

# TROLLEY WIRE



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**RECOMMISSIONING OF FREMANTLE 29**

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

NOVEMBER 1992

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## FRONT COVER:

*Newly restored Fremantle Municipal Tramways bogie car No. 29 stands in brilliant sunshine at Whiteman Park with storm clouds and a rainbow as a backdrop on 26 August 1992.*

Michael Stukely

## BACK PAGE:

*Top: Perth E class 64 swings around the curve from Barrack Street into Murray Street, heading for Hay Street East (route 8).*

HUGH BALLMENT

*Bottom: Adorned with a variety of advertisements, Perth D class 102 passes Queens Gardens in Hay Street en route to Rokeby Road, Subiaco (route 6).*

HUGH BALLMENT



*After the commissioning ceremony at Whiteman Park on 16 August, the Premier of Western Australia, Dr Carmen Lawrence, poses with Perth Electric Tramway Society President Lindsay Richardson, on the step of Fremantle 29.*

MICHAEL STUKELY

# 40 YEARS OF TROLLEY WIRE

By Ken McCarthy

Concluded

## **TMSV-Kilmore Council Tramway**

During July 1981, TMSV representatives held a meeting with the Kilmore Shire Council about the construction of a short tourist tramway and car shed in Hudson Park on which regular horse car services could operate.

The opening ceremony was held on 7 March 1982 with saloon car 256 and replica open crossbench tram 253 providing accommodation.

Due to the age of Charlie the horse and the high cost of maintaining a 'hay-burner', horse operation ceased at Hudson Park in May 1987. On 18 December 1988, petrol-engined replica cable grip car 593 and restored trailer 171 reopened the service.

During 1989, the decision was reached to eventually link the Hudson Park and Bylands museum operations along the 6.6km former railway roadbed. The first trackwork extensions towards this goal have already been made. A further northwards extension at Bylands was available for electric operation on 24 September 1989, while a short extension for the cable tram service opened in Kilmore southwards towards White Street. The Kilmore end of the tourist/museum tramway will traverse White Street for 1.6km before entering the old railway alignment.

## **Tasmanian Transport Museum Society, Glenorchy, Tas.**

When the closure of the last Hobart tram service, along Elizabeth Street to Springfield, was announced for October 1960, a group of concerned people requested the Metropolitan Transport Trust to make a tramcar available for preservation.

Car 141, a 3ft 6in gauge bogie saloon car constructed in 1952, was donated on 15 October 1960 and placed in the Hobart

locomotive roundhouse. The preservation group planned that the car should join a mainland museum collection but these projects were in the early stages of development and could not accommodate the offer.

During July 1962, the Tasmanian Transport Museum Society Inc. was established to preserve items from Tasmania's rich transport history. A museum site was obtained adjacent to the TGR main line railway at Glenorchy and the first items arrived on the property in October 1976. Rapid progress enabled the first public open day to be held on 20 November 1977 when twelve major items were available for inspection. By 1979, the construction of the first display building commenced.

Tram 141 remained in the Hobart roundhouse until 6 April 1979, when it was hauled 8km along the main line railway by a diesel locomotive to the Glenorchy museum where a track connection was in place. The TTMS has expanded its charter to include motor and trolley buses in its collection as new accommodation has been constructed.

In addition to Hobart tram 141, the body of Hobart double deck car No. 46 has been obtained for restoration as well as Launceston single truck car 13. To provide parts for tram 46, the museum has also obtained former Hobart car No. 13.

The project has developed into a showpiece and, although the trams are not operational, the locomotives are regularly steamed on open days. The project has been open to the public since 3 December 1983 when the Mayor of Glenorchy conducted the official ceremony.

## **Brisbane Tramway Museum Society, Ferny Grove, Qld.**

When the final abandonment programme of the Brisbane tramways commenced in 1968, a public meeting was held in July of that year



*Hobart double deck car (2nd) 22 was built at the tramway workshops during 1924. It was converted to single decker during 1947-48 and was written off in 1954.*

K.MAGOR Collection

with a view to establishing a museum group. From this gathering, the Brisbane Tramway Museum Society was established. The Brisbane City Council, operators of the tramway system, encouraged these initiatives and agreed to provide up to 20 trams and 2 trolleybuses to the museum on a permanent loan basis.

In order to house the cars, which would be available in April 1969, the BTMS rented a factory beyond Ferny Grove railway station, adjacent to the roadbed of the closed Ferny Grove to Dayboro railway extension.

The first cars for preservation arrived at Ferny Grove during February 1969, and the whole complement was on site two months later. Negotiations with the Queensland Railways revealed that the railway roadbed beyond Ferny Grove would not be available for lease.

Fortunately, the council sanitary depot at Ferny Grove had closed and this was offered as an alternative site for the museum. The trams moved onto the new site between March and May 1972.

Progress was rapid from that stage. The first depot building had reached a stage in its

construction which permitted the initial trams to be housed in October 1975.

At the same time, track laying commenced and the completion of a second depot building in 1977 enabled the remaining trams to be housed with access to the main line.

Main line track extension, overhead and pole erection and the commissioning of a substation using a mercury arc rectifier permitted electric trials to commence on 15 June 1980.

Since 1969, the BTMS has collected the bodies of several early Brisbane tramcars for eventual restoration while two Sydney cars, R1 class 1936 and 1969, have also joined the collection.

For ease of maintenance, the trackwork is located in mass concrete, a form of construction pioneered by the Brisbane Tramways. This presents a very neat appearance in the adjacent well-mown lawns.

As well as the Loftus and Perth tramway museums, the BTMS was faced with a site transfer. The problem was overcome with fortitude and perhaps strengthened the members' resolve to meet head-on the normal development problems which occur in a museum project.

### **Perth Electric Tramway Society, Whiteman Park, WA.**

Following the closure of the Ballarat tramways in 1971, a preservation group was formed in Perth (Western Australian Electric Transport Association, later renamed the Western Australian Transport Museum) to obtain Ballarat single truck California car No. 31 (ex-M&MTB M class 184).

By 1975, approval was received to establish a museum tramway in the large grounds of the Castledare Boy's Home run by the Catholic church. The concrete-walled stalls of disused squash courts were available as a basis for a depot display building. In preparation for eventual operation, Melbourne W4 class 674 arrived on 6 September 1976 while a search was launched to locate suitable bodies for preservation of representative Perth, Fremantle and Kalgoorlie trams.



At this time, a visitors' service operated through the Castledare grounds with former London double deck bus RTL 547.

Track construction commenced in 1977 but two problems emerged. Damage caused by vandalism was severe and the Castledare management were concerned at the damage caused to the roads by the bus operation. The decision was made at this stage to search for an alternative site.

At this time, Whiteman Park was being developed by the State Government in a large bush setting 20km north-east of Perth. The Perth Electric Tramway Society, the group's new incorporated title, gained approval to construct and operate a long 4ft 8in gauge electric tramway. The Bennett Brook railway group was also established in the new park to provide a major 2ft gauge steam railway operation.

The recreation park area has retained its natural bush state. The trams serve the refreshment, craft sale and trade village, and picnic areas as well as 'Central Station' where trams and trains meet.

The first carbarn was constructed in 1983 and occupied by Ballarat 31, W4 class 647 and a Perth trolleybus. Track and overhead work progressed rapidly and with the completion of the substation in July 1985, running trials commenced with W2 class 368 on 4 November 1985.

The first 1km of electric tramway to Mussel Pool was ceremonially opened by the State Planning Commissioner on 30 November 1985 and a further 3km, linking the park entrance at Lord Street to Central Station, followed on 21 September 1986.

The Western Australian tramways were all constructed to the 3ft 6in gauge but, due to the availability of restoration components from Melbourne and overseas systems, the museum has adopted 4ft 8in as its track gauge. Six Melbourne cars of the W2, W4 and W5 classes operate the basic passenger service. Carbarn expansion has enabled the growing collection of Western Australian car bodies to be placed under cover and over a dozen are on site. The restoration of Fremantle saloon bogie car 29 is close to completion. It has undergone trials

and was a star feature at the 1992 COTMA Conference. Car 29 will be the first local car to operate in public service at Whiteman Park.

Following the closure of the Perth Tramways in 1958, the last car in service, No. 66, was placed on open display at Perth Zoo. This later joined the exhibits at the ARHS Railway Museum near Bassendean. This tramcar arrived at Whiteman Park on 10 February 1986. Although the car is complete, including its 3ft 6in gauge trucks, the body is in very poor condition.

This active and energetic group should be admired for its rapid progress during the last eight years, especially when one considers the trauma of the initial project at Castledare in the 1970s.

#### **Maitland Tramway Park and Museum, Rutherford, NSW.**

The Newcastle Tramway Museum Society was formed in February 1982. The catalyst for this step was the discovery of the body of a steam tram trailer at Marylands, west of Wallsend, which had been exposed by real estate land development during November 1981. The restoration of this relic was at that stage beyond the membership.

The body of L/P class 284 was available, however, near Aberdeen and this arrived at the former Wallsend railway goods shed on 31 July 1982. The brick shed had been made available by the Newcastle City Council and is situated adjacent to the former Wallsend tram terminus. The restoration of the body of L/P 284 was completed by early July 1987 in time for display at the local tramway centenary activities during July.

An earlier attempt at tramway preservation at Newcastle had been launched by the Newcastle Historic Vehicles Association (as the Hunter Transport Museum) when negotiations were conducted to obtain the body of L/P class 327 at Duri near Tamworth. The car returned to Newcastle on 30 October 1975 and was housed at Tighes Hill TAFE College. The group purchased Melbourne W3 class 668 during June 1977 and the body of Sydney R class 1884 in November of that year. These two trams were housed at the Walcha Water Works railway siding at Maitland and later at the Richmond

### Main Colliery complex.

During December 1982, the newly established NTMS purchased L/P 327 and R 1884, followed by W3 class 668 one year later. The first operating tram, W2 class 247 arrived at Wallsend in June 1982 and this has been joined by other former Melbourne trams to form an operating fleet.

During February 1983, the society entered an agreement with the Kern Corporation to operate a tramway at the new Warrabrook estate shopping centre. This complex, as well as real estate development, was to be established on the former abattoir site at West Waratah. As a curtain raiser, W2 class 245 operated a public service on the former abattoir branch railway during the first real estate release on the Labour Day weekend, 1/2 October 1983. Traction current for the tramcar was provided from a trailer carrying a diesel generator set.

In May 1983, the body of Sydney R1 class 1995, the last tram to operate on Sydney streets, was purchased and restored to running order at Forestville using components and bogies from W2 class 637. Following stationary tests in August 1984, the car operated on a long railway siding at Port Kembla, powered by the usual generator trailer, during the Labour Day weekend festival on 28 September to 1 October 1984.

Prior to being transferred to the museum, 1995 traversed the Sydney to La Prouse tram route on a low loader truck on 223 February 1986 to mark the 25th anniversary of the Sydney tramway closure.

It at first seemed that the former West Wallsend tramway roadbed south of the Wallsend goods shed would be available for a museum tramway but the Kern offer was more attractive. The financial recession, however, prevented full development at Warrabrook, causing the museum to investigate other potential operating locations. During 1984, negotiations were conducted for a museum along the Hunter river shore at Stockton, while another proposal was located along the Cockle Creek shore at Lake Macquarie between Cockle Creek railway station and Speers Point. Local councils were in favour of the proposals providing that regional Steel Industry

Assistance Programme grants could be obtained. These were not forthcoming and local acceptance, at best, was minimal to indifferent.

A site for the museum was finally negotiated at Rutherford, a suburb of Maitland, along the closed former Rutherford Racecourse branch railway. This extended 1.75km from the NSWGR main line to the New England Highway where the station building remained. Although requiring some resleepering and gauge adjustment, most of the rails were still in position.

Following the lease settlement during late 1987, the first car, SW2 class 432, arrived at the museum site. By 1989 most of the rolling stock was at Rutherford, having been transferred from various storage locations.

Public operation commenced on 27 November 1988, when the Mayor of Maitland conducted the ceremony. Due to the relocation, the name of the society was changed in July 1988 to the Maitland Tramway Park and Museum. A further ceremony followed on 17 March 1991 when the Hon. Milton Morris, the former Minister for Transport in the Askin government during 1965-76, opened a cafe tram service set up in W2 class car 245.

A large car shed was completed in 1991 and awaits junction and yard track before it can be fully utilised. Although a large quantity of overhead fittings are on hand from local collieries, the trams are powered by a generator trailer until poles and overhead wire are erected.

As mentioned, a fleet of Melbourne cars will provide the basic service, but an interesting collection of Sydney, Newcastle and Brisbane trams are being gathered to provide a varied and local museum content.

### **Melbourne Tramcar Preservation Society, Haddon, Vic.**

During 1976, a small dedicated group of people gathered to form the Haddon Tramway Workshops, a private museum later renamed the Melbourne Tramway Preservation Society. The main aim was to preserve and restore a small number of Melbourne trams and perhaps operate these on a rural property at Haddon,

south west of Ballarat.

By 1986, the group's collection consisted of six cars, Victorian Railways 41, M&MTB L class 103, W2 class 357 and 407, W3 class 663 and W4 class 670, housed in a car shed. In addition, an orderly stored collection of tramway and railway spare parts has been accumulated.

by June 1985, construction commenced on the first lengths of outdoor track beyond the shed doors, while work progressed on fitting out a substation. The erection of span poles proceeded from November 1987.

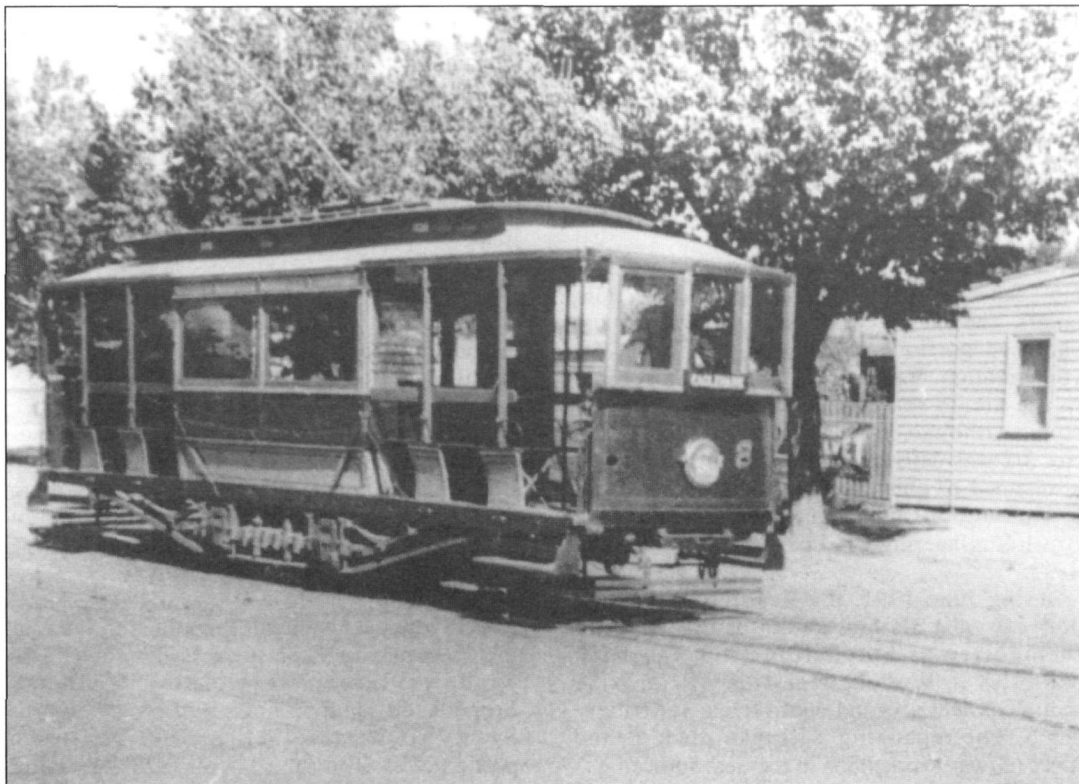
During May 1989, electric tests of the power supply were conducted on W2 class 407. The rewarding day arrived, however, during the following year when the catenary overhead was in position. On 29 July 1990, W2 class 357 was driven out of the shed into the depot yard,

while operation to the top end terminus was possible on 11 August.

