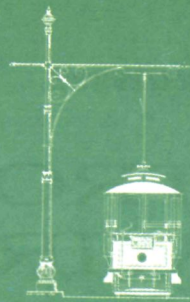


TROLLEY WIRE



No. 254

AUGUST 1993

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DISASTER AT PARRAMATTA

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

AUGUST 1993

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FRONT COVER:

Steam motor 103A, bearing flags and a sign marking the 50th anniversary of the closure of the last steam tramway in Parramatta, hauls trailer 191B on a trip along the park tramway. Sydney Ferries Ltd's line from Redbank Wharf to Parramatta closed on 31 March 1943.

PETER STOCK

BACK PAGE:

Top: R class 1740 passing the site of recently demolished Scouts Platform during test running on the National Park line on 30 April 1993.

R.S. JONES

Bottom: Stockmen move a herd of cattle towards the stockyards under the watchful eye of visitors on W2 class tram 368 enjoying an 'Outback Experience' tour through Whiteman Park.

Courtesy WA DEPARTMENT OF PLANNING & URBAN DEVELOPMENT



Tired but pleased, Greg Sutherland and Bob Cowing stand beside 99U after its first trip over the new trackage to the highway on 23 April 1993.

WAYNE ARMITAGE

DISASTER AT PARRAMATTA

Sometime around 9.00pm on Monday 7 June 1993, a fire engulfed the Steam Tram & Railway Preservation Society's tram shed at Parramatta Park. The shed was completely gutted and most of the Museum's rolling stock destroyed. Fire fighters from four brigades were hampered by locked park gates and the lack of fire hydrants in the park, and water had to be pumped from the nearby lake.

Fire Brigade Investigation Unit officers state the fire was deliberately lit, with more than one fire being set and a combustible substance used. The fire is therefore not a random piece of vandalism, but would appear to be a carefully planned and executed attack designed to achieve maximum destruction.

The fire generated enough heat to melt the brass numbers on locomotive 1022 and brass fittings (gong and whistles) on the roof of steam motor 103A which had only recently re-entered service after a boiler change and overhaul by the NSW Rail Transport Museum at Thirlmere costing some \$70,000. Luckily 1022 and 103A had been stabled with water in the boilers and saddle tanks. The gauge glasses on 103A did not break in the heat. Steam tram trailer 191B's bogies were seen to be glowing bright red during the fire.

The status of the Society's exhibits is as follows:

* Steam tram motor 103A fully restored



Steam motor 103A after the debris of the fire had been removed. The remains of the motor's tin roof covering is draped over the tank. The pressure gauge is under the brake muffler and the denuded whistle pipe is to the right. The forward gong clapper can be seen in the piece of tin roofing collapsed around the funnel. Member David Lewis is removing roofing iron in the background.

PETER STOCK



- (Baldwin, 1891) - wooden body destroyed, engine badly burnt;
- * Replica steam tram motor 133 - destroyed;
- * Steam tram trailer 74B (Hudson, 1889) - destroyed;
- * Steam Tram trailer 191B (Morrison, 1891) - destroyed;
- * Steam locomotive 1022 (Vulcan, 1916) - badly burnt;
- * Steam locomotive 1308 (Beyer Peacock, 1877, converted to tank loco in 1902) - stored dismantled for restoration, appears to be undamaged;
- * Steam locomotive CPC2 (Stephenson, 1908) - not on site, at NSW Rail Transport Museum, Thirlmere for overhaul;
- * Yass KA class tramcar 778 fully restored (Hudson, 1885) - destroyed;
- * End platform FA class passenger car 1864 (1914 - used as experimental railmotor no. 2, 1922-1925) - destroyed;
- * CPH class railmotor 5 (Eveleigh, 1924) - destroyed;
- * 4-wheel shunters/match truck 163S - deck and railings buckled, some damage to springs.
- * HG class 4-wheel brake van - destroyed;
- * LV class 4-wheel louvre van - stored in depot yard, not damaged;
- * S class 4-wheel open truck - stored in depot yard, not damaged.

Steam motor 103A and Vulcan 1022 were transferred to Thirlmere on 11 June, and the wheelsets and bogie sideframes from trailers 74B and 191B moved to Loftus, for safe storage pending decisions on their future. An offer to rebuild the steam motor has been received.

The Society's Board met on 14 June to formulate a plan for the future of the tramway.

While many obstacles remain, the Board believes that all possible efforts should be directed towards rebuilding the operation in Parramatta Park which has been home to the Society for 38 years. They cannot, however, discount the possibility that those responsible will not attempt another fire in the future. The Society is seeking talks with Parramatta City Council on how a new building could be provided. An application had been recently made to the Council for redevelopment of the existing site, instead of being moved to a more westerly location recommended in the park's development plan.

Mechanical inspection of 103A and 1022 has been carried out at Thirlmere and both appear to be restorable. The boilers will not be inspected until the saddle tanks and cladding have been removed, but there is confidence that no significant problems will be found. Both should steam again.

The Society believes that CPC2, the Stephenson which was already at Thirlmere, would be the easiest locomotive to be made serviceable. Prior to the fire, the Society approached the Heritage Commission seeking a grant to assist with the restoration of this locomotive and early indications are that a substantial portion of the cost for this restoration will be forthcoming.

The Society has been offered the use of an end-platform passenger car which could be used with CPC2 and believes if initial efforts are directed at restoring CPC2 and the end-platform car, running could recommence by the middle of 1994. Tentative offers of other rolling stock has come from various sources.

The search for steam tram trailer cars has certainly been eventful. We have received numerous reports of cars still in existence, including two cars in northern Sydney. These two cars have been inspected and appear to be

Opposite: An aerial view of the devastation taken by Kylie Pickett. The shop was located on the left. Next can be seen the wheels from 1308 on road 1; motor 103A and trailer 191B on road 2; shunters truck and 1022 on road 3; FA car 1864 on road 4 with a stack of seat frames behind it; road 5 held a gangers trolley, replica motor 133A and trailer 74B; and road 6 housed the HG brake van, railmotor CPH 5 and, in the rear extension, KA car 778. Behind the remains of the shed can be seen the rear bunker/tank, frame and boiler from 1308 and a timber coal hopper underframe which were not damaged in the fire.

Courtesy SYDNEY MORNING HERALD



The remains of 191B during the clean-up, its brake rigging lying where it fell. 103A and 1022 had been moved outside the depot area by this stage. BARRY GASH



Vulcan saddle tank locomotive 1022 after being towed from the wreckage of the depot. Some of the brass numerals on the cab side melted in the heat. BARRY GASH

in very good condition, but unfortunately they are part of a substantial house! We have, over a period of years, been negotiating the acquisition of a steam tram trailer which is being used as a shed in the Newcastle area. Since the fire, efforts to obtain this car have intensified. The Society has not as yet been able to follow up all of the sightings.

The late Ken McCarthy in 1989 located some trailers which once operated on the Broken Hill system and were being used as out-buildings on properties in western NSW. The Society contacted the South Pacific Electric Railway and inquired as to the possibility of obtaining one of the ex-Broken Hill cars. The SPER phoned Ken's wife Mary, who organised a search through Ken's correspondence to see what could be found.

Coincidentally, the very next night Mary had a ring from a western NSW local Council officer asking if the SPER was still interested in a trailer. The SPER immediately contacted

the Society and they rang the officer. A property owner was then contacted with the result that a trailer car could be made available to the Society.

Subsequently, at the SPER Co-operative Society's annual general meeting on 3 July, a motion was passed transferring the first right of refusal on the ex-Broken Hill trailer to the Steam Tram & Railway Preservation Society.

The task of moving salvageable parts from the shed site continues and Parramatta Council requires the site to be totally cleared.

The Society is seeking government, City Council, commercial and public assistance in order to get back on track. They have had discussions with the Mayor of Parramatta and Council officers as well as Federal and State politicians about the future of the Society and its desire to rebuild on the existing site within Parramatta Park.



The remains of the four-wheel HG brake van and the Fairmont trolley (left) amid the devastation. This view is from the front of the depot. MAL MCAULAY

A public meeting was held at the Parramatta Park site at 2.30pm on Sunday, 18 July to gauge public support for the Society's continued tenure in the Park. Speakers from the Parramatta, Toongabbie and The Hills historical societies, and the Epping Civic Trust supported the Society's efforts. However, the Mayor of Parramatta informed the 150 persons attending the meeting the Society would not be rebuilding on the same site. There was opposition from various sources against the Society rebuilding on the present site and a new site within the park would have to be found. He would, however, approach Council to see if some funding could be made available.

The Mayor officially opened an appeal - the Parramatta Tram Phoenix Fund - which has been set up for donations.

Donations can be sent to PO Box 3179, Parramatta 2124, with those over \$2.00 being tax deductible.

Members Mark Newton, Frank Millier and Craig Connelly (holding two of the grab handles from 103A's cab) during the cleanup. 103A is still covered in debris from the depot roof.

PETER STOCK



Steam motor 103A and trailers 191B and 74B at the southern terminus of the park line in happier times. The motor is in pristine condition after its recently completed overhaul.

RICHARD HALL

PARKLINK

THE LEAD-UP TO AND OPENING OF THE NEW ROYAL NATIONAL PARK SERVICE

By R.S Jones

The last issue of *Trolley Wire* detailed the extended negotiations and general activities which took place prior to the official opening of the National Park tram service. The specific activities, tight scheduling and intense project management in the last crucial weeks prior to the commencement of operations is a significant story in itself.

Whilst work associated with the project, including the Roads and Traffic Authority's reconstruction of the Princes Highway level

crossing, had been progressing since July 1992, legal and survey works which had to be completed by the State Rail Authority had for some time delayed the physical disconnection of the National Park branch line from the main South Coast Railway and thus the physical work on the National Park line.

At last, on 1 March 1993, our local Member of Parliament, Chris Downy and the Museum were advised that the State Rail Authority would disconnect the line on 5 March 1993. The way was now open for work on the line to commence in earnest.

Early in 1993, in view of the project's local tourism and transport significance, Chris had invited the Minister for Transport and Tourism, Bruce Baird, to perform the official opening. Despite his extremely tight schedule, Mr Baird wrote to Chris on 12 March 1993 advising that he would be delighted to accept this invitation and open the line. The Minister suggested 10.30am on Saturday, 1 May 1993.

It was an offer the Museum could not afford to refuse! For the first time in over sixty years a New South Wales Minister for Transport would open a new tramway! The downside of this wonderful news was that there were now only seven weeks to carry out an enormous works and training programme.

At that stage, despite the usual optimism which normally exists among our workforce, there were some who thought that we would not meet the deadline. However, such things are a challenge to the Sydney Tramway Museum, as we were faced with a similar situation when we opened our new Museum site in March 1988 and came through, admittedly just in the nick of time.

The countdown to the opening of the line



Our CSO track gang, supervised by Greg Sutherland, work south from the Museum to meet the Park line.

BOB MERCHANT

began on Wednesday, 31 March. Prior arrangements had been made with the Roads and Traffic Authority to stop traffic on the Princes Highway during the evening long enough to permit two 50-metre lengths of welded rail to be transported across the Princes Highway level crossing on trolleys, and this was achieved without too much difficulty.

Work then continued at a steady pace, with track packing being carried out on the National Park side of the level crossing where the track had been raised to the new level of the recambered roadway. Additional thermit welding of rail on the Museum side was undertaken. Span wire was cut to the various lengths required to support the bracket arms in preparation for their erection along the line.

The real push began as late as Monday, 19 April, when a number of members took a rest from their usual weekday occupations and, assisted by a few of our community service workers, set forth to continue the seemingly impossible task of completing the work still remaining. At this stage there was about 100 metres of track still to be laid between the Museum railhead and the level crossing, no overhead wiring in place and no span wires or bracket arms erected. The level crossing signals were also still to be restored to operation.

