 and 782 in Miller Street on 19 August 1991.

JEFF BOUNDS



Three door W5 class 782 at Bylands before being unloaded onto museum rails on 8 March 1991.

STEVEN ALTHAM



782 stands on the new extension at Bylands during its first run over museum rails on 8 March 1991.

STEVEN ALTHAM



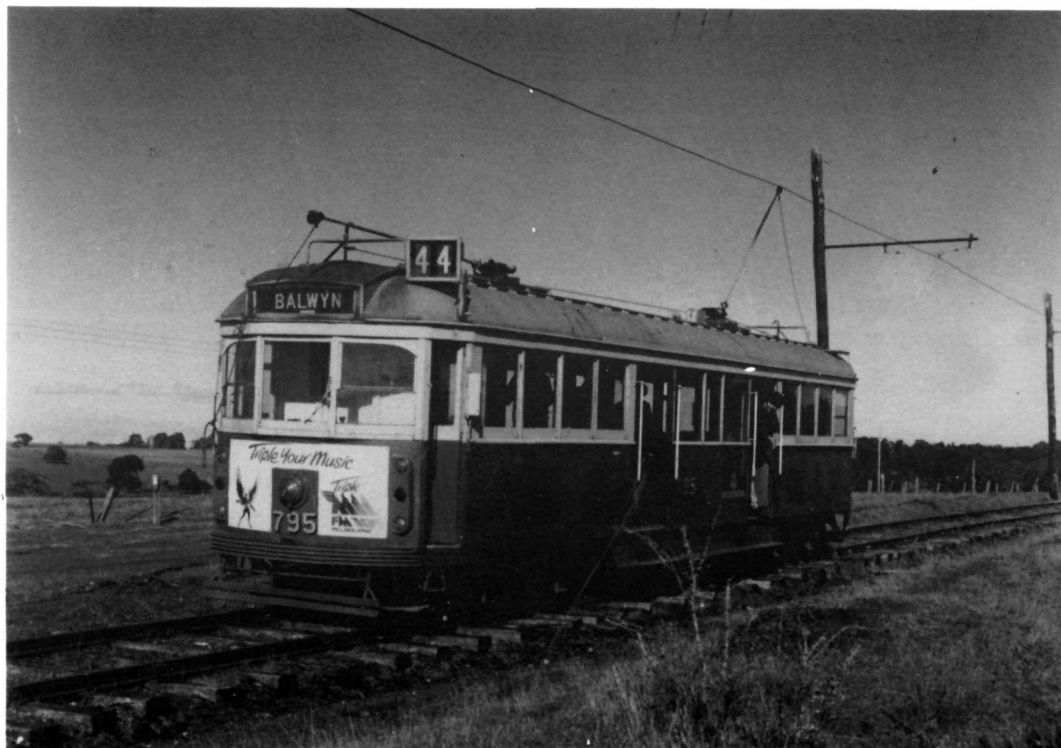
The crew from Beamish Heavy Haulage prepare to unload one of 782's bogies on 8 March 1991.

STEVEN ALTHAM



W5 class 795 being unloaded at Bylands on 18 June 1991. The museum's former railway C van is at right.

JEFF BOUNDS



Two door W5 class 795 makes its first run at Bylands on 18 June 1991.

JEFF BOUNDS

On Tuesday 18th, 427 was lifted off the high trestles by the Brambles crane and lowered back onto its bogies. Car 644 towed it out onto the main line then returned to the south end of No. 2 Road. 795 then arrived as previously described.

Wednesday 19th found the crane still set up from the day before and 902 was soon unloaded on arrival from Preston. The afternoon was spent preparing 644 for a bogie change and repairs to a broken king pin bolster plate. The day ended with 644 sitting beside the crane to keep it company overnight.

Thursday 20th found our trusty members and the crane crew lifting 644, but they had problems fitting the new bogie bolster plate. In Melbourne, Richard and Geoff oversaw the loading of eight motors and trolley wire onto Thomsons' truck at Preston, then headed to Coburg to collect two surplus bottle jacks, courtesy of the Overhead Branch. Car 1001, meanwhile, was loaded and headed north to Bylands.

When Geoff and Richard arrived at Bylands, they found 644 about to be lowered onto its original bogies after the bolster plate had been repaired, and the Beamish truck stuck on a hump at the front gate. This was moved by attaching the Thomsons' truck to the Beamish trailer and hauling the rig clear. 902 removed 644 into the shed, followed by the high trestles and spare bogies. Car 1001 was placed on rails, and the motors and trolley wire were eventually unloaded into the north end of the Bus Shed.

SW2 car 644 was finally reconnected on Sunday 21 July by Andrew Hall and Russell Jones, only to find that one motor had a badly damaged commutator. Andy has managed to obtain a replacement motor with the help of the Met.

Connecting Trams

What, you may ask, is done when we receive a bogie tram at the Museum?