This group has performed reconstruction and restoration work of a high quality and immediate efforts will now concentrate on extending the main line around the property perimeter as outlined in the November 1991 issue of this magazine.

### Reopenings

The reopening of the Victor Harbor tramway and portions of the Ballarat and Bendigo undertakings as tourist ventures was treated in the first part of this series. Preservation expansion at Bendigo and Ballarat has reached a new phase and restoration is moving towards the retrieval and reconstruction of vintage vehicles used during the Company operating period prior to the State Electricity Commission taking over.



*Bendigo electric car No. 8 of 1903 in Arnold Street (Tramway Avenue) near the depot on 12 April 1941. The Bendigo Trust has obtained the body of this tramcar for restoration to original condition.*

*Late W. JACK*

**Bendigo Trust, Bendigo, Vic.**

The completion of the new Gas Works depot and its physical connection with the main line tramway has enabled surplus trams, as well as vintage tram bodies from the turn of the century, to be stored away from the public operation.

By 1986, the remains of 1903 single truck California car No. 5 had been retrieved. Since then, car 8 has been obtained in better condition and this will be restored using parts from No. 5.

A 99 year old veteran arrived at the Gas Works depot from Elmore on 19 April 1989. This car entered service as a single truck saloon and was one of the nine battery trams which operated on the Sandhurst (Bendigo) to Eaglehawk tramway as car 3 in 1890. The battery operation struggled on between 24 June 1890 and 23 September 1890 along the steeply graded and winding route. The technical problems caused by the poor battery technology of that era could not be solved and the undertaking did not reopen until 1 February 1892 with the arrival of five Baldwin steam motors from the USA. Three additional motors arrived from the Phoenix company of Ballarat and these entered service at the close of 1892.

Most of the battery cars were converted to high capacity bogie cars for use as steam tram trailers. The battery car saloons were used as the enclosed portions of the new California car configuration. Battery car 3 was renumbered 2 in the steam roster when converted to this style. Although in a very derelict condition, No. 3/2 was delivered complete with bogies. It is planned to convert the saloon section back to the battery car design as delivered by the Brush Engineering Co. in 1890.

During June 1991, the Bendigo Trust took delivery of a 3ft 6in. gauge battery electric locomotive as a donation from the BHP collieries in Wollongong. This will provide motors, wheel sets and control gear for battery car 3. The regauging will take place in the local railway workshops in the near future.

**Ballarat Tramway Preservation Society, Ballarat, Vic.**

As the SECV's Wendouree depot of the Ballarat tramways would not be available for

the Gardens tourist tramway service after the 1971 closure, the BTPS had to construct a new depot at the fish hatchery, construct a depot branch track and make a new main line track connection.

The power supply was ready and the cars prepared for operation prior to the completion of the track access which was constructed by a Melbourne perway team on 23 November 1974. Car 27 made the first main line trials on 7 December and the tramway opened for public operation on 1 February 1975.

The foundations were prepared for a second depot in 1978 and track access constructed from October 1979 permitting occupation in early 1980.

Two Ballarat cars of the pre-SECV periods are now in the new depot building. On 13 December 1985, the body of horse car No. 1, which first worked on the opening day of the local tramways on 21 December 1887, arrived at the museum for restoration from a residence at Mt Pleasant. Steady restoration progress has seen this car completely rebuilt and by the start of 1992 only interior fittings and general metal hardware and railings were needed to complete the project. The car is mounted on former Melbourne cable car No. 461 running gear.

Car 12 of the original electric fleet was retrieved on 5 November 1990. The electric service opened on 18 August 1905 with a fleet of 20 single truck electric cars. Nos 1 to 18 were California cars while 19 and 20 were open crossbench vehicles. After the high expense of electrifying the Bendigo steam tramway, the Electric Supply Co. of Victoria reduced rolling stock construction costs by buying saloon cars from Sydney for the enclosed centre section of their new Ballarat trams.

The Sydney components amounted to three of the 1898 narrow C class cars with seven side windows, three of the 1890 six-window Stephenson electric cars, and twelve North Sydney six-window cable trailers. The saloon portion of electric car 12 is former cable trailer car No. 18 built by B. Carne in 1892. Although in good condition, it will be some time before manpower and resources are available to return this car to operating condition.



\*\*\*\*\*

## Author's Note

Although involved with the Loftus museum from day one, Trolley Wire since issue 1, and the Illawarra Light Railway Museum also from its start in 1972, I have endeavoured to avoid becoming 'part of the story' in my research and writing. With the Editor's permission, I would like to conclude this article with some personal observations and break the 40 years of anonymity.

To me, the 'fall and rise' of Australian tramway activity was brought home during 1988. During that year, my family and I were able to ride on four new undertakings. In January, the wonders of the Ferny Grove museum were sampled for the first time since 1974; in March the new Loftus museum complex and main line opened for public use. As I was a member of the Rockhampton City Council Steam Tram Committee, I was invited to ride on the first run of the restored Purrey steam tram along Denison Street on 5 June, an event which seemed impossible in 1952.

Later in the year, during October, we entered

Victor Harbor from Goolwa. On reaching the crest of the hill in Hindmarsh Road near Port Elliot Road, the scene unfolded.... There was the horse car running along the causeway. I felt that these events of 1988 made up for all our efforts over the previous 38 years....

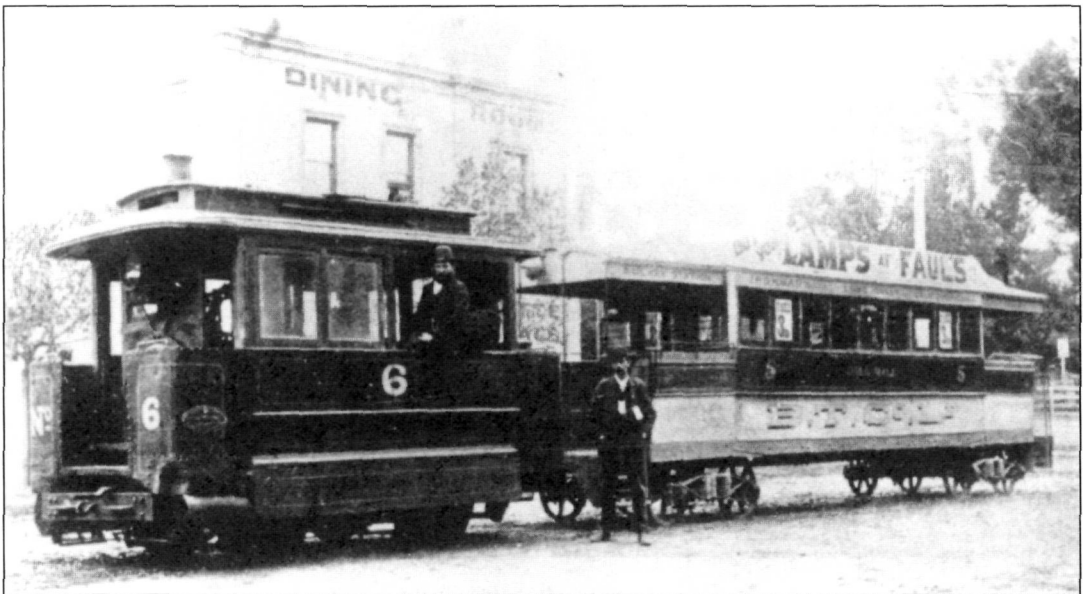
The other outcome and reward from the growth of the heritage movement have been the opportunities to show our children, and let them experience, part of the life style of the past. This is much better than reminiscences.

These five lines appeared on page 181 of Trolley Car Treasury, written in 1956 by Frank Rowsome and Stephen McGuire in the USA. It is part of a 35 stanza ballad by Robert Wilson of Yakima, Washington:

"But oh! may there never come the day,  
be it ever yet so far,  
When a child shall go to his dad and say  
What was a trolley car?"

Ken McCarthy

By Ken McCarthy



*Phoenix (of Ballarat) steam tram motor No. 6 and bogie trailer car No. 5 of the Bendigo tramways during the 1892-1903 period. The trailer is similar to No. 2 (ex battery car 3) retrieved in April 1989 by the Bendigo Trust for restoration as a saloon battery tram.*

C. ARTHUR from Late C.B. THOMAS Collection

# FREMANTLE 29

By Michael Stukely

November 1992 marks the 40th anniversary of the closure of the Fremantle Municipal Tramways on 8 November 1952. In 1992 also, the restored 1921 FMT bogie saloon car no. 29 has made a triumphant return to passenger service at Whiteman Park — the first Western Australian tram to be restored to operational condition by members of the Perth Electric Tramway Society.

The following is a brief outline of landmarks in the life of Fremantle 29.

## 1921

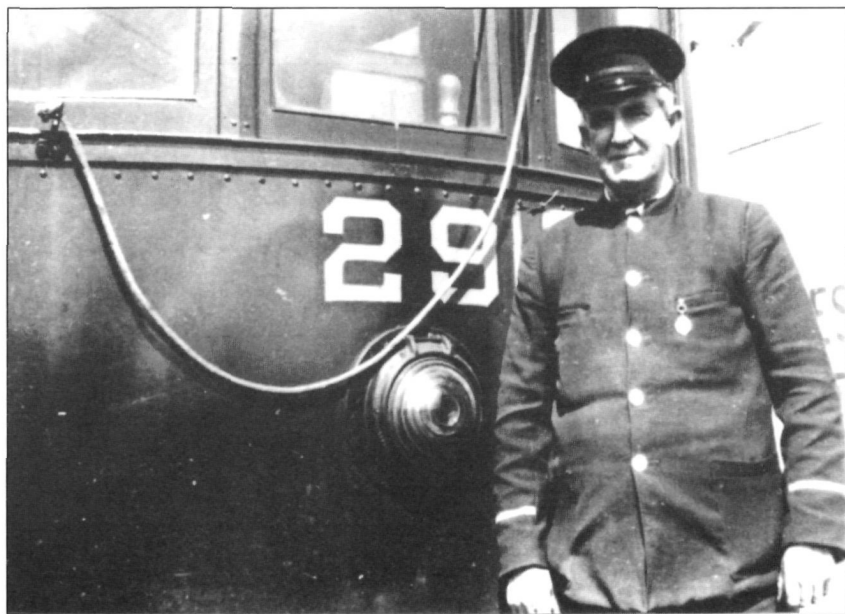
Four direct-control bogie saloon cars (nos 26-29) were built at the WA Government Railways workshops at Midland Junction. They were built in the same period as Perth's 20 D class multiple-unit cars, and shared many common features with them. The FMT had only one earlier bogie car — no. 23 — built by Boltons in 1915 as an open crossbench type and later converted by the FMT to a saloon.

## 1938

Closure of the North Fremantle line on 30 November. A single-truck car owned by the North Fremantle Municipal Council, which was used in the line's opening ceremony in 1908, was the official last car. However, a bogie car was also required to carry the crowd, and this role was filled by no. 29. No. 29 was thus the last FMT bogie car to North Fremantle.

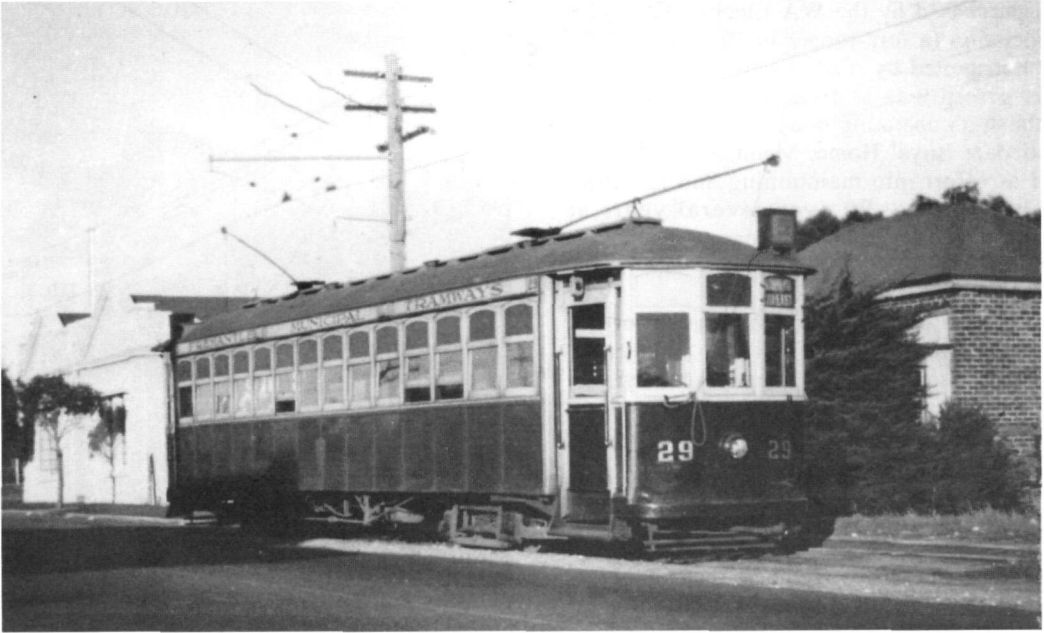
## 1952

Closure of Fremantle's tramway system on 8 November. After 31 years' service, no. 29 was retired, stripped of all electrical and mechanical gear, seats and many small fittings, and the body sold. Along with several other FMT bogie car bodies, no. 29 was purchased by Rose Park caravan park at Emu Point, Albany, for use as holiday chalets or tram flats. Other FMT tram bodies known to have been used at Emu Point are Nos 27, 30,



*Motorman J. Darby poses with FMT 29 soon after the closure of the North Fremantle line in 1938. No. 29 is still in the original all-red livery.*

R. FRANCIS Collection



*Fremantle 29 in service circa 1949 on the East route, at Stock road terminus.*

D.C. TYLER



*Fremantle tram bodies in use as "tram flats" at Rose Park caravan park, Emu Point, Albany in the 1960s. No. 29 is at left, beside two others with the early body type (nos 26-32). A Perth G class body is visible at right.*

D.C. TYLER

31, 33, 34, and 36. (No. 28, which has also been acquired by PETS, was used on a farm near Jarrahdale from early 1953 and was never at Albany.)

