# TROLLEY WIRE

No. 255

**NOVEMBER 1993** 

\$6.00



**HOBART DOUBLE - DECK CAR 46** 

# TROLLEY WIRE

# AUSTRALIA'S TRAMWAY MUSEUM MAGAZINE

NOVEMBER 1993

No. 255, Vol.34, No. 4 ISSN 0155-1264

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Published by the South Pacific Electric Railway Cooperative Society Limited, P.O. Box 103, Sutherland, N.S.W. 2232

Subscription rates (for four issues per year) to expire in December:

Australia	\$23.00	
New Zealand	\$25.00	
Elsewhere	\$27.00	

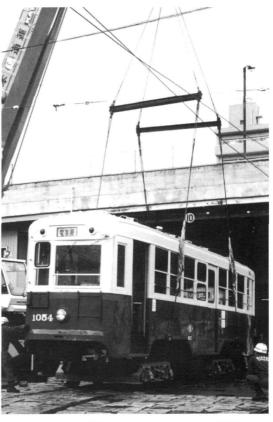
All correspondence in relation to "Trolley Wire" and other publishing and sales matters should be forwarded to:

P.O. Box 103, SUTHERLAND 2232

The opinions expressed in this publication are those of the authors and are not necessarily those of the publishers or the participating societies.

Typeset and Printed by Image Output Phone 892-1406, Fax 892-1568

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Car 1054 being lifted by crane in Nagasaki Electric Tramway's Urakami depot. The overhead wiring had to be disconnected to allow the crane unrestricted room to lift the car. NAGASAKI DENKI KIDO

#### **Front Cover:**

A top deck side panel is raised into position on Hobart double deck car 46 at the Tasmanian Transport Museum during the final stages of its preparation for the Hobart Tramway Centenary.

RICHARD HELM

#### Back Page, Top:

Hobart bogie cars 128 and 114 at the city terminus in Elizabeth Street on 31 January 1959. The cars have the white painted bumpers which replaced black from late 1957.

ROBERT MERCHANT

#### Back Page, Bottom:

Hobart bogie car 142 stands outside Moonah Depot in February 1953. 142 was only three months old and the last tram to be built in Hobart.

NOEL REED

#### THE ACQUISITION OF NAGASAKI 1054

By David H. Rawlings

The possibility of obtaining a tram from Japan was first mentioned at the July 1991 Board meeting of the SPER Co-Operative Society. Director Bill Parkinson advised that Gregory King, a tram enthusiast from Melbourne, had been to Japan in December 1990. While there, Greg negotiated with the Nagasaki Denki Kido Co., Nagasaki's tramway operating company, for the donation of a Nagasaki class 1050 tramcar.

Neil O'Keefe MP, Member for the Victorian seat of Bourke, in whose electorate Greg King lives, made representations to Australian National Lines. ANL agreed to sponsor transport of the tram from Japan to Australia.

The car was originally offered to another group who, due to circumstances, were not able to accept the offer at that time. The SPER's

Directors resolved that, subject to suitable sponsorship being arranged to cover the remaining costs, the Society would be happy to accept the car.

Sponsorship was sought by the Museum's Marketing Committee sponsorship, but by October had not been successful. David Rawlings, through his involvement with the Sutherland-Chuo City (Tokyo) sister city cultural exchange programme, had discussions with Ken Tokura, President of the Japan-Australia Cultural Exchange Foundation. Ken offered to seek sponsorship for transport of the tram in Japan.

It is often said that patience is a virtue and this proved to be true now. Nothing was heard until February 1992, when David was invited to a meeting at the Sydney offices of Nippon Express.



A view of the depot yard at Urakami. Ex-Sendai 1053 is on the siding in the foreground, 1054 is being prepared for shipment to Sydney and on the right is 701 ex-Tokyo in yellow livery. The depot yard is being resurfaced in stone.

NAGASAKI DENKI KIDO

With David were Mr Tokura and Mr Michael Tynan, a long time friend of the Society and President of the Sutherland Sister City Committee.

Mr Shoichiro Hamanaka, President of Nippon Express Co. Ltd was present at this meeting. He was visiting Australia on business along with members of his staff. Mr Hamanaka personally advised David that his company would sponsor loading and transporting the tram from Nagasaki to the Port of Hadaka. His Company would also cover customs clearance in Australia.

Mr John McLean, General Secretary of the NSW Branch of the Transport Workers' Union, also attended the meeting. He advised that Brambles Australia was prepared to transport the tram from the wharf to the Museum.

The Society's Board, on receiving this pleasant news, formally accepted the tram and promptly notified Greg King accordingly.

Then began the many months of negotiations required to organise the shipping of the tram. Contact with the Nagasaki Denki Kido Coy was through the company's Planning Section Manager, Mr Kazuo Nishimura.

A two-page typed letter was sent, giving details of the Museum, its history and aspirations. The Society was not aware of the consequences this action would have. Well over a month passed until a short reply was received apologising for the delay. It had not been appreciated how long it would take to translate the letter into Japanese. From then on, all outward correspondence was kept short and to the point! It actually proved easier for Mr Nishimura to have his replies translated here.

In October 1992, Nippon Express advised the tram would leave on 14 November aboard the *Nichigo Maru*. Arrival in Sydney (Port Botany) would be two weeks later. This was a change in plans as it was originally to be unloaded in Melbourne and trucked to Sydney.

Meanwhile, the staff at Nippon Express's Sydney office commenced discussions with Customs. Through the efforts of Hiroyuki Takahashi, Yoichi Katayama, Stuart McBeth and Allan Burnell, Nagasaki 1054 was not subject to customs duty or sales tax.

One unusual aspect of the project was the relatively small size of the tram; it was shipped in two containers. An open top type was used for the body, while the bogies and pantograph were in a standard small container. Due to delays at Port Botany caused by the change in ports and Customs moving office, delivery to the Museum was rescheduled for Saturday, 12 December 1992.

The tram was delivered to the museum by Brambles after considerable hard work by Kerry Wilson, Jeremy Randall and Graham Aulbury. Although Laurie Taylor and Bruce Hawkins from Kannabrook Ltd had unloaded trams at the museum previously, this was the first time one had to be extracted from a container!



1054 is lowered onto the lowbed trailer which will take the tram to Hadaka. On arrival at the port, it will be prepared for the sea voyage to Sydney. Car 704 ex-Tokyo can be seen on the right.

NAGASAKI DENKI KIDO



Car 1051 ran for a time in service advertising sister car 1054's move to Australia. Firms involved with the movement of 1054 from Nagasaki to Sydney received recognition on the advertising panels. As class leader, 1051 is painted in the livery it carried in Sendai and is seen near Nishihamanomachi on a Route 1 (Akasako-Shogakujishita) service.



The hanging advertising inside 1051 informed passengers with text and illustrations where this class of car had come from, 1054's service in Nagasaki and about Sydney and the Sydney Tramway Museum.

NAGASAKI DENKI KIDO

#### M and Ms

#### By Dean Filgate

While Michael Norbury has solved "The Conundrum of the Footscray M Class" (see TW May 1991), there are some further questions to be answered. Basically, the Hawthorn Tramways Trust ordered some twenty tramcars from Duncan & Fraser for their opening; ten each single-truck combination cars and maximum traction bogie cars. Once it was realised that this would be totally inadequate for coping with the traffic offered, the HTT immediately purchased four bogie cars from the Prahran & Malvern Tramways Trust, and ordered another fifteen cars to the same specifications as the original twenty (with some minor alterations) from the same builders; seven combinations and eight bogie trams.

History records that the second batch of bogic cars differed from the originals by entering service equipped with air brakes, were also not as heavy due to different underframe construction, and were one foot longer. When the Melbourne & Metropolitan Tramways Board allocated class letters, the original HTT bogic cars became `N' class, while the second batch were made `P' class because of the differences.

Both the original single-truck trams and the second lot were classified as 'M', as there was no recorded difference between the two, save the later ones entered service with air brakes fitted.

According to the HTT "Report of Engineer and Manager (F.A. McCarty)" dated 25 October 1916, "These cars will be similar to the [then] new cars now in operation, with the exception that *both* types of cars will be one foot longer, thus giving more knee room in the open compartments." \*

With this statement 'from the horse's mouth', I set about to test it. Searching contemporary publications only revealed that *both* batches were officially recorded as being 31 feet 10 inches in length! All of the original M&MTB car records and plans also contained the same information. However, no HTT records could be located.

Measuring as many existing cars of both batches as could be found gave, much to my delight, the following results:

Lengths:	First Batch	Second Batch
Saloon	$12 \text{ ft } 7^{1}_{2} \text{ in}$	12 ft 7 <sup>1</sup> <sub>2</sub>
Platform Overall	6 ft 8 <sup>1</sup> / <sub>2</sub> in 31 ft 10 in	7 ft 2 <sup>1</sup> <sub>2</sub> in 32 ft 10 in

These figures are arbitary averages as no two cars had *exactly* the same measurements. Curiously, the old HTT No. 1 (M&MTB 107) was significantly shorter than all of the others, being only 31 feet 2 inches long.

So, as stated in the HTT Report, the second group of combination cars *were* one foot longer, each drop-end platform being an exta six inches in length between the saloon and motorman's bulkheads, thus giving more knee room between the cross-bench seats in the open drop-end.

Though having the same differences that caused the Hawthorn bogie cars to be split into two seperate classes, through some oversight the M&MTB never assigned different classes to the two batches of HTT single-truck trams.

Over the years, M&MTB records have been regarded as true, and the error perpetuated because no-one took the simple step of measuring the transcars.

I wish to gratefully acknowledge the assistance given to me by each of the groups who allowed me access to these cars, and especially Jim Willcox of the Bendigo Trust and Graham Jones of the Preston Workshops.

\* Hawthorn Tramways Trust REPORT and Statement of Accounts for Twelve Months ending 30th September, 1916.

# BALLARAT'S HERITAGE TRAMWAY HANDBOOK

By William F. Scott

The Ballarat Tramway Preservation Society has produced a new handbook with a different approach on their history entitled "Ballarat's Heritage Tramway".

The Society published its first booklet in 1973 called "Ballarat's Tramway Preservation Project", comprising 12 pages, including covers, eight photographs, a map of the Society's line and then new depot. The depot approach track was shown as under construction. Trams did not run for the Society until the following year.

The booklet under the same title was revised and enlarged in 1976 to 16 pages and 10 photographs.

By this time the tramway was fully functional under the operating name of "Ballarat Tourist Tramway", having commenced running, formally, on 1 February 1975.

Both editions included brief references to the Bendigo and Geelong systems, from which several Ballarat cars were obtained. All three tramways had been run previously for many years by the state Electricity Commission of Victoria.