Firstly, the crane arrives and sets up beside the track opposite our ex-railway C van; then the Beamish low-loader arrives by reversing down Union Lane and in through the double gate to stop between the crane and the C van. The crane has the large blue spreader bar attached with two chains on each end. The bogies are unloaded from the gooseneck of the semitrailer and placed on the track behind the truck one by one. The kingpin bolster, rubbing plates and brake rigging are then greased if required. The hooks are then connected to two slings placed under the tram at each end of the drop-centre, the tram is lifted clear and the truck driven away. The bogies are then pushed in under their respective kingpins and the tram is slowly lowered onto the bogies, making sure that the northern bogie is chocked. Otherwise, as soon as the tram settles, it will roll towards the depot doors. The hooks are disconnected, the slings removed and the power turned on.



Russell Nathan, General Manager Tram and Bus, handed over three W class trams to the TMSV in return for three museum trams which will return to Melbourne for vintage fleet service. From left: Rod Dally (Kilmore Shire President), Max McDonald (MLA Whittlesea), Rod Adkins (Museum Chairman) and Russell Nathan at the museum on 4 August.

Courtesy Changing Times, PTC staff magazine

644 then creeps out with tow bar and attaches to the new arrival, the chock is removed and 644 tows the tram back into the middle of No. 2 Road where the track is not filled. 644 (or whatever shunting car is used) is usually disconnected and driven from the depot out of the way whilst Andrew Hall literally squirms down through the floor hatch between the motor and floor, and starts attaching the motor leads which consist of two nuts for each of the four leads plus a small brass nut and bolt for the earth lead. This is repeated for each of the four motors.

Then Andrew and Geoff Dean crawl under the dropcentre and re-assemble the brake rigging. This consists of pushing a 'U'-shaped end of the bar over the large hoop and inserting a wheel into the 'U' and pushing a bolt through the whole lot with a nut on the bottom. The 'U'-shaped end usually is worn and has to be put back the right way up or it will not fit. A large vertical 'U'-shaped fitting is then bolted up to the body to hold the brake rod in position. After this, they crawl to the middle of the car and connect the other end. This entails a similar 'U'-shaped end fitting over a bar with the whole lot so close to the floor of the tram that a small hole is cut into the floor

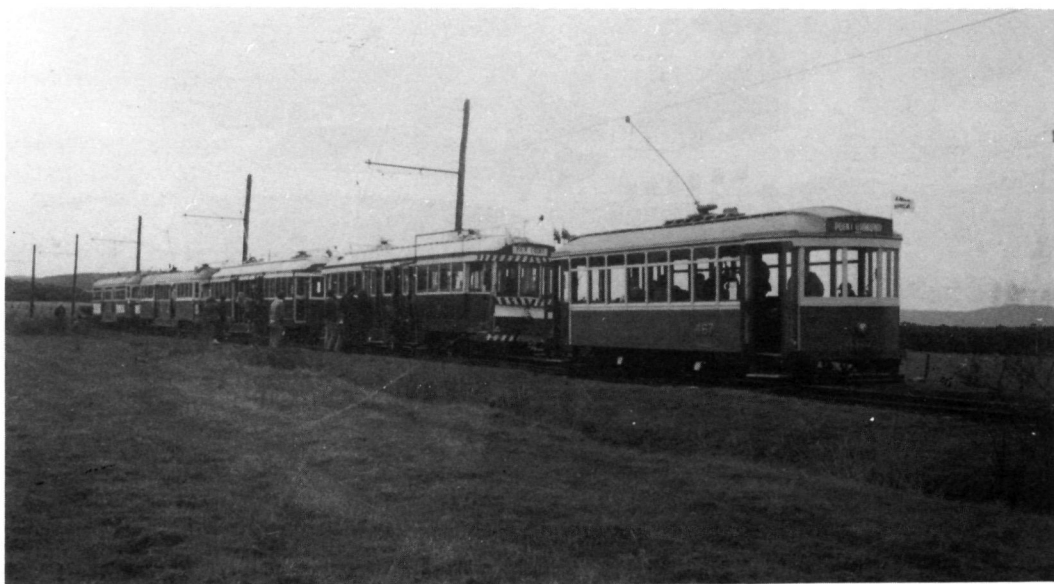
to allow the pin to be fitted. If they are lucky, the whole lot lines up with this hole to put the head of the pin into, and drop the bolt into the hole; a fibre washer is then pushed up from the bottom and a split pin inserted. They then crawl to the other end and start again — wheel, bolt, nut, 'U' hanger and bolts — then back to the middle again; and this is when the fun really starts. Usually the adjusting turnbuckle cannot be undone and they have to try and get the two parts to line up and also line up with the recess in the floor. It can entail a lot of hard work and 'words' to complete this last job.

Finally, after all this, and it can take up to two hours to do the whole lot, the compressor is turned on and the tram given a test run.



Members and friends gather for the official handing over of cars W5 class 795, SW6 class 902 and W7 class 1001 during the open day and sausage sizzle on 4 August.

JEFF BOUNDS



A five-car line-up at the northern terminus at Bylands on 4 August 1991.

JEFF BOUNDS



a sper magazine