### 1971

The tram bodies, although still structurally sound, were declared unfit for further use as holiday chalets and were put up for sale. No. 29

was purchased by the WA Electric Transport Association (a fore-runner of PETS) for \$100 and transported by road to Perth on 5 August. This group was at that stage working to establish an operating museum tramway at the Castledare Boys' Home. Members put a great deal of effort into maintaining and restoring the body of no. 29 over several years at Castledare, and its roof was recanvassed.

### 1979-81

Castledare passed out of the control of the Christian Brothers early in 1979, and attacks by vandals soon became a regular occurrence. The original amber glass in the upper quadrant saloon windows was all smashed and no. 29 was nearly destroyed by fire — one Perth car-body was lost totally. Work on the trams became a losing battle — a soul-destroying time

for the small band of members then involved. Due to the limited resources available, all trams were still kept in open storage, which also accelerated their deterioration.

### 1982

Negotiations with the State Planning Commission were successful, opening the way for the Museum to move to Whiteman Park. There was now renewed hope and optimism for the long-term survival and eventual operation of the trams.

### 1983

Construction of the Oketon Geddes Car barn at Whiteman Park was completed in March and tracks were laid for what are now roads 3 and 4. All trams were transferred from Castledare by low-loader over two days in August, with FMT 29 arriving at its new home on the 11th (see photos in TW December 1983).

### 1983-85

The body of no. 29 was stripped down but little further restoration was possible as PETS' still-small forkforce was fully occupied in establishing the new tramway. The first section of track (car barn to Bennett Brook) was opened to traffic on 30 November 1985.

### 1985-86

A Commonwealth Employment Programme grant was awarded to the Society, which enabled five people to be employed — three of them with trade skills in cabinet-making, electrical work and painting. their input



*Fremantle 29 soon after its arrival at the former museum at Castledare Boys' Home in 1971. The bodies of Kalgoorlie 15 (since dismantled) and Perth I class 63 are at left.*

RON CALLEY

produced a major advance in no. 29's restoration, with a large amount of basic bodywork being completed. All rotted timbers were replaced, along with all the steel side-sheathing, saloon ceiling and windows. Basic painting was done. In September 1986, the tramway became operational to its present extent. Restoration of no. 29 now had to be put on the back burner. Essential work on the Melbourne cars (the Museum's work-horses) and maintenance of the 4km of track and overhead took priority in order to raise the funds through passenger fares to support all Museum activities.

### 1987

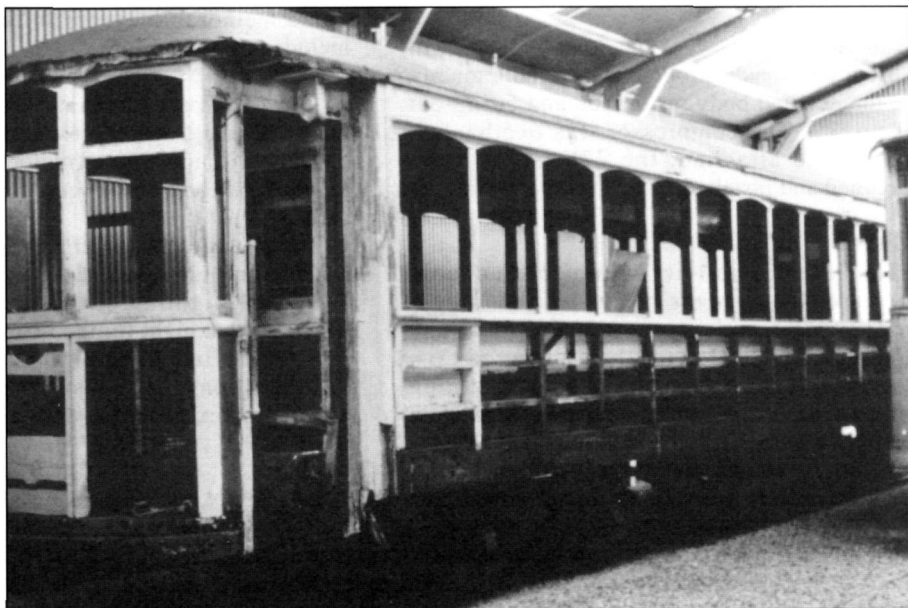
The City of Kagoshima (Perth's sister city in Japan) generously donated four Brill 77E type trucks to the Museum; two of them were allocated to no. 29, this meant that no. 29 would utilise trucks of a generally similar style to its original Brill 39E trucks. Sign-writing on the exterior of 29 was completed, which gave the car a new look. Original amber glass panes were obtained from newly-discovered FMT tram bodies 31 and 33.





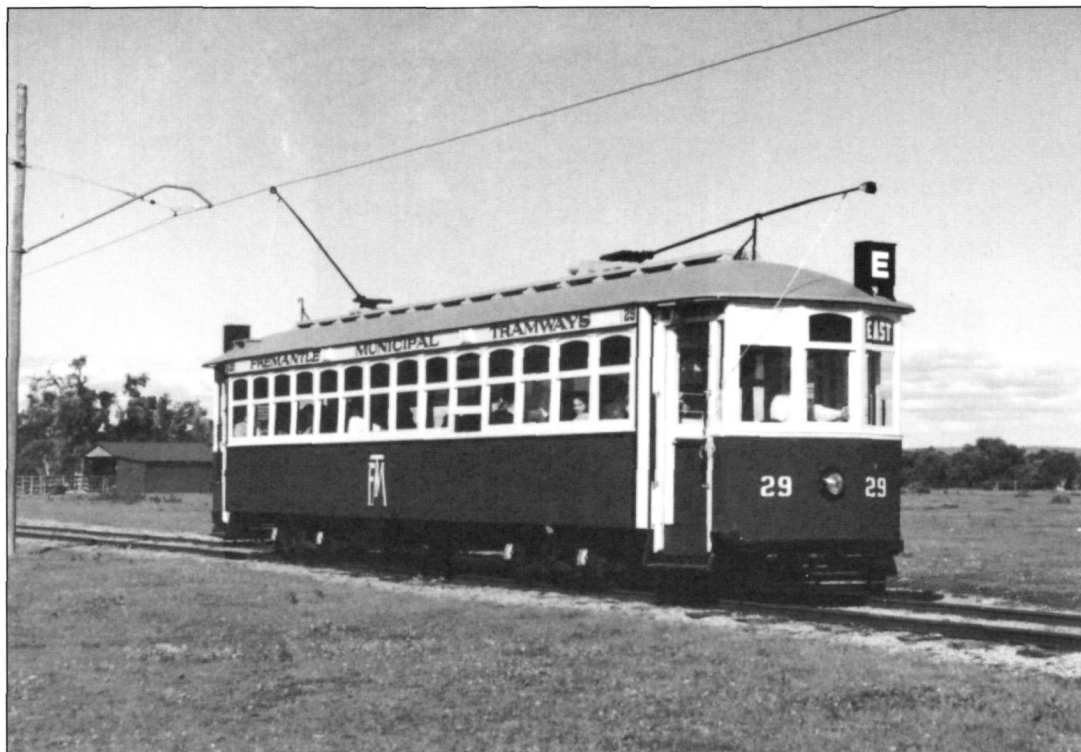
*A great day at Castledare in the late 1970s as FMT 29 is mounted on trucks for the first time. It was temporarily fitted with the apron of a Perth car " the trolley-retriever base is attached. Melbourne W4 class 674 can be seen at left.*

RIC FRANCIS



*In the carbarn at Whiteman Park in 1984, no. 29 is stripped down prior to the commencement of restoration under the CEP scheme.*

BARRIE KING



*Magnificently restored, Fremantle 29 carries visitors on the Whiteman Park tramway just west of Stockman's Crossing on 27 September 1992.*

MICHAEL STUKELY

### 1988-90

Slow but steady progress was made, mainly on the detailed body restoration and fitting-out of no. 29. The compressor was overhauled, tested and attached; the 77E trucks were modified and installed.

### 1991-92

The level of activity on no. 29 suddenly increased as members completed other high-priority tasks such as overhauls of no. 1 and no. 9c trucks needed for the Melbourne cars, and essential track and overhead upgrading programmes. Major progress was now made in the mechanical and electrical areas, including the full rebuilds of three resistor banks and the fabrication and fitting of various components. Seat and window installation was completed and finishing touches were applied to the body.

### 1992

The tempo increased still further as the COTMA Conference (held in Perth between 29 May and 4 June) drew rapidly closer.

Some memorable events in the final weeks included the following:

17 May " Trucks reinstated below body; compressor and airlines tested in situ.

23 May " Connection of motors tested; no. 29 moved under its own power for the first time (in carbarn).

24 May " no. 29 ran to Bennett Brook and return "successfully track-tested.

28 May " Lighting circuits tested; car was illuminated at night for the first time.

31 May " First official appearance during COTMA Conference visit (evening). No. 29 ran again for COTMA delegates on 2, 3, 4 June.

On Sunday 16 August, Fremantle 29 was officially re-commissioned to service by the Premier of Western Australia, Dr Carmen Lawrence.

During Spring, FMT 29 has been in regular service at Whiteman Park on Sundays. The dream has been fulfilled.

# HISTORY SURVIVES AT HACKNEY

The State Transport Authority of South Australia's bus operations have transferred from Hackney Depot to the new Mile End depot. As mentioned in August 1992 Trolley Wire, Hackney depot had been the home of the Municipal Tramways Trust since 1908, and continued as the corporate headquarters until the 1970s when it was reformed into the State Transport Authority.

The last trams left Hackney depot for regular service runs in August 1958.

Subsequently, the headquarters were moved to the Adelaide Railway Station. When that became a casino in 1985, new headquarters were built opposite, on North Terrace. Hackney remained as a principal traffic depot, even after the workshops were relocated to Regency Park.

The heritage-listed administration building, now known as the Goodman Building after Sir William Goodman (MTT Chief engineer and General Manager 1908-1950), has been transferred to the Botanic Gardens board. It is expected that the SA National Trust will also move its head office to the Goodman building.

Most of the other buildings on the site will be removed and the depot area redeveloped as part of the Botanic Gardens.

Although heritage-listed, the first-built section of the original tram depot, Bay "A", tracks 1-6, was to be demolished also, but following protest from the National Trust and the Institute of Engineers, and advice from the History Trust of SA and the members of the former Jubilee 150 Board History and Conservation Committee, the government has reversed the decision and "A" Bay is to be retained.

Acting Manager for its final months was Peter Gollen, who as an AETM member was responsible for the external refinishing of W2 class car 294 in 1979. Peter found on exploring the cellars of the administration building, that amid many more recent papers, it appeared that some early MTT records had been left there when the STA head office was moved.

Frank MacDonald, an STA employee with a special knowledge of railway and transport



*Hackney Depot, soon after completion showing the Administration Building on the left, containing the cellars and strongrooms in which many historical records were recently uncovered. The 24-bay tramway running sheds are at right. In later years, the row of trees on Hackney Road was removed.*

MTT Photo



*In 1957-8, bays 7-21 were demolished, leaving bays 1-6 in use as a running shed, and bays 22-24 as a paint shop. Trams ceased using Hackney in August 1958.*

R.T. HORNE



*During the 1920s, the Municipal Tramways Trust acquired the Department of Agriculture's Government experimental orchard south of the Administrative Building and used it for tram and bus storage. In post-war years, the Southern Annex tracks were used to store A-type cars.*

JOHN RADCLIFFE



history, and who had been responsible for the orderly transfer of much of the old SA Railways records to the Public Records Office, was called in.

After identifying many old records, he was intrigued by the strong room door, for which there was no key, leading into some kind of safe. Although encouraged to ignore it, his curiosity got the better of him, and he called in the STA Buildings Branch. With a 15 ton pressure, they finally forced open the door.

Within, in a room 6 feet by 10 feet, lay the corporate records of the MTT from the Minute Books from the first meetings in 1907 until the 1950s! Many were found in locked waterproof boxes and ammunition boxes. Seemingly, they had been stored away for posterity by Sir William Goodman on his retirement. Numerous supplementary papers, typed on onion skin parchment and bound into padlocked 900-page volumes were also located.

The documents contain a wealth of details such as the 1929 request: I have the honour to seek approval to purchase 120 destination blinds each of five names for H type cars. (No likelihood of letting the Glenelg cars loose on the rest of the system in those days.)

The papers (five utility truck loads) have been transferred to the Adelaide Railway Station, and arrangements have been made through the History Trust and the Public Records Office for an AETM member to review the material for possible cataloguing prior to its transfer to the Public Records Office.

Until this historic find, some AETM members had believed that the records had long ago been destroyed. Much of Adelaide's tramway history has been based on newspaper articles and the odd scant record. We may find that some of Adelaide's tramway history is about to be rewritten! The information will, of course, be of great interest to Adelaide historians in general.



*A more recent aerial photograph shows buses parked on the area where the tramway tracks had been removed, and the centrally placed Administrative Building. To the left may be seen the Hackney South Bus Depot which replaced the earlier Southern Annex tram tracks and bus storage yard. At rear are the workshops which remained until 1987 when they were removed for the construction of the botanic Gardens' Tropical Greenhouse.*

MTT Photo

# OBSERVATIONS ON THE PROTECTION OF MOVABLE CULTURAL HERITAGE ACT 1986 CONCERNING THE TRAMCAR ASPECTS

By William F. Scott

## Prologue

The Act is Commonwealth legislation, is binding on each of the States, on the Northern Territory and on Norfolk Island, and was brought into operation in 1988. It makes specific reference to tramcars in the related regulations, which seem to cover works cars and tower trucks, in whole or in part, including machinery, models and records of historical significance. None of these can be exported from Australia without a permit, if built in Australia before 1945 or in use in Australia before 1930.

Further, imports may be unlawful where a foreign country has similar legislation.

The principal goal of the Act is stated as protecting the heritage of Australia and to extend some protection to the cultural heritage of other nations. A closely related goal is to enable Australia to accede to the 1970 United Nations Educational, Scientific and Cultural Organisation (UNESCO) convention and thus participate in the international legal regime for conserving the cultural heritage of Australia and the other countries that are parties to the convention.

Extracts of the relevant provisions are referred to herein as a guide. However, where exporting is contemplated, direct reference to the Act should be made first. A heavy fine and/or imprisonment could occur for a breach of the Act by an individual and a heavier fine for a body corporate.

