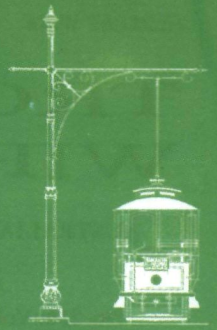


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ADELAIDE'S TOASTRACK TRAMS

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

AUGUST 1994

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Perth Electric Tramway Society's W2 class 368, seen here climbing the grade between Stockmans Crossing and Village, has performed extremely well following the installation of built-up wedge plates and experimental waer plates in the axle boxes.

TERRY VERNEY

FRONT COVER:

The Australian Electric Transport Museum's restored Adelaide crossbench B type car No. 42 on a trip from the Museum to the St Kilda playground.

HOWARD CLARK

BACK PAGE TOP:

The Melbourne Tramcar Preservation Association's depot at Haddon, near Ballarat. The trams are Melbourne W3 663, W2 357 and W4 670.

HARRY NICHOLAS

BACK PAGE BOTTOM:

Cars line up across the depot fan at the Australian Electric Transport Museum, St Kilda. From left are Ballarat 21, Adelaide B 42, Ballarat 34, Adelaide F1 264, Melbourne W2 294 and Adelaide H1 381.

HOWARD CLARK

ADELAIDE'S TOASTRACK TRAMS

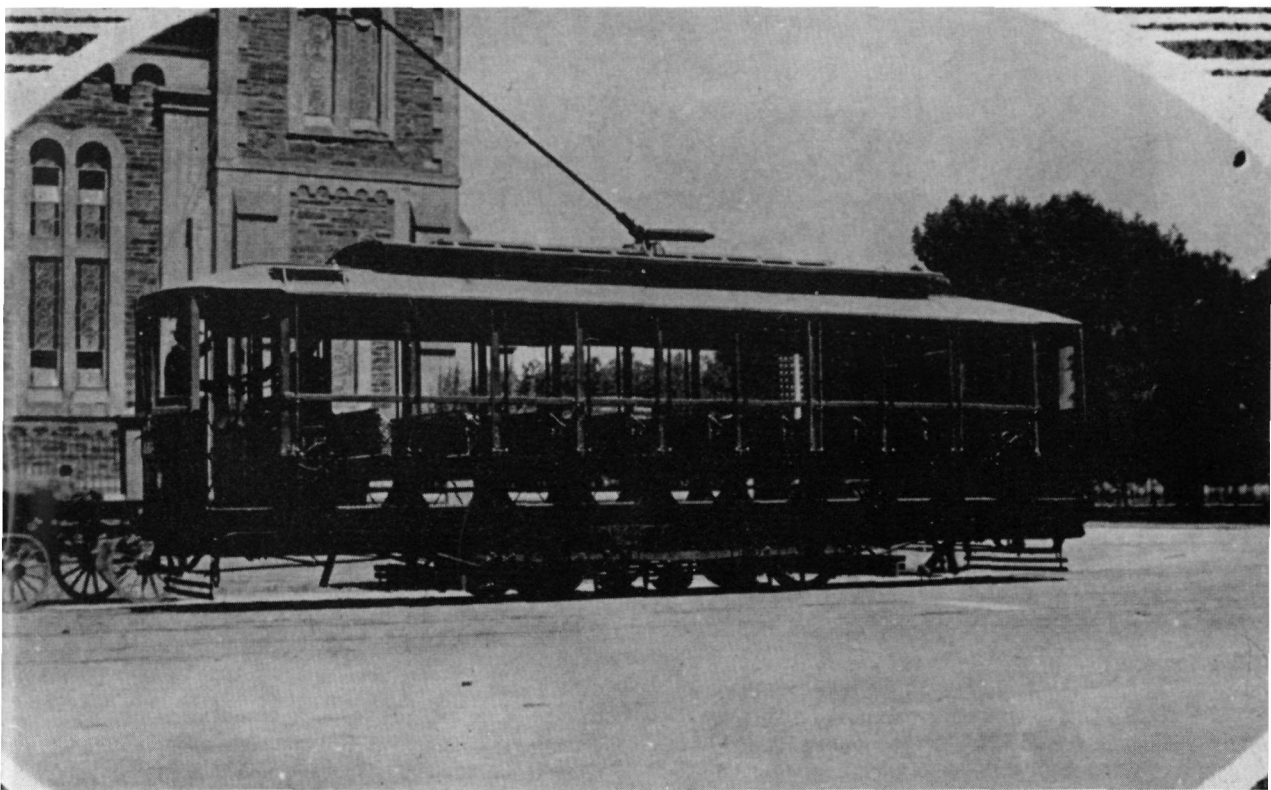
By Colin Seymour

Introduction

Most types of Adelaide's trams survived until the last decade of street tramway operation — the 1950s — and can be remembered by various members of the AETM. However, one major type of tram, the B type open crossbench or toastrack tram had disappeared from traffic by the mid-1930s. Other types of tram not surviving until the 1950s were the 20 E type trams (converted to E1 type in 1936) and the three A2 type tram, which were last used at Port Adelaide in 1935. Although the four G type Birney trams left Port Adelaide in 1935, they continued in use in Geelong (until 1947) and Bendigo.