A third handbook was issued in 1983 comprising 16 pages, a slightly enlarged format



A busy period on the Gardens passing loop of the Societ's line during the 1983 Begonia Festival when several cars were running simultaneously. Car 27 had still to be refurbished and display again the initial SECV livery of 1935. Car 33, behind, has retained the final SEC colour scheme. Both are ex-Melbourne M class cars.

WILLIAM F SCOTT

and green spot colour throughout. There were 16 photographs, all of which depicted the Society's line and rolling stock, unlike the two earlier publications which carried views mostly taken around Ballarat. The text was from the 1976 guidebook, though extensively revised.

Accordingly, a new title was provided, "Ballarat Vintage Tramway". This name was the operating name of the Society from 1981 and reflected the reality of the line being the preserved section of an authentic tramway.

In 1991 this booklet sold out. An attempt to buy back copies, pending republishing, from a wholesale customer who had obtained a considerable number was unsuccessful, as they had seemingly exhausted supplies also.

Several significant developments had occurred since 1983, particularly the fleet increases of horse-drawn car number 1, Company electric car number 12, and major restorations to the former Commission cars 26 and 27. With the new fleet increases the Society held exhibits from all eras of the Ballarat tramways.

In the circumstances, reprinting the 1983 handbook was out of the question. An entirely

new publication was called for with a different title to distinguish it from the previous Society booklet. Delays occurred as it was decided to wait for the horse car to be commissioned first, so that a photograph of this major addition to the fleet, in service, could be included.

A new text was prepared which gives an overview of the Ballarat tramways history from the beginning, with accompanying illustrations, and the fleet list was updated. The previous handbook was entitled with the operating name of the tramway, the new one carries a title that describes the nature of the line.

The typeface chosen for the text was set with increased spacing between the lines of one point more than the designed distance, thereby avoiding the solid look of closely set type. This openness gives greatly enhanced readability.

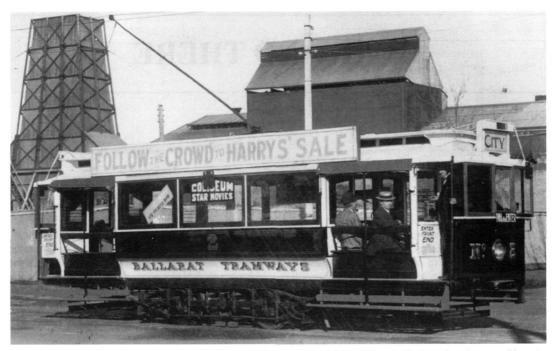
The overall page size was selected to provide a booklet of pleasant shape and not of inconvenient dimensions, for purchasing on the Society's tramcars.

The number of pages was increased to 28 with the covers, 36 illustrations including a map of the Ballarat tramway system at its maximum extent in 1971 and an explanation of the Society's



Tramcar 38 in Skipton Street (now the fully kerbed and sealed Clenelg Highway) travelling towards Sebastopol in November 1954. Zebra stripes and still rail lighting were yet to be installed.

JAMES SELETTO



Company car 2, rebuilt by Duncan & Fraser Ltd from an early Sydney Stephenson Electric car, viewed after the 1913 conversion to one-man operation. The freshness of the paintingindicates that the car has been recently modified, the power station of the Electric Supply Company of Victoria can be observed in the background.

tramway route location. Only black and white photographs were included in all earlier booklets, but these days at least some colour is essential, including for a front cover to gain the attention of the public, the principal market.

For the cover, the original intention was to have a fine line border in the same colour as the title. However, this idea was abandoned when it was realised that the cost of trimming the handbook would have then been increased owing to the need for extreme accuracy in guillotining.

It was discovered that if the colour illustrations, for submission to the printers, were produced at the same density and in their final guidebook sizes or proportions, the cost of colour separations would be much reduced. Colour could therefore be added within the booklet as well as on the cover. Accordingly, 15 full colour photographs are displayed.

A photograph is often improved in appearance and presence simply by increasing its size. For this reason maximum use of the page measurements was made by bleeding off the illustrations at the outer page borders and running them half way into the centre margins.

The illustrations include scenes in the Gardens adjacent to the preserved line. The philosophy here is to reveal the admirable setting of the heritage tramway with possibilities for family and social gatherings nearby. Thus it is shown that other activities can be incorporated into a visit to the tramway, or vice versa.

A reading of the guidebook enables the Society's exhibits to be placed in their historical context. Several photographs on the short list were not included owing to space considerations and a selection is included here.

The handbook was released at the Ballarat Book Fair in late September 1993, and free publicity was given by the *Ballarat Courier* newspaper. The recommended retail price is \$6.95 plus postage.

Supplies of the publication are obtainable by contacting the Secretary, B.T.P.S, PO Box 632, Ballarat, Victoria 3353.

# HERE AND THERE

#### **Hobart Tram Comes Home**

Hobart bogie tram 118 was built by the Hobart Municipal Council and entered service in 1941 as No. 11 but was renumbered to 118 in 1947. Car 118 was retired in August 1960 and the body sold for use as a shearing shed. It was trucked to the Carlton River but the local council was not too happy with that arrangement and the tram was moved to the shade of a clump of trees where it became a play house for children and a useful junk dump for the farm.

The owner of 118, Theo Casimaty, has donated the tram to the Hobart Metropolitan Transport Trust. Car 118 was recovered on 9 July 1993 and taken by road to the Metro's Mornington bus depot. According to *The Mercury*, it will be restored by mostly volunteer labour at a cost of \$5000. On completion of the restoration work, 118 is to be transferred to the Tasmanian Transport Museum Society at Glenorchy for display.

Hobart bogie car 118 at the Mornington bus depot in early October 1993.

#### Melbourne News - OPO Services

One person operation (OPO) of trams spread to routes 3, 5, 6, 48, 64 and 67 during August, followed by the night and weekend services on routes 1, 96 and 111 from 5 September. Route 86 is similarly affected at night and on Sundays. Much slow and late running occurs during daytime hours over the weekends, as with other routes converted to one person operation, despite the use of "block cars" at termini to commence journeys for late running services and the use of conductors at some busier tram stops. Meanwhile, it has been announced that operation of the new automated ticket system will be under way by next April and this should make a big improvement to service reliability.

Brunswick and South Melbourne depots have received a small allocation of Z class cars to run the one-man services on route 1.

One sidelight to the use of one person operated B class trams has been the direction that passengers may be allowed to enter by any door.



They are reminded over the public address system that passengers without tickets must get one from the driver. The tramway ticket inspectors no longer work on trams. They catch many more fare cheats at railway stations!

An explanation has been put forward for the apparent haphazard creation of routes for one person operation. Once the drivers of depots that have OPO routes were getting paid the OPO allowance, drivers at other depots pushed for OPO of services served by their depots. Management obliged. The result is that every tram driver is being paid the OPO allowance every week although as few as 30% did any OPO work at all!

#### Melbourne - Other Services

Trams returned to routes 3 East Malvern to City, 57 West Maribyrnong to City and 82 Moonee Ponds to Footscray on Sunday 8 August, the first time since 12 November 1961 when one-man buses took over the Sunday services on these routes.

The removal of the old Port Melbourne and St Kilda railway bridges over Queensborough Street, South Melbourne commenced on Friday 23 July. Tram services on route 55 and the working of B class light rail trams ceased to South Melbourne depot from 7.00pm. Over the weekend the B class trams were stored in Latrobe Street. Work has since continued with the removal of adjacent obsolete railway structures.

The AFL Grand Final took place in Melbourne on 25 September. Extra trams of all classes operated from all depots except North Fitzroy. Most of the extra cars ran along Flinders Street between Swanston Street and the Melbourne Cricket Ground.

Elizabeth Street services were cut back to the Flinders Lane crossover, a few metres short of the newly installed scissors crossover at the normal terminus, from Monday, 4 October. The terminal structure in Elizabeth Street has been completely demolished. The scissors crossover and terminal tracks adjacent to the former building are currently out of use pending reconstruction of the terminal.

Bosnjacks, a Sydney-based bus operator, has won the contract to operate bus services from Doncaster and North Fitzroy depots. The sale of the latter will see the end of North Fitzroy as a tram depot. Current plans are for the ten trams allocated to North Fitzroy to be moved to South Melbourne, which is already full. The Port Melbourne service will be handed over to Kew depot using A class trams, presumably as an extension of some route 42 services.

The lease for South Melbourne depot expires next May and a decision will be made by then about whether the depot will be closed.

Tram services on routes 57 and 82 were halted at the Maribyrnong River bridge about 8.00pm on 15 September. The torrent of floodwater flowing under the structure after heavy rain caused concerns for safety and the bridge was closed to all traffic. Buses using a long detour replaced the trams until 3.00pm the following day.

#### Melbourne - Track

The Met's per-way section tendered successfully against three other bidders for construction of the new City Circle tram loop. Premier Kennett turned the first sod to mark the start of the new work on 16 August. By the 25th the first new overhead poles were being installed. First rails were laid on 6 September, while a new right-hand junction from Spring street into Bourke Street was installed over the weekend of 18-19 September. On 2-3 October a new 46. crossing was laid at the intersection of Spring and Collins Streets. Following this work, track was complete in Spring Street from Bourke Street to Collins Street. At this date, excavation was evident all the way down to Flinders Street, although not to full depth. When Bourke and Collins Streets were closed, services diverted via Latrobe Street with shuttle buses operating in place of trams on the city streets affected.

On 8 October it was noted that the roadway around the tracks in Wellington Parade, immediately east of Spring Street, had been opened up, evidently to enable track realignment in preparation for the installation of the adjacent Flinders Street/Spring Street junction. The new junction at this location was installed on 16-17 October. Track work between Bourke and Flinders Streets is now complete.

Span and pull-off wires were noted above the future Flinders/Spring Streets curve early in



The new junction at Spring and Bourke Streets looking north at 3.00pm on Saturday 18 September 1993. About 100 metres of adjacent double track was laid or replaced the same weekend.

October - the first overhead on the City Loop. As at 22 October, overhead wiring was complete from Bourke Street to a point immediately north of Collins Street. Span wires were in place over the remaining distance between Collins and Flinders Street. It is understood that the overhead wiring between Bourke and Collins Streets was erected on Sunday 17 October.

From these observations there appear to be no problems in completing the new Spring Street line in November.

Track renewal in Wattletree Road on route 5 was carried out from 7.00pm at night during this period. Buses replaced trams from that time until last car.

A new right-hand junction has been constructed for the corner of Latrobe and Spencer Streets in the city. This will allow construction of a new terminus in the latter street just north of Latrobe Street, allowing trams operating routes 48 and 75 to terminate clear of the city circle trams. The new terminus will hold two B class cars.

#### Melbourne - Rollingstock

The original restaurant car, No. 442, has recently had an overhaul and repaint. A decision was made to paint it in a lighter shade of red, and the car was noted at South Melbourne Depot on 3 October in a pinkish/Chinese Red shade - without lining, lettering or numbers.