Additionally, the heritage item is liable to forfeiture.<sup>1</sup>

## Definitions

A heritage item under the Act is referred to as a protected object.<sup>2</sup> Protected objects are listed under various Control Lists, which comprise

two classes, Class A and Class B objects.<sup>3</sup> A tramcar is a Class B object.<sup>4</sup>

## Permits

A person may apply to the Minister for a permit to export a Class B object. The Minister may not recommend the issuance of a permit if an expert examiner, the Committee and the Minister be satisfied that the object is of such importance to Australia, or a part of Australia, that its loss would significantly diminish the cultural heritage of Australia.<sup>5</sup>

A permit remains in force for an indefinite period, or for a period specified in the permit.<sup>6</sup> However, a certificate of exemption may be issued for the temporary exporting of an object.<sup>7</sup>

Even though a permit has been granted, the Minister may vary the permit or revoke it. However, the Minister shall not exercise these powers except on application by the holder of the permit.<sup>8</sup>

A person applying for a permit must specify as their address, an address in Australia.<sup>9</sup>

Where the Minister has refused to grant a permit, or imposed a variation, application may be made to the Administrative Appeals Tribunal to review the decision.<sup>10</sup>

## Regulations

The Governor-General may make regulations, not inconsistent with the Act.<sup>11</sup>

## Schedule

In the regulations, a tramcar comes under the Schedule of the National Heritage Control List,

Categories of Objects, Part VI - Objects of Applied Science or Technology, object of rail transport, and means:

(b) a tram, which includes an associated service vehicle for a tramway. It therefore seems to include works cars and tower trucks.

(c) any equipment, tool, accessory, machinery or model relating to rail transport. It therefore seems to include tramcar trucks and equipment separated from bodies. The regulations do not appear to be clear on whether or not tramcar bodies, exclusive of trucks and equipment, come within the provisions of the Act. However, such bodies would be regarded as subject to the Act.

(d) any material record or thing of historical significance in relation to rail transport.<sup>1 2</sup>

Problems in defining an object could occur if, for example, a vehicle had been restored as a composite car, that is, with later components or was modified from the original. At such times, the Minister may be guided by any relevant society or other organisation, as to whether or not the car was substantially original or had no significant heritage value.

The category consists of any object of rail transport that:

- (a) is significant to the history or culture of Australia;
- (b) represents significant technological or social progress;
- (c) is associated with a notable person in Australian history;
- (d) has received a national or international award or has a significant association with an international event; or
- (e) is or has been used in a significant experiment contributing to progress in science and is an object of scientific interest.<sup>1 3</sup>

In Clause 2 above, a reference to an object includes a reference to a prototype, model or patent related to that object.<sup>1 4</sup>

However, an object referred to in Clause 2 is not included in this category unless that object, in the case of rail transport, was built in Australia before 1945 or was in use in

Australia before 1930.<sup>1 5</sup>

The objects included in this category are Class B objects.<sup>1 6</sup>

## Epilogue

This Heritage Act is very comprehensive. These observations are provided to assist our New Zealand colleagues, who are potential exporters of vehicles and/or associated objects, without them incurring severe penalties which could be imposed for infringements.

Some wordings in the legislation are imprecise, for example, the meaning of: importance to Australia, cultural heritage and historical significance. There is no body of case law, currently, to establish what exactly these terms mean.

Applications for permits are handled by the Secretary of the Department of the Arts, Sport, the Environment and Territories (referred to as DASET), Cultural Heritage and Information Section, Tobruk House, Moore Street, Canberra City 2600.  
Postal address: PO Box 787, Canberra, A.C.T. 2601.

An application for a permit is made on the prescribed form and no fees are payable presently. Over 140 applications have occurred under the Act to date, with only one refusal, for a painting.

The central permit questions are:

- name of applicant, organisation and address;
- description of object, age, where found and value;
- reason for wish to export, whether permanently or temporarily.

A photograph is required, or a clear photocopy from a publication.

The time taken for a permit to be processed can range from a few days to a few months, depending on the significance of the item.

## National Trust

A further restriction applies in respect of W class trams still on the tramways of the Public Transport Corporation in Melbourne, under provisions of the National Trust of Australia (Victoria). A sub-committee was formed in 1989 under the name, Friends of the W Class Trams.

The PTC plan is to retain 111 of their W class cars. However, the Trust believes that all the remaining cars of the much reduced original fleet ought to be retained, overhauled and enhanced without changing their traditional lines, totalling 290 cars (including the PTC preserved cars).

The basis for this stand is that a handful only, of restored cars, can provide simply examples of the cars themselves, but not furnish the atmosphere that comes when the whole of selected routes are thus operated.

The aim of the Trust is for W class cars to operate all the St Kilda Road routes which lead into Swanston Street, now a pedestrian precinct called Swanston Walk.

A precedent exists for this position, by the retention of two cable car routes in San Francisco, USA, the only way to preserve the atmosphere of such services.

San Francisco is well-known for its cable trams and they are a draw card for that city. Equally, Melbourne is well-known for its large fleet of traditional electric cars and they are a draw card also.

The current position is that the PTC has

agreed to an independent study concerning the use of the existing fleet of W class cars. Meanwhile, they all remain with the tramways. The PTC plan, presently, is to run W class cars through William Street, rather than St Kilda Road.

Some cars which left the system before the National Trust stepped in are still held in places around Melbourne. They are not subject to the National Trust and only the Protection of Movable Cultural Heritage Act 1986 applies.

## References

1. Section 9 of the Act.
2. Ibidem 3(1).
3. Ibidem 8(2).
4. Protection of Movable Cultural Heritage Regulations (Amendment) Statutory Rules 1988 No. 194, Part VI, 5.
5. Section 10 of the Act.
6. Ibidem 11(2).
7. Ibidem 12.
8. Ibidem 13.
9. Section 19.13A(1) Arts, Environment, Tourism and Territories Legislation amendment Act 1990.
10. Section 48 of the Principal Act.
11. Ibidem 49.
12. Schedule, Part VI "object of rail transport" (b) to (d),  
Protection of Movable Cultural Heritage Regulations (Amendment), Statutory Rules 1988 No. 194.
13. Ibidem 2. (a) to (e).
14. Ibidem 3.
15. Ibidem 4(d).
16. Ibidem 5.

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The SPER Publishing Department apologises for the late appearance of this issue due to circumstances beyond our control. This unfortunate occurrence does, however, give us the opportunity to provide a news update.

Loftus: Nagasaki 1054 was loaded in Japan on 14 November and will be unloaded in Sydney, not Melbourne as planned.

Rutherford; SW2 class 432 has been transferred to Newcastle for operation on the wharf line.

Note: Your subscription renewal is included with this issue. Please do not throw it out with the envelope!



# ELECRAIL

## SILVER ANNIVERSARY OF VICTORIAN ELECTRIC TRAIN PRESERVATION

'Twas back in 1967, when most rail enthusiasts, in Victoria at least, traditionally professed that "Steam was the only way to go", that three young admirers of "Sparks", Kevin Clark Tom Clark and Don Potts, undermined this image by actually persuading the Victorian Division of the Australian Railway Historical Society to ask the Victorian Railways to retain swingdoor trailer cars, twin companions, 12BT and 13BT, both noted for their ornate exterior body architecture. Perhaps somewhat surprisingly, the VR Commissioners agreed!

Subsequently, 13BT was found to be rickety and was exchanged for driving trailer 24D.

When all regular swingdoor services ceased on the Australia Day holiday, 26 January 1974, the Association of Railway Enthusiasts joined ranks to assist obtaining swingdoor electric Motors 107M and 137M. In December 1980, with the demise of Tait trains gathering momentum, all electric train preservation was vested in the newly formed Elecrail Division of Steamrail Victoria.

### Commemorative Tait Train

An outstanding early achievement in 1984 was the State Transport Authority and Elecrail joint project for the \$380,000 restoration of the Victoria 150th Anniversary



*Victoria 150 Anniversary Commemorative Tait Train (381M, 208T, 230D, 317M) swings through the curves near Drouin on Elecrail's 380km tour to farewell electrification (beyond Warragul) to Traralgon on 30 May 1987.*

BRYCE LEYDON

Commemorative Tait train comprising cars 317M, 208T, 230D and 381M. Restoration of the carriages was assigned to Ballarat Workshops and bogie overhaul at Bendigo Workshops.

Elecrail volunteers were actively involved for five months on the project. Apart from selecting the cars and providing historical advice to assist with the restoration, including authenticating the Rose Red and Moonstone Grey clour scheme, they salvaged and secured from cars awaiting scrapping, seats, lights, pressed metal ceiling panels, interior wooden panelling and luggage racks. Specialised intricate work involved obtaining wooden draught boards from a BPL country car for seat backs and a whole interior wooden doorway for installation in 208T.

Volunteers conveyed much of the at-risk materials at their own cost in their private vehicles from Melbourne to Ballarat due to security problems. In recent years the train has been stabled at Seymour because of lack of secured roofed accommodation in the Melbourne metropolitan area. With the possibility of the old Newport Workshops becoming available for use as a combined

static and operating railway museum centre next year, it is expected that the Tait train will return to Melbourne again.

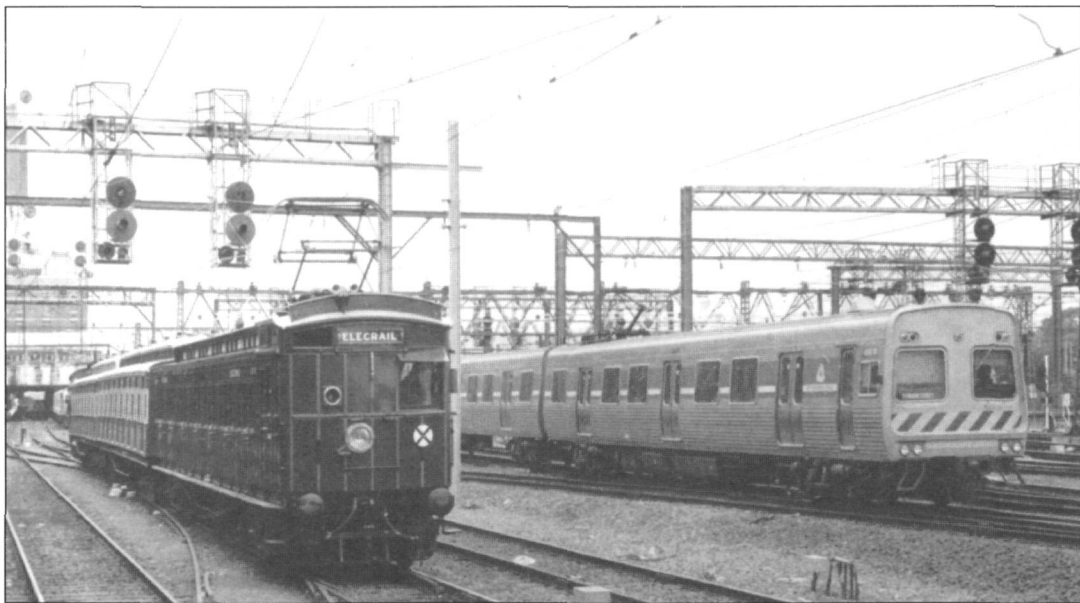
Other Tait stock restored by Elecrail include trailer 341T, motor coach 327M and double-ended motor coach 470M which can be operated as a one-car unit.

### Doggies Forever

The ultimate aim of the Founders is to restore a three-car swingdoor set comprising 107M, 12BT and 137M. The most challenging yet rewarding task was the restoration of 107M.

Work began on 1 February 1981 with prospect of the car returning to service in two years. These high hopes were dashed when disaster struck in the form of a run-away of heavily-loaded freight wagons during shunting operations which, after ploughing through the front of the Steamrail Depot and former VR Tarpaulin Shop, knocked the partly restored 107M through a brick wall. Also badly damaged was 24D. If ever there was a time to give up and buy a model train set it was then!

With the front of the driver's cab and roof extensively damaged, four weekend trips were



*The old and the new! Ninty-nine year old swing-door motor coach 107M with restored Tait cars 208T and 381M, contrasts with a modern Comeng-built train at Flinders Street on 5 December 1987.*

JOHN DARE



*Restored swing-door motor 107M leads Tait's 208T and 381M through Mooroolbark during its recommissioning tour on 5 December 1987.*

JOHN DARE

made to Allendale, beyond Ballarat, to strip parts from abandoned Way & Works cars including 127WW (formerly 6BC) and 173WW. Salvaged was a large teak beam needed to replace that smashed above the cab on 107M. Such was the setback caused by this accident that another six years hard work were to pass before 107M was recommissioned. The super veteran was due to celebrate its 104th birthday on 12 October.

Restoration on 137M is progressing slowly but to a high standard, with much of the original wooden panelling requiring either replacement or major surgical treatment. It is anticipated that this car will operate with its original plate frame bogies.

### **Comprehensive Involvement**

With all passenger rolling stock in regular

traffic long ago equipped with roller bearings permanently packed with grease, Elecrail is responsible for oiling plain axlebox bearings on Tait and Swingdoor bogies. Other pre-trip duties include cleaning and general maintenance. Apart from body repairs, other work must be done by qualified tradespersons. The cars are inspected annually by the Public Transport Corporation.

Any faults detected must be rectified before the cars are certified operational for a further year. The restored trains are operated by paid PTC staff who check the vehicles prior to each trip.

Moves are under way to restore the long-derelect Harris prototype trailer car 201BT, built in 1950. It basically resembles a Tait vehicle externally except with modified interior layout to gauge passenger reaction to new creature comforts. The car's three wide doorways (instead of the usual ten Tait

traditional narrow openings) will be useful for wheelchair access. Much of the wooden roof will require replacement. It is hoped that most of the work can be undertaken under a Federal Government DEET Scheme providing experience for apprentices unable to find employment.

Two electric locomotive groups are tackling their first restoration projects. The L Class Group are proceeding to recommission two of the three mainliners, 1160, 1162 and 1169. The E Class Group are undertaking a feasibility study as to which of veterans 1106, 1108 and 1109 can be restored.

Prospect of the workplace being transferred from the present Steamrail Depot which is bursting at the seams with rolling stock, to the National Trust classified old Newport Workshops, now practically vacated, presents an exciting challenge during the first phase of the second twenty-five years of Victorian electric train preservation - one of many challenges for the new generation restorationists to tackle, just as their predecessors have done during the first quarter of a century of Preserved Sparks.

## HERE AND THERE

### NEWS ITEMS OF INTEREST FROM ALL OVER

#### Melbourne News

Older readers will be saddened to hear of the passing on 19 July of Major-General Sir Robert J.H. Risson CB, CBE, DSO, OStJ, ED. Sir Robert was aged 91. Sir Robert started his career with the Brisbane City Council Transport Department. He was appointed Chairman of the Melbourne and Metropolitan Tramways Board in 1949, a position he held for 21 years. There is little doubt that his staunch belief in the tram as the most effective form of street public transport saved the Melbourne system at a time when other cities worldwide found it more fashionable to change to buses.

#### The Trams

September 9 saw the launch of B2 class tram 2100, the 100th articulated tram to be built for Melbourne. It is painted in the chocolate and cream "vintage" livery similar to that applied to A1 class 231, and inside and out sports photographs of the workers engaged in its construction.

Contractors commenced the fitting-out of the interior of new restaurant tram 937 in the rear

of South Melbourne Depot on 25 June. It was presented to the media in August, amidst a flurry of controversy over the use of a conductor on the restaurant trams. Its first run in regular service was on 3 October, when it disgraced itself by developing an overheated axlebox bearing which emitted a high-pitched squeal whilst the tram moved. This was repaired the next day. This was the only problem with the Met's side of the new restaurant car. It has had several other problems, the responsibility of the promoters and their contractors. These have included the serious leaking of a water heater when under pressure, and the failure of the inverter which changes 600 volts dc to 240 volts ac. The inverter failure has resulted in a lack of lighting and power for cooking, etc. The cheapest quote for the fitting out of the kitchen was chosen and has resulted in a kitchen with room for only 20 plates. The tram seats 36....