1909 to 1917

The 30 open crossbench trams were numbered 31-60 and were built as part of the initial order for 100 single-truck electric trams for Adelaide in 1908-1909. The other 70 cars were of the A type "California" combination (Nos 1-30 and 61-100). Built by Duncan and Fraser in 1909, the toastrack trams were single-truck, straight sill, open crossbench cars with reversible seating for 50. Like the combination cars, they rode on Brill 21E trucks of 9ft wheelbase and were powered by two 33hp Westinghouse 204 motors, driven by Westinghouse T1C controllers and were built with magnetic track brakes, the normal service brake being the hand brake.



Toastrack tram No. 33 in Grenfell Street on the eastern side of Hindmarsh Square, circa 1910.

TREVOR TRIPLow Collection



Toastrack No. 31 turning from Grenfell Street into King William Street on a journey to North Adelaide in the period July 1909 to July 1911. Electric trams commenced running to North Adelaide in July 1911 and the line was extended to both Nailsworth and Prospect in July 1911.

TREVOR TRIPLOW Collection



Toastrack No. 40 in O'Connell Street, North Adelaide heading to the terminus half a mile away. The A type car is heading to Kensington in 1909.

JOHN RADCLIFFE Collection

The first electric tram trial runs in Adelaide were made with car 1 on 30 November 1908, and in January 1909 the first open car, No. 32 was delivered. The electric tramway system was opened on 9 March 1909, with 14 trams taking part in the procession to Kensington. Some of these cars were toastracks. It is quite likely that

the cars in the procession comprised six combination trams (Nos 1-6) and eight open cars (Nos 31-38). In fact, the first tram out of Hackney Depot to take up normal running to Kensington on the first day of regular service the following morning was toastrack No. 37.



Car 42 in Victoria Square with a film crew on the roof. The period is 1909 to mid-1910 as there is no arc shute on the roof, and no side destination box.

JOHN RADCLIFFE Collection

The new Henley Beach line was constructed in 1909 as a double track line from Adelaide to Thebarton and a single track line with nine passing loops from there to Henley Beach. The single track section was finished first, so late one

evening four toastrack trams were towed from Hackney Depot to the Thebarton Horsecar Depot by a steam traction engine. These cars were used to operate a service between Thebarton and Henley Beach from 23 December 1909, just in time for the holiday season. Horse cars continued to run between Thebarton and the city until 9 March 1910, when a full electric service was introduced.

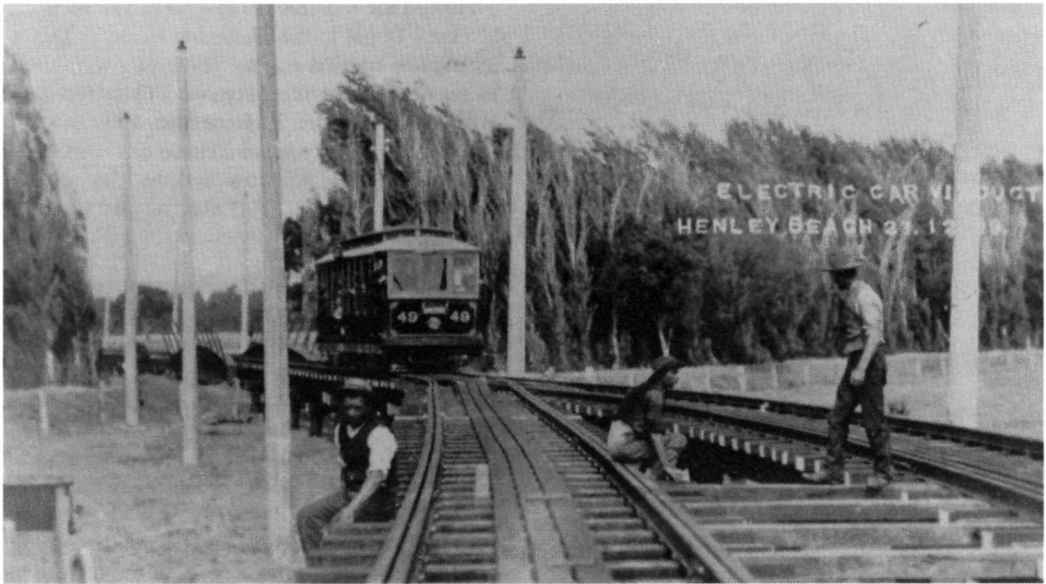
The toastracks were built with summer excursion traffic in mind. To encourage such traffic the Municipal Tramways Trust published the *Adelaide Tramways Pocket Guide* in 1911. Excursion groups were advised to take "beautiful tramcar rides" to the orchards and fruit gardens in the foothills at Paradise, to the magnificent gum trees at Glen Osmond, to see the extensive views of the fertile Torrens Valley from Walkerville, to partake in refreshments at the health-giving seaside resort of Henley Beach, to the recreation ground at Mitcham and to the gardens at Hyde Park.

The MTT also encouraged tourists by establishing its own recreation park with a bandstand at Kensington Gardens. The Kensington line was extended to Kensington Gardens on 23 July 1911. Similarly, the MTT erected a kiosk, a number of shops and a bandstand at Henley Beach. Passenger traffic to special events at Henley Beach became so great that a siding 1000 feet long was opened between Main Street and North Street on 29 January 1913.



A toastrack tram passes an A type tram in O'Connell Street, North Adelaide at the intersection with Ward Street in 1909. The horse tram is providing a feeder service to Hill Street, North Adelaide. The route was electrified two years later.