The new colour was regarded as unsatisfactory, and on 4 October the car was seen at Preston Workshops being repainted in its deep red colour. (It was repainted by about midday by a team of six painters). The car was seen in service later in the week, again without lining, lettering or numbers.

So popular is the restaurant tram service that there are active plans to commission a third car so

that larger groups can be accommodated. It is possible that car 992, whose modernisation was halted after objections from the National Trust, could become the third restaurant tram.

W6 class 909 became the first tram overhauled under the recommendations of the INDEC report, which claimed savings of \$95 million in the Public Transport Corporation's maintenance areas. Preston tramway workshops handled the bodywork on 909, while Newport railway workshops overhauled the bogies and motors. Ballarat railway workshops repaired the air compressor and Bendigo railway workshops manufactured new trolley poles. All the parts were brought back to Preston where the tram was reassembled. According to one maintenance staff at Glenhuntly Depot spent some time attending to the tram before it was fit to enter traffic and a traction motor, a controller and the compressor were replaced.

There has been an increase in W type cars receiving attention under the new overhaul programme. The amount of work being carried out varies from car to car. Car 977 is being repanelled, 728 is receiving a fibreglass roof and W5 class 728 is in the course of having its "Clyde" controllers (with asbestos) replaced by

RC2 type control equipment from W6 class 873. This is a major task, involving substantial rewiring of the car. This car is in effect a prototype, in preparation for a possible decision to retain and restore to service a substantial number of W series cars currently stored, including those with the asbestos-affected Clyde controllers.

W5 class 774, which had been the last tram still fitted with the original square cornered cab windows, has completed its overhaul. It is painted in the 1930s green and cream livery, with half-inch lining on its panels. (This was reduced to quarter-inch in later years). This immaculately-restored car will shortly join the heritage fleet. It does, however, retain the additional head/marker lights fitted in the 1970s.

Also in the paint shop was SW6 No. 856, second car (following No. 909) in the recently-commenced W series overhaul programme. These cars are receiving limited repairs, approximately equivalent to an O.2 or medium overhaul.

Work on electrical components, necessary to complete the restoration of Hawthorn Tramways Trust No. 8, continues slowly.



B class 2006 stands at the temporary terminus in Elizabeth Street during the removal and replacement of the terminal shelter structure.

B2 No. 2124 was seen on 4 October newly received from ABB. Current B2s have a video camera above the "rear" doors, with monitors at the appropriate driving positions. This allows the driver to see if this doorway is clear. Cars 2122 and 2123 were also at Preston, about to be released for service.

#### Sydney - Pyrmont Light Rail

A Development Application has been received from the NSW Department of Transport, seeking approval to construct and operate a light rail transit system between Central Station and the Ultimo/Pyrmont peninsula. The light rail vehicles will operate from overhead wire and run on double track.

The proposed light rail route runs from the Central Station (Sydney Terminal) northern colonnade, using the eastern ramp and part of the western ramp to Hay Street, then west along Hay Street to Darling Drive. The route leaves the street and proceeds north-west through Darling Harbour along the existing goods railway line, looping through the Pyrmont peninsula and terminating near the Fish Markets on the eastern side of Wattle Street.

The Minister for Planning, the Central Sydney Planning Committee and the Darling Harbour Authority will assess the application. The three authorities have jurisdiction over different sections of the route and will determine the application within their relevant area.

#### **Sydney - City Tram Proposal**

Sydney City Council's Projects and Public Spaces Committee agreed in principle on 12 October 1993 to a \$43 million plan to reintroduce trams to George and Elizabeth Streets. The draft plan - which covers George Street from the Alfred Street intersection at Circular Quay to the Quay Street intersection at Railway Square - is called the CBD Distributor Loop. The city tramway will occupy the kerbside lanes of George and Elizabeth Streets, carrying commuters on a circuit connecting Central Station, Circular Quay and bus interchanges to be built at Wynyard, Park Street and Eddy Avenue.

The number of lanes in George Street would be reduced from six lanes (between Railway Square

and King Street) to four, footpaths would be widened in some places, and a median strip would be built.

#### Hobart

Plans to return trams to Hobart's streets are accelerating with the appointment of consultants to do a feasibility study.

It was announced on 19 October 1993 that Spiller Gibins Swan Pty Ltd of Melbourne had been appointed to do the three-month study in conjunction with Tasmanian-based Thompson & Brett Pty Ltd.

The \$15,000 study is being funded equally by Hobart Metro, the Hobart City Council and the State Government.

The consultants would examine the feasibility of running a double-deck tram from North Hobart to the city centre and a possible route from the city centre to the waterfront. Also included in the study would be the cost of the track and trams, sources of funding and the long-term viability of the project.

#### Parramatta News

The Steam Tram & Railway Preservation Society report that since the arson attack on the museum on 7 June, little progress has been made with Parramatta City Council, who are trustees for Parramatta Park for the Lands Department. A number of alternative proposals for rebuilding in the Park have been presented to the Council. Sites away from Parramatta are also under consideration.

On a more cheerful note, the Society has advised that it has been granted \$12,500 from the Heritage Council towards the restoration of the Stephenson locomotive.

#### Late News from Rutherford

On Thursday 21 October, Sydney R1 class tram 1995 was removed from the Newcastle Tramway Museum's site at Rutherford. The tram was to have been moved to the Museum's new operating location at Wharf Road, Newcastle on Saturday, 23 October. The disappearance was discovered by museum members when they arrived to move the tram on the Saturday morning.

Police were called in to investigate the disappearance. It has been subsequently found that the tram was removed by its original owner and is now on a Lower Hunter farm property. Ownership of the tram is in question.

The Newcastle Tramway Museum is trying to contact Stan Short, who was President of the Museum when the tram was obtained from its original owner, in an attempt to clarify the ownership issue.

The tram's original owner, Mr Bruce Pinnell, was quoted in the Newcastle press stating the

tram was rescued from destruction 22 years ago at Moss Vale, south of Sydney. Tram 1995 had been on loan to the Museum since 1989 and he had become increasingly concerned about dry rot in the tram and possible theft of equipment. The Museum is said to have spent more than \$90,000 on its restoration over a four year period.

R1 class 1995 was the last car to carry passengers on the streets of Sydney. It was the last tram in the convoy of three cars which made the final run from the city terminus in Elizabeth Street to La Perouse on Saturday afternoon, 25 February, 1961.



Z car 67, with pantograph, at Port Melbourne. This was one of the first outings on the light rail lines to Port Melbourne and St Kilda by this car.

DALE BUDD

# C.O.T.M.A.

Council of Tramway Museums of Australasia

From Bill Kingsley

#### Meeting with Alan Brown

On 27 July last, your Chairman, Dr John Radcliffe, and I met with Mr Alan Brown, Victorian Minister for Public Transport, and with Andrew Scannel.

We provided the Minister with copies of information on the activities of COTMA and its 14 museums, and spent a most worthwhile hour informing the Minister of our operations and discussing our needs.

Mr Brown impressed us as being sincere, most



Overhead linesmen work above the newly laid junction in Spring Street at Bourke Street. The roadway was re-opened to motor vehicles at 4.00pm on Sunday, 19 September 1993.

approachable, interested, and very honest.

He explained that before the last State elections he promised the electorate that, should the Coalition become the Government and he the Minister for Public Transport, no W class tram would be permitted to leave this State. Whether or not that was a wise commitment seems not now to be the point, but as an honest politician, he is keeping his promise.

The position is therefore as follows:

W class trams are available to Bylands, Bendigo, Ballarat, Haddon and Geelong.

W class trams are not available to interstate or New Zealand museums, although there are two means by which he would be prepared to make exceptions. Being also committed to the development of a tramway museum at the old Hawthorn Depot, wherein he would like to see examples of interstate trams, he would consider swaps with interstate museums. Our other route would be to obtain the support of the Friends of

the W Class. John Radcliffe is currently pursuing this opportunity.

There is no opportunity to remove parts from stored trams, as that negates preservation. Stocks of spare parts are also low at the Workshops. This scenario may change consequent to imminent decisions on the size of the operating W class fleet.

Mr Brown wished us to note his enjoyment of opportunities to visit, and welcomes at, Bylands and Bendigo.

John and I thank the Minister for his time, interest, and the relaxed, friendly discussion.

#### COTMA Conference, Bendigo, 1994

The Bendigo Trust has asked me to confirm to you that our 1994 Conference will be held at the Phoenix Conference Centre of the Bendigo Campus of the Latrobe University from Friday, 2 December until Wednesday, 7 December 1994.

Post-Conference activities are also to be arranged, such as a day in historic Echuca, including the port, film museum and paddle-wheelers.

The reasons for the conference being held in December are:

- \* The Phoenix Centre is available (semester is over).
- \* Exams are over for our younger members.
- \* It is a lean tourist season at our museums.
- \* Bendigo weather in December is usually glorious.
- \* Conferences have expressed a wish to meet outside of Winter.

I did ask for any museums or members with difficulties with the dates to contact me. No one has since done so.

The Phoenix Centre is set amongst green lawns and shady trees, with the accommodation, dining and conference blocks in close proximity to each other. It really is a beautiful setting and it is easy to visualise groups of delegates in casual discussion on the lawns. It is again very different to the streets of Kings Cross, the hillsides of Porirua and the history of Guildford.

One of the most frustrating aspects for me with the last several Conferences was to have been so remote from the organising committees. But not this time. As a Bendigo member, I am also part of the 1994 Conference Committee to which I happily wear both my COTMA and Bendigo hats. I would just love to give you now some detail of the excellent and exciting programme which is evolving, but that is for the Committee to do when the time is right. Just make sure that you reserve those dates (and a little time afterwards) right now.

The Phoenix Centre is only five minutes walk from the old Quarry Hill tram terminus (now a bus) and only two and a bit kilometres from the heart of Bendigo (easy walking). That is even closer than Kings Cross was to Sydney in 1988 (but even then we had people who said that Kings Cross was too far from the museum at Loftus. You can't win.).

#### Parramatta Park

Writing about the Phoenix Centre reminds me that our loyal ST&RPS members at Parramatta continue in their determination to overcome the



A view of Spring Street outside Parliament House on 18 September 1993. This missing section of track was laid and concreted over the weekend 18/19 September.



Between March and November 1993 the London Transport Museum at Covent Garden is closed for rebuilding, including construction of a mezzanine floor. Trans 290 (returned to its immediate London Transport condition as West Ham 102), E/I type 1025 and MET Feltham 356 have been wrapped in plastic sheeting to protect them from dust and damage during the reconstruction work.

gigantic setback caused by that devastating fire. At least two of their fellow COTMA museums have made significant donations to help get them back on their feet, one museum by organising a fundraiser activity. Donations over \$2 are tax deductable and should be sent to "Parramatta Park Phoenix Fund", PO Box 3179, Parramatta, NSW 2124.