On Monday 19 April, our contractors, Euro Pacific Technology (EPT), commenced erecting bracket arms on the span poles, using their own Toyota road/rail tower vehicle. This work commenced from the Museum and continued towards National Park. At the same time, Mike Giddey was rapidly completing the few span wires still required along the line. Bill Parkinson continued work on the tramway signals which were to be erected at the highway crossing and a new standard level crossing signal with bells and lights was completed to replace the badly corroded one then in place at the crossing. Greg Sutherland's track gang began working at full speed to complete the missing link in the track, while contractors IRC continued thermit welding the rail joints. A State Rail crew commenced the installation of fittings on poles near the highway in preparation for the erection by EPT of the catenary/feeder cable



Ballasting and levelling the track on the Park side of the crossing. The rails at this point had to be raised to join the cambered track across the highway and, although the vertical curve appears to be severe, it has proved to be quite satisfactory for tramcar operation. The remains of the railway signal on the right have since been removed. 10 April 1993.

DICK JONES

across the highway which was scheduled to take place later in the week.

On Tuesday 20th, the remaining sleepers were laid out for the missing trackwork. Rails were placed in position and continuously thermit welded to join the two railheads. Work then proceeded on spiking the rails to the sleepers. Other electrical works continued on the new substation at the highway.

On Wednesday 21st, the spiking of rails to the sleepers continued, and the check rail for the curve near the level crossing, which diverts our line away from the old railway alignment, was thermit welded and drilled by IRC and made ready for installation. IRC also thermit welded a couple of troublesome rail joints in the



The branch line rails have been curved to meet the extension of the trackage from the Museum and work on the substation to serve the new line continues in the background. The leading trolley has been derailed to prevent the two larger ones behind from running away on the grade. 10 April 1993.

DICK JONES



Preparing to thermit weld the rails in the crossing to the rails laid to meet them. The branch line has had all its joints thermit welded to remove the rail gaps which were excessive for tramway operation and to allow removal of track bonding which is susceptible to theft.

NORM CHINN

Museum area. Norm Chinn completed the painting of the level crossing signal which was to be installed next day. State Rail staff returned to complete the installation of fittings for the catenary wire across the highway, and work on fitting out the substation continued. Concreting of the track and installation of check rails for about three metres each side of the crossing was completed late in the afternoon, much to the surprise of a few joggers who found themselves up to their ankles in wet concrete after failing to heed the barricades around the site.

Thursday 22nd was to be a long day, with work commencing at the now usual 7.00am. The push was on to complete the spiking of the track and our track gang beat all previous records. By the end of the day, all but the final twenty metres was fully spiked and the remainder had every third sleeper spiked, sufficient to allow the EPT road/rail vehicle to traverse the line late that afternoon. All remaining span wires had been installed during the day by the EPT crew.



The EPT tower truck prepares for the erection of bracket arms on 19 April. The hydraulically operated tower on this vehicle is long enough to work on both sides of a double track railway at the same time.

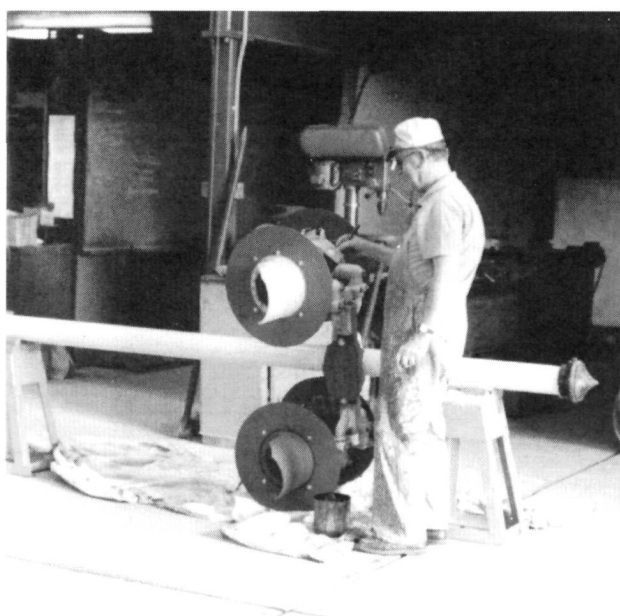
DICK JONES

As darkness approached, instead of preparing to go home, activity increased, as arrangements had been made with the RTA to close the highway at intervals during the evening for the erection of our overhead wiring across the highway. The first closure was shortly after 7.30pm when the catenary wire was erected by the EPT crew and Bob Cowing. While the traffic was stopped, Alf Bailey's crane arrived on the scene to quickly replace the rusted level crossing signal with the one which had been overhauled. This first stoppage took only about five minutes. Shortly thereafter, the traffic was again stopped for the erection of the contact wire. Due to some unforeseen problems, the traffic was held up for a longer period as the wire was hanging too low but thanks to Bob Cowing's quick action and resourcefulness, this was limited to about ten minutes, by which time some motorists were becoming a little agitated. As the evening progressed, the installation of droppers was carried out gradually with further short delays to road traffic and it was not until about 3.00am that the task was completed.



Completing the spiking of the remaining sleepers continues as the EPT tower truck crew erects bracket arms in the background.

WAYNE ARMITAGE



Norm Chinn puts the finishing touches on the replacement highway crossing signal on 21 April 1993.

DICK JONES

On the morning of Friday 23rd, the sun glinting on the newly installed catenary overhead wire across the highway was a joy to behold, but there were quite a few members who had only a few hours sleep and were in no condition to fully appreciate it. Spiking the remaining twenty metres of track was completed quickly and work then commenced on the extension of the trolley wire from the depot up to the highway substation. Meanwhile, the manufacturing of span wires, using an Australian-made polyethylene synthetic tendon (similar to the British-made Parafil used in Melbourne), was in full production in our workshop, using a unique process developed by our Electrical Engineer, Richard Clarke. This process is an improvement on that used in Melbourne and results in a far stronger fitting at each end.

The sweat and toil of the past week was finally rewarded when at 4.51pm ballast motor 99U, driven by Bob Cowing, ventured along the line as far as the highway, an event which managed to catch the eyes of passing motorists and the drivers and passengers of trains on the adjacent railway. There were certainly plenty of smiles on the faces of the members present.



On 23 April, ballast motor 99U became the first vehicle to travel over the new trackage to the highway. A south-bound intercity service can be seen passing on the adjacent Illawarra railway.

DICK JONES



L707 and 99U are safely across the highway and our AEC Matador recovery vehicle prepares to tow L707 to the National Park terminus.

WAYNE ARMITAGE

On Saturday 24th, all necessary overhead fittings were located and stored ready for the erection of the overhead wire. These fittings included some eighty clips generously donated by the Melbourne Tramway Preservation Association at Haddon. The remaining span wires were manufactured by Richard Clarke and Peter Hallen, and work continued on the highway substation, this being carried out by Glenn Killham and David Bennett.

While most of the workforce enjoyed a well deserved day off on Sunday 25 April, Frank Cuddy, with the assistance of Dick Jones, continued working on the level crossing signals in order to have them working by the following day.

A further milestone was achieved on the morning of Monday 26, the Anzac Day public holiday, when L707 (former tramway ballast motor 42u, railway overhead vehicle 42ss, and known as *Gentle Annie*), which carried the 2km reel of trolley wire, was propelled by 99u up to the highway. For the first time in two years, the crossing bells and flashing red lights were actuated and at 11.05am both vehicles crossed the Princes Highway and ventured into The Royal National Park. 99u

detached L707 and returned to the opposite side of the highway ten minutes later, leaving the latter vehicle to be towed to The Royal National Park station by our Matador recovery vehicle. The EPT road/rail tower truck and crew had commenced the installation of the synthetic tendon span wires to the side bracket arms earlier in the morning and we met them at the site where Lady Rawson Drive once crossed the railway. The road is now only an overgrown bush track and all traces of the crossing have long since vanished. A towbar was attached to the Toyota vehicle and it returned to National Park station with L707. The trolley wire was anchored to the terminal pole and the erection of the wire commenced towards the Museum. Unfortunately, the later-than-planned first crossing of the highway meant that the erection of the wire was behind schedule and it was not until just after 5.00pm that the last span wire on the park side of the level crossing was fitted and the overhead wire clipped in. A deadline of 5.00pm had been placed on returning across the crossing and it was necessary to leave L707 on the park side of the crossing under the watchful eye of a security guard until the next morning, when it was able to return to the Museum.

With the bulk of the work done, the erection of the small amount of overhead wiring remaining north of the highway was carried out during the following two days, as was further work on the highway substation.

On Thursday 29 April, it was intended that a trial tram trip would operate to The Royal National Park conveying State Rail personnel with the object of obtaining accreditation for the operation of the line. However, the level crossing signals refused to function properly despite working perfectly the previous day, and the trip could not take place, much to our chagrin.

The fault was found and rectified and at 10.05am on Friday 30 April, R class 1740 with Bob Cowing at the controls, became the first passenger tram to cross the highway. This was closely followed by R1 class 1971 driven by Bill Denham. Both cars then made the historic journey to The Royal National Park station, which was made more spectacular by the sparking which came from the track as the build-up of rust over the past two years was

removed by the wheels. Both cars returned to the old Scouts platform site adjacent to the Museum's original location where 1971 remained and 1740 commenced running numerous return trips over the line to clean the rails and to train drivers. R1 class 1979 crossed the highway at about 2.30pm to join the other two cars and the three cars then made two return trips in convoy to test the power supply before returning to the Museum at 3.20pm.

At this stage, those members who had worked so hard over the past two weeks heaved a sigh of relief, as the line was now complete and the opening would take place the following day as planned.

We were extremely fortunate that the weather remained in our favour for the entire two week period. This was a major factor in our maintaining the amazing rate of progress which was achieved.

Our thanks are extended to Greg Sutherland and Bob Cowing for their huge effort in



L707, carrying the reel of overhead wire, and EPT's road/rail tower truck string overhead on 26 April.

BOB MERCHANT

managing the project and for the extraordinarily long hours which they spent in ensuring that the line was completed to an almost unrealistic deadline. Thanks also to Richard Clarke and Peter Hallen for their time and efforts in the supervision of the project and for their work on the electrical system, ably assisted by Bill Parkinson, David Bennett, Glenn Killham, Geoff Olsen and Frank Cuddy; to Mal MacAulay, Wayne Armitage, Bill Parkinson and Peter Held for carrying out mechanical and electrical work on the tramcars to ensure that they were in A1 condition for accreditation; to David and Darren Rawlings and Mike Giddey for their work on the overhead wiring; to John Matts and Norm Chinn for their work in the paintshop and other areas; to Bill Denham for designing the tickets for the new line, preparing detailed arrangements and tram timetables for the opening day and the new integrated Museum and Parklink services; and to Dick Jones, Terry Boardman, Tom Tramby, Stephen McCarthy, Peter Kahn, Don Campbell and our CSO workers for their time and efforts on track construction and in other areas as required.

There were many other members who also gave their time to the completion of the line and we also thank them for contributing to the total of 2151 man-hours spent on construction work for the month of April.

The excellent weather conditions which had been experienced for the previous two weeks showed no sign of changing as last minute work was carried out on the morning of Saturday, 1 May in preparation for the opening of the new line. A shuttle service using O class car 1111 commenced operating between the Museum and the northern terminus car park at about 8.30am. It ran at regular intervals until shortly after the Hon. Bruce Baird MP, Minister for Transport and Minister for Tourism, CityRail General Manager, Rob Schwarzer and other members of the official party arrived at the Museum shortly after 10.30am.

The Minister was shown through the display hall and workshop by Norm Chinn who was later able to report that the Minister was quite impressed.



Mr Bruce Baird MP, Minister for Transport, addresses the assembled crowd during the opening ceremonies on 1 May 1993. Our local MP, Chris Downy is seated on the Minister's right.

WAYNE ARMITAGE



The Minister gets some brief instruction from Bill Denham before taking the controls of R1 class 1971 to lead the convoy of three trams on the first official trip to the Royal National Park, 1 May 1993.

FRANK McQUADE

At the completion of his tour, Mr Baird moved toward the area where the ceremony was to take place and was introduced by Greg Sutherland. Following his speech, during which he commented on the proposed Pymont/Ultimo light rail project, work on which is expected to commence shortly, Howard Clark and our local state MP, Chris Downy, said a few words. The official party then headed towards R1 class 1971 for the official first trip along the line. Other guests and members were accommodated on the

following car, R class 1740, which in turn was followed by R1 class 1979.

Under the guidance of Bill Denham, the Minister struck first notch and the convoy moved off about 11.45am. Pausing at the crossing for the level crossing signals to be actuated, he remained at the controls all the way to the terminus. From all accounts, he thoroughly enjoyed the experience.