JOHN RADCLIFFE Collection



Toastrack No. 49, the first electric car to Henley Beach, crosses the viaduct across the River Torrens reedbeds — 23 December 1912.

AETM Collection



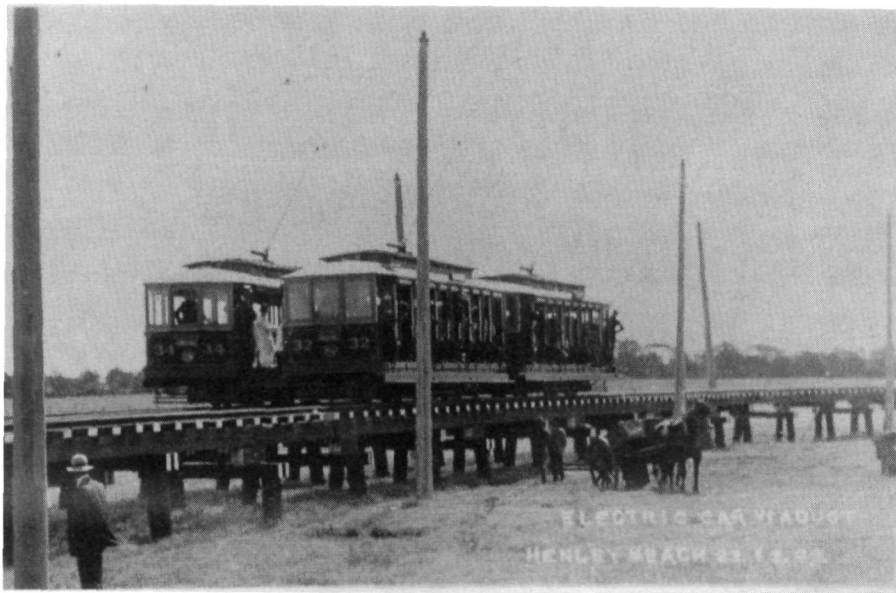
Toastrack No. 49 arrives at Henley Beach as the first car on 23 December 1909.

AETM Collection

The toastracks were also regularly used to convey passengers to football matches and race meetings, and were always associated with the tramways band which travelled on them between 1909 until being disbanded in 1925.

1917 to 1936

While popular as summer cars, the toastracks were unpopular with both passengers and conductors in inclement weather. The trams did have pull-down canvas blinds, but they were only partially effective. In addition, conductors were



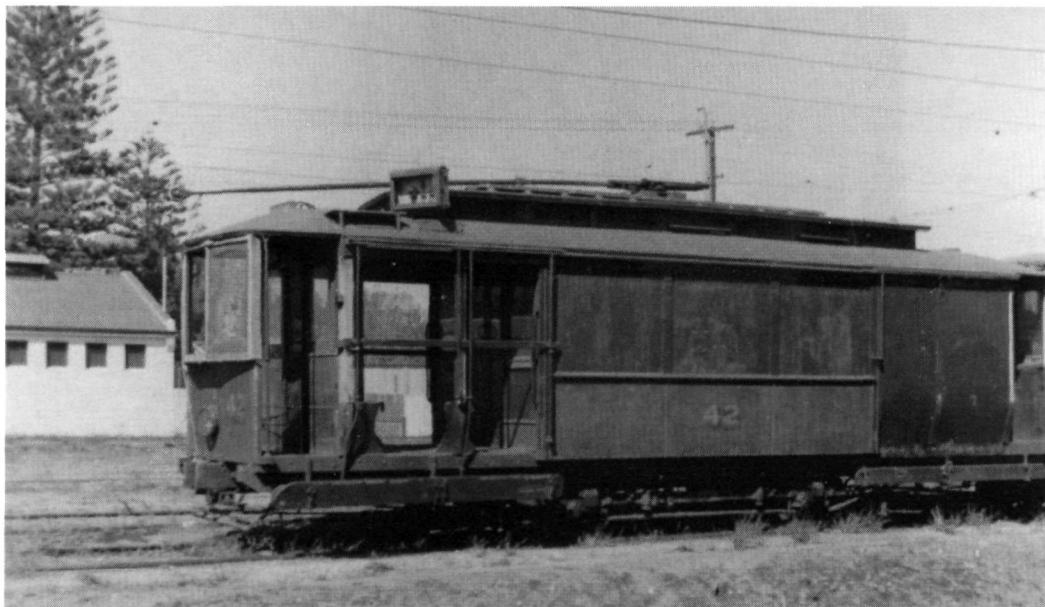
Toastrack cars 34, 32 and 49 returning across the River Torrens reedbeds from the procession on the opening day of the Henley Beach line — 23 December 1909.

AETM Collection

Car 42 passes another toastrack tram, car 59, in King William Street near the town hall on a journey to Hyde Park circa 1910.

JOHN RADCLIFFE Collection





Car 42 in A2 type Port Adelaide configuration in temporary storage at Morphettville sidings on the Glenelg line in April 1958.

PETER KEYNES Collection

exposed to danger by having to collect fares from the outside footboards.