It is times like these that we really need to stand together and support each other. What can you do to help!

#### The National Trust

Consequent to our meeting with Alan Brown, Minister for Public Transport, our Chairman, Dr John Radeliffe, has commenced discussions through the National Trust of South Australia. We are optimistic that when the Victorian Government determines the future usage of W class trams, that trams and parts may once again become available to us.

#### **Electrical Operations Guidelines**

Issued recently to all Member Museums is a copy of the COTMA Electrical Operations Guidelines. The Guidelines were approved by the Perth Conference. There must be a code of safety in writing to support every activity at every museum, and this is our first of several such contributions towards the safe operation and continued success of our museum. We hope that your museum will accept, respect, and operate to the Guidelines, acknowledging that there will be need to be some local variations from museum to museum.

Again thanks to the members of the Committee, Craig Tooke, Ian Cook, Geoff Dean, Richard Gilbert, Harold McCarthy, Noel Gipps and Noel

Blackmore, and to Andy Hall for assistance with the publishing.

#### **Royal National Park Tramway**

Reports from Richard Jones indicate that the new tramway into the National park is going just great. We must all congratulate SPER on the proficient and efficient way in which this new responsibility has been absorbed into their operations.

A visiting member from another museum who attended the opening ceremony on May 1st has asked me to heap "praise and more praise" on SPER, for the ceremony itself and for the professionalism of the whole operation, for he was "tremendously impressed".

#### **Tram Giveaway**

BTPS are offering the body of Hawthorn/M&MTB dropcentre, drop end, maximum traction bogic combination car 121 to any museum as a total freebie. Transport is at your expense. Contact the Secretary through Box 632, Ballarat, Vic 3353 or phone Melbourne (03) 699 2631.

### **BENDIGO**

The Bendigo Trust

From Dennis Bell

#### **Transport Modes of Yesteryear**

On 12 January 1993, Des and Patsy Feary visited our vintage trams with their restored Flxible Clipper. Des and Patsy operate their coach out of Adelaide, usually running tours through Victoria, including Bendigo.

Flxible Clipper D76 was built in Melbourne by Ansair. It is one of the 131 coaches built under licence from the Flxible company in the USA. It was operated by Sir Reginald Ansett on express work and has clocked approximately three million miles. Des Feary rebuilt the coach into a luxury 20-seater for tour work.

#### For Sale

Gary Davey (BCSV) reports that a genuine 1921 ex-M&MTB Fordson Industrial Tractor used originally as a tug for towing trams is for sale. Phone the owner on (03) 802 3319.

Keith Kings reports that a Keith Wilkinson of Orbost, Vic (051) 51 0050, has a Hewittick, six phase, mercury arc glass bulb rectifier for sale. The owner had called in on Bylands and spoke to our Spare Parts Officer and "believes it works".

#### Woof Woof

Read carefully the first item in the Brisbane Tramway Museum's news this issue. Following the vandalism on their buses, the Museum has given unrestricted access to the Queensland Police Dog Squad for the museum site to be used for training operational police dogs. Training is undertaken at any time, day or night, and in any weather. The Museum will NOT be advised in advance when training is to take place. All persons found on site during training, including BTMS members, will be challenged. If you want to inspect the museum outside normal Sunday visiting hours, make prior arrangements.

Don't be bitten!

#### **Gasworks Tram Depot**

The entire floor of our second depot, situated at the old gasworks in Weeroona Avenue, at last has been concreted. A third of the floor was concreted before the first of our trams were stored there in 1988. The remaining two-thirds was completed in July 1993 by a LEAP group (a trainee group of young unemployed) who supplied the labour and the Trust supplied materials. The depot has room for about ten trams.

#### "Fergie" to the Rescue

During our overhead repairs, the "Fergie", our Ferguson tractor, proves its worth when the power is switched off. Neil Murray, a tram driver who became tractor driver, rescued Birney 302 and towed it back to the depot.



Bendigo 21, built in Adelaide in 1917, and the Flxible Clipper of 1957 are transport modes of yesteryear that refuse to give up.

DENNIS BELL



The "Fergie", driven by Neil Murray, comes to the rescue of Birney 302. Dennis Bell



The Gasworks tram depot with its newly completed concrete floor.

#### DENNIS BELL

# **BYLANDS**

#### Tramway Museum Society of Victoria

#### **Bristol and Other Buildings**

Work has been going on over the last few weeks on preparing wall panels for the re-erection of the Bristol building to be used as the sales and display kiosk. Construction started in earnest on 8 August with the north wall and two side wall panels with a roof truss bolted in place. Since then, weather permitting, work has proceeded with the construction of the building.

#### Rain

On Sunday 12, Wednesday 15 and Sunday 19 September more very heavy rain fall at the museum. In fact it was so bad on 19 September that water erupted up through the floor of the new shed as the drains could not cope with the volume of water. Fortunately no damage was sustained by any vehicles or buildings.

#### **Puffing Billy Olde Time Festival**

Our Society will be taking part in the Puffing Billy Preservation Society's biennial Olde Time Festival on Sunday 10 October. Our two AEC buses will be providing part of the historical bus service, run in conjunction with the Historic Commercial Vehicle and Fire Engine Association of Victoria, which will be augmenting the PBPS train service.

The yard at Emerald Station will be the site for our museum to demonstrate the motorised cable tram set and our sales team will also be in action at the Menzies Creek Hall.

#### **Annual General Meeting**

The Society's Annual General Meeting was held in the Mess Hall at Preston Workshops on Friday 27 August 1993. The Board for the ensuing year is:

Chairman - Rod Atkins; Deputy Chairman - Andrew Hall; Treasurer - Graham Jordan; General Manager - Geoffrey Dean; Board Members - Keith Kings, Jeff Bounds, Russell Jones, Richard Lamprill and Jeff Stocco.

After the formal part of the meeting had concluded, a tour through the Body Shop was arranged to inspect progress on the restoration of Hawthorn No. 8.

### **HOBART**

#### **Tasmanian Transport Museum Society**

#### Tram 46

By August, the tram was stripped of all parts that were to be replaced. Consequently, both ends looked rather bare but work commenced immediately fixing new timbers, including two new laminated and curved header beams. These pieces were critical in holding all end timbers together. David Jones manufactured the jig and the lamination was carried out by joiner Graham Blight of G & M Woodcraft. Repairs to the main body included new platform floors and replacement of rotted timber at both ends.

With the end drivers' compartments restored, replacing the saloon roof (the upper deck floor) with new flooring was carried out by Bruce Clements and canvassed. Other work carried out by members included removal of varnish and paint, cleaning of fittings and refurbishment of the staircases and upper deck seats.

Metal pipe fittings for the canopy supports and railings were purchased and cut to size. Wally Mounster manufactured canopy supports and the Caremont College threaded pipe ends and helped by also cutting steel panels to size.

Oregon pine for the canopy was purchased and Graham Blight cut out the curved roof ribs.

By September, the progress of restoration was changing daily. Installation of pipe supports and railings was almost complete and the frame of the canopy roof was in place.

The last hectic weeks of restoration saw the coming together of various components which had been worked on separately. These included seats, railings, controllers, stairways and the new canopy roof. In addition the tram was painted, flooring and roof covering laid, glass installed and electrical work completed.



The lights are working and the last signwriting is being applied. Hobart double-decker 46 nears completion at Glenorchy. The final work was carried out with the tram sitting on the trailer which would take it into the Elizabeth Street Mall for the tramway centenary celebrations.



Kay Morgan replaces the coloured glass in the destination box. The coloured indicators were visible at night for a distance before the actual destination could be read.

Working bees were held every Tuesday, Wednesday and Saturday. The response by members to work on the tram was outstanding. Sincere thanks are due to our regular workers Graham Clements, Roy Davies, David Freestun, Paul Hanson, Kay Morgan, Wally Mounster and Peter Patman for their efforts. Many thanks are also due to all those members who restored the tram's top deck seats.

The restoration was substantially completed on time. Car 46 was moved to the Elizabeth Street Mall for display during centenary week and subsequently returned safely to the Museum. Greg Johnson produced posters for display in the tram and a brochure which was handed to the thousands of admirers visiting the tram. Therl, Sally and Paul Hanson produced the display stand which showed the various stages of restoration on tram 46 and history of other Hobart trams.

While on display in the city, the tram was admired and inspected by thousands of citizens. It brought back many happy memories to older persons and to the young it brought to life a



Double decker 46 is lifted from its transporting trailer in the Elizabeth Street Mall for the Hobart Tramway Centenary celebrations in September 1993. IAN COOPER



Wally Mounster assists with the wiring for the destination box on double deck car 46 at the Tasmanian Transport Museum, Glenorchy.

DICK HELM



Former HMT 46 being unloaded on 20 September 1993 after transport from the TTMS museum at Glenorchy to the Elizabeth Street Mall. It was on display for one week. IAN COOPER

fascinating reminder of the city's past. It was a source of much pride and satisfaction for all those involved with the restoration to see the interest and hear the many favourable comments.

The credit for the success of this project and the excellent finish achieved is due to all members who gave freely of their time and effort, especially in the last week. To all who contributed the Society extends its sincere thanks.

At this stage it appears that the restoration has been achieved within budget limits. A contributing factor was the generous donation of goods and services from several business firms and the Technical College. Particular thanks go to member Brian Johnson who donated all electrical work which was valued at over \$1200. Over the next few weeks restoration will continue with painting and timber work being completed. Investigations will also be made into providing a temporary truck to make the tram mobile.

A special day was held on 3 October at the museum to celebrate the return of tram 46. Many exhibits were brought out into the open including trams 46 and 141. Over 200 people attended this successful day.

## **LOFTUS**

South Pacific Electric Railway

#### **Works Report**

Good progress has been made inside the depot/display building recently, with work now well advanced on the replacement of the temporary track originally laid on portion of road 1. Excavation and completion of track to the back of the building and installation of formwork for concreting the track is progressing well.

Overhead troughing, ex-Ultimo Depot, was erected over the remainder of road 3 on Saturday 4 September. The trolley wire was installed on 11 September for the full length of the road. This is greatly appreciated by those members who shunt traffic cars as there is now little need for the wandering lead. The connection of road 1 to the depot yard wiring will further reduce the use of the wandering lead.

Mike Giddey has completed all four timber point covers for the scissors crossover. This has finished off the reconstruction of this extremely large and time consuming project.

Greg Sutherland and his team have continued their task of clearing encroaching trees, shrubs and other foliage from alongside the National Park right of way. This has greatly improved visibility for our tram drivers on this service.

Sleeper replacement is also being carried out along the National Park line on a regular basis.