After entering the Museum on the return journey, cars 1979 and 1740 crossed over the scissors crossover to the other track, while 1971, with the official party still on board, continued to the northern terminus where an unscheduled inspection was made. Mr Baird, accompanied by Federal Minister Rob Tickner and State local Member Chris Downy, when informed of our planned future extension into Sutherland, was supportive of the project and indicated that the State and Federal governments may be able to assist in some way.

All then returned to the Museum with the official party adjourning to the nearby TAFE College where refreshments were served. Mr Baird had not intended to stay for morning tea as he apparently had another appointment, but he joined us and stayed on for nearly an hour.

Meanwhile, a half hourly service operated between the Museum and the park terminus using 1979, 1971 and 1740 in convoy for most trips until 4.00pm, when the cars were returned to the depot and service ceased for the day.

We were grateful to have the Engadine Lions Club on hand to operate a sausage sizzle, in addition to our own kiosk, to feed the large crowd which attended the opening.

Sydney television channels 7 and 9 were on hand to record the opening of the line and both channels included the opening in their main evening news bulletins. Excellent newspaper coverage was also obtained, with both major Sydney newspapers on Saturday and Sunday reporting the event. The very welcome publicity resulted in an extremely busy day on Sunday 2 May, with two cars being required to operate each hourly trip to National Park to

cope with the heavy loadings. The number of museum visitors was also very high.

Patronage on the National Park trams (which is operated as a service separate from Museum activities) and at the Museum has remained high throughout the months of May and June and it is hoped that this will continue.

With the opening of the National Park line, a new timetable has been brought into use which co-ordinates both the Museum and Parklink services. The Museum service now departs Railway Square from 9.55am then every half hour until 3.55pm, with the first departure from the Pitt Street gate being 10.00am and half hourly thereafter. Departure time from Sutherland is 10.07am and half hourly thereafter, with the 10.07am, 11.07am, etc. departures connecting with the National Park tram at Pitt Street.

National Park trams connect with every second CityRail Bondi Junction to Waterfall train. They depart Pitt Street at 9.15am and then hourly until 4.15pm, with trams returning from National Park at 9.35am and then hourly until 4.35pm, the latter tram extending

through to our northern terminus near Sutherland as the last return Museum service at 4.45pm from Pitt Street.



The crossing lights and bells are operating as R1 class cars 1979 and 1971 prepare to cross the highway on return from National Park to the Museum.

WAYNE ARMITAGE



The trolley wheel on 1971 flashes as it passes under the frog pan on its way south from the highway into the National Park. The frog acts as the join between the catenary erected over the highway and the normal tramway span and bracket suspension used elsewhere. The catenary section is designed to pull out if fouled by an over-height load crossing the tramway.

DENNIS O'BRIEN

KALGOORLIE 25

By Michael Stukely

Over the weekend of 25-27 June 1993, the most ambitious salvage operation yet undertaken by the Perth Electric Tramway Society occurred, with the recovery of the body of 1902 Kalgoorlie clerestory-roof bogie saloon car no. 25 from Carbine Station, some 75km north of Coolgardie.

No. 25 was the last of ten bogie trams (nos 16-25) built for the Kalgoorlie Electric Tramways by JG Brill & Co. (USA). They were imported in knocked-down condition, being re-assembled in Kalgoorlie. In 1903, five of them (nos 16-20) were sold to the Perth Electric Tramways, where they became G class 35-39. Nos 21-25 remained in Kalgoorlie with 22-25 in service until the system closed.

The body of no. 25 was bought from the Eastern Goldfields Transport Board after the closure of the Kalgoorlie tramways in 1952, for use as shearer's quarters at Carbine. It was found there in the mid-1980s by Robert Pearce, and was promised to PETS at that time. Enquiries by us early in 1993 revealed that it

was no longer in use, so arrangements were quickly made to move it to the Museum.

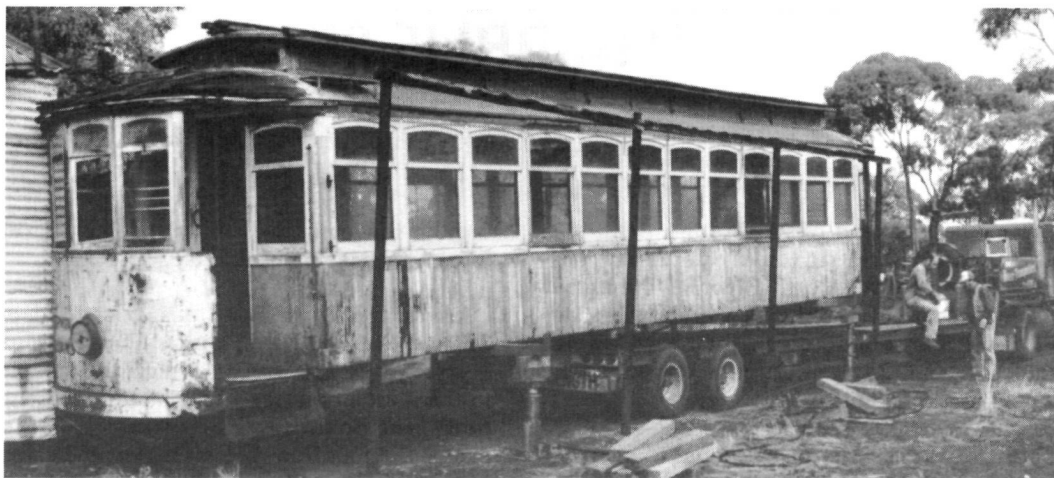
A work party of six (Lindsay Richardson, Michael Stukely, Kevin Clarke, Paul Edwards, Terry Verney and Trevor Dennhardt) travelled to the station on Friday 25 June to prepare the body for loading. This work involved dismantling an iron roof built over the saloon of the car, removing protective sheeting which was covering most of the windows, a partition from inside the saloon, and cleaning out a large amount of dirt and rubbish. The group camped overnight in the disused shearers' building adjacent to the tram.

Saturday morning was spent touring around Kalgoorlie looking for tramway relics. Back to Carbine, and at about 3.30pm our carrier, Trevor Phillips, arrived and started preparations for loading. After another enjoyable night in our luxurious suites at the "Carbine Hilton", early on Sunday morning the car was jacked clear of its wooden stumps (which fortunately had been fitted with ant-



Kalgoorlie 25 as she was from 1952 to 1993 at Carbine Station, 75km north of Coolgardie. The iron roof and side sheeting gave very good protection to the saloon but unfortunately the end platforms were exposed. 25 June 1993.

MICHAEL STUKELY



After removal of the iron roof and sheeting, the body of Kalgoorlie 25 is jacked up to allow the low loader to be carefully backed in under it, early on 27 June 1993.

MICHAEL STUKELY



On 27 June 1993, Kalgoorlie 25 sets out on Trevor Phillips' low loader from Carbine Station on the longest trip of her life - over 600km to Whiteman Park.

MICHAEL STUKELY

caps), and then the body was jacked further so that the low-loader could be backed in underneath. the body was then packed and secured ready for its journey.

Departure was a little late, but we still hoped to reach Whiteman Park in time to unload in daylight. This was not to be, however. The load became destabilised on the rough dirt road between Carbine and Coolgardie with a packer falling out, and 45 minutes were lost while it was checked and re-secured. The weather then deteriorated as we travelled westwards, becoming wet and windy - Trevor reported that

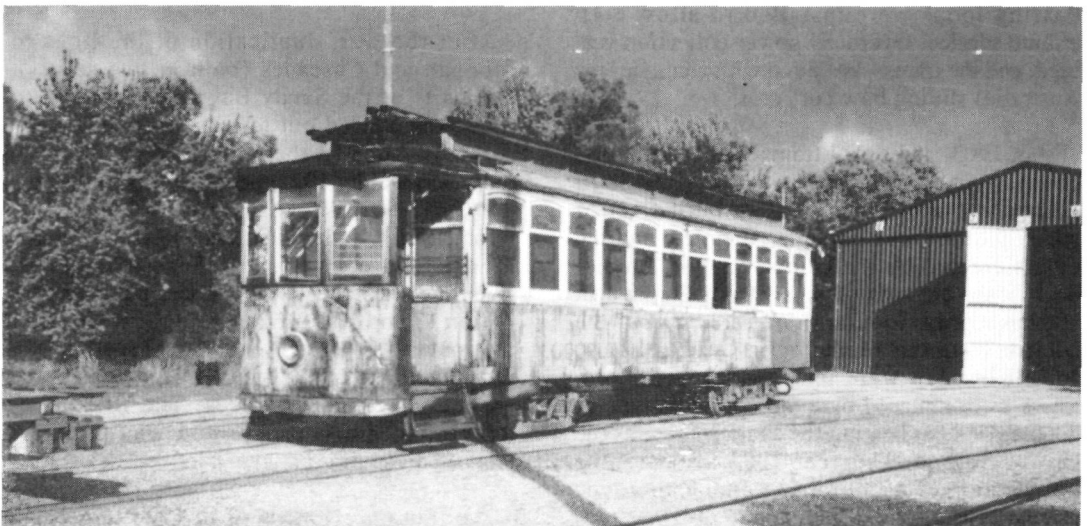
it felt as though he was "pulling a parachute"! As a result, it was a slow trip back to Perth with arrival at the Park at about 6.30pm.

No. 25 spent the night on the low-loader on the carbarn fan, and unloading was done on Monday morning, 28 June. She was placed on ex-Melbourne no. 1 trucks using the house-jacks and shunted by the tractor into no. 6 road in the Lindsay Richardson Carbarn, in front of the body of Perth G class 35. It is 90 years since these trams were last together - G.35 (originally Kalgoorlie 16) was transferred to Perth in 1903.



The acquisition by PETS of Kalgoorlie 25 is significant in several ways. We now have representative single-truck and bogie cars from each of the three main WA systems. Perth G class 35 and no. 25 are the first and last of the original ten cars built. In addition, it is believed that 25 was the official last tram to run in Kalgoorlie when the system closed on 16 March 1952. A further bonus lies in the large number of distinctive fittings remaining on the body, and its overall condition: although the end platform roofs, which were not covered, have been badly weathered, the saloon is very sound indeed.

PETS is most grateful to Mr W Gentsch for his donation of no. 25 to the Museum, and to Mr Trevor Phillips of Bunbury House Transporters for his most generous support yet again -he undertook the transportation of no. 25 for the cost of the fuel only, for a round trip of well over 1200km. To top that off, Trevor donated a pair of steel lifting beams to PETS - as he put it, they only ever got used for our trams anyway! We also thank Budget Rent a Car for making available a 4WD personnel carrier at a special discount rate.



Back on the rails after 41 years - Kalgoorlie 25 on Melbourne no. 1 trucks, ready to be shunted into the Lindsay Richardson Car barn at Whiteman Park on 28 June 1993.

RIC FRANCIS

HOBART TRAMWAYS - 100TH ANNIVERSARY

On 21 September 1893, the Hobart Electric Tramway Co. Ltd commenced operations over three routes with a fleet of twenty small double-deck single-truck tramcars. It was the first complete electric tramway system in the southern hemisphere and the first in Australia to be constructed to a gauge of 3 feet 6 inches.

It all started some nine years before, when the Tasmanian Parliament passed an act empowering a company to construct a tramway in the streets of Hobart. Proposals for horse, cable and steam traction were considered before an electric system was decided upon, and a contract was let in 1892 to Seimens Bros. of London.

By 8 August 1893, the track, overhead and tramcars were ready to commence operation and trial trips were undertaken, but the opening was delayed when it was found the tramway caused interference with the earth connections of the local telephone circuits. This was eventually overcome and from 21 September cars started running from the railway to Cascades, and from the GPO to Sandy Bay and Moonah, a total of 8³/₄ miles of single track. Passing loops were installed to allow a 15 minute service. Overhead power collection was used, and the trams were fitted with a unique (for Australia) sliding bow collector.

From 1903, additional trams were built in the company's shops. These were similar in design to the original English-built fleet of which the first was imported complete and the others erected by the company. One double-deck bogie car was obtained from England in 1904 as a prototype for future cars. In 1905 the company started replacing its original cars, some of which were only twelve years old. These were replaced by a more modern type of double-deck car bearing the same number as the car it replaced. The year 1905 also saw the introduction of a California combination type standard car.