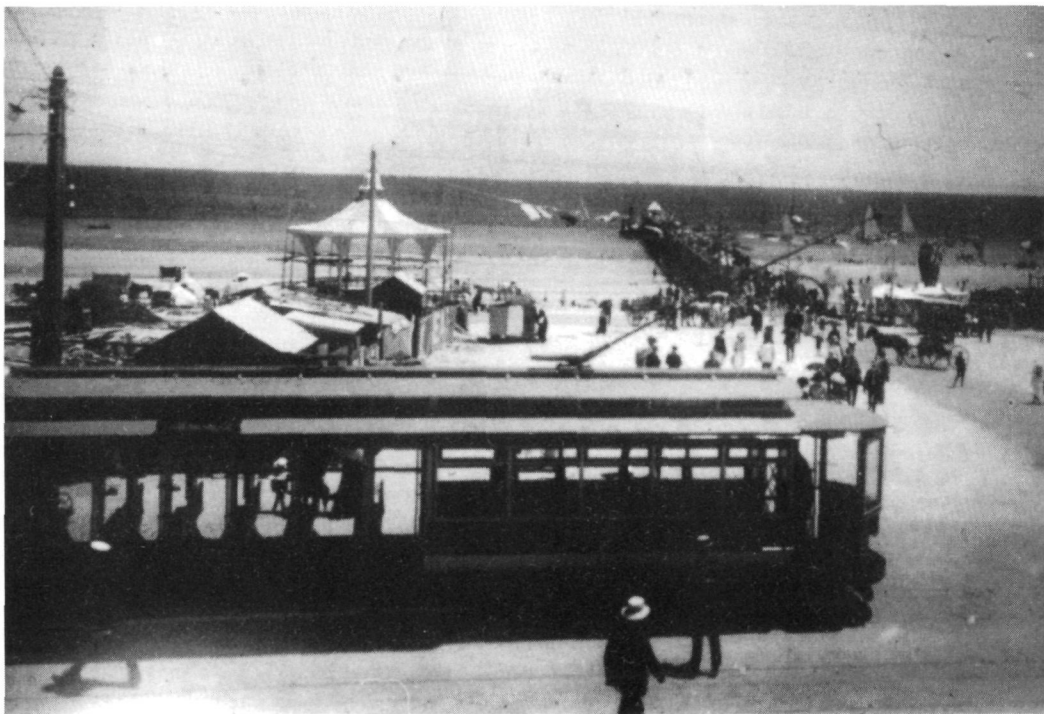
The demise of the toastracks probably began as early as 19 December 1910 with the issue to traffic of the first bogie half toastrack, half saloon combination tram (later known as the E type). These 20 cars offered the fresh air of a crossbench tram at one end in the summer and the comfort of a closed saloon in the winter time. They also carried more passengers. Even the official MTT photographs of the trams showed "HENLEY BEACH" as the destination. A further 50 (later known as the D type) which entered traffic from 20 June 1911 had the added advantage of sliding doors on each side at the crossbench end. It is interesting to note that the original order for the bogie half toastrack, half saloon tram was for 50 cars, but the last 30 of the order were built with sliding doors, with a further 20 sliding door cars also built.

Proposals to make better use of the toastrack cars were induced by the shortage of materials created by the First World War from 1914 to 1918 which prevented the construction of new tramcars. The immediate need for "new" tramcars for the new Port Adelaide tramways resulted in 20 of the toastrack trams being converted to the California combination style. The first three cars (Nos 41-43) were converted at Hackney depot in early 1917

and had three large saloon windows on either side. They were later classified type A2. A further 17 cars (Nos 44-60) were converted later in 1917 (No. 45 by the MTT and Nos 44, 46-60 by Duncan and Fraser) to more closely resemble the A type cars. They were later classified type A1.

Converting the first three cars to the A2 design involved removing six of the crossbench seats and their pillars in the centre of the car, and building a heavily constructed three-window saloon in their place. The next 17 cars were converted to the five-window saloon A1 design by a cheaper process which involved building new saloon bulkheads, but installing the windows between the existing pillars. The windows ran in tracks adapted from those formerly used by the weather blinds. The lower pillar sections were clad inside and out, and additional shaped fascia timbers were added inside the pillars to finish the job. (Details of these conversions recently came to light when AETM members secured parts from cars 46, 51 and 59). Although principally built for the Port Adelaide tramways, ten only were required there (probably Nos 41-50), and the remainder were used on the main system.

Of the ten remaining toastracks (Nos 31-40), car 40 was transferred to the Port Adelaide tramway system in 1917 specifically for use by the tramways band. Car 39 was also sent to Port



Brand new half toastrack, half saloon car (later E type) No. 115 at Henley Beach in 1911. These cars soon replaced many of the toastracks on runs to the popular seaside suburb. The MTT bandstand is under construction.

JOHN RADCLIFFE Collection



The bodies of B type trams 37 and 39 were being used as temporary homes at Draper in July 1955.

JOHN RADCLIFFE



Car 42 being jacked at Morphetville on 9 August 1958 for transport to St Kilda. E1 type 111 is in the background.

JOHN RADCLIFFE

Adelaide in the early 1920s. The other toastracks were retained on the main system for use by the tramways band and for sporting events. The advent of the dropcentre tram, together with the disbanding of the tramways band in the mid-1920s, would have resulted in limited use for the toastracks after 1925.

It appears that a car of this type, number unknown, was fitted with a bow collector for trial purposes at the time the G type Birney cars were being purchased in 1925. The experiment was unsuccessful and the G type were fitted with trolley poles. It is unlikely that the bow collector was used in regular service.