The automatic operation of the Princes Highway level crossing has been very successful and the delay to road traffic is being kept to the absolute minimum. Some adjustments are being made to the positioning of the tramway signals on the National Park side of the crossing. This will give drivers of National Park bound trams a better indication of the crossing signals being cancelled after their tram has crossed the highway.

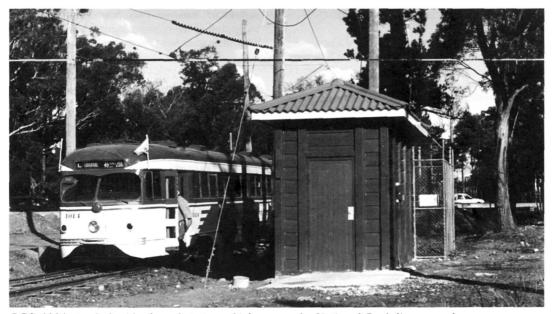
The steel span poles and one Sydney Municipal Council street light pole, which remained at the old National Park depot site after all other equipment was removed in 1988, have finally been recovered. These will shortly be removed to our new site for eventual reuse. One of the poles was the tram stop from which all old site tram services commenced.

A paling fence has been erected along Tramway Avenue between the toilet block and the Pitt Street entrance, to both hide the construction work on the display building retaining wall and keep visitors out of the area. A lattice screen has been erected at the toilet block to give some additional privacy for visitors using them.

The Brisbane pedestal type point lever, of the type positioned at certain kerbside locations, has been reconstructed and installed to operate the turnout into depot road 4.



School children from Sendai, Japan make the acquaintance of a tram which once ran in their home town. They brought with them internal advertising cards and a set of hanging advertisements which they took great delight in fitting to 1054. The visit was recorded on video tape and their visit appeared on Sendai TV during October.



PCC 1014 stands beside the substation which serves the National Park line near the highway crossing.



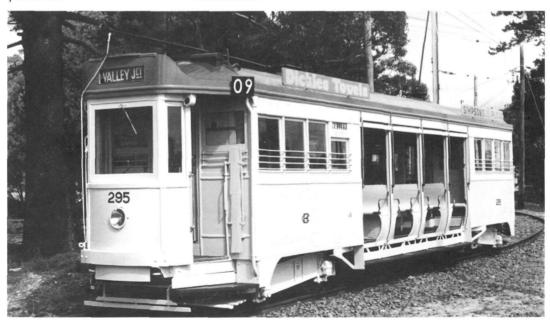
Cars used on the Parklink service (R class 1740 and R1 class 1979) carry magnetic rubber signs to indicate this special use. The signs are easily applied and removed, and do not spoil the paintwork.

BOB MERCHANT

#### Car News

Mal McAulay recently completed running repairs and a general mechanical inspection on P class 1497. The paintshop crew has given some attention to the western side fascia which received weather damage during the car's period of outside storage. Repairs are also being made to the footboards and it should not be long before this car is back in service.

Brisbane dropcentre car 295 was released from the paintshop on 18 September and, after a few test runs, re-entered service on Sunday 26 September. This car was originally withdrawn from traffic over three years ago for repainting and minor attention to the bodywork. It was found necessary to replace a corner post which was badly affected by dry rot and a more thorough overhaul was required. Our thanks are extended to Tony Cody, who undertook the task of supervising the work and to the various members who assisted him. The car looks very fine and the carefully restored roof advertising signs complete the job.



Brisbane dropcentre 295 has re-entered service after repairs and a repaint. It is seen on the curve leading from the National Park line.

BOB MERCHANT

With 295 completed, work is now to commence on W5 class 792. The period of outside storage as also affected this car and action is to be taken to repair the deterioration and to restore the interior which was in poor condition when the car arrived at Loftus.

Progress continues to be made on O/P class 1089, with the timber framework now almost complete on one side. The amount of new timber visible gives an indication of how badly the car had deteriorated. The new cant rail on the left hand side was fitted on 9 October and a similar amount of new timber replacement is required on that side.

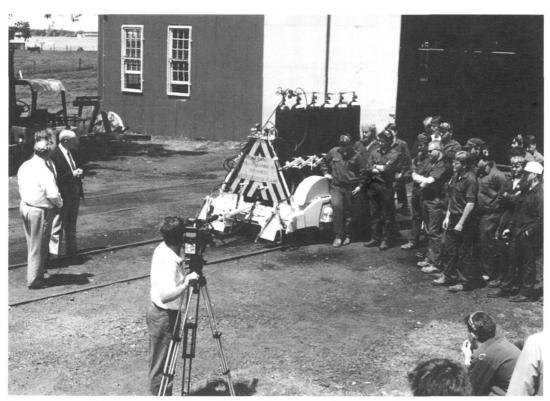
#### **Back to Audley Day**

The National Parks and Wildlife Service held a National Parks Week from 25 September to 4 October. This included a "Back to Audley Day" on Sunday 26 September.

Part of the promotion suggested that visitors should use public transport by travelling by train to Loftus and tram to the National Park station. On arrival of each tram, National Parks staff would be on hand to escort visitors down the "Honeymoon Track" to Audley. From here they could partake of refreshments, return the same way or catch the ferry to Cronulla.

The 9.15am tram to the Park carried about 30 passengers that day, all but one of whom alighted at the station. Subsequent trips also carried visitors who partook of the bush walk, many returning throughout the afternoon.

Dale Budd issued a press release and an item and photograph appeared in the Saturday issue of the *Telegraph Mirror*, publicising the National Park tram. However, the publicity could not drag the football fans from their tv at home in significant numbers on Rugby League Grand



Apprentices and 144s pose for Prime Television's camera during the handover ceremony at the Hunter Valley Training Company's workshop on 13 October 1993. Arthur Soennichsen, Howard Clark (hidden) and Milton Morris watch the filming from the left of the picture.

Final day. This day has been notoriously quiet at the museum on previous years, although business was noticeably better this year.

Our thanks are extended to Margaret Hallinan and Andrew Harrigan, the NP&WS staff who met all the trams, and to the co-ordinator, Sue Luscombe. It was a great pleasure for us to be able to work together with the National Parks and Wildlife Service, and we look forward to similar occasions in the future.

#### Weedburner 144s Returns

On Wednesday 13 October, Howard Clark, Bob Cowing, Geoff Spaulding and Bob Merchant travelled to Maitland to accept, after an overhaul, Sydney's last tramway service vehicle, weedburning trailer 144s. The Weedburner was constructed in March 1956 by Randwick Workshops on a Sydney No.4 truck from an O class car. The repairs and repainting were carried out by the Hunter Valley Training Company at their training centre at East Greta, near Maitland.

Company Chairman, Hon. Milton Morris AO handed over the completed vehicle in front of the press and a camera crew from Prime television. Museum Chairman Howard Clark accepted the fully restored and glistening vehicle on behalf of the Museum. He praised the efforts of the apprentices who worked on the vehicle and paid tribute to the Company's technical manager, Arthur Soennichsen, and George Anderson, who supervised the apprentices carrying out the work, for their part in the overhaul.

The HVTC went to considerable trouble to obtain for the vehicle gas cylinders and connecting equipment to enable the Weedburner to be presented nearly as it was in service. The gas cylinders were supplied by CIG and are only for display. They are condemned cylinders and have a large hole drilled through the bottom to prevent reuse. They are, however, ideal for the purpose.

144s was collected by our carter, Alf Bailey on Friday 15 October and it was delivered to Loftus on Saturday morning, 16 October.



Museum Chairman Howard Clark accepts 144s from the Hon. Milton Morris OA, Chairman of the Hunter Valley Training Company, on 13 October 1993.

BOB MERCHANT

# WHITEMAN PARK

**Perth Electric Tramway Society** 

#### **Annual General Meeting**

The 12th Annual General Meeting of PETS was held in the Whiteman Park Administration Building on Saturday 4 September 1993. The following Officers were elected for 1993-94: President - John Shaw; Vice-President - Michael Stukely; Secretary - Robert Pearce; Treasurer - Martin Grant; Membership Secretary - Terry Verney; Councillors - Ray Blackmore, David Brown, Ken Eastman, Paul Edwards, Duncan McVicar.

The honour of Benefactor Membership of the Society was conferred upon Brian Morrell at the AGM. This makes formal recognition of Brian's sustained and generous contributions to tramway preservation in Western Australia, which he has made in many ways over the years. Brian joined the forerunner of this Society (the WA Electric

Transport Association) soon after its inception in 1969-70.

Total traffic revenue of \$34326 for the year was slightly lower than the 1991-92 total (\$36108). However, ticket sales rose, in spite of the sequence of wet weekends in August-September 1992. School holiday and special hire traffic increased considerably. Major events was the one area where revenue fell.

#### **Operations**

Although there were mixed weather conditions during June and July, very good patronage was recorded on several days. The school holidays in the second half of July saw trams running Monday-Friday for two weeks, with excellent results.



The new passing loop, looking south, awaiting completion in mid-July 1993.

RIC FRANCIS

#### VALE MRS OKETON GEDDES

It was with much sadness that members of the Perth Electric Tramway Society learned of the death on 16 September of our good friend and benefactor, Mrs Oketon Geddes. She became associated with the Society at its formation through business connections with former President and Life Member, Lindsay Richardson. Mrs Geddes made numerous substantial donations which enabled the construction of the carbarn (subsequently named in her honour), as well as enabling us to acquire and transport from Melbourne our three W2 tramcars. Additionally, we have learned that Mrs Geddes has provided in her Will for a Trust fund to be established in due course for the Society's benefit and to be under the control of Lindsay Richardson as Trustee. We have yet to hear of the value of the Trust fund. Mrs Geddes' name will live forever in the minds of Society members for ensuring that a vibrant museum tramway would become a reality, and not just a dream, in Western Australia.

Regular weekday operations (Wednesday-Friday) commenced in mid-August, and have been quite successful in their first month in spite of a large number of wet days occurring. These services have generally been run by Paul Edwards, and are to continue through spring as a trial. This is being done in conjunction with the Park's plan to expand its attraction for visitors.

Sunday Times Showday was held on 29 August, and for the second successive year it was marred by heavy rain. Two trams only were required. This clearly indicates the extent to which the weather is critical to the success of these "Big Event" days - alternative dates are being considered by Park Management for next year's Showday.



Andy McCutcheon's team apply the finishing touches to the loop on 17 July 1993 (looking north). The left-hand turnout from the main line at the centre of the loop forms the present northern apex of Stockmans Crossing; it will be relocated south of the loop when the track at Stockmans Crossing is realigned.

#### Track and Overhead

Following the installation in June of the two sets of points for the passing loop at Stockmans Crossing North (*TW* August), the remainder of the track was connected on 17 July. Lindsay Richardson reports "that we now have a very good looking Perth Tramways style loop". The loop will hold three bogie cars. After the fitting of the spreader-bar to the southern loop points was completed, W2 class 368 was worked into the loop using the wandering lead on 22 August.