The total cost of producing restaurant car 937 has been quoted as \$60,000.

As the two restaurant trams now occupy two of the three tracks in the scrubber yard at South Melbourne Depot, the three scrubbers have been transferred to Hawthorn Depot.



*The gates at Preston Workshops on 9 September 1992, the day car 2100 was officially launched.*

R.J. MARSH



*The 100th LRV at Bundoora on 10 September 1992. The car carries the chocolate and cream 'vintage' livery.*

R.J. MARSH





*Car 2100 features internal as well as these external photographs of PTC and ABB staff at work building the 100th light rail vehicle.*

R.J. MARSH

been transferred to Hawthorn Depot.

The disappearance of the vintage trams from Sunday services on route 16 has been followed by the banning by 'Health and Safety' of trams fitted with weather blinds instead of sliding doors from Swanston Street services during reconstruction as Swanston Walk. However, cars 646, 685, 763 and 821 continue to be used on Collins Street services, and often on route 55 to West Coburg.

On 21 August, car 763 was sent to Preston Workshops after developing a hole in the floor inside one saloon. Nobody expected to see it again, but the gods must have been smiling as a week later it returned to South Melbourne with a neat patch over the hole!

A visit to Preston Workshops in late September revealed Z1 class 67 fitted with a pantograph, B class type cloth seating, dot-matrix type destination signs, new head and

tail lights, and provision for a roving conductor. SW5 class 922 had received a fibreglass roof and looked likely to receive considerably more upgrading, possibly to the extent of creating a new sub-class.

One rumour which should be considered seriously is the likely withdrawal of all W5 and SW5 class trams fitted with 'Clyde' type English Electric full-current controllers by the end of the year due to the asbestos scare. Cars involved are virtually all cars numbered in the 700s. Cars 681 and 685 would be exempt, being fitted with RC2 type controllers.

Sole Y class 469 has been similarly lettered to Y1 class 613 for use in the Melbourne Tram tourist service. Although launched in June with promises of commencement of service in September, that month passed with no sign of service, although special crews have been selected, transferred to Malvern Depot and specially trained for the job. The influx of

visitors for the Melbourne Cup in November is now expected to be the starting time.

Preston W7 class 1025 was involved in a serious collision with a street sweeping vehicle in Brunswick Street, Fitzroy and may not be repaired. The sweeper pulled out from the kerb from a stationary position without indicating. The damage to both vehicles was severe enough to close the street for most of the day for the removal of the wreckage.

### Trackwork

June 28 saw completion of the final trackwork on St Georges Road, about 100 metres of temporary and old track just south of the Thornbury crossover. Removal of all old track continued into September, with all rail being removed except that which will remain buried under the new track. Generally, sleepers were not removed. Final roadworks were completed in October, with work commencing on what promises to be a most interesting central plantation between the two tracks. There will

be a central walk and bicycle way, flanked by trees, and further flanked by lawn. The new east-west connection at Thronbury, however, is still not in service, apparently due to the unavailability of parts for the 'automatic' points at that location.

At the end of June, 'Fairway' separation bars were laid beside the tramlines on The Esplanade, St Kilda.

Between 6 and 15 July, track was relaid in Elizabeth Street City between Flinders Lane and Bourke Street. The two H crossings at Collins and Bourke Street were not renewed.

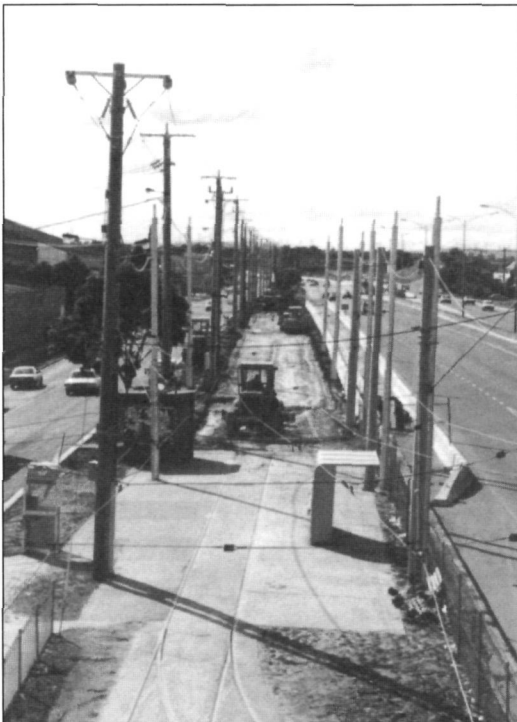
Trackwork for the short 1 1/2 km Airport West extension commenced on 23 July. By the end of September, work had reached Victory Street, about 1/3 of the distance with work being carried out by the Railways. Around 10 October, while changes were being made to the terminus, trams ran between that point and Niddrie using both tracks as single tracks in both directions.

August 8 saw the replacement of the H crossing of Victoria and Peel Streets (routes 55 and 57) while that at Latrobe and Swanston Streets was replaced on October 3, along with curves at Swanston and Franklin Streets. There was a bus shuttle between Latrobe and Queensbury Streets over that weekend.

The last week of August and most of September saw track replacement in Victoria Street, Richmond, affecting route 42 services. Most work was carried out overnight and between daytime services, but on several nights buses replaced trams in the affected portions. However, on 6 September a through tram service was operated on the old up track, an inspector at each end of the single track ensuring there were no conflicting movements. The same applied on Saturday 26 September (Grand Final day), using the new down track. Work will be continued east.

### Other News

The Victorian State Government election on 3 October resulted in a considerable victory for the Liberal Party. Its pre-election transport policy included the removal of conductors except on W type trams, privatisation of the Met's bus services, introduction of ticket vending machines on trams, free travel in the



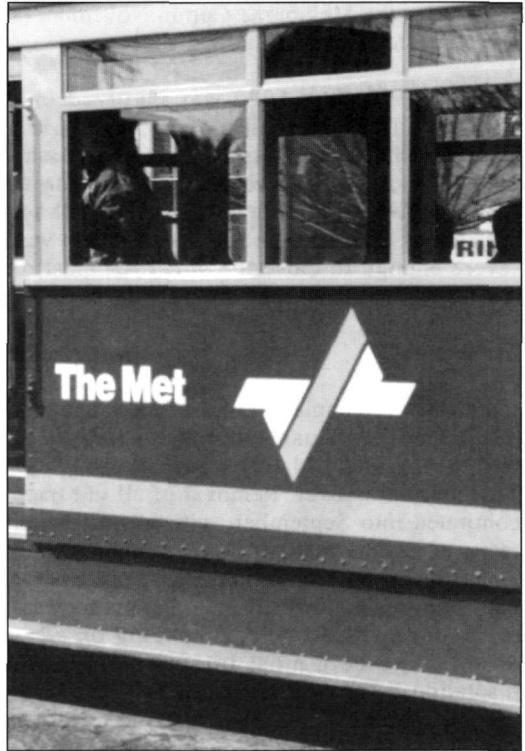
*Progress on the extension of the Airport West line can be seen in this view taken in August 1992.*

CHRIS MARSH

city centre, and the disbanding of the Transit Patrol whose duties will be taken over by the State Police. Other functions, such as vehicle cleaning, were to go to private contractors. No doubt many other changes will be made to the system, but already the Chief Executive, Mr Ian Storey, has been removed from office.

On 1 July, details of the 'cross city linking' package which had been signed the day before, were released. With the change of government, further details will only be given when and if the plan is implemented. However, one of the more adventurous plans is for a service from Footscray to Glen Iris, with Z class trams operated by Essendon, Malvern and South Melbourne Depots. The main purpose of the plan is to save money on duplicated running in the city, although some proposals seem to have taken no account of where the passengers might actually want to go....

At the end of June, the tramcar wheel grinder which has been out of service at South Melbourne Depot following the commissioning of a more modern version some time ago, was transported to Essendon Depot for use there. In its original form, it was suitable only for grinding W, Z1 and Z2 class trams.



*The new PTC logo as it appears on 964. The new logo is being applied to trams, trains and buses.*

R.J. MARSH



*New and old Restaurant trams stand side by side on their storage tracks at South Melbourne Depot in late September.*



*Single line working during the reconstruction of Victoria Street, Richmond.*

R.J. MARSH

The PTC introduced a new logo recently, and is gradually being applied to the trams.

On 23 September, outbound Mont Albert trams were delayed by a landslide in the cutting just west of Kew Depot. Up to five trams were delayed, and crews removed enough of the rubble to clear the track. Their diligence may have been due to the proximity of finishing time for some! On 9 October, tram speed restrictions were imposed at the same location for fear that vibration could set off another slide. The wet weather in recent months has contributed to this problem. Buses have replaced trams on a number of occasions while shoring-up work was carried out to the side of the cutting.

On Friday morning, 9 October, a parade of trams travelled down Swastan Walk to herald the official completion of the project. All available illuminated advertising and pop art trams were put on runs which were due to leave the city around 11.00am, and the procession was led by single truck crossbench car V214.

The walk itself has made little difference to tram services using the thoroughfare. Despite the heavy volume of motor traffic formerly

using the street, trams were rarely delayed, and continue to drive at the same speeds as before. To assist the flow of traffic in other north-south city streets, the traffic light cycles have been extended, to the detriment of trams in the east-west streets.

### **Tickets**

On days when football matches are held at the Melbourne Cricket Ground, a special \$1.00 ticket is sold allowing unlimited travel between the city and the MCG.

As from June 1992, season tickets sold after that month no longer permit travel for family members at weekends. They all continue to be available for all zones at weekends, but for the ticket-holder only.

A new 'Group-get-about' ticket has been introduced. It costs \$7.00 for one zone or \$12.00 for three zones and covers two adults with up to four children, or one adult with five children, or six children travelling unaccompanied.

If you work in a tram depot or workshops, our Melbourne Trolley Wire correspondent would

# NEW VIDEOS

like to hear from you. Please phone (03) 306 2063.

## Council of Tramway Museums of Australasia

The official COTMA video of the Perth Conference (June 1992) is now available. The video includes scenes of the Conference at the historic Rose and Crown Hotel in Guildford, tram operations at Whiteman Park and the inauguration there of Fremantle 29, visits to the Northern Suburbs Railway construction, the Electric Train Maintenance Depot at Claisebrook and to Train Control, rides on the new electric trains and on a Prospector railcar (total 1½ hours), plus a copy of the videos presented by various Member Museums at the Conference showing developments at the Museums from 1990.

Video tape \$25.00Packing/Postage\$ 4.80 to anywhere in Australia \$ 6.80 to New Zealand

All prices in Australian dollars. Orders with cheque, please, to the Treasurer, COTMA, 8 Northwood Street, Ringwood East, Victoria 3135.

## Ballarat Tramway Preservation Society

The video produced to mark the 21st Anniversary of the BTPS covers the history of the horse and electric tramways of Ballarat and the development of the Society and its Lake Wendouree tramway. Also included is a motorman's eye view of features of all the SEC Ballarat routes.

Video tape \$39.95 Postage/Packing\$ 4.80 to anywhere in Australia \$ 6.80 to New Zealand

All prices in Australian dollars. Orders with cheque, please, to the Treasurer, BTPS, PO Box 632, Ballarat, Victoria 3353.



*The COTMA Conference in Perth was attended by a number of museum members who are too young to have seen trams in their home cities. From left: Stuart Keenan, SPER; John Horne, SPER; David Critchley, SPER; Bryce Pender, WTM; Paul Edwards, PETS and Philip Bertram, BTPS.*

DAVID CRITCHLEY

# WHITEMAN PARK

Perth Electric Tramway Society

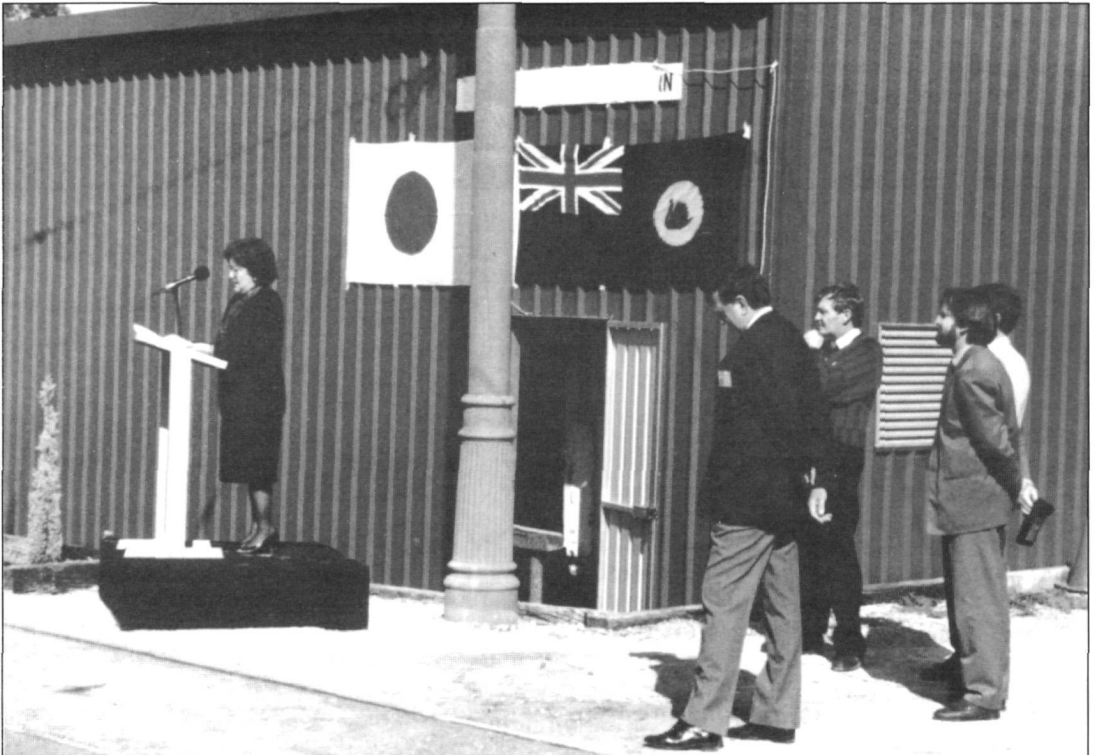
## Fremantle 29 Re-commissioned

The newly restored Fremantle Municipal Tramways 1921 bogie saloon tramcar no. 29 was officially re-commissioned into public service at Whiteman Park on Sunday 16 August by the Premier of Western Australia, Dr Carmen Lawrence.

Among the 70 invited guests were the Japanese Consul in Western Australia, Mr Yamaguchi, and Mrs Yamaguchi; the Mayor of Fremantle, Mr John Cattalini, and the Deputy Lord Mayor of Perth, Ms Michelle Roberts.

My gratitude is extended to the dedicated members of the Perth Electric Tramway Society for restoring part of our State's heritage " a heritage which, thanks to their efforts, can now be recognised and enjoyed by thousands of visitors to Whiteman Park, the Premier said.