In 1929, No. 38 was converted to the Ballast Motor to assist in the construction and electrification of the Glenelg line. It appears that the MTT had unsuccessfully attempted to dispose of the remaining toastracks to Brisbane in 1932.

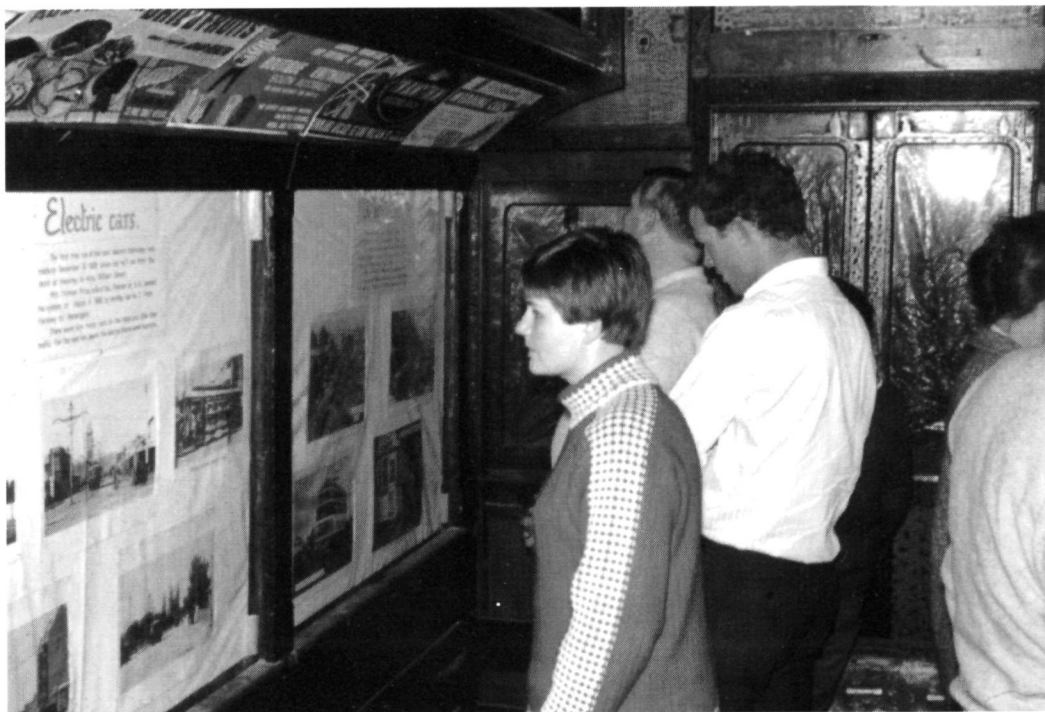
1936 to 1961

The remainder of these cars were withdrawn

from traffic by 1936. This was also the year that the 20 E type half toastrack cars were converted to the fully enclosed E1 type saloon style. However, a number of toastracks were stored at Hackney Depot until 1947 when they were sold by auction. Along with the former toastrack cars 41-45, 59 and 60, they were used as a source of spare parts for the coupled A type "Bib and Bub" sets which were introduced in 1940 as a Second World War economy, but lasted until 1950. The bodies of some of the A1s survived into the 1950s in various depot roles at Hackney, car 44 being the last to be scrapped in 1961.

Toastrack 42

Car 42's history at the St Kilda museum is longer than its years in passenger service. When a request was made to the MTT in 1956 to preserve some Adelaide trams, car 42 was not included in the initial list, preference being given to trams in operation at the time. However, in September 1957, the newly established Australian Electric Transport Museum (SA) wrote to the MTT:



The interior of car 42 was used as a display area at the Tramway Museum at St Kilda between 1967 and 1976.

JOHN RADCLIFFE



"The Museum has examined A2 class car number 42, which is at present used in Bay 7, Hackney, as a storage room for advertisements, and believes that it would be possible to restore it to operating condition. We therefore request that the Trust inform us when it wishes to dispose of this vehicle, as the Museum might then be in a position to acquire it."

Soon after, car 42 was added to the list of trams to be preserved. In April 1958, it was towed to the Morphetville Racecourse sidings by a dropcentre tram for storage with cars 1, 111, and 192, its first trip out of Hackney Depot since the late 1930s. In

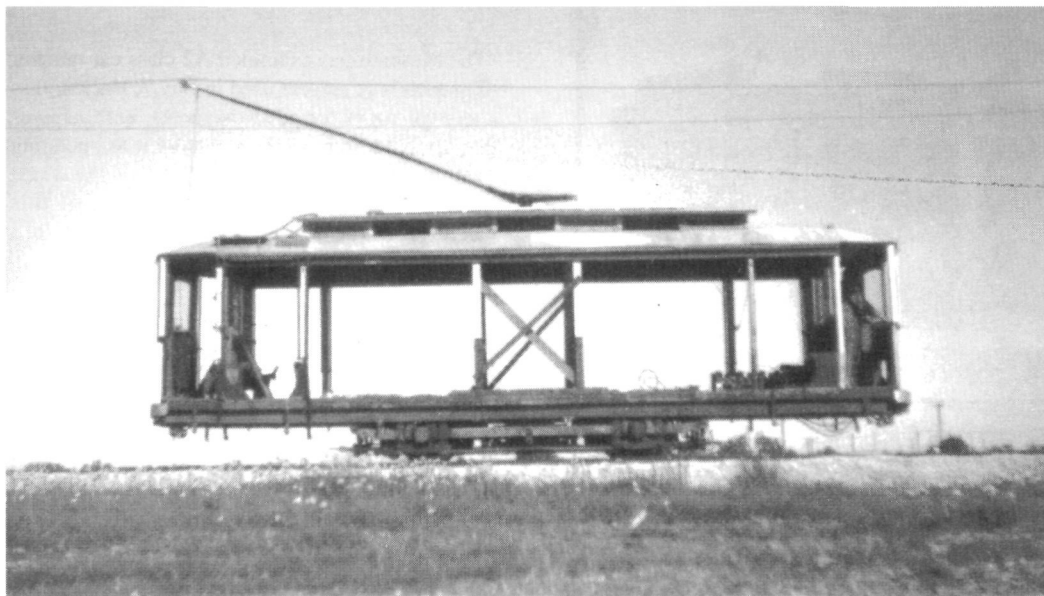
Car 42 after use as an advertisement store at Hackney Depot, 1957.