The Park contributed a major part of the cost of labour and materials for the loop - this was arranged as a trade-off against our operation of regular mid-week services, which was requested by Park Management.

Considerable work has been done lifting and packing the track between Horse Swamp Culvert and Bennett Brook Culvert, and this has substantially improved the ride here.

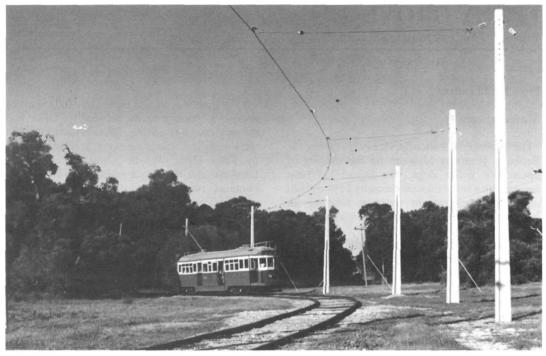
The transfer of the overhead to the new concrete poles at Farmgate Curve was completed in July, resulting in greatly improved alignment and tracking of the trolley poles. A further batch of concrete traction poles is to be purchased for use in areas where wood rot is a continuing problem. Seven steel poles are being prepared for installation at the new passing loop. The programme of numbering all poles on the tramway is continuing.

#### **Around the Carbarn**

Fremantle 29 has at last returned to regular service, and made its first appearance on Showday, 29 August. A great deal of work wa done in July-August on the overhaul of the ex-Kagoshima 77E truck. A further setback occurred when it was found that the brake cylinder contained a large amount of water, and corrosion had started on the inner cylinder wall. This problem was ingeniously overcome by reversing the cylinder. Finally the truck was finished and



W2 class 393 arriving in the Village on Sunday Times Showday, 29 August 1993. The colourful banners attached to the traction poles show the various activities taking place in the Park.



SW2 class 426 passes through Farmgate Curve on 21 August 1993. The greatly improved appearance of the overhead following its transfer to the new concrete poles is clear (see TW February 1993, p.60). MICHAEL STUKELY

spray-painted, and the exchange carried out on 22 August.

Work associated with the lighting rewire on W5 class 766 is nearing completion. The external roof-mounted equipment and the internal ventilation mesh has been refitted, and sealant applied to the roof. Noel Blackmore has meggertested the four motors proposed for transfer to the no. 15 trucks of 766, with good results - only one of them requires a fair amount of work to make it serviceable.

Laying-out and assembly of the three panels of track for the transfer system in the engineering shed was nearing completion in late August. Once this is finalised, concreting the floor will proceed. A second-hand lathe, recently purchased by the Society, will made a welcome addition to the equipment in this area.

An Albion tip-truck has been given to the Museum on permanent loan by Duncan McVicar. Considerable work has been done on this vehicle

recently by members, and a plan is being developed to mount the pole auger on its rear tray.

Extensions to the fencing in the rear compound, and installation of new gates, were completed by Scott Parker in September.

Vic Sweetlove and Eddie Vagg have made good progress refurbishing components for the Melbourne no. 1 truck currently being overhauled for use under W2 class 329. The springs are now to be reset.

The "Dormitory Car", FMT 28, was jacked off its trucks and placed on pig-sty sleepers in its "permanent" spot at the back of no. 1 road, next to the members' room, in the Oketon Geddes Carbarn on 22 August.

#### **Errata**

TW May 1993, P.42: Captions of the photos are transposed; lower photo should be credited to Ric Francis, not Michael Stukely.

### FERNY GROVE

#### **Brisbane Tramway Museum Society**

From John Lambert

#### **Museum Security**

The Queensland Police Service is now using the Brisbane Tramway Museum for the training of operational police dogs. The Squad has been issued with a set of museum security keys and has unlimited access to the museum site and all buildings with the exception of the substation.

Training sessions last up to eight hours (full shift) and up to nine dogs and handlers may be on the museum site at any one time. Training is undertaken at ANY time of the day or night and in any weather.

The Dog Squad will challenge any person (including our museum members) who are on site during any training session. The Squad has unrestricted access to the museum and even John Lambert, the museum's contact officer for the Dog Squad, does not know when training is being undertaken.

Persons wishing to visit the museum outside normal Sunday operations are strongly advised to contact the Museum in advance so that arrangements can be made for access to the site. The Museum phone number is (07) 351 1776 and the answering machine is cleared daily. At least three days notice would be appreciated.

#### **Electrical**

To provide the Dog Squad and members with better lighting at night, John Lambert has installed "access lighting" in the workshops and Depot number 1. This lighting enables people to enter these buildings and switch on the main internal lighting without having to stumble around in the dark looking for light switches. Access lighting switches are located on the outside of each building and only work at night.

On Sunday, 8 August a set of new electrical submains were installed from the switchboard in the workshops through existing spare conduits to beneath the museum house.

A backhoe was on site on Friday, 13 August to provide a 30 metre trench between the house and the new display building. All necessary conduits were installed after some very feverish activity by Peter Hyde, Wayne Chaseling and John Lambert, and the trench backfilled. The trench contains two large electrical conduits, one communications conduit and a 25mm poly water service. After lunch, the sub-mains installed the previous Sunday were extended through the new conduits to the new display building.

#### **New Display Building**

This project has drawn most of the Museum's manpower during the past several months and has resulted in a variety of tasks being undertaken.

Peter Hyde has spent countless hours removing thousands of tiny staples that had been used to secure masonite sheeting to the timber floorboards. The masonite was used under the old carpet tiles but the display room is to have a polished floor. This task was also performed in the new archives room by some of our CSO workers but it was not carried out to the same standard as Peter's workmanship. The archives room is to be left plain in "as is" condition.

Troy Thomas and Peter Hyde also spent many hours painting the display room while John Lambert and a keen CSO worker (yes, we do sometimes get keen CSO workers) painted the archives room.

Mick Topp has installed track lighting in the display room while the existing fluorescent lighting is to remain in the archives room.

#### **Slide Evening**

The first use of the new building occurred on Friday evening, 13 August when the Society held a slide night combined with a barbecue, night tram rides and supper. Ian MacCowan from Melbourne screened a very good selection of tram and railway slides to members of the BTMS, ARHS, ANGRAMS, AETA and other interested

persons. A charge of \$5.00 per person was made for the evening's entertainment, with the slide show being held in the new archives room.

The Society covered all costs involved in the evening's entertainment and all proceeds went to assist the Steam Tram & Railway Preservation Society with their rebuilding. A total of \$140.00 was raised on that Friday evening and a further \$12.00 came later from a member who was unable to attend that night.

#### 25th Anniversary/Paddington Night

The annual Paddington Depot night was combined with the 25th Anniversary of the Society. A fully catered buffet style dinner was held in the new display room on Friday, 24 September to celebrate the occasion. Peter Hyde looked after all catering arrangements and 23 members attended the dinner. Trams were run

later in the evening and the last car ran at almost midnight.

#### **Rail Stacks**

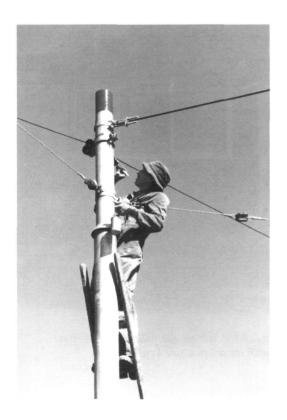
John Lambert has been busy with the CSO workers restacking and sorting the last three rail stacks visible to our Sunday visitors. The stacks are in the vicinity of the new building and although the stacks will still be visible, they will be tidy and more presentable.

#### Restoration

There has been little work on dropcentre 341 due to our manpower being allocated to the new building. However, Troy Thomas has found time to mask up some parts of the dropcentre section in preparation for spray painting.

# ST KILDA

**Australian Electric Transport Museum** 



From Colin Seymour

#### **Reconstruction of 42**

The coating of the roof with Dynel is now complete. The clerestory ceiling plywood sheets are almost complete with some sheets installed. Other pieces of beading and various mouldings for the passenger section are being processed. The end aprons are at the final undercoating stage. The structural woodwork for the motorman's cabins is being sanded and primed. 6mm mild steel plate is being bent using a jig and oxy heating for bolting against the wooden uprights. The steel is a slightly thicker gauge than originally fitted to give greater strength to the upright pillars.

#### Other Trams

A brake cylinder leather wore out on car 381 causing air to leak from the cylinder. This has

Christopher Steele's pole repair and repainting job on the St Kilda tramline is a bit like painting the Sydney Harbour Bridge - it never ends!

PAUL SHILLABEER

been replaced by a new neoprene fitting, enabling the car to be quickly returned to service. The brake repair saw the use of the removable rail section over the pit for the first time. The section was removed to enable the brake cylinder to be lowered with the aid of two hydraulic jacks braced together in a framework.

Dropcentre 264 has been returned to service (replacing dropcentre 282) after the completion of polishing of its exterior paintwork. The polishing has considerably improved the appearance of the car.

#### Track

A moisture trap and air lubricator system has been installed on a bumper bar of W2 works car 354. The fitting removes moisture and dirt from the compressed air system for the car's pneumatic drill and dog spiker and injects oil into them at the same time.

Contractors for the Salisbury Council have placed brick pavers at the playground tram stop. The area of paving is approximately 15 metres by 1.5 metres on each side of the concrete track. The pavers were purchased by the AETM. Although not as much paving as we would like, the area provides a suitable passenger standing area (especially in winter). The paving covers most entrances of our trams, and at least one doorway of larger cars like 381.

#### S4 Conversion

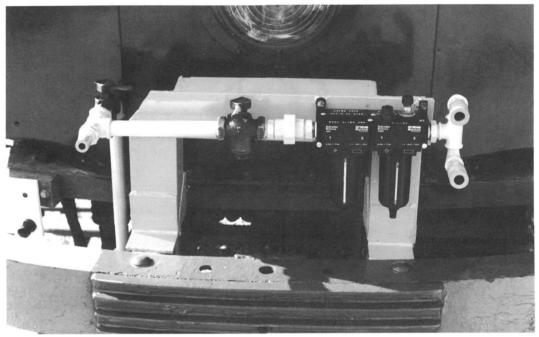
Ian Seymour reports:

Our sprinkler vehicle, S4, has been fitted with rail scrubbing gear. The rail scrubber uses the carborundum blocks used on Melbourne's service stock. The scrubbing gear consists of one block per side. The blocks are mounted in holders composed of 4-inch angle iron and some flat plate welded to the frame of the sprinkler truck where the bolster springs were located.