The Hobart City Council attempted to take over the tramway system in 1911 but failed on

that occasion. It finally gained control, as allowed by the Tramways Act, on 3 June 1913 and operated under the title of Hobart Municipal Tramways until 1 March 1955 when the Municipal Transport Trust, a semi-government body, assumed ownership.

Within ten years of the Council taking control, route mileage doubled and the number of cars had increased considerably.

A short extension to the Sandy Bay line was opened on 10 October 1913 and two years later was extended again a few yards to the beach. A new route was opened on 1 July 1914 from West Hobart to the railway station. This line was very hilly and had many sharp curves, and double-deck cars were not permitted to work it regularly. This route was extended from the railway station to North Hobart on 1 May 1916. On the same day a 30 chain extension was opened at the West Hobart end of the line.

The New Town line was extended some sixty yards in 1916 to enable terminating cars to clear an intersection, and was again extended, to Glenorchy, in February 1923.

After the war, duplication of the lines to Moonah and Cascades (both in two stages), and parts of the Sandy Bay and West Hobart lines was carried out to cope with additional services. In 1913 there were sixteen cars in daily service; by 1922 there were thirty-three.

The Leanah Valley line was constructed in six months and opened on 30 September 1922. This line was steeply graded and had stretches of 1 in 13 and 1 in 14 grades. Three weeks later the route to Proctors Road was opened, on 21 October 1922. This latter line was later extended about 300 yards. The line never developed much traffic and was used for experiments with one-man cars.

The tramway workshops in 1920 turned out the first of a fleet of bogie single-deck trams of varying designs which, by 1931, developed into the system's standard bogie saloon car.

In 1925 a new nine-road depot was constructed at Moonah to house cars serving the New Town lines, as the City Depot had become inadequate for building, repairing and housing the whole fleet. Three of the roads were in the open.

The last line providing a new service was opened on 1 May 1928, a short branch off the Glenorchy line to Springfield. The Glenorchy extension was duplicated in 1933 and extended to its final terminus at Tolosa Street the following year. Further duplication of part of the Sandy Bay line was also carried out.

The tramway system reached a peak between 1931 and 1942 with nineteen route miles open for traffic. The total number of tramcars in Hobart was at its maximum in 1946 with thirty-four double-deck single-truck, seven single-deck single-truck and thirty-four single-deck bogie cars in the fleet.

At this time, local pressure to have the top decks removed from the double-deck cars reached a climax following a number of accidents. Conversion of the remaining double-deck cars to single-deck design was completed by 1949.

The decline of the tramway system began when the Council decided that trolleybuses should replace some tram routes following successful trials of these vehicles from October 1935. The first line to close was the Cascades route, taken over by trolleybuses on 24 August 1942. The lightly trafficked Proctors Road branch went over to the new form of transport in 1946.

The North Hobart line had been reduced to peak operation only and after the war it was to be closed. It was feared that cars terminating in the city instead of continuing through to North Hobart would cause traffic congestion in that busy area. A connection was built along Molle Street between the West Hobart line and the now disused Cascades/Proctors Road trackage in Macquarie Street to form a circular city section. Shortage of overhead materials delayed the opening of this section which had been otherwise completed in 1948, and the closure of the North Hobart line, until 1

January 1951. It formed the first circular route in Hobart's tramway history.

The Sandy Bay line was progressively closed from 16 June 1952, when the last tram ran to the beach terminus. It was cut back again on 13 July 1952 and the route finally closed on 5 December 1952, when car 142, the city's newest tram which entered service in November the previous year, made the last run. The last of the single-truck cars was withdrawn from regular service about this time, all remaining services being handled by the forty-two bogie cars built between 1928 and 1951.

On 1 March 1955, the Council's public transport system was taken over by the Metropolitan Transport Trust and the Trust soon decided on a policy of tramway abandonment and motor bus replacement for the trolleybuses.

Buses took over the Leanah Valley route on 3 August 1957, the first tram route not replaced by trolleybuses. Sunday services on the remaining tram routes, to Springfield and Glenorchy, went over to bus operation on 17 August 1958. From 18 July 1960, seven buses replaced six of the maximum of twenty-two trams used on the two services.

On 15 October 1960, car 141 was moved from City Depot to the Hobart locomotive roundhouse for the Tasmanian Transport Museum Society and is the only car of the Hobart fleet to be preserved in working order. It is now on display at the Society's museum at Glenorchy, a short distance from the former tram terminus.

Car 119 ran the last service to Glenorchy on Saturday, 20 August 1960. Ten trams were used to operate the service to Springfield until 21 October 1960, when car 128 became the last car in regular service. Decorated for the occasion, car 130 operated a ceremonial Last Tram on a rainy 24 October and became the last tram to run on the streets of Hobart under its own power.

These notes have been compiled from *Sixty Years* (published 1950), *The Electric Tramways of Hobart* (1960), and *Destination G.P.O.* (1971).

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

The Rocks Streetcar Association

The Rocks Streetcar Association was officially formed (after an invitation from the Sydney City Council) in August 1991, following almost 2½ years of behind-the-scenes activity assisting the Council with the proposed Rocks Tourist Tramway. This activity culminated with the arrival of R1 class 1943 and the launching of the project by the then Lord Mayor of Sydney, Alderman Bingham, at Pier One, Walsh Bay on 25 July 1991.

Car 1943 was the star at that ceremony, and since then the City Council has acquired the bodies of three more former Sydney trams, R class cars 1753 and 1923, and R1 class 1993, all of which are stored at the former Rozelle tram depot. In association with the Council's Engineering Department, the Association is continuing to acquire old tramcars (more than 28 bodies have been inspected) and the necessary spare parts, and has regular work days at Rozelle. The four cars at Rozelle have all been cleaned, repainted, and as many missing parts as possible and where practicable have been refitted.

The tourist tramway at this stage is separate from the current light rail proposal from Central Railway to Pyrmont/Ultimo. However, any redevelopment of the Walsh Bay area is to include a tramway and should the Pyrmont light rail line commence first, the tourist tramway through The Rocks and Walsh Bay area will surely follow. Despite comments by the present Lord Mayor, Alderman Sartor, that the project is on hold because of the financial situation, the Council is continuing to obtain trams through the Rocks Streetcar Association.

The bodies of the four trams obtained to date are being restored with parts obtained from R1 class cars 1962, 2017, 2028 and R class 1841.

It should be noted that, at the request of the City Council, Rozelle Depot is not open for inspection by casual visitors.

New Melbourne Tramway Loop

Tenders have been called for the construction of the new City Tram Loop which will provide transit service in Latrobe, Victoria, Nicholson, Spring, Flinders and Spencer Street. It will pass close to major attractions, activities and retail areas.

Work on the first stage - construction of new tram track and installation of overhead and power supply in Spring Street between Bourke and Flinders Streets - is expected to start in mid-July 1993 and be completed in November.

Work on the second stage involves construction of tram track at the intersection of Nicholson and Victoria Streets; Latrobe and Swanston Streets and in Spencer Street at the corner with Latrobe Street.

It is expected all work will be completed by mid-1994 and is the first tram extension in central Melbourne for 38 years.

The City Tram Loop is a joint State and Federal Government initiative, funded through the Better Cities Programme and is costing \$6.3 million.

New Substation Equipment

Cegelec Australia Ltd has been awarded a \$3.5 million contract to manufacture, test and supply four sets of rectifier substation equipment for the tramways. The work will be carried out at Carlton, Fitzroy, Camberwell and Mill Park substations. At Carlton, the new equipment will replace machinery which is more than 60 years old.

Melbourne Trackwork

Track replacement has continued in several locations over the last three months, including on route 59 just beyond the bridge carrying the Upfield rail line, Riversdale Road on route 70, and Hawthorn Road beyond South Caulfield junction on route 64. At the last two locations, only the down track was renewed. The first and last sites were particularly affected by a common problem - motor vehicles ignoring barriers and warning lights at night and crashing into the excavations. It is not unusual for two or more such misadventures to take place in the one night.

Melbourne Car News

The saga of the upgraded Z1 class tram 67 continues, with Kew Depot being the latest to ban its use on the grounds that it rides too roughly for a roving conductor.

W6 class 909 is in Preston Workshops undergoing rewiring as part of an overhaul to extend its working life. It is expected that about 120 other W class cars will be similarly treated.

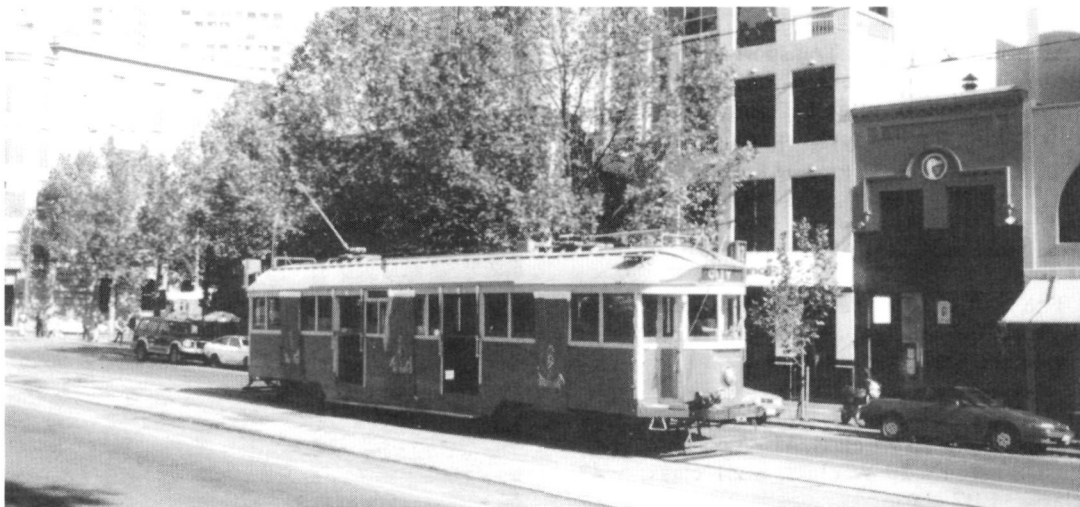
Work on upgrading W6 class 922 At Preston Workshops has ceased owing to objections from the National Trust, who consider the upgrading was changing the traditional

appearance too much. Not previously reported is the sealing up of the lower two-thirds of the saloon windows, leaving only the small inward-tilting hopper windows as the only form of natural ventilation. While such an arrangement is standard ventilation in such countries as Germany, which has a milder summer than the 40°C temperatures sometimes encountered in Melbourne, travelling in a German tram on a warm summer's day can nevertheless be unbearable.

Z1 class 19 has been sent to Glen Huntly Depot fitted with an experimental security screen for use with one person operation. Glen Huntly has also experienced an outbreak of vandalism directed at conductors equipment in some of the Z type trams. Although believed to be an 'inside job', nobody has yet been apprehended.

B2 class trams 2118 and 2119 were being fitted out at Preston Workshops at the end of June, while two further arrivals were in the yard awaiting fitting out.

The heritage trams normally stored at the old Hawthorn Depot have been moved to Camberwell and Malvern Depots while Hawthorn receives a new roof, presumably in preparation for its transformation into a tram museum.



Heritage W2 class 510, carrying banners promoting the production of the stage show "42nd Street", in Spring Street on 28 April 1993.

RAY MARSH

East Burwood Extension

After delays caused by unexpected problems, such as the accidental rupturing of an underground feeder cable when installing a span pole, final preparations for the East Burwood extension along Burwood Highway took place on 26 June 1993 when scrubber 11W became the first tram to run to the new terminus. Progress was slow due to workmen being encountered on the track in several places, and the trip was the more spectacular due to considerable arcing from the tram's wheels on a track dirty with rust and concrete. The following day, Z3 class 135 and B1 class 2001 also made test runs. It is interesting to note that although 2001 previously operated in service to the former East Burwood terminus some years ago, pantograph equipped trams, at the time of writing, were prohibited from the route as maintenance work over the intervening years has not always taken pantograph operation into consideration!