JOHN RADCLIFFE



Hindmarsh Valley near Victor Harbor is the resting place for former toastracks 46, 59 and 51 in their A1 configuration. AETM Rolling Stock Manager, Kym Smith is retrieving parts from A1 type 46 in February 1994 for the reconstruction of toastrack 42.

JOHN RADCLIFFE



After the removal of its A2 type saloon, car 42 was operated in skeleton form in 1982, long before its new crossbench sets and side pillars were installed.

JOHN RADCLIFFE

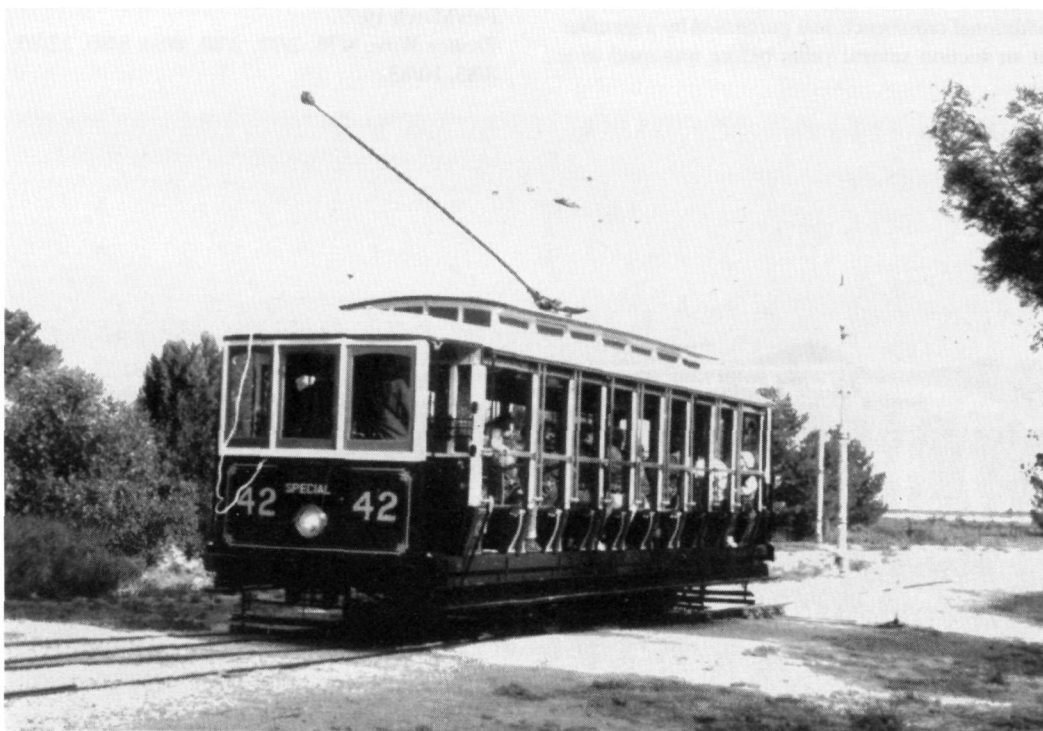
August 1958, the four trams were transferred to St Kilda. Tram 42's first use at St Kilda was as a storage for spare parts acquired from trams being scrapped.

The tram museum was officially opened as a static display in July 1967. The interior of car 42 had been converted to the museum's first photographic display area. In 1976, the displays were transferred to the new trolleybus shed and car 42 became a static exhibit fenced off from the public. The transfer of trolleybuses to the new trolleybus shed enabled C 173 to be brought from open storage and placed behind car 42 on Road 2 of the old depot (later renumbered Road 5). This move required car 42 to be moved for the first time since its arrival at St Kilda in 1958. As part of this activity, it was ceremonially towed to Mangrove Loop and back.

A major step forward for the restoration of car 42 occurred in 1978 with the arrival of two

Brussels 21E pattern trucks. By 1979 the original museum fleet of cars A type 1, E1 type 111, D type 192 and F1 type 282 plus cars H1 type 381, G type 303 and W2 class 294 had been restored. It was now car 42's turn — or was it?

In December 1979, the body of A2 type 42 was jacked up and its original truck removed and replaced by a Brussels truck — the first stage of its reconstruction as toastrack tram B 42. K35JJ controllers were also fitted. A major impediment at this stage, however, was the need to finance the construction of crossbench seats and side pillars. In the meantime, to enable the restoration team to be kept busy, it was decided to refurbish tram No. 1, the first tram restored by the museum (restored by 1967) to near original appearance and it was withdrawn from service in early 1980. Some work continued on car 42. The A2 type saloon was dismantled and the remaining skeleton returned to operating condition on 2 August 1980 — the tram's first run in 45 years.