Dr Lawrence outlined the 31 year service history of no. 29 in the streets of Fremantle, its post-service role as a holiday chalet at Albany for nearly 20 years, its acquisition for preservation and its restoration and refitting by PETS members.



*The Premier of Western Australia, Dr Carmen Lawrence, addresses visitors during the commissioning ceremony for Fremantle 29 on 16 August 1992. PETS President, Lindsay Richardson; Secretary, Robert Pierce and Park Manager, Alan Brien are at right. The flags of Japan and the State of Western Australia are attached to the wall below the new name- board of the Lindsay Richardson Carbarn, which the Premier unveiled.*

MICHAEL STUKELY





*With Ron Calley at the controls, newly-commissioned Fremantle 29 emerges from the Oketon Geddes Car barn onto the fan, for all to admire. 16 August 1992.*

MICHAEL STUKELY

A key objective in the restoration programme was to achieve authenticity through either original or replica equipment she said.

The magnificent gesture of Perth's Japanese Sister-City, Kagoshima, in donating four surplus Brill 77E type tram trucks to the Society assisted greatly in the achievement of this objective.

The final result is outstanding, both in appearance and operational performance, and is a great credit to all who have committed themselves so earnestly to complete the project, Dr Lawrence said.

The Premier then officially commissioned no. 29 ready for service and PETS member Ron Calley drove no. 29 out through the carriage doors onto the fan. It was particularly fitting for Ron to receive this honour as he had a life-long association with the Fremantle tramways, where his father worked as a motorman. Ron has been involved with no. 29 since the early days of the Museum at Castledare Boys' Home.

The invited guests boarded no. 29 and, after brief instruction from Lindsay Richardson, the Premier took the controls and drove to the Village where afternoon tea was served in the Administration Building. No. 29 then operated a shuttle service between the new Village tram stop and Whiteman Village Junction.

Following its commissioning, no. 29 has been in regular public service on Sunday afternoons, and has performed faultlessly. Lindsay Richardson Car barn Named

During the commissioning ceremony for Fremantle tram no. 29 on Sunday 16 August, the tram body storage shed was named the Lindsay Richardson Car barn.

The newly-attached name board was unveiled by the Premier, Dr Carmen Lawrence.

Lindsay Richardson was Foundation President of PETS, and has now retired after 11 years of continuous service in that office. During this period, the museum tramway and all associated facilities have been established at Whiteman Park and the long-cherished dream of all local tram enthusiasts — the operation of a Western Australian tram — has been fulfilled with the commissioning of Fremantle 29.

PETS Council resolved that this car barn be named after Lindsay Richardson in recognition of his outstanding leadership and contribution



*With the Premier at the controls and Lindsay Richardson at her side, Fremantle 29 runs down Swamp Straight carrying the invited guests to the Village.*

CRAIG WINSLOW

to the development of the Whiteman Park Tramway Museum.

### Annual General Meeting

The 11th Annual General Meeting of the Perth Electric Tramway Society was held at Whiteman Park on Saturday 29 August. Members gathered at the car barn and were conveyed on FMT 29 to the Village, where the meeting was held in the Administration building.

The following officers were elected for 1992-93: President, John Shaw; Vice-President, Michael Stukely; Secretary, Ken Eastman; Treasurer, David Kitto; Membership Secretary, Robert Pearce; Councillors: David Brown, Kevin Clarke, Paul Edwards, Martin Grant and Duncan McVicar.

Statistics of interest from the Annual Report presented by retiring President, Lindsay Richardson, are as follows:

\* Total kilometres travelled by service cars in the 12 months:

Fremantle 29 .....	124km
W2 class 329 .....	355km
W2 class 368 .....	2251km
W2 class 393 .....	2338km
SW2 class 426 .....	889km
Ballarat 31 .....	28km

\* Traffic revenue for the year totalled \$36108 (up from \$34968 last year).

Following the meeting, members adjourned to the Country Kitchen for dinner. The evening was appropriately rounded off with rides on Fremantle 29.

### Operations

Patronage has been noticeably lower in recent months than in the corresponding period last year. Perth has experienced its wettest winter for many years, and the cold and wet conditions continued through September.

Sunday Times Showday on 9 August was fairly subdued in comparison to other such events, although four Melbourne trams were still used. Services from Village, Mussel Pool and the Park Entrance terminated at Stockmans Crossing, using a pattern of operation which

has proved very successful on major event days. Two new low-level platforms built the previous week by Terry Verney, Kevin Clarke, Paul Edwards and Lindsay Richardson on the Stockmans Crossing north-to-west leg were used as the terminus for village trams. Entrance and Mussel Pool trams terminated nearby on the west-to-east leg.

The new Village amenities building opposite the Country Kitchen was opened on 8 August, and from that day the Village tram stop was moved to this location. The shelter from the former village stop outside the Administration Building has now been moved to the Bennett Brook stop. All regular service stops now have sheltered areas for the comfort of passengers.

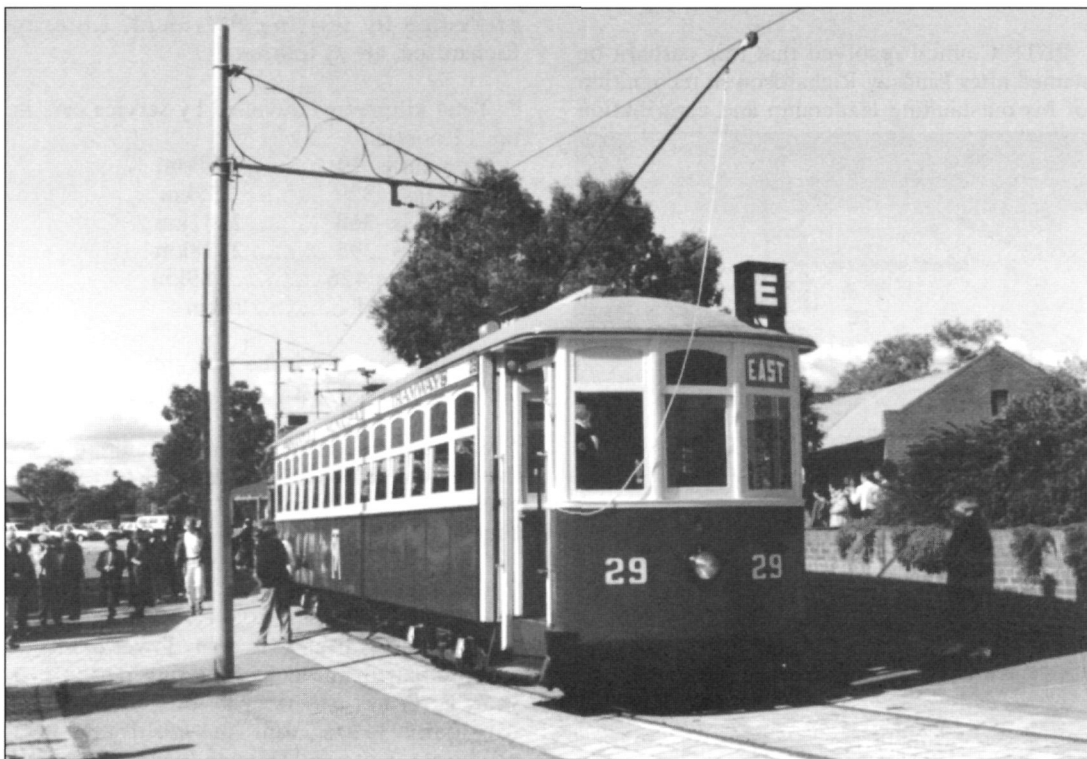
Following its commissioning on 16 August, FMT 29 was used for a trial period operating a shuttle service between the new Village tram

stop and Whiteman Village Junction, with service cars terminating at the Village. This proved to be impractical, as most passengers wanted a full round trip. From Fathers' Day, 6 September, no. 29 has operated as the second car, running full service trips between 2 and 4pm.

In September, Council appointed Lindsay Richardson as the Museum's first Operations Manager for the 1992-93 year.

### Tramcar Restoration

A number of outstanding jobs have now been completed on Fremantle 29. Eddie Vagg and his helpers have finalised the adjustments to the lifeguards and handbrakes. The floors of the end platforms were painted black, and the vinyl in the saloon floor was cleaned and sealed, in time for the car's commissioning.



*After conveying guests to the Village following her commissioning on 16 August, Fremantle 29 operated a shuttle service between Village and Whiteman Village Junction.*

MICHAEL STUKELY



*Steam, deisel and electric rail vehicles running parallel at Whiteman Village Junction on 27 September 1992. Fremantle tram 29 is departing for Village, Entrance and Mussel Pool, while WALRPA's 2-foot gauge ex-south African Railways steam locomotive NG15 class 123 is starting a trip round the loop, and Planet diesel no. 1 is departing for Mussel Pool.*

MICHAEL STUKELY

Council has agreed that the next WA tram to be restored will be WAGT (Perth) 1917 E class bogie saloon no. 67. This body is in excellent condition, having been kept under cover on a farm prior to its acquisition by PETS. Some work was done on it under the CEP scheme in 1985-86. Preliminary inspections and assessments have been done on E 67, but work will not begin in earnest until after Melbourne W5 class 766 is returned to service.

## General

The track team lead by Lindsay Richardson, and more recently by Kevin Clarke, has continued its spot maintenance work, particularly on the carbarn-Mussel Pool curve and along Swamp Straight. A large number of old sleepers have been recovered from the Stockmans Crossing-Bullpen Curve section.

The overhead has been adjusted on the Stockmans Crossing west-to-north leg, and work has commenced on Farmgate Curve.

Ray Blackmore recently discovered an engine-driven post-hole digger unit for sale; this was purchased and is now being fitted out for use in the pole replacement programme.

Charlie Bite is progressing well with the rewiring of the lighting circuits in SW2 class 426.

The repainting of the tow-truck (to be given PETS fleet no.3) was almost complete in early October, and it looks immaculate.

Lighting has been installed in the engineering workshop over the planned pit road. Details of the pit design are being finalised.

Park Management has constructed a cycle-way from Mussel Pool along the northern boundary of PETS' leisure-garden and between the Oketon Geddes Carbarn and the WALRPA workshop complex.

# RUTHERFORD

## Maitland Tramway Park and Museum

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### Museum to Open Second site

The Honeysuckle Development Committee and the Newcastle City Council have allowed the Museum to deposit a Development Application for a tourist tramway to run on the former railway line on Lee Wharf Road from near Merewether Street to the end of the line at Throsby Wharf No. 1, a distance of 1025 metres.

The line and buildings would be rented from the Maritime Services Board and we would be allowed to use the former foremans's office (32 feet x 24 feet) and a toilet block. This would enable us to mount a small exhibition.

The whole arrangement is temporary, as within five years the land will be taken over by the Honeysuckle Development Committee when the MSB completes its move to Carrington. A more permanent site will be considered in the future. It does present us with the opportunity to become a well-used facility and it will be up to the Museum and its members to make a big contribution to the redevelopment of the Hunter River foreshore of the city. The proposed tramway would come under the Honeysuckle Development Committee but is alongside, not part of, the redevelopment of the former Honeysuckle railway goods yards.

Describing our proposed operation as on the waterfront would not be quite accurate as the line, for about half its length, is over water. The rest runs alongside the now disused wharf sheds. If the sheds are demolished, which is a distinct possibility, our passengers would have an uninterrupted view of the harbour over the whole length of the line. We would be seen from Hunter Street as the buildings on the northern side of Hunter Street have been demolished and the whole of the proposed tram route can be seen from this main artery.

We propose initially to place one tram (probably W2 class 245) to run on the line but

we could run two as we have the use of a very short shunt. 245 is now single-sided and thus is very suitable for this work. We would load on the northern side only so as to avoid inconvenience to traffic and danger to passengers. We do not propose to use the R1 or L/P class trams on this site for the present. We intend running every Saturday and Sunday from about 11.00am to 4.00pm.

The area from Lee Wharf 5 to Throsby 1 is partly enclosed by a two-metre high fence but will be completely enclosed as Government orders are that every wharf must be so enclosed.

There is a watchman on the wharf at all times so we can park the tram close to his office and the area is floodlit at night.

The lodging of a Development Application does not guarantee success but we have answered satisfactorily all questions and we would not have come this far without complete hope of success.

The tram(s) will not be under cover. There may be shelter in the future but we need to show the authorities how well we contribute to the city. The deal at present is: no depot and no overhead wire. We have a chance to crawl; we may be given the chance to do much more later.

### Why a Second Site?

There are several reasons, but let it be said that at this stage we are not abandoning our Rutherford site. The Maitland City Council has been very good to us and we have no desire to offend its officers. However, from the time we begin running in Newcastle, the service at Rutherford will be reduced from running every Sunday to running only on the second Sunday of each month. We chose the second Sunday because other attractions operate on the other Sundays. We will have no competition in Newcastle.

# BALLARAT

Our passenger figures for 1991/92 came in at 17,144, down on the near 20,000 of last year, and particularly disappointing in view of the 2490 scouts carried in January. Given the fare rise that applied this year, the financial return has remained steady. A survey of all tourist attractions in Victoria carried out by the Tourism Commission a couple of years ago showed the BTPS to be the cheapest attraction, at one dollar, in the entire state, so we had apparently been underpriced for some time. Visitor figures are down all over the place, with even the mighty Sovereign Hill laying off ten staff recently.

Puffing Billy goes from strength to strength, though their visitors are increasingly drawn from overseas package tour groups, which appears to be almost recession-proof, if you can get into it.

September saw the 21st anniversary of the SEC closure and a number of special events took place. On the actual date of the closure, 19 September, a Members Grand Buffet Dinner was held at Lake Lodge Restaurant and was

attended by 73 members and friends. Transport was provided by cars 18 and 38, which were parked outside under floodlights for the duration. A highlight was the first screening of our nearly completed video production of the history of the Ballarat Tramways. Lorraine Doull made a 21st anniversary cake and all at the dinner received a piece. The depot cats were noted prowling outside at a late hour, mystified to find two of their trams away from the depot. Now we know what they get up to at nights - foraging through the Gardens rubbish bins! The revellers enjoyed a tram ride along the line after midnight and the last car returned to the depot at 12.40am, with our carefully selected teetotaler motormen picking their way through the inky blackness of the Gardens.

The following Saturday, 26 September, saw the running of the old SEC timetable, from the first car at around 6.30am until the finish at 11.20pm. The atmosphere of being at the Gardens Loop at 6.30am with the start of a new day, the early morning light, the gardens and the swans along with our trams was most nostalgic, and well worthwhile for those who were there. Back at the depot a barbeque was set up for the public to enjoy a cooked breakfast, and free tram rides were offered between 9.00am and 11.00am. Various activities were held during the day to relieve the monotony and attract a few additional punters, with the highlight being a tram cavalcade in the early afternoon, with no less than eight trams in the Parade at once, as well as vintage motor cars from the Ballarat Vintage and Classic Car Club and blaring Sousa marches emanating from parade leader, car No. 28. Monty Python couldn't have done it better.