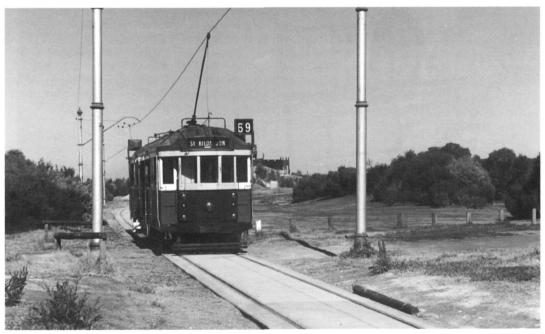
Canvas blinds offer some protection to passengers on car 186 during the winter months, but AETM motormen will tell you that it is no fun driving with those open sided cabins!

JOHN RADCLIFFE



The moisture trap and air lubricator now fitted to W2 works car 354 at St Kilda. The left hand outlet is for cleaning rail joints with unoiled air. The right hand fittings are used for the pneumatic tools. The white board at left has terminals for the welding leads of the D.C. welder.

PAUL SHILLABEER



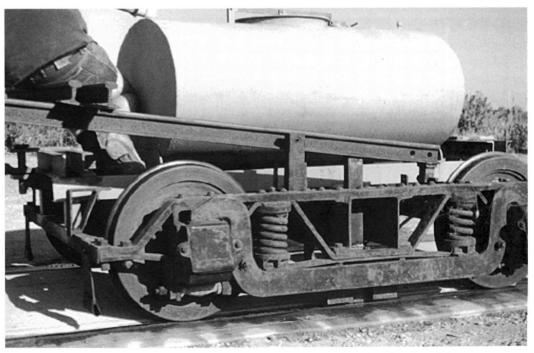
Works car 354 heads towards the playground terminus on the new concrete track (the new moisture trap/air lubricator is at the opposite end).

PAUL SHILLABEER

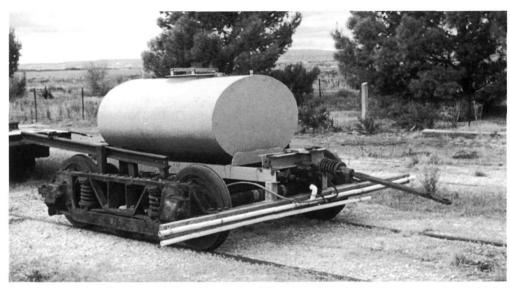


Shunter "Fuggly" with S4 at the playground terminus during grinding operations.

IAN SEYMOUR



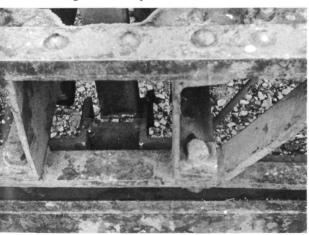
Scrubbing the concrete track at the playground terminus. Two lengths of rail and the observer provide pressure to the scrubbing blocks.



S4 parked on road 7 at the museum. This view shows the sprinkler end of the vehicle.

IAN SEYMOUR

When the vehicle reaches the desired grinding spot on the line, the block is placed on its end inside the holder. A flat plate boxes in the block. A section of water pipe with a screw-threaded one-inch shaft screws against both of the keeper plates, transversely bracing the blocks. Vertical pressure is applied to each block with a rectangular tubular section of steel welded to a length of rail which acts as a lever. The rail pivots at a bracket previously used as a portion of the truck's brake system. Offcuts of rail are used as weights and are placed across the lever rail. One



A close-up of the block holder with the keeper plate removed. The angle iron holder is clearly visible, as is the cooling/lubricating hose to the right.

person usually rides the sprinkler to monitor the process and to add additional weight to the system.

The sprinkler system pipe is disconnected and hoses are run to each block using gravity feed to wet them during the grinding process. It is a similar set-up to truck-mounted sanding pipes on trams.

Creeping along produced deafening vibrations so up to full series is used for grinding, which deadens the vibration. The rail was pitted from being covered with soil at its last location and required nearly 100 passes to reduce the annoying rumbling.

#### Other News

A small wooden stores shed (2m x 2m) originally constructed by students at Marleston TAFE has been transported to the museum for conversion to members' overnight accommodation.

A number of useful parts have been retrieved from W2 class 434 at Springton in the Adelaide hills following an approach from its owner who wished to dispose of it. Parts retrieved include a brake cylinder and rigging, and some body parts. The body has since been burned. However, still to be retrieved are the no. 1A motorless trucks and the chassis. The tram had previously been used as a wine sampling building at the small winery.

# **HADDON**

## **Melbourne Tramcar Preservation Association**

From Craig Tooke

Activity at the museum over the past few months has seen steady progress in trackwork and signalling.

## **Trackwork**

Arthur Ireland and Tony Smith have spent many hours packing the main line track following completion of levelling and aligning work. A very laborious and thankless task, the track packing has been completed as far as half way around the south-east curve and the results are impressive.

We took an opportunity and purchased additional steel sleepers from the Public Transport Corporation for use in the lower terminus area. John Withers has organised the collection and transportation of the sleepers from Melbourne to Haddon.

Some of the steel sleepers we acquired have been used to construct the first of the two lower terminus roads. This has now been laid in position. Construction of the second road will not be undertaken until all the overhead poles have been positioned as vehicle access will be required as this work is undertaken.

A retaining wall has been constructed adjacent to the start of the south-east curve which leads into the terminus area. The wall has proved to be necessary because of the slope of the land in this location. Construction of the wall will enable the area to be adequately filled. As part of this work we took the opportunity to improve the drainage in the vicinity and a number of pipes have been laid in position.

Levelling and packing the lower terminus points has also been undertaken and completed.

#### Signalling System

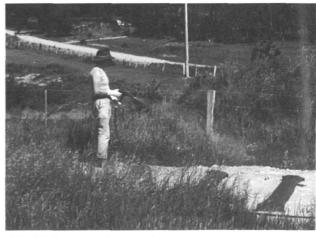
This is, without a doubt, the area where most work has been undertaken over the last few months and the progress is obvious. Arthur Ireland has completed the painting work on the former PTC style R type signal units and they await installation on the supporting poles.

We were pleased recently to obtain through COTMA a number of additional former tramway metal track telephone boxes which have proved ideal, with some modification, for use in housing various components used in the signalling system.

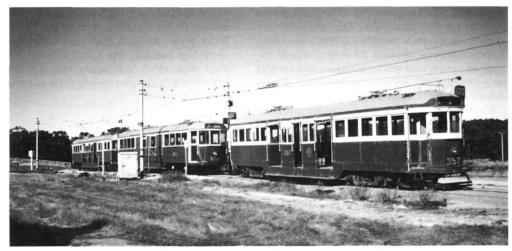
John Withers, assisted by Tony Smith and Arthur Ireland, has been busy modifying the boxes to house push buttons. The push buttons will provide an error release function should the points be accidentally set for the wrong road at the lower terminus.

Noel Gipps has designed and completed the construction of the lower terminus relay control panel. This will be mounted in the former railway signal cabinet situated near the south-east curve.

Concrete stumps with mounting bolts have been poured for signal posts at both lower terminus roads, the error release boxes and the lower terminus road indicator signal. Work is well under way on constructing the mounting posts for each of these locations.



John Withers spraying weed poison.



W2 class 357, W3 class 663 and W4 class 670 at the upper terminus.

JOHN WITHERS

We were fortunate in obtaining some steel ladders from the PTC. These will be ideal for attaching to the signal posts to allow easy access for maintenance of the signal lamps once they are operational.

The addition of the signalling system will also mean an increase in the electrical load on the 240 volt ac system at the museum. The additional electrical load was calculated and Craig Tooke, assisted by John Withers and Tony Smith, upgraded to a larger size the submains cable that

supplies power between the workshop and the former bus shed buildings. A switchboard has also been installed inside the former bus shed.

Installation of the automatic point shifter coil (see photo in August TW) in a steel box has been completed and the unit is now ready to be mounted on a span pole once these have been erected.

#### General

With the approach of summer, we must turn our



Additional drainage pipes being placed in position at the lower terminus.

JOHN WITHERS

attention to poisoning sections of land around the museum for fire protection. This is taken very seriously as we are located in a country area. John Withers has been spraying the poison around the museum over recent weeks to ensure that we will have minimal risk once the summer fire season arrives. A thankless but most important task.

We have been fortunate at Haddon over the

years not to have had a problem with birds nesting in our buildings. This year, however, the local birds decided that our tram shed and workshop building are ideal havens. We have used wire mesh and heavy rubber matting to prevent the birds from entering and so far this has proved successful.

# BALLARAT

**Ballarat Tramway Preservation Society** 

## From Dave Macartney

Following hot on the heels of the new BTPS video, the new revised Museum Guide was launched at the Ballarat Book Fair over the last weekend of September. The new book, entitled "Ballarat's Heritage Tramway" was compiled by Bill Scott, and updates his previous book. Extensive use has been made of colour this time, and it is a great five dollars worth. The launch at the book fair was rather quiet, as the event was dominated by second-hand book dealers, who seemed to spend most of the weekend swapping rare first editions between themselves. Antiquarian booksellers en masse are even stranger than tramway enthusiasts en masse.

On 2 February 1888, Frank Sprague opened the world's first comprehensive electric tramway network in Richmond, Virginia, comprising forty cars on twelve miles of track. From that time on, all existing horse and cable car networks were on borrowed time. Many cities had invested heavily in the earlier systems, and were reluctant to throw away assets only a few years old. Conversion of horse and cable trams to electric trams was attempted in those pioneer days and with motors of under ten horsepower it was feasible. As the power and speed of the electric trams rapidly doubled and doubled again, much more substantial bodies were called for.

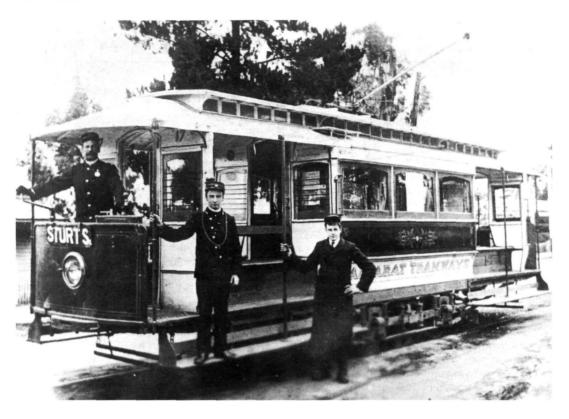
Few of these conversions have survived, though the Seashore Trolley Museum in Maine has No. 43, built by the Feigel Car Company of New Utrecht, New York in 1873 for the New Bedford and Fairhaven Street Railway. It was electrified about 1894 and used as a Railway Post Office car between New Bedford and Onset from 1902. After suspension of the mail service, it was used

as a works car until the great New England hurricane of 1938, when its motors were damaged by flood water. It was stored until acquired by Seashore in 1947.