After 77 years, car 42 returns to passenger service as a toastrack tram. the car leaves the Museum at St Kilda on its first revenue trip after its official launch on 10 April 1994.

JOHN RADCLIFFE

The August 1983 issue of *Trolley Wire* reported that the AETM had received a grant of \$9400 from the History Trust of SA for the manufacture of crossbench seats, upright pillars and aluminium seat ends. Your correspondent was moved to report:

"The restoration of an Adelaide toastrack tram will now become a reality!"

The refurbishment of tram No. 1 was nearing completion and work could now proceed on the toastrack. However, the same issue of *Trolley Wire* also reported that reconstruction of dropcentre tram F1 type 264 had commenced following receipt of funding by the State Transport Authority of SA, and that the body of C type tram No. 186 had been delivered to St Kilda. Major funding for the reconstruction of both these trams — a South Australian Jubilee 150 (1986) grant for 264 and a Bicentennial (1988) grant for 186 — saw car 42 pushed aside for a few years.

Some further work was carried out, and more test runs were conducted in 1984 and 1986. An additional crossbench seat purchased by a member at an auction several years before was used as a

pattern for construction of the new seats which were delivered in 1985.

Reconstruction of the body of car 42 as an open crossbench tram began in earnest early in 1992 following completion of the new bodyshop building, and intensified in the second half of 1993 following the decision to launch the tram on 10 April 1994. And so, after 60 years, the toastrack tram returns to Adelaide. Incidentally, the bodies of the other two toastrack trams converted to the A2 type (Nos 41 and 43) are still in existence as part of a house near Victor Harbor, being owned by AETM members Gary and Claire Harrop.

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Trolley Wire, 8/76, 2/77, 2/80, 4/80, 8/80, 12/80, 8/83, 10/83.



The two types of trams which formed Adelaide's initial electric tramcar fleet in 1909 are represented 85 years later by combination car No. 1 and open car No. 42.

JOHN RADCLIFFE

TESTING THE CITY CIRCLE

By Rene Mete

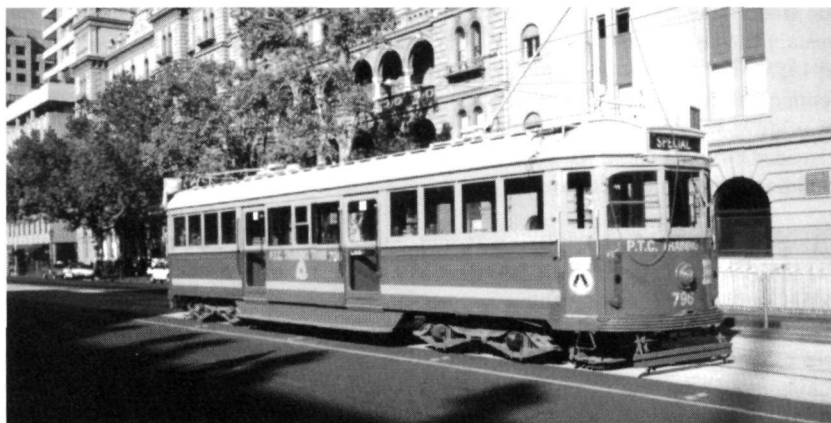
On Thursday afternoon, 14 April 1994, I happened to be in the Starter's Office at South Melbourne Depot when the Depot Manager came in and asked me if I would like to drive a tram during tests of the new track and overhead on the City Circle that night. I immediately thought 'That sounds like fun!' and said "Yes, Victor, I'd even do it without pay!" The Manager replied that I would be paid, and to be back at the depot before 10.00pm that night.

I arrived early and was offered a B class tram. However, a Z class was also being used in the test so, after a little haggling, I managed to get Z1 class 49. The B class went to the depot's union delegate. The third tram to be used in the test that night was an A class from Kew, driven by one of their drivers. The A had been transferred to South Melbourne earlier in the day. This was not the first test as a W car had been used for similar testing the previous Tuesday night.

At 10.00pm, the procession left the depot with the B class leading, the Z in the middle and the A class bringing up the rear. Our route was via Kingsway, then William, Bourke, Spring, and Nicholson Streets to the Exhibition building crossover, where the trams reversed. Here the order changed, the B maintaining the lead, the A in the middle and the Z in the rear, this order

being maintained for the rest of the night. The convoy proceeded down to the crossover in Spring Street opposite the Princess Theatre where we shunted again. Upon reaching Victoria Parade, the testing commenced.

This is the route we followed. A left turn down Victoria Street into Latrobe Street and left again into Spencer Street. Shunt at the usual route 48/75 terminus and run into the new Spencer Street stub terminus. Shunt again at the route 48/75 crossover, right turn up Latrobe Street and left into Swanston Street (including the B class). Shunt at the new crossover just north of Latrobe Street, then right turn back into Latrobe Street and shunt again near Elizabeth Street before returning up Latrobe and Victoria Streets. A right turn into Nicholson Street, then Spring Street and a right turn into Flinders Street to Spencer Street. Here we shunted again at the route 48/75 crossover, and set off on the anti-clockwise circuit of the loop. Upon reaching Victoria Parade, the A class turned left, shunted at the at the nearby crossover, then returned direct to Kew Depot. The B class shunted in Spring Street and returned to South Melbourne via Bourke and William Streets. I turned right into Victoria Parade and shunted at Brunswick Street before returning to the depot via Bourke Street. The reason for the different movements at Victoria Parade was to test trolley poles and



Learning the road. Driver training in PTC Training Tram 796 early on Saturday morning, 23 April 1994. The location is on the new track in Spring Street outside the Windsor Hotel.

pantographs on curves not previously tested.

The convoy was accompanied by about twenty engineers from various branches of The Met, as well as from the traffic light section of VicRoads. At each new intersection fitted with V-Tag (driver initiated) automatic points, each driver had to wait clear of the activation spot until signalled forward by flashlight. In the meantime, the points had been manually set the wrong way, and the test was to see if the tram would change them back. The trams then proceeded on the next available traffic light sequence and, in the case of my Z, the pole was watched very carefully through overhead frogs and crossings. With such a procedure being carried out for each tram, it usually took around fifteen minutes to test each junction. At several locations, where turns had to be made, the duration of the 'T' (tram to go) traffic signal was

varied to suit requirements. The only clearance concern was a traffic light at the intersection of Latrobe and Victoria Streets, and this was easily rectified by adjusting the flexible bracket arms of the offending light.

Among those present were Allan East (Manager, Tram Operations) and his son, and Russell Nathan (Manager, Met Tram) and his son. They joined my tram around midnight and gave me an opportunity to discuss a few daily operational problems on the tramway.

Finally, this thorough testing of the new track and overhead was over. I was the last tram back into the depot — at 2.30am! Thus ended one of the most interesting days (nights?) of my tram driving career.

HERE AND THERE

MELBOURNE NEWS

City Circle Opens

Melbourne's new City Circle tram route opened on Thursday, 28 April 1994 after more than six months of construction and many rumours about the opening date.

Unlike other recent tramway extensions which were planned by the previous State Government, the City Circle route was planned by the present Kennett Government, which was keen to promote the line as the first city tram extension for 38 years. (The last was the opening of Bourke Street in 1956.) The line was also promoted as a boon to tourism, and would fulfil an election promise of providing free city tram travel. Funding was provided by the Federal Government through its Building Better Cities programme.

Deputy Prime Minister Brian Howe, State Premier Jeff Kennett and State Transport Minister Alan Brown were among those present at the extensively televised opening. The ceremony took place on the new track in Spring Street outside Parliament House and involved City Circle trams 1000, 909, 866, 925, 957 and brown-liveried heritage cars W class 380 and W1 class 431. The Transport Band played from crossbench car V214 at the head of the parade. The opening convoy

arrived in Spring Street about 20 minutes late due to the overhead wiring being down at the corner of Flinders and Spencer Streets. Thorough testing of the new route had previously taken place using cars of the W, A, B and Z classes. (See accompanying account on page 15.)

Unfortunately, thorough testing did not apply to the trams. The City Circle cars are planned to operate with driver only and modifications, such as door sensors and "dead-man's" brakes, were to be made. A list of the modifications carried out on the cars is listed below, together with their operating status as at late June:

External Modifications

- * Special 'heritage' burgundy and cream livery
- * B class outrigger type mirrors fitted to both cabs both sides. These tend to obstruct entry to the drivers cabs. The old "step" mirror formerly fitted to these cars has been removed
- * Destination sign with one message — CITY CIRCLE, although at least one car has SPECIAL as an additional sign.

Passenger Compartment Modifications

- * Conductor's door control lever removed
- * Emergency "dump valve" installed



Driver training in City Circle car 1000 in Sturt Street, South Melbourne on 25 April 1994. 1000 does not have two front poles. A passing tram is hidden from view as 1000 crosses the intersection.

behind a small flap in the advertising panel above the small window between the doors. This allows air to be dumped from the door system to allow the doors to be opened by hand. The valve is for passenger use in an emergency although no indication as to its use is displayed in the tram

- * Public address system fitted, with speakers installed in all saloons

- * 24-volt battery and 240-volt battery charger installed under the seats at the No. 1 end to power auxiliaries. The roster for the last Circle driver each day includes plugging in all the battery chargers. Power outlets have been installed on the row of pillars between 3 and 4 roads at South Melbourne Depot. Extension cords are also provided. The first driver each morning has to unplug them all.

Door Modifications

- * The doors have been fitted with pressure sensitive edges and are interlocked with the control system. It is not possible to start a tram with a door open and doors cannot be opened until the tram is stationary.

Driver's Cab Modifications

- * A convex mirror has been installed at ceiling level above the left cab door to allow the driver to view the passenger compartment through

the clear perspex panel in the bulkhead

- * A height-adjustable seat has been installed

- * A receptacle for a two-way radio has been fitted to the bulkhead to the right of the driver

- * An additional coat hook has been provided next the existing hook

- * A control panel has been mounted where the air gauge was originally located

- * Cab doors fitted with locks requiring the same key to open as fitted to the modern trams.

The Driver's Control Panel

The driver's control panel consists of the following switches (from left to right, see accompanying photograph):

1st Row: Next stop light; Battery on/off switch

2nd Row: Left flasher; Cancel flasher; Right flasher (Hazard lights