Our motorman, Alan Bradley found out from first hand experience what it was like to drive a tram on a cold Saturday night in Ballarat. Though he always had some passengers with him, they generally sat in the warmer saloon of the car. It was marvellous to board the well-lit, but 'noisy' tram from one of our stops in the relatively dark and very quiet Wendouree Parade. It certainly brought back memories of 21 years ago.





The following day was Councillor's Day, with representatives of the City and the Borough (Ballarat and Sebastopol to outsiders) invited to attend. The turnout was less than hoped for, but those who attended were favourably impressed, and had not fully appreciated the scale of our project previously. One of the aims of the day had been to introduce the Civic leaders to our operation, as most of them have only arrived since our last open day on our tenth anniversary. Not so with the Mayor of Sebastopol, however. Neville Donald is Mayor this year - he was also Mayor at the time of the closure of the tramways in 1971, and is serving his sixth term after 28 years in Local Government. Having driven the last tram in 1971, he was keen to get his hand in again with No. 18, a tram which was preserved largely due to his initiative.

Saturday, 3 October saw the final activity of the period, with a day for ex-SEC employees (and one or two from the ESCo days). This took the form of an extended afternoon tea interspersed with a few rides and a great deal of conversation. During the afternoon most had a drive and they had not lost the art. The elapsed 21 years since we last mixed with these friendly country folk who drove us around the Ballarat tramway system had reduced their ranks for various reasons but it was nonetheless an interesting time. We were able to put names to a few faces among our photographic collection, and to quiz some of the old shed staff for details of their operating methods, questions which it would never have occurred to us to ask back when we were just tram fans and they were tramway operators. The intricacies of the cleaners' roster are a mystery no more!

This day capped off the three weeks of celebrations to mark our 21st year. We all had a great time which allowed us to reflect on the past and meet and mix with the many people who have made our 21 year history.

Meanwhile, around the shed, No. 38 has returned to service after some adjustments to the brake rigging. This car had been stopping well in one direction but poorly in the other, but some adjustments to the geometry of the rigging have cured it of this.

The horse tram has been fitted with handrails and catwalks across the end canopies, and so it is virtually complete, with only detail work needed for a final finish. Bellcords and bells have yet to appear, along with destination and advertising signs, while some pedantic individual pointed out that the full stop had been omitted from the lettering, so time must be found to attend to this.

ESCO car No. 12 has had a little rubbing down carried out, which is revealing some of the original lettering of 1905 under many layers of later paint.

Garry Wood has returned to the weekday workforce, giving us a staff of no less than four at certain times of the week. He is currently upgrading the shed lighting.

September saw record levels of precipitation in the local area, which has resulted in the pits being full of water for the entire month, sometimes right to the very top. The pump was turned off for a couple of weeks, as it was absolutely futile to continue pumping. Going into October, the rain has become more intermittent, and the pump is slowly making some headway as the water table drops. With under-car maintenance unable to be performed, a shortage of cars is developing, particularly following the school holidays.

The South Gardens reserve in particular is a quagmire, and several motor cars have become bogged venturing onto apparently solid ground and sinking to the axles. On Monday 28 September, two cars became bogged simultaneously over near Carlton Street. The Depot rope was borrowed as they tried to tow one another out in driving rain. A passing motorist in Wendouree Parade was so engrossed in their antics that he forgot to look where he was going and drove into one of our power poles. Pretty soon the Carlton Street area, viewed from our Depot, was a sea of flashing lights from ambulances, police cars and tow trucks, plus the two still bogged cars throwing up plumes of mud as they attempted to get free. As a result, all the street lights in Wendouree Parade failed to light that evening, and a tramway signal wire was hanging down after its insulator had been wrenched out.

A couple of days later, Frank Puls took No. 18 out with the intention of replacing the insulator, but succeeded only in snagging 18's trolley pole at the shed insulator and bending it through ninety degrees, which required two

days work to straighten out, during which time the SEC had come along to restore the street lights and replaced the insulator as a matter of course. It was a particularly futile gesture, even by BTPS standards.

## FERNY GROVE

Brisbane Tramway Museum Society

### Workshops

Dropcentre 241 has been moved from the workshops to road 3 in the depot to enable underfloor work to be performed over the pit. The two Westinghouse brake cylinders have been removed for an overhaul while the

remaining electrical and mechanical equipment is being inspected and serviced. Minor painting progress has been made inside the saloon and dropcentre sections but this work is presently on 'hold' while Troy Thomas recuperates from his recent motor vehicle accident.

The repeating air mechanisms for the gongs in FM 554 have been overhauled by Bevan Burnes and now work correctly. Most of the parts for this task, including complete mechanisms, were discovered gathering dust in the BCC's Toowong bus workshops store about twelve months ago. Fortunately, they were recognised as tram parts during a store clean-out.

### Bus Committee

The Museum Council (Board of Directors) has established a bus committee with the primary task of maintaining buses 722 and 80 in good mechanical condition. These duties will include inspection, minor fault rectification and advising the Board on what is required to maintain our bus fleet in a roadworthy condition.

### Security

Due to several recent incidents of vandalism in the Ferny Grove area, building security at the Museum is being improved by several methods. These include replacing screws in walls with pop rivets, strengthening doors and locking systems, installation of security grills, and generally increasing out-of-hours surveillance.

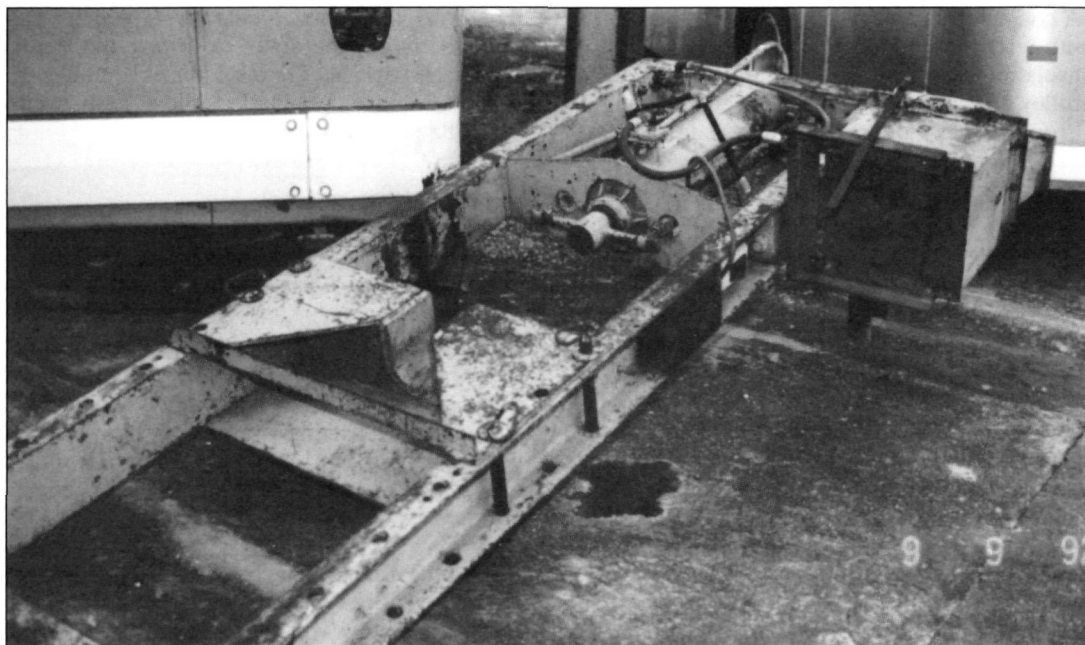
### Chairman's Visit

A welcome visitor on Sunday 12 July was COTMA Chairman Dr. John Radcliffe. During the day he inspected several projects being



*Mick Topp (standing) and John Lambert recovering the electrolysis test box in Enoggera Terrace.*

PETER HYDE



*The ex-tramway wheel press from Milton Workshops.*

JOHN LAMBERT

undertaken and assisted with the installation of galvanised sheeting on the west wall of the store building.

John Lambert drove Dr. Radcliffe back to his hotel late in the day and detoured via the Newstead-Teneriffe-New Farm area where the BTMS has proposed a heritage tramway and transport museum.

### Acquisitions

Peter Hyde, on his way to work, spotted an interesting object in Enoggera Terrace at Red Hill. Further examination revealed it was an old pole-mounted electrolysis test box and the SEQEB had removed the pole on which it had been mounted.

The Museum's scrounge department struck the next Sunday and the test box is now alongside other recovered street hardware.

The Museum has also received an hydraulic press originally from the Milton tramway workshops. The press was purchased by an engineering company many years ago but was never installed in their workshop. During a recent clean-up it was re-discovered and donated to the Museum.

### Street Hardware Officer

The Museum Council has accepted an offer from Peter Denaro to act as Street Hardware Officer. Peter is to monitor what's what with street furniture, both current and ex-tramway, and to advise the Board on items which should be considered for preservation.

### Paddington Night

Monday, 28 September marked the 30th anniversary of the Paddington Depot fire in which 65 trams were destroyed. The museum opened for public night operations from 6.00pm to 9.00pm and the night was well patronised. The televised visit of a group charter earlier in the day resulted in excess of 70 people, other than Museum members, visiting the museum.

Members and families of the Bowling Club, our neighbours, were admitted free and the total number of people present was in the vicinity of 100 people. Standing loads were carried on most of the service cars during the evening, with single truck cars 65 and 99 being operated in convoy.

# HADDON

## Melbourne Tramcar Preservation Association

### Trackwork Stage 3

Work has steadily continued on the mainline track on the south side of the museum. Although the weather at Haddon during winter has been nothing short of abysmal, with the highest rainfall in September for sixty years, we have managed to place all of the lengths of rail in position on top of the steel sleepers.

Arthur Ireland and Tony Smith are currently engaged in running die nuts over the 240 bolts required to fasten the rails to the steel sleepers and once this work is complete the rails will be fastened to the sleepers.

### Bogie Storage Road

When surplus tramcar equipment was being

disposed of by the M&MTB some years ago, we made adequate provision for obtaining spare sets of trucks. Acquiring spare trucks is one matter and providing long term storage is another very important consideration. The bogie storage road is our means of providing a long term storage facility.

The storage road is situated on the north side of the museum adjacent to the depot fan area and will also provide an ideal site for the loading and unloading of trams from trucks, should this be necessary.

The construction of the track is very basic, consisting of former Ballarat tramway rail, exchanged with the BTMS, laid on steel sleepers and fastened by welding. About half the track has been laid in position and work is steadily continuing towards completing the task.

### Pit Pumps

Problems were experienced with heating in the dropping resistors forming part of the 12 volt power supply from the 24volt battery system, subsequent to the installation of the pit pump reported in the last Trolley Wire.

Craig Tooke, with assistance from John Withers, has constructed a mains powered 12 volt power supply that eliminated the need for the dropping resistors and thus overcame the heating problem.

John Withers also carried out additional modifications to the pit micro switches that operate the pump, to allow for a greater range of water level turning the pump on and off.

Work on the overhaul of the light fittings for the workshop pit has been completed and work is also well under way on the construction of an identical 12 volt power supply to operate an identical pit pump that will be installed in the workshop pit.

### W2 class 407



*Steel sleepers in position on the bogie storage road.*

CRAIG TOOKE

Arthur Ireland, assisted by various other museum members, continues to make good progress in the restoration of this tram. Recent work undertaken includes the installation of the down pipes, metal hand rails and the undercoating of the external window pillars and sills. The restoration work on the tram has now reached a stage where painting work is the next job. However, the recent wet and cold weather has meant that the work will have to wait.

### Span Wire Collars

A major concern for our future track extensions has been the lack of suitable pole collars for use as span wire attachment points to our steel poles. Most of our steel overhead poles are ex-Adelaide tramway or trolleybus poles that are six inches in diameter at the top of the pole, a size that is not common in Melbourne where eight inch poles are used.

To our delight, we have been very fortunate in obtaining through COTMA a quantity of former M&MTB track phone wire collars which can be modified for use as span wire collars.

The collars were collected by John Withers and Arthur Ireland both of whom were amazed when they asked how many collars in the pile were for our museum and were told the whole lot!

We would like to thank COTMA for assisting in the acquisition of these very necessary fittings.

### Steel Poles and Check Rail

We are very pleased to report the successful conclusion of an exchange between our Association and the TMSV, allowing us to obtain the steel poles required to complete our system, as well as obtaining necessary check rail material.

We would like to thank the TMSV, in particular Andrew Hall, for allowing this exchange to take place, an excellent example of what can be achieved by museums working together.

### Drainage Work

The recent weather has highlighted the need for additional drainage around the site,



W4 class 670 on completion of restoration work illustrating lining out work.

COLIN WITHINGTON

particularly with track formations starting to take shape. Recent work by Tony Smith has concentrated on the installation of new 100mm PVC drain pipes under the depot fan and mainline curves to eliminate the water buildup in these areas. This work has already proved successful and has gone a long way to eliminating the problem.

### Signalling System

Design work on our signalling system has almost been completed under the leadership of Noel Gipps. Initial wiring runs to point detector relays and to the northern terminus signal have been completed using multicore communication cable.

Major installation work on the signalling system will be carried out in November and, when completed, will prove a valuable addition to our system, aiding the safe and efficient operation of trams around the system.

# BYLANDS

## Tramway Museum Society of Victoria

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### Castlemaine Buildings

It is with great pleasure that we can announce that the dismantling and transport of the Bristol classrooms from Castlemaine to Bylands was completed on Sunday 30 August.

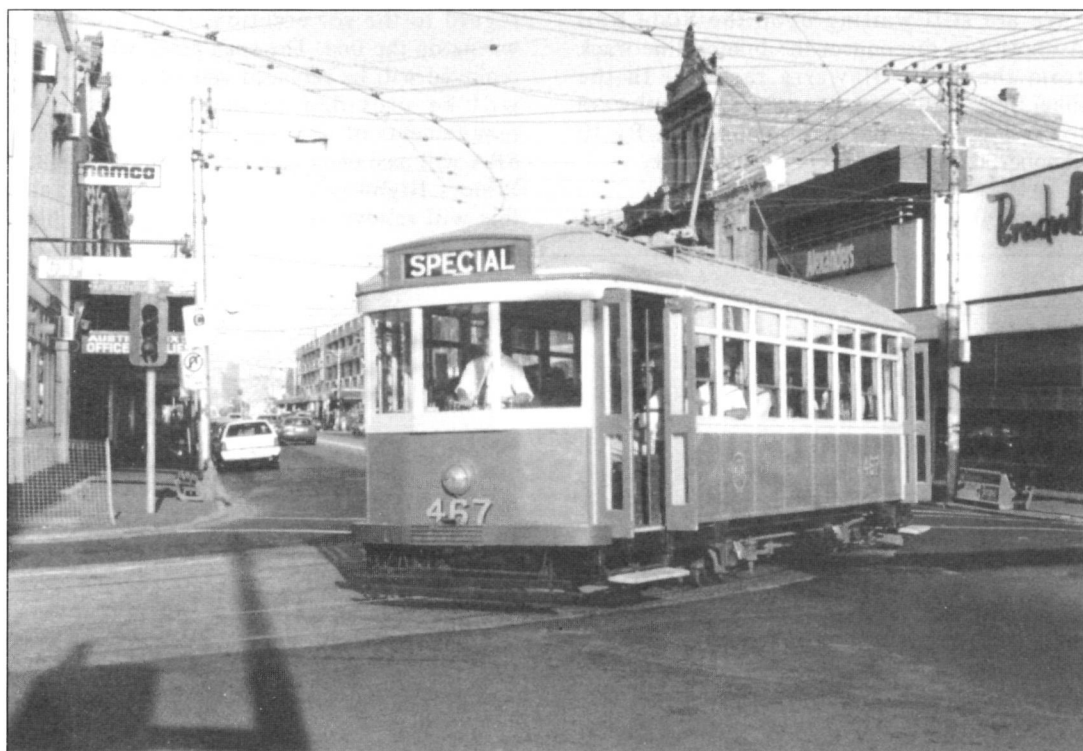
Very shortly we expect to see the earthworks take shape at Bylands beside the eventual terminus near Union Lane and the foundations prepared for the re-erection of the first building to be used as the sales kiosk, display area and members' amenities.