Early on 8 July, scrubber 11W made a final couple of runs over the new track. Then at 10.24am, V class 214 carrying the tramways band, T class 180, W class 380, Z3 class 142 and B1 class 2002 departed the old terminus at Middlebrough Road and travelled over the 1.7km new extension to the new terminus at Blackburn Road. 2002 was using its pantograph but had used poles as far as Station Street.

After a brief speech, Transport Minister Alan Brown declared the extension open. Regular service commenced at 11.11am with Z3 car 146 making the first revenue run.

Melbourne - Depot Allocation

The 614 active trams in Melbourne are distributed over eight depots. The allocation at the end of April was as follows:

Brunswick - 24 W class, 26 B2 class;
 Camberwell - 25 Z1 class, 41 Z3 class;
 East Preston - 29 W class, 8 Z1 class, 5 Z2 class, 34 B2 class;
 Glenhuntly - 40 W class, 30 Z1 class, 3 Z3 class;

Kew - 1 Z1 class 2 Z3 class, 70 A class;
 Essendon - 18 Z1 class, 56 Z3 class, 17 B2 class;
 South Melbourne - 39 W class, 2 B1 class, 32 B2 class;
 Malvern - 72 W class, 39 Z1 class.

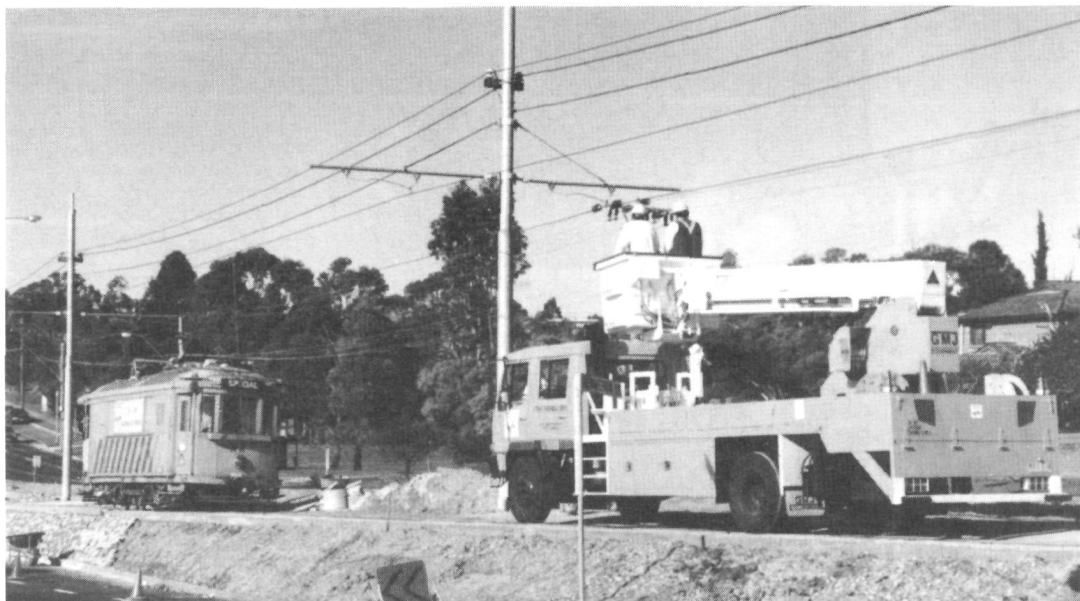
The W class fleet consists of W5, SW5, SW6, W6 and W7 classes which were built between 1934 and 1955.

Melbourne - General News

In preparation for the East Burwood extension, new rosters with more adequate running times have been prepared for Kew and Camberwell Depots (both of which provide service on Bridge Road), the extra time coming from better utilisation of staff and, in the evenings, a little less running time than previously.

This leaves just a few routes struggling with the holiday timetable introduced in December last. Routes 79 and 10 are those now in most need of revision following the introduction of very satisfactory rosters on routes 1 and 15/16 on 15 May. The latter did not result from continuous reports from inspectors about inadequate running times, but rather a letter to the editor of a major newspaper complaining that not many trams to St Kilda Beach actually got that far in the peak hour. A reply by a Melbourne driver, and an official response to





Scrubber 11W was the first tram on the East Burwood extension. It is seen here being followed by a PTC Tram Overhead Dept vehicle. 28 June 1993. RAY MARSH

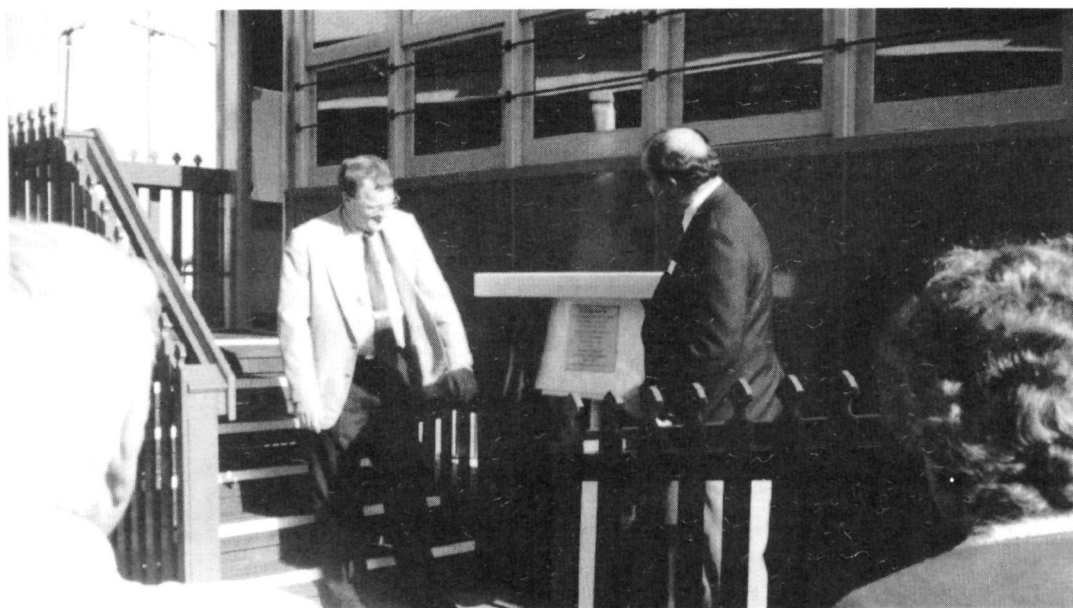


V 214, T 180, W 380, Z3 classes 142 and 146, and B1 class 2002 stand at Middleborough Road during the extension opening ceremony on 8 July 1993.

JEFF BOUNDS

The TMSV's T class tram 180 approaches the new East Burwood terminus on 8 July 1993. 180 was the second tram in the convoy to mark the opening of the extension.

JEFF BOUNDS



The commissioning of Perth E class 64 at McDonald's, Morley, on 27 March 1993. The Mayor of the City of Bayswater, Cr John D'Orazio (right) and Greg Weston of McDonald's (left) unveil the plaque.

RIC FRANCIS



The specially-cast aluminium dummy controller top and hand-brake wheel fitted to cupboards in the cab of E class 64.

RIC FRANCIS

The interior of E class 64 with the fitting-out of the dining areas nearing completion in March 1993. The new centre bulkhead with airconditioning vents above the door, and the new style of lighting, can be clearly seen.

RIC FRANCIS





New articulated B class 2118 arrives at Preston Workshops on 10 May 1993. It is being delivered from the manufacturers for final fitting out.

RAY MARSH

both letters, got the ball rolling rather swiftly.

Soon after gaining power last year the Victorian Government was quick to offer redundancy packages taking effect from 30 June to nearly all transport workers (a large number of whom accepted the offer and were approved to go). However, as far as redundancy for conductors was concerned, staff would only be released once an automated ticketing system was in place. This condition was not realised until shortly before the June deadline, and those conductors about to leave were asked to stay on until the end of the year. Many decided not to remain and some depots are now facing a serious staff shortage. To overcome this shortfall, staff from other areas of the PTC were canvassed to become temporary tram conductors resulting in 130 new temporary conductors being trained in early July. On 4 July, it was revealed that the government wanted staff to work seven-day weeks to overcome the staff shortages. Needless to say, the Union response was "No".

On a happier note regarding one person operated trams at weekends, it appears that both drivers and passengers are becoming more familiar with what is required. The need to 'block' late running trams on the routes concerned had diminished noticeably by July.

Sydney News

A development application has been lodged with South Sydney Council for the redevelopment of the old Newtown tram depot as a community facility and markets. Situated next to Newtown railway station, the depot is presently home to derelicts and pigeons. The 16-road depot was completed in 1900 and closed in 1957. In conjunction with this development, a former Sydney tram has been obtained to be located at the depot for use as a restaurant. R1 class 2050 was retrieved from Byrock in north-western NSW in April and has been placed in store at Rozelle depot until the markets development commences.

A freshly painted tram stop sign has appeared in Milson Road, Cremorne on Sydney's north shore. The North Shore Historical Society and North Sydney Council got together and had the fading tram stop sign on a power pole repainted. The stop was on the Military Road to Cremorne Wharf line which closed on 28 April 1956 and is thought to be the last visible tram stop on the North Shore system.

Oops Department

A couple of unfortunate errors found their way into the last issue of *Trolley Wire*. These are,

in page order:

Page 11: The photo on this page was a last-minute replacement after our photo lab 'lost' the photo and a number of negatives for six weeks. Unfortunately, the caption was not updated. The photo that should have appeared is reproduced in this issue with the same caption. The replacement photo was of Sendai 121 in its rebuilt condition.

Page 13: Ishibashi has been spelt incorrectly in two places. This name does not include the letter 'c'.

Page 15: William A Pearce's surname is incorrectly spelt in the photo credit. Our sincere apologies, Bill.

Page 16: The date in the first paragraph should be 23 January 1993. The Editor is deeply embarrassed for letting this error slip through as it had been picked up earlier in the production process and apparently not corrected.

Page 28: These photos have been printed in reverse order or, if you prefer, 'Above' should read 'Right' and vice versa.

C.O.T.M.A.

Council of Tramway Museums of Australasia

From Bill Kingsley

Disaster at Parramatta

In regard to the disaster of 7 June detailed on page 3, two things are important. The first is that the ST&RPS are not giving up, and their intention is to rebuild to operational status as soon as possible. The other is that every COTMA museum and every individual member must provide as much encouragement and assistance as we can, because we are all in this task together. We cannot survive alone.

To Laurie McCulloch, Cliff Currell, Frank Moag, Frank Millier and all our friends at Parramatta, COTMA and all its members offer our total support, encouragement and assistance to help you overcome this horrific hurdle.

Double Deck Trams in Hobart

The Tasmanian Transport Museum Society has been provided with funds by the Hobart City Council and the Metro towards the restoration of Hobart double-decker 46 as a static exhibit and are proceeding with that task. September 1993 marks the centenary of the Hobart tramway system so there is need for haste. David Jones, who is both President of the TTMS and COTMA representative, has indicated that at least one Alderman wants to see trams running again in Hobart as a tourist venture.

Car 46 is truckless. It needs a 21E truck and Bendigo has indicated to David that it can manufacture a suitable truck. If any other museum can help, then please contact David.

David also needs photos of Hobart double deck cars in service, particularly 46, to assist in restoration and publicity.

If anyone can help the TTMS with either of these needs, please contact David c/- TTMS, PO Box 867J, Hobart 7001.

Bendigo COTMA Conference 1994

The probable dates for the 1994 Conference are Friday, 2 December 1994 (morning pick-up in Melbourne, thence via Bylands) to Wednesday 7 December (return via Ballarat and Haddon to Melbourne with buses returning to Bendigo for anyone wishing to stay on in Bendigo). Reasons for the later-than-normal dates include the availability of Phoenix House at the University campus for all functions and accommodation at that time (after students leave), exams are over for our own member students, it is a lean tourist period, it is usually glorious weather in Bendigo at that time, and we are aware of a general desire by members to hold Conferences outside winter. If the dates provide any real problems would Museums or individuals please contact me quickly. (Bill

Kingsley's address and/or phone number can be obtained from your Museum Secretary).