The Baltimore Streetcar Museum owns Baltimore City Passenger Railway No. 417, built by Brill in 1880. The Baltimore system ran identically bodied cars on their horse, cable and electric lines. No. 417 was a horse to electric conversion. As each class of car was retired, the Baltimore management would store one example, all of which eventually came into the possession of the Museum. 417 is a small five-window saloon.

The Branford Trolley Museum at East Haven, Connecticut owns Third Avenue Railway No. 220, which started life as cable tram No. 20. It was built by the Laclede Car Co. of St Louis in 1892. This was a large tram by cable standards, being a seven-window saloon similar in size to the electric trams of the day. The gripman was located on the end platforms, enabling the conversion to be easily made.

Joining this illustrious company is Ballarat No.12, built around the body of North Sydney cable trailer No. 18. Recent work carried out on this car has revealed many interesting details, as well as explaining why such conversions were generally shortlived. A completely new underframe was built and the North Sydney body plonked down on top of this. The original floor was removed and the old frames cut away at the saloon doors. This meant that the original doors didn't reach the new floor level, so they had new sections grafted onto the bottom, still clearly visible today. Some new lining was installed inside the saloon above the windows; when this



was removed the original highly decorative North Sydney paintwork was revealed, perfectly preserved underneath.

The new underframe is about 50% heavier than the original, but is still far flimsier than those under the electric cars built new about that time. The saloon roof was never designed to have a trolley base on it, and has sagged considerably over the years. The roof itself is in no less that five sections. The saloon roof is original, and is butt-jointed to the end extensions, with their dummy clerestory and roof slats of a different width. The motorman's cabs are different again. as well as differing from one another, probably due to accident damage. The circuit breakers were mounted underneath the controller, with a small trapdoor in the floor of the cabs to give the motorman access to them. The wiring wasn't neatly boxed in as it proceeded along the length of the car, but hung loose in festoons from Ushaped leather stirrups nailed to the crossbeams under the car. The resistance grids appear to have

been located under one of the saloon seats, which would have warmed many a backside during Ballarat's winters.

As if the design wasn't bad enough, the alterations carried out by ESCo staff made things even worse. During conversion to one man operation after 1913, the outward facing seats in the end sections were reversed to face in, which meant that the seat bases were moved closer to the sides of the car. The single sand box at each end was also moved out. This placed it above the main diagonal stiffening member of the frame which was neatly sliced in two. At the same time, the steps were shortened, but the new bolt holes were drilled so close to the cross member supporting the end bulkhead that the nuts could not be placed on the bolts. Solution? Hack away about a third of the cross member with a chisel! The dilemma facing the BTPS restoration team is how much of this poor design and bush carpentry should be preserved. No. 12 is certainly a tram like no other.

# **NEWCASTLE**

# Maitland Tramway Park and Museum

### From Jack Nyman

Our site at Rutherford is dead. We have moved all trams from the highway end and placed them beyond the former station. We will be able to keep some trams there for a time. Our Newcastle service is doing quite well. The operation is viable and receives enthusiastic support from the patrons

# **Grand Opening at Newcastle**

The Newcastle Tramway Museum's operations along Wharf Road, Newcastle were officially opened on Sunday, 5 September 1993.

In preparation for this event, the former MSB foreman's office was fitted out earlier this year as our display room with an extensive photo display, manikins displaying uniforms and the replica L/P tram front constructed by Russell Phemister.

Our Cafe Tram, ex-W2 class 254, was brought from Rutherford to provide an additional car for our wharf line service. This car was prepared for use as the official car on the day.

The day turned out dull with a very slight drizzle so the opening ceremony was conducted in our museum display room adjacent to the wharf buildings and the terminus for our tram service. Mrs Virginia Chadwick, the new Minister for Tourism and a local resident, paid us the honour of attending our opening and declaring the tram service open.

Representing Newcastle at the opening were the Lord Mayor, John McNaughton, Deputy Mayor Frank Rigby and Councillors Greg Hays and Peter Brett. Maitland was represented by the Mayor and General Manager.

We were also pleased to have present our Federal Member for Newcastle, Alan Morris, State Member for Waratah, John Price, and State Member for Maitland, Peter Blackmore. Also present were seven old "trammies" plus a widow. Apologies were received from the Minister for Planning Senator Tierney, MPs John Mills and Milton Morris, plus about fifty other people. Our Cafe-in-a-tram, which seats 54, had to run two trips to cater for the crowd.

## Change of Name

At our Annual General Meeting in December, a motion will be moved to have the name of the Company changed to Newcastle Tramway Museum. If it is passed we will revert to our original title.



245 carries official guests as it propels its generator trailer along Wharf Road beside the wharf sheds after the official opening of the tramway service on 5 September 1993.



Mrs Virginia Chadwick, centre, chats with a visitor outside the cafe tram after the opening ceremony.

BOB MERCHANT



Cafe tram 245 outside the Museum's display room. The HCVA's double deck buses came from Sydney to provide a free service between Newcastle railway station and the tourist tramway.

# **ELECRAIL**

# **Electric Train Division of Steamrail Victoria**

From Cliff Leigh

At the Steamrail depot, the restoration of "Doggie" motor coach 137M continues. The rebuilt GE pantograph is now ready for fitting to the repaired, recanvassed, sealed and painted roof.

Our ex-VR upholsterer has completed making and/or refurbishing all the interior seat cushions for 137M to a high standard. He is now turning his talants to preparing seats for the next restoration project, 12BT.

The exterior timberwork is now 90% complete, with only three doors and the panelling behind the driver's cab yet to be finished. Restoration of the compartment interiors has commenced and a great number of fittings, such as seat slats and light fittings, have already been prepared and stored, ready for when required.

During the sanding back of the interior timberwork in the guard's compartment, the car's original number, 22BCbd, was revealed. Due to the historical interest of this find, it has been left visible under a coat of varnish.

All the electrical control and lighting circuits have been rewired, including the master controller and all the switch gear. During this rewiring, the main connection box for 45 cables which is fitted underneath the car was discovered to be full of water, which, it appears, has been there for at leat ten years. The damage caused by the water required a replacement box to be fitted and a complete rewire.

All the wiring and electrical equipment has been high-voltage tested, including the traction motors. The air compressor has been successfully tested on 750 volts. Only the interior compartment lighting awaits refitting to complete the electrical work.

# **REVIEWS**

## Trams Tracks and Trolleys - Video

The story of Tasmania's electric tramway system

Produced by Winning Post Productions and distributed by Tasmanian Video Distributors, 38 Montpelier Retreat, Battery Point, Tasmania 7004. PAL VHS, 60 minutes, RRP \$39.95.

This fascinating video includes film from official archives and private collections. Despite its slightly misleading sub-title, scenes from Tasmania's northern electric tramway at Launceston are also included to give a fascinating glimpse of a past era of Tasmania's transport history.

Although movie films of the early tramcars have not come to light, imaginative use of stills provides an interesting introduction to Australia's first 3ft 6in tramway system. Interviews with former employees, some well-known TTMS members, and with General Manager Arthur Parker's daughter, Madge, provide details of the tramcars and an insight into the life of tramway staff. Madge recalled the benefit of being the General Manager's daughter when she travelled with her father. He rode with the driver on the front platform and Madge was able to commandeer the driver's seat! Life on the trams had its light-hearted and serious moments.

The double-deck standard cars are seen rocking and rolling along Hobart's streets, together with some interesting views taken from the top deck. Single truck combination cars and the early single deck bogie cars provide variety in the passing parade. The standard bogie single deck cars introduced in 1933 are also well covered.

On the preservation scene, recently acquired

118, 142 at Glenorchy and Launceston 16 at Penny Royal are seen. Restoration work being carried out on double deck car 46 by members of the Tasmanian Transport Museum Society will certainly be of interest to tramway museum members.

The video concludes with all too brief scenes of 46 being transported into the city for the centenary celebrations and standing in all her glory in the Elizabeth Street Mall.

This tape is a very welcome addition to the available videos depicting Australia's tramway heritage and a great companion to Ian Cooper's tramway centenary book. Recommended for any enthusiast's video collection.

# Guide to Australian Tourist Railways and Museums 1993

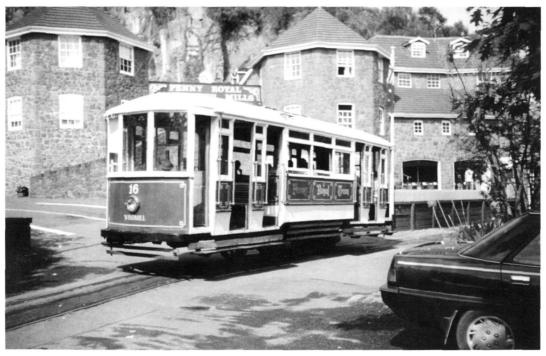
Published by the Australian Railway Historical Society and the Light Railway Research Society of Australia. Issue 2 of Rail Scene Australia, a magazine published at infrequent intervals, 96 pages, A4, 7 colour and 34 black and white illustrations, RRP \$9.95.

This is the second edition of the work formerly known as the Directory of Australian Tourist Railways and Museums.

The coverage in the 1994 edition has been expanded - with more museums appearing this was inevitable. There is also some concentration on the Australian rail heritage scene - a theme examined in some depth by NSW State Rail heritage officer Stuart Sharp in a feature article that leads the NSW section of the Guide. Australia's tramway museums again feature prominently in this issue which contains 32 more pages than the 1993 edition.

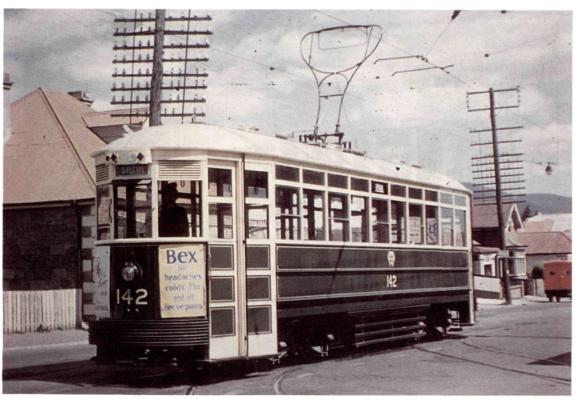
Rail Scene Australia 2 - Guide to Australian Tourist Railways and Museums 1994 will be published in mid November. The 1993 edition sold well over 4000 copies in a very short time. It is an ideal guide for the interstate traveller, highly recommended for the overseas visitor and just great for browsing.

Museums should direct wholesale orders to the Australian Railway Historical Society (NSW Division), PO Box E129, St James NSW 2000.



The operation of Launceston 16 at Penny Royal World was one tramway not covered in the Directory of Australian Tourist Railways and Museums 1993.





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