Special thanks are due to all those members

who have helped over the last six months, to members of the Heavy Commercial Vehicle Association for their assistance in carrying loads of roof trusses and wall panels for us over the last few weekends, and to Graeme Farrar and Brambles for their generous help in moving roof trusses. This project was guaranteed as self-funding, and we must thank Jeff Stocco, Geof Dean and Richard Lamprell for underwriting the whole move.

### Museum Works

Work has been steadily moving ahead on W class 220 with Bob Serle and others piecing together the dropcentre framework and sorting



X1 class 467 at Hopkins and Nicholson Streets corner on 9 March 1992 during a tour of lines over which the X1 formerly operated. This was formerly the junction to the Russell Street line.

JEFF BOUNDS



# LOFTUS

## South Pacific Electric Railway

out other parts to be replaced on the car.  
**National Park Line Progress**

The first stage of our taking over the former Royal National Park branch line was completed on Wednesday and Thursday nights, 12 and 13 August, when the two prefabricated sections of the tramway crossing of the Princes Highway were lowered into position by Roads & Traffic Authority workers. Followup work was carried out to resurface the newly cambered curve in the roadway at that location and the result is a much safer road surface and an almost unnoticeable rail crossing constructed to modern tramway or light rail standards.

We are still waiting upon the State Rail Authority to disconnect the branch line track from the main Illawarra railway. In the meantime, extension of our track southward towards the Park line has commenced. By 10 October, three track panels were in place.

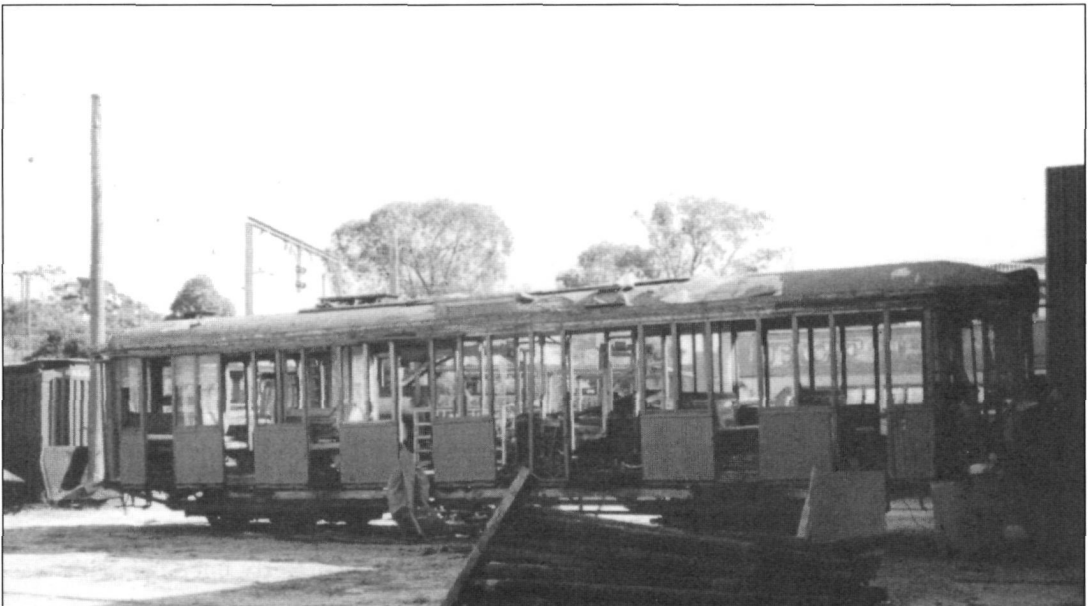
The 800 sleepers purchased from the SRA

through the Zig Zag Railway Society are now

on site and many of these will be utilised for the track extension.

Other materials will need to be obtained, such as fishplates and dogspikes, and enquiries have been made in regard to the latter. Our previous supplies were obtained from the SRA's Cardiff Workshops and were purchased as scrap, being unsuitable for mainline railway use. Cardiff no longer manufactures dogspikes and it will be necessary to purchase these from the SRA's suppliers at a cost of up to \$50 per bag of 50. We will need at least 800.

Agreement has been reached with the SRA in regard to the re-erection of the overhead wiring on the line. The span poles which were removed will be replaced and additional poles will be provided to meet the different requirements of tramway style overhead. The SRA will also erect catenary overhead over the Princes Highway as a safety precaution, and this will relieve us of the worry of stringing



*O/P class 1089 is prepared for the move to the workshop. The rebuilding will not be an easy task as various modifications were made when the original conversion from O to O/P class was carried out.*

JOHN MATTS

Princes Highway as a safety precaution, and this will relieve us of the worry of stringing overhead wire at that location. However, we will need to purchase sufficient grooved trolley wire for the line.

A project committee has been formed to oversee the completion of the work and its members are Andrew Stephens, David Rawlings, Greg Sutherland, Bill Denham, Bob Cowing and Richard Clarke.

Subject to the SRA carrying out its necessary works within the agreed timetable, trams should be running over the line at the end of 1992.

### Works Report

Concreting of the rails on Road 6 of the display building was completed on 18 July and a start has been made on Road 5, with the rails being ready for concreting when funds become available. The concrete floor has been extended across the depot opposite the side entrance to facilitate motor vehicle and forklift access.

Work has been continuing on the cleaning, painting and installation of a number of old

Sydney Municipal Council light poles and ornamental bases along Tramway Avenue.

R1 class 1971 moved under its own power along the tracks inside the workshops on 25 July. Destination rolls have been refitted and new canvas concertina doors have been installed in the dropcentre. Only a small amount of painting remains to be completed. The car was moved out of the workshop and its place has been taken by O/P 1089. 1971 has been tested on the main line and sounds and performs like a new tram.

Preliminary work on the restoration of O/P 1089 has now commenced, being carried out concurrently with the work on O class 957.

The rotted corner post on Brisbane dropcentre 295 has been replaced and an effort is now being made to have this car returned to service in the near future.

R class 1740 has had minor repairs carried out and has received a repaint. Only touchup work needs to be carried out on this car before it returns to service.

Additional drainage work has been carried out



*R1 class 1971 was moved out of the workshop under power. Blocks were placed under the trucks and the car was transferred to the running depot using specially constructed moving gear. The newly tile-roofed traffic office can be seen in the background.*

JOHN MATTS

# ST KILDA

## Australian Electric Transport Museum

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### Tram Restorations

The body of "toastrack" No. 42 is almost ready to be put back onto its truck. The steel side plates have been welded together and drilled. The end cabins are now under construction. Work is progressing on installation of the new ceiling plys. Other small fittings are being completed by members as "homework" projects.

The roof of E1 No. 111 has been repainted. Sanding, filling and repainting of the bodywork and panels has started from the number 1 (high sill) end, to allow strengthening of the number 2 end to be carried out.

### Television News

Sometimes, some good news comes out of some bad news.

Channel 7 news reporter Geoff Dunn visited the Museum on Sunday, 29 August to film a follow-up news report about the theft of our overhead trolley wire back in May. The result was an excellent report which featured in the news on the following Wednesday, during Channel 7's Olympic Games coverage. Scenes of our trams were used throughout the previous evening to promote 7's news programme. With an Olympic audience, we had the best possible coverage (as the television news ratings for that week confirmed).

Thanks to that news report, and some radio interviews, we have had very good attendances in recent times.

### Vintage Vehicle Visits

The end of September saw three vintage vehicle groups visit the museum. Firstly, on 22 September we were visited by the Gawler Veteran & Vintage Classic Vehicle Club.

On Saturday, 26 September, representatives from the Sydney Bus and Truck Museum visited us in their double-deck Leyland bus No. 2087.

They had brought the bus to Adelaide with another bus, a blitz truck and a tow truck for the Bay to Birdwood vintage vehicle rally on Sunday 27 September.

The following Tuesday saw a large scale charter operation for the Chrysler Restorers National Rally. 170 vehicles and lots of Chrysler buffs attended. 17 tram trips were run during the day. Many of these vehicles had also taken part in the Bay to Birdwood Rally.

In fact, the three charter visits plus good crowds following the television publicity resulted in our best ever visitor record for the month of September. A pleasant change after a few years of poorer visitor numbers.

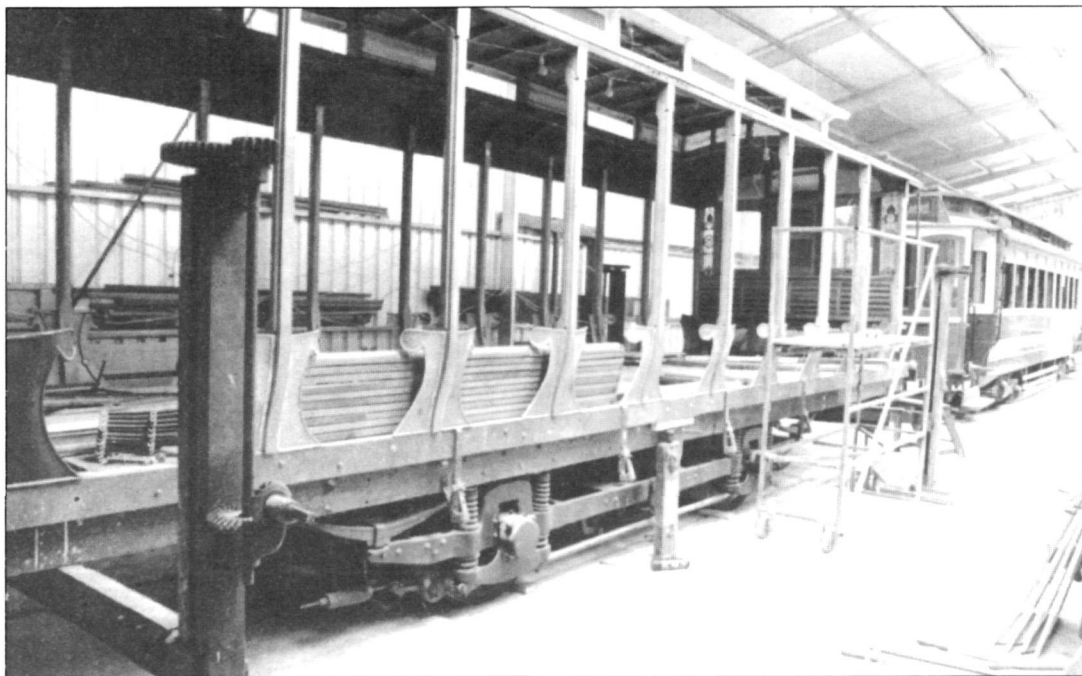
### Service Vehicles

The diesel-electric service vehicle described in the August Trolley Wire moved for the first time on Sunday 23 August 1992. Initially it moved inside the depot and along the depot road at the rear of the workshop. Later in the afternoon, it proceeded halfway along the lakeside track and return.

Problems occurred with the fixed coupling between the motor and generator. A flexible coupling is now being installed. A K35 controller has been fitted and controls the motors on the truck and generator armatures. A small controller has been built to control the magnetic field of the generator. Braking on the trial run was done by inflating the air reservoir on the vehicle from the workshop air supply, and saving it for emergency stopping only - a temporary measure until a belt-driven compressor is brought into use. The speed of the vehicle was almost equivalent to full parallel speed of a tramcar!

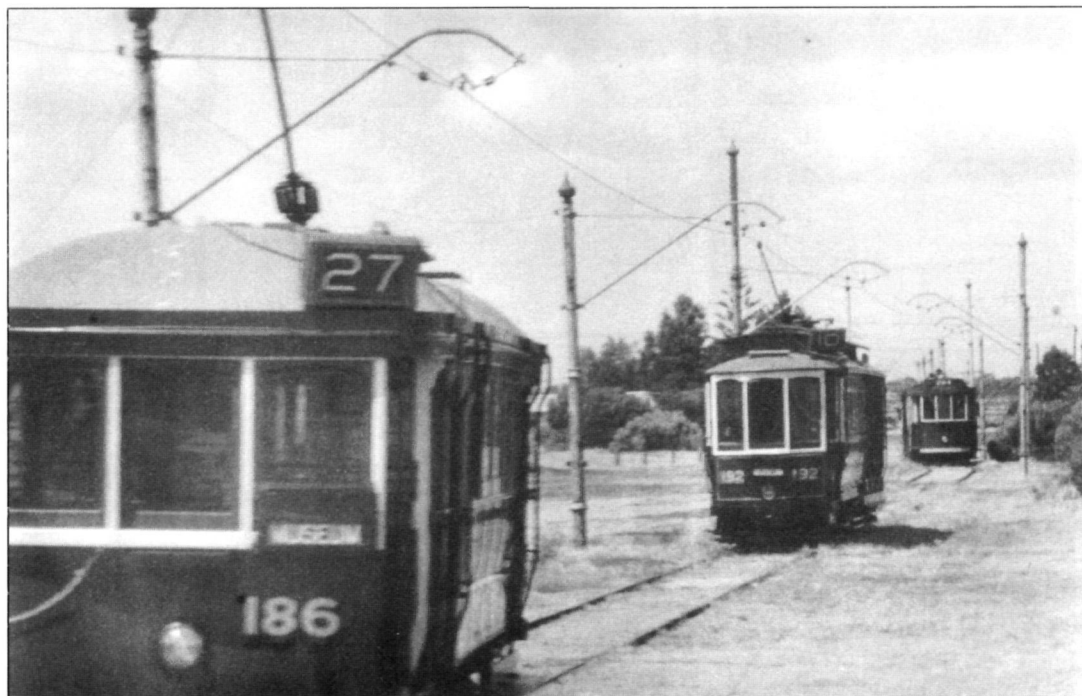
### Other News

Increased security measures have been carried out on the main tram shed and the body shop. The improved security system is progressively being extended to other buildings.



*Work is progressing on the restoration of "toastrack" 42 on the bodyshop at St Kilda. E1 tram 111 in the background is being overhauled and refurbished.*

PAUL SHILLABEER



*Trams 186, 192 and 264 head towards the St Kilda township on their return journey from St Kilda Beach and playground.*

PAUL SHILLABEER





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