Incidentally, the programme for the Conference is coming up great. Dennis O'Hoy is chairing the conference committee and it is all starting to look very exciting. We can promise you a really fantastic time. Brisbane members should be able to take considerable glee from a conference in Phoenix House. Many members have expressed a fear that they will not be able to "play trams" in Bendigo. Let me allay your fears. The northern section of track from the Lake to North Bendigo will be available for all to try their hand at driving real Bendigo trams (including the Birneys).

Our Chairman

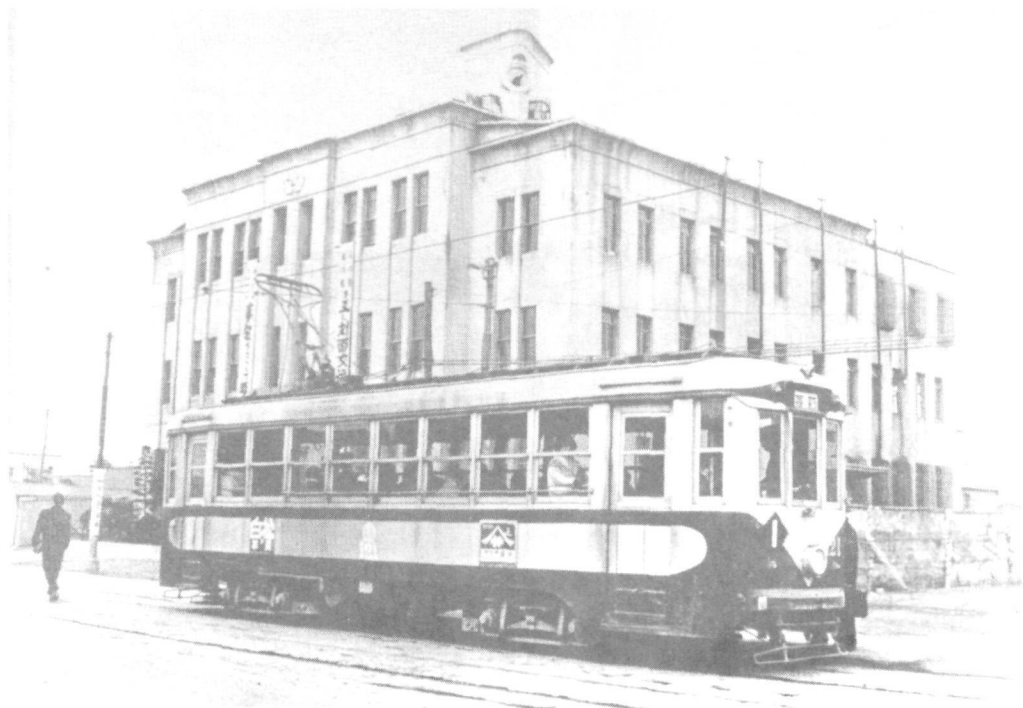
John Radcliffe has taken up a new professional appointment as Director of the Institute of Plant Production and Processing of the CSIRO. We congratulate John on this new and exciting opportunity. His office is at the Waite Campus, Glen Osmond, South Australia but his work takes him all around Australia.

Meeting with Allan Brown

John and I had arranged for a meeting with the Victorian Minister for Public Transport on 9 June in order to discuss various matters of relevance and concern to Museums, but this meeting was postponed by the Minister's Office. We hope to meet with the Minister in July.

Perth COTMA Conference 1992 Video

Videos of the Perth conference have now been mailed to those who ordered originally and also later orders following notices in *Trolley Wire* and COTMA Memorandum 66. I have heard only praise for the videos, produced by John Phillips of the BTPS for COTMA. In fact, there have been significant orders from people who were not at Perth. The video covers all the Perth activities and has the video clips produced by Museums for the "brag night" added at the end. I can guarantee that these videos are certainly value for money. John has deliberately tried to include all delegates in the video at one event or another, so, if you were



Sendai 121 (later Nagasaki 1054) in its original configuration and livery.

Courtesy NAGASAKI DENKI KIDO

at the conference, you are most assuredly in the video.

The 1½ hour video is \$29.80 including packing/post to anywhere in Australia, and \$31.80 inclusive to New Zealand. Orders with cheque please to the Treasurer, COTMA, 8 Northwood Street, Ringwood East, Victoria 3135 by 30 November.

COTMA Committees

The Perth conference voted that we establish two more committees to develop guidelines for driver standards, training and testing, and for operations and safety. These two committees are about to be activated. If you have been voted onto one of these committees, then prepare to be contacted soon.

Craig Tooke, with assistance from Andy Hall, has republished the Draft Electrical Rules, as approved at the Perth conference, as the

COTMA Electrical Operations Guidelines. These will be distributed soon.

Trans Tasman and Trans Murray

It was my joy and privilege to again visit New Zealand during March-April. My activities included the following:

CHRISTCHURCH - weekend at Ferrymead, work party, home meeting with members, discussions with Dave Hinman and with the City Council re development of the city tourist tramway, ride preserved buses.

WELLINGTON - Weekend at Queen Elizabeth Park, meeting with Henry Brittain, home meeting with members, ride preserved buses.

COROMANDEL - Easter as ticket officer at Driving Creek Railway.

AUCKLAND - Sunday at MOTAT, general



Monique (Birney 11) and Turbo (Birney 302) line up in Pall Mall on 1 February 1993, waiting for the starter's gun.

DENNIS BELL

discussions with Ian Stewart, specific discussions with Bruce Gamble re extension.

It really was a busy time and I returned to Melbourne tired. But real thanks to Dave, Dot, Douglas, Allan, Henry, Keith, Trevor, Peter, Richard, Bryce, Peter, Barry, Duncan, Ian, Margaret, Bruce and many others for their hospitality, assistance and special privileges. I hope that my being with you has been of some value.

So home to Melbourne and almost immediately off to Sydney with Keith Kings and Andy Hall for the opening by SPER of their new route into the Royal National Park. Another work party, then the big day. Congratulations SPER for everything connected with the big event and for inviting John Radcliffe and myself to represent COTMA. You have a marvellous facility and opportunity serving the Royal National Park and I know that you will serve each other well.

BENDIGO

The Bendigo Trust

From Dennis Bell

The Great Tram Race

A new childrens' book entitled *The Great Tram Race* by Melbourne author Lowen Clarke was the inspiration behind staging a real tram race in Bendigo, using the double track in Pall Mall. The book tells the story of two trams,

named *Monique* and *Turbo*, having a race through the streets of Melbourne. Two of our little Birney cars, nos 11 and 302, adopted the names from the book and were suitably dressed for the occasion. On 1 February 1993, a large crowd gathered in Pall Mall to witness the strange spectacle of a tram race. Who won the race, you ask? It was a "book" finish.



A Bendigo tram driver with the Minister of Transport, Alan Brown on 8 June 1993. The Minister drove the tower truck into the tram depot.

DENNIS BELL

Tower Truck

On 8 June 1993, the Bendigo Trust was grateful to receive a much needed tower truck from the Minister of Transport, the Hon. Mr Alan Brown. The 1981 Hino scissor truck is on loan from the Public Transport Corporation and will be a great asset for maintaining our 4.3km of overhead.

Since the Trust took over the running of Bendigo's trams in 1972, we have been without an overhead maintenance vehicle. The State Electricity Commission has given the us some support over the years and in more recent times the Tramway Museum Society of Victoria have kindly loaned their Bedford tower truck. We are extremely grateful to the Minister of Transport in making available a tower truck when he realised our need for such a vehicle.

BYLANDS

Tramway Museum Society of Victoria

759 'Clyde' Tour

A tour in W5 class 759 was run very successfully on Saturday 29 May with fine and sunny weather adding to the well-organised day.

The tour used one of the last 'Clyde' controlled tramcars in regular service and

travelled the north-western lines where these cars predominantly ran during their lifetime.

Our departure from Preston Depot was right on time at 10.30am when we had a rather brisk run to Bundoora. After a short wait we were again on our way back to the City via Clifton Hill.



SW5 class 759 stands on the new Airport West extension during the tour on 29 May 1993.

JEFF BOUNDS

At Victoria Parade we turned right down to Elizabeth Street. Elbowing our way around the corner into Elizabeth street set us up for the run out to west Maribyrnong via North Melbourne. We then continued on to Moonee Ponds where lunch was taken.

The afternoon started with a run out to the new Airport West terminus amongst the numerous articulated trams. From Airport West our return journey brought us to Abbotsford Street where we reversed and traversed the parklands past the zoo and on to West Coburg around all those curves. On our return to Abbotsford Street we continued to the new Elizabeth Street terminus for a short afternoon break.

From here we ran right out to North Coburg. However, on our return a very quick visit to Brunswick Depot allowed us to miss running down Sydney Road and mixing with the

football crowds. We ran via Moreland Road and Lygon Street, Swanston Street Walk and on to South Melbourne Cricket Ground via Sturt and Clarendon Streets, finally arriving at Fitzroy Street at Park Street. Our return to Preston Depot was via the normal route 9.

We would like to thank the PTC for allowing the tour to proceed, Andrew Hall for organising the details and to Doug Prosser for his chauffeuring us around on the day.

Monument Creek buildings

Work is still proceeding on the dismantling of the Bristol building at Monument Creek. Over the last weeks in June we plan to move four small buildings across to Bylands with the help of the tri-axle trailer as well as completing the dismantling and removal of the Bristol building.

BALLARAT

Ballarat Tramway Preservation Society

From Dave Macartney

Traffic figures are now available for the revised arrangements which applied to this year's Begonia Festival. A total of 3585 passengers travelled during the nine days of the Festival, with the busiest day being Sunday 7 March, with 980 passengers. The total for the month was a respectable 4011, which is 1914 more than last March. It was business as usual in April, however, with 2025 passengers travelling, which was precisely the same number as April 1992! The Begonia Festival Committee have tabled their annual report, and have succeeded in returning a profit after the financial disaster of 1992, so the Festival lives on, and hopefully the Tramway's expanded role will continue in future years.

The Society's long-awaited video has finally been released, after every conceivable production delay. Mention was made of it in the local press and on television, so sales in Ballarat to the general public have been quite brisk, and will hopefully continue through our retail outlet downtown.

At the depot, winter has arrived, and the paint brushes have been put away until conditions improve. An ongoing job is the scraping down of ESCo No. 12's saloon ceiling. The timberwork appears to be in much better condition than that of the horse car, being of much more substantial construction. The horse tram roof was built of bass wood, as used in the manufacture of cigar boxes, and eventually had to be replaced. The ribs of No. 12's ceiling are in particularly good condition, and are appearing from their coat of cream paint in good shape. Some consternation was experienced on removing an internal panel in No. 12 and finding a pencilled notation reading "A.C. Tarrant 28-9-85". As the saloon section of No. 12 started life as North Sydney cable trailer No. 18 in 1892, this piece of information looked like upsetting the historians no end. However, on reflection, it was realised that the inscribed piece of timber was part of the alterations of 1905, during the rebuilding for electric service. Originally it had been the location of an oil lamp during the

cable days, but had been replaced by a panelled mirror in 1905. Mr A.C. Tarrant must have worked on the conversion, and 28-9-85 would have been his date of birth. A bit more research may reveal if he was employed by the tramway, or perhaps was contracted for the conversion programme.

Notations behind panelling are not uncommon. No. 27 has some signatures from the staff at Preston Workshops from its last overhaul as M&MTB No. 116 in the late 'twenties. These are hidden behind one of the

saloon quarter panels, while another one now has the names and details of the CEP staff of 1985. No doubt some future historian will have to go out and find out what the CEP was all about.

No. 27 is currently out of traffic, having tripped over its' own lifeguard tray and demolished this, along with one bank of resistance grids. Even at low speed, the damage caused was quite spectacular. Most of the metalwork of the tray was straightened out, but the timber was donated to the firewood stack.

HADDON

Melbourne Tramcar Preservation Association

From Craig Tooke

Work at Haddon over recent months can be divided up into two main categories—trackwork and signalling installation work.

Trackwork

Our track gang led by Tony Smith has been concentrating on the installation of the closure rails leading to the terminus area. This work has now been completed and all that remains is for the two straight legs of the terminus tracks to be laid.

The filling material purchased during March and piled along the main line right of way has been spread along the length of the line following the levelling of the track. Packing the filling under the steel sleepers on the main line will commence shortly.

The red soil filling placed along the depot fan track a number of years ago has now settled and 1/2-inch blue metal screening has been obtained and spread along the length of the depot fan track.

Traction Negative Return

With the completion of the main line, an additional negative return tie cable has been installed in a specially dug trench connecting

the main line track and the carbarn track.

The two ends of the cable await termination onto the track at each end. Further design and installation work on the negative return system will be carried out shortly.

Signalling System

Noel Gipps has completed design work for our signalling system and is now engaged in drawing the diagrams and specifications required for work to proceed.

John Withers has completed work on the two former PTC style 'R' signal units to allow installation of the signal lights. Both signals are at "Ireland Engineering", as we refer to it, where Arthur Ireland is giving the units a final coat of paint before they are mounted on the masts.

Craig Tooke has given the signal cabinets their second coat of paint, both internal and external, and the cabinets have come up quite well. He has also designed and constructed a 240 volt to 24 volt dc power supply to be housed inside one of the signal cabinets to provide power for the signal lamps.

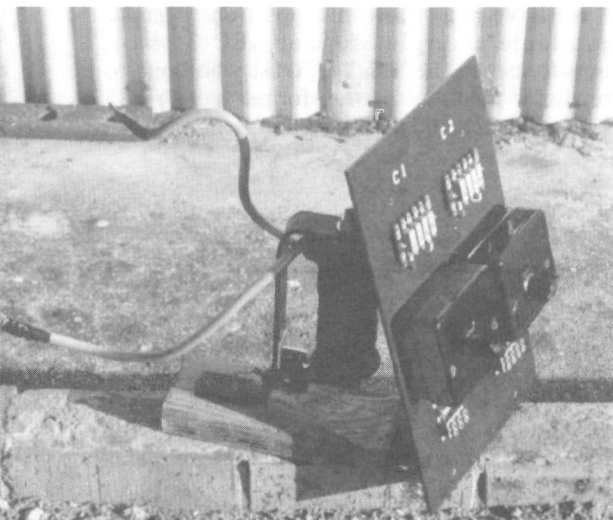
John Withers has assembled and wired the three dropping resistor and fuse isolation panels which will be used where supply is



Austransit '93 tour visitors with W4 class 670 at Haddon on Good Friday.

CRAIG TOOKE

obtained from the overhead system. Modifications to three former track telephone boxes which will be used to house the panels on the poles have been completed by Tony Smith.



The recently completed automatic point coil and fused dropping resistor panel.

CRAIG TOOKE

Tram Controller Maintenance

John Withers has carried out routine controller maintenance on W3 class tram 663 and W2 class 357, including filing and adjustment of the contacts to ensure they are making and breaking correctly. Although a routine and sometimes mundane job, it is very important with the direct control type controllers with which our trams are equipped. Similar work is to be carried out on our other operational trams.

Visit by Austransit '93 Tour Group

We were pleased to welcome the Austransit '93 tour group on a visit to our museum as part of the AETA's 50th Anniversary Convention on Good Friday. W2, W3 and W4 class cars 357, 663 and 670 were in service providing rides around the museum for the visitors.

In addition to riding the trams, our visitors were shown around our museum and were suitably impressed at what we have achieved. Following their inspection, the tour party then proceeded into Ballarat where they inspected the BTPS museum and tramway.



Members constructing the track at our terminus.

CRAIG TOOKE

Surplus Equipment

Our Association was very pleased to make available a large quantity of surplus trolley ear hangers to the SPER for use on the National Park tramline extension following a request for assistance. The hangers were collected by SPER Chairman Howard Clark on Good Friday.

We would like to congratulate the SPER on the opening of the new line which is a major achievement.

We have also been in a position to make available a surplus former SEC 3-phase transformer to the Bendigo Trust who hope to rewind it for use. The transformer has already been collected and transported to Bendigo.

FERNY GROVE

Brisbane Tramway Museum Society

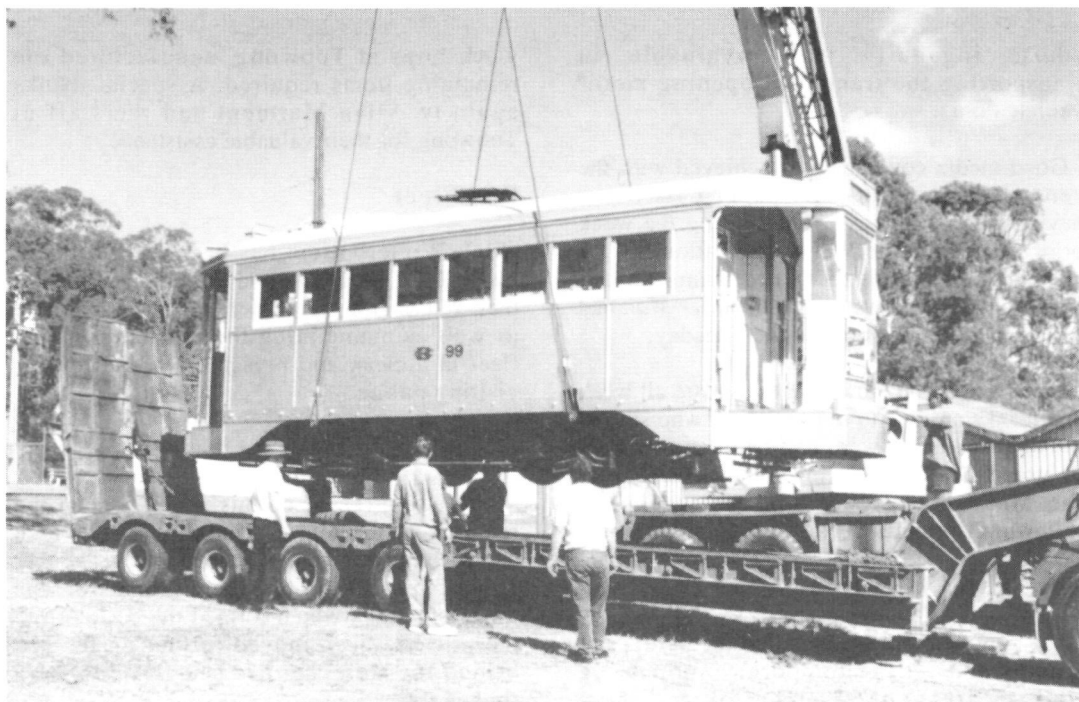
From John Lambert

Heritage Week

The National Trust of Queensland decided that Transport would be the theme for Heritage Week 1993. During April the Brisbane City Council transported four-wheel trams 65 and 99 from the Museum to King George Square where they were on display with buses 80 and

722. The Society staged a photographic display adjacent to tram 99, while the City Council's photographic display filled the City Hall foyer. Additional displays were in City Hall's Sherwood Room and in the Queen Street Mall.

Our thanks are extended to the BCC Transport Department for assistance in preparing the buses for display after the recent vandal damage, and in particular to Allan Marment



Baby Dreadnought 99 being loaded at Ferny Grove for the trip to King George Square. Left to right can be seen Alan Marment, Bevan Burnes and Wayne Chaseling.

JOHN LAMBERT



A view of King George Square during Heritage Week. City Hall provides the backdrop with 99 and 65 flanking the main entrance.

JOHN LAMBERT

whose ingenuity was invaluable in transporting the trams and opening motor vehicle doors.

Good media coverage was achieved with the central business district paper *City News* having a large feature article during the week prior up to Heritage Week, TV station BTQ 7 screened the moving of the trams on the Sunday evening news and the *Courier Mail* had a prominent photo story on the Tuesday.

There were good crowds in the square all week and thanks are due to our members who staffed the display. There were two or three members in attendance at most times and patronage at the Museum increased in the weekends following Heritage Week.

New Display Building

The contractors have installed the permanent stumps and all the temporary supporting timbers are gone. The building is now completely freestanding and awaits renovation, minor repairs and fitting out internally. The Museum has applied for a State Government small museums grant to assist with the purchasing of display equipment and accessories.

Workshops

Restoration work on dropcentre car 341 has been suspended while construction of the new waste transfer station is being undertaken by the Brisbane City Council. Construction earthworks have resulted in a continual build-up of fine dust throughout the museum and seems to concentrate in the workshop building. This has made spray painting any parts of the tram impossible at the present time. Members are involved in other projects on site until this phase of the construction work has been completed.

Small Museums Grant

The equipment for straightening tram bodies (in particular dreadnought 136) has been purchased with a State Government grant. Some items were obtained "off the shelf" from various engineering supply companies while it was appropriate that the Brisbane Transport

workshops at Toowong manufactured the remaining items required. A special thanks again to Allan Marment and the staff at Toowong for their valuable assistance.

Bus Fleet

Bob Winterbottom has been busy keeping buses 722 and 80 in good condition following their return from their Heritage Week sojourn, as well as maintaining the remainder of the fleet in a clean and presentable state for our visiting public.

Grounds

Another surge of enthusiasm has seen the removal of the pile of "junk/rubbish" which had accumulated between the store and the rear fence opposite the members' car park. The travelling crane which formed the backdrop to the pile has been moved further up the hill behind the store and has been levelled on a timber sty.



Single truck open car 65 being lifted in King George Square.

JOHN LAMBERT

ST KILDA

Australian Electric Transport Museum

From Colin Seymour

New Track Officially Opened

Our new 290 metre section of concrete track from Shell Street to the playground tram stop was officially opened by the Mayor of Salisbury, Mrs Pat St Clair-Dixon (since defeated in a local government election) on Easter Monday, 12 April 1993. The Salisbury Council had received Federal funding to enable the track to be relaid between January and March 1993.

The Mayor boarded C 186 on the first trip for the afternoon at 1.30pm. Motorman John Eastaff drove the tram to the start of the concrete track in Shell Street where the passengers alighted to hear the official speeches. Ballarat 34 also brought passengers to the scene. After the Mayor had completed her speech from the running board of car 186, John Eastaff slowly edged the tram forward through a ribbon held across the track. The

ribbon was held by two key people who made the project happen - Council Engineer John Hutton and consulting surveyor/engineer Bob Persztik. Passengers then reboarded the two trams for the trip to the playground tram stop. Bob, incidentally, has since joined the Museum as a member.

Track Scrubber

Ian Seymour has adapted our weed spraying service vehicle S4 for use as a scrubber car to smooth out some of the slightly pitted rails used in the concrete track relay. Ian fitted carborundum blocks to S4's truck (between the wheels on each side). The water tank fitted to S4 supplied the water which is an essential part of a scrubber car's operation. S4 was generally propelled by W2 works car 354 for scrubbing, although the new diesel-electric shunter has also been used to propel the vehicle. Approximately 100 scrubbing trips were required to smooth the rails.



The new 290 metre concrete relay looking from the playground towards the St Kilda township shortly before re-opening of the line.

JOHN RADCLIFFE



The Mayor of Salisbury, Mrs Pat St Clair-Dixon (standing on the front running board of C 186) officially re-opens the tram line to the playground on 12 April 1993. Car 186 is standing at the start of the concrete relay in Shell Street. Ballarat 34 can just be seen at the rear.

JOHN RADCLIFFE

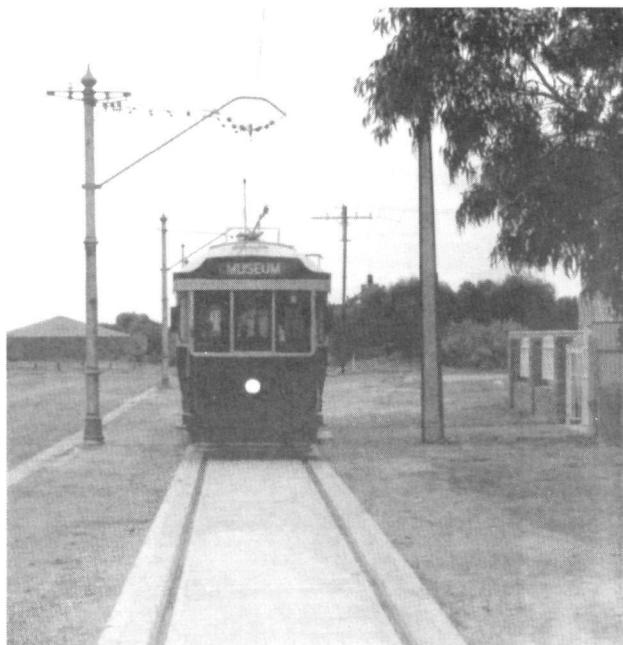
Reconstruction of 42

Work continues on the reconstruction of toastrack tram B 42. The barge boards (letter boards) and gutters have been fitted, and the roof is being readied for a coating of Dynel. The motorman's cabins are now structurally complete and have had the controllers and brake gear refitted. The ceiling veneers are now being lined out.

Annual General Meeting

The annual general meeting of the AETM was held on site at St Kilda on Saturday 29 May 1993, the first time in the Museum's 36 year history that an AGM has been held on site. The AGM in recent years has been held in the Goodman Building at Hackney Depot. However, since the transfer of STA bus operations to Mile End in August 1992, the building has not been available. We hope to be able to return to the centrally located Goodman Building when it is eventually returned to use by the Botanic Gardens authority.

A highlight of the Annual Report was a 40% increase in passengers over the previous year.



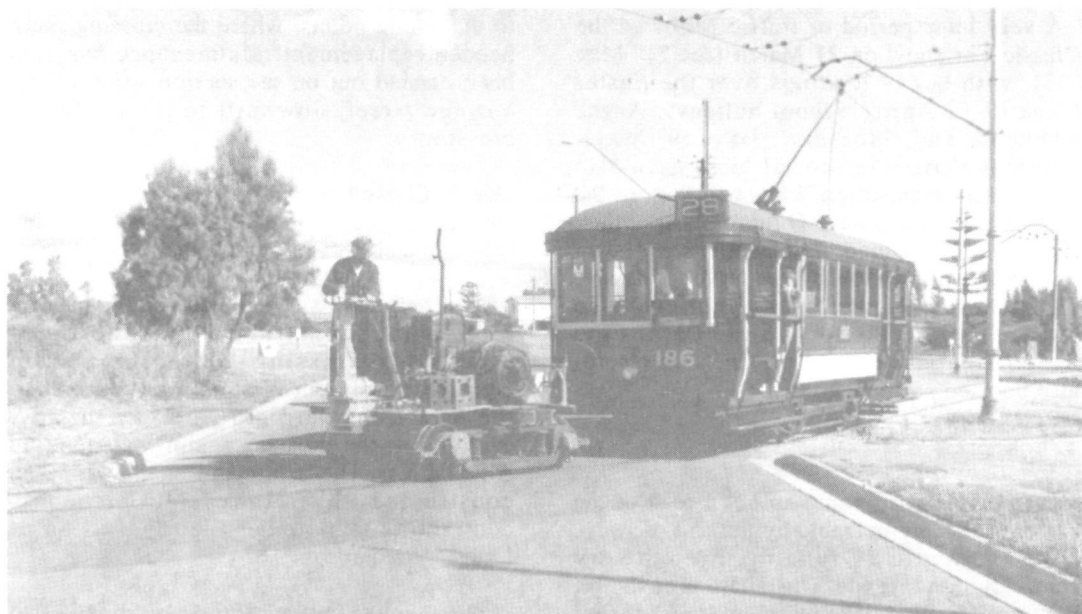
Ballarat 34 rumbles along the concrete relay in Shell Street, St Kilda on its return from the children's playground at St Kilda Beach.

PAUL SHILLABEER



The end of the concrete track - the playground tram stop at St Kilda. Official visitors inspect the track after the official re-opening on 12 April 1993. It can be seen why Christopher Steele's job of repainting the lineside poles is never ending.

JOHN RADCLIFFE



The new diesel-electric works vehicle, with Ian Seymour at the controller, shows its strength by towing C 186 across the Mangrove Street crossing.

PAUL SHILLABEER

Although far short of our best years of the mid 1970s and early 1980s, it is a very encouraging sign. In fact passenger figures for this year (from 1 March 1993) have continued to improve. The meeting concluded with a barbecue and night tram rides.

Elected officers are:

President	Colin Seymour
Vice President	Peter Keynes
Secretary	Ron White
Treasurer	John Hoffmann
General Manager	Chris Dunbar
Operations Manager	Max Fenner
Rolling Stock Manager	Kym Smith
Site & Safety Manager	Ian Seymour
Track &	

Overhead Manager
Trustees

John Pennack
Christopher Steele
Max Fenner
Ian Seymour

Other News

Dropcentre F1 type 282 has returned to the operating fleet for the first time in a couple of years while our other Adelaide dropcentre F1 type 264 is having its exterior paintwork repolished. After six years of operations in the St Kilda sun, the northern or beach side, where the afternoon sun shines, has noticeably faded.

A large charter by the YMCA Explorers and Adventurers on Sunday 23 May resulted in 1363 passengers for the day on 44 trips.

WHITEMAN PARK

Perth Electric Tramway Society

From Michael Stukely

Operations

A very busy period of traffic followed the Classic Car show on 21 March (see TW May '93), with heavy loadings over the Easter break (9-12 April), school holidays, Anzac weekend and Mothers' Day (9 May). Substantial rises in special hires have also occurred. A segment on Whiteman Park in the programme "The Great Outdoors", in which Fremantle 29 featured prominently, was shown on national television by the Seven Network on 30 April. No doubt this publicity also attracted more visitors to the Park. Fine weekends in June (one of the driest on record) also boosted patronage.

Track

The new pit-road points in no. 4 road of the carbarn fan were operable by the end of April, with Fremantle 29 running through very smoothly in a test run. (Installation of the pit road itself will not take place until after the pit has been constructed.)

Nine sleepers were replaced at Bennett Brook tram stop in May, with extra ballast added at the curve east of the first road-crossing to permit lifting and packing. Repairs were done to the siding points, where the crossing ramp needed replacement. Maintenance has also been carried out on the section south of the Village street, downhill to the cycleway crossing.

Kevin Clarke has spot-treated termite-affected sleepers around the system with used engine oil supplied by Swan Taxis Bayswater Depot.

Good progress has been made on the passing loop being constructed just north of Stockmans Crossing. Sets of points on permanent loan from Westrail were delivered to the park from Narrogin yard late in May. Welding of the crossing ramps was done by Alfie Francis. The two sets of points were then constructed by Andy McCutcheon's contracting team under the supervision of Lindsay Richardson.

Following the cutting of the main line in two places and the removal of two panels of track, a crane was hired to lift the two sets into place on Saturday 19 June - they fitted to perfection.

After plating up the Village (northern) end set with considerable difficulty (due to rail profile variations), the first tram operated through successfully at 2.15pm. On the Saturday, and until mid-afternoon on Sunday, all trams shunted at Stockmans East until the second set of points was opened to traffic at 3.05pm, again without problems. Both sets are open for mainline use only, until the loop is completed in July.

Overhead

The new concrete poles at Farmgate Curve were back-stayed in early June, and the overhead transferred to the first two (at the centre of the curve). An additional concrete pole has been installed at Bennett Brook culvert, and awaits the fitting of a bracket arm.

Around the Car barn

Formwork for the floor of the traction sub-shed was completed in May, and concreting was done on 18 June with excellent results. Prices have been obtained for concreting a further three bays of the engineering shed

floor. Final plans for the long-awaited maintenance pit were collected from the consulting engineer in April.

Considerable difficulties were experienced by Vic Sweetlove and Eddie Vagg in refitting the gear-casing to the ex-Kagoshima 77E truck, whose overhaul is nearing completion ready for a truck exchange on FMT 29.

David Brown has been busy sanding the interior timbers of Perth E class 67 on recent workdays.

The rewiring of sections of W5 class 766 has continued. The trolley poles, bases and roof-ducting have been painted by Arthur Chadwick. Following the filling and sanding of the car's exterior, priming and undercoating were almost complete at the end of June. Kevin Clarke's father, Jack (a former painter by trade), is doing a top-class job on this tram.

Bird-guards installed at the ends of the overhead troughing over the car barn doors have proved to be very effective in keeping out the pigeons, which had decided that the troughing made an ideal roost (not so good for



The site of the pit (foreground) to be constructed in the engineering shed, with the first bay of the floor concreted (right of doors), on 4 April 1993.

MICHAEL STUKELY

the trams stabled below, however).

In preparation for the arrival of Kalgoorlie 25 at the museum, a lot of hard work was done in repositioning vehicles on 24 June. Melbourne no. 1 trucks were exchanged for the railway bogies under the dormitory car, Fremantle 28, which was then shunted from no. 4 road of the Oketon Geddes Carbarn to the back of no. 1 road alongside the members' room (the position formerly occupied by Perth E class 64). Sunbeam trolleybus 84 was towed from no. 6 road in the Lindsay Richardson Carbarn to the rear yard to make room for 25. Various trucks were shunted to new locations; it was decided to use no. 1 trucks for 25 rather than the railway bogies due to problems in moving them over grooved rail. Finally on 30 June, trolleybus 84 (with Duncan McVicar at the wheel) was towed by Trevor Dennhardt (on the tractor) to the new Channel 7 building near Whiteman Village Junction, where Park Management have kindly offered covered storage for it.

General

PETS was well represented at the recent AMRA model railway exhibition held at the Claremont Showgrounds (5-7 June). David Brown prepared a highly professional display of photographs, and videos were also shown. Thanks are also due to Brent Luscombe for liaising with the AMRA, and the members who manned and assisted with the stand.

Park Management have produced a set of high-quality colour postcards depicting various aspects of Whiteman Park. Three of them feature our trams - Fremantle 29 at the new Village stop, W4 class 674 at the old Village stop, and W2 class 368 near Stockmans Crossing with a cattle drive in progress. Other cards show WALRPA's NG15 class steam loco 123 (2), old machinery, and wildlife in the Park. Cards may be purchased from PETS, PO Box 257, Mt Lawley, WA 6050 at \$1 each plus postage (45 cents for up to three cards).



A recent project undertaken by our younger members was the overhaul of the motorised gangers' trolley. Paul Edwards (left), visitor John Grillo, and juniors Craig Winslow and Michael Parry are shown during a test run on 14 February 1993.

MICHAEL STUKELY

NEWCASTLE

Maitland Tramway Park and Museum

From Jack Nyman

A Tram Runs Again in Newcastle

At 5.20pm on 2 June 1993, Terry, our President, drove 432 for a short distance to prove that the generator was in order. This was the first tram to run in Newcastle for almost 43 years.

The first service was run on the following Saturday, a day of heavy rain. We had many more passengers on the Sunday but it and every subsequent running day has had bad weather. While we have not taken the money that we need, we have done well considering the conditions.

Public acceptance of the tram has been excellent and people like the running along the wharf edge. All motor vehicles have been deterred from parking on the line, although two fishermen have parked their trucks on the line and another one is careless in reversing. Our tram drivers are vigilant when running alongside the former cargo sheds.

September 5 for Grand Opening

A local resident, Mrs Virginia Chadwick, the newly appointed Minister for Tourism, has consented to declare open the tramway and display room at 10.00am on Sunday, 5 September 1993. We also hope to have our Cafe Tram running on that day as well.

Everyone is invited to attend!

Various Items

National Textiles Ltd has given us until 30 September 1993 to vacate their part of our Rutherford site. Our Board is considering the options available to the Museum. Our tenure on that part of the Rutherford site owned by Maitland City Council is safe "for the foreseeable future".

We have received mention in news items twice in the *Newcastle Herald* and *The Star* and have taken part in radio talkback programmes on 2NA and 2HD.

GLENORCHY

Tasmanian Transport Museum Society

The Metropolitan Transport Trust have made a grant of \$3000 towards the restoration of Hobart double deck tram no. 46. The Society is most grateful for this generous action and in return we have undertaken to have the tram available as the centrepiece for centenary celebrations to mark the 100th anniversary of the opening of Hobart's electric tramway system.

Work is continuing on restoring the tram body with work being carried out on Saturdays and on Tuesdays and Wednesdays for those with time to spare during the week. To enable

members to work on the restoration at home, an 'adopt a seat' project was launched and has been most successful with all seats being taken for refurbishing. Many thanks to all members who are participating in this project.

Ian Coper has advised that his book "*Hobart Tramways - a centenary review*" is being published by Transit Australia Publishing for release in September 1993. It will be 300 x 210mm, 64 pages, 98 black & white and 13 colour photographs. The price will be \$19.95 for the soft cover version and \$31.95 for the case bound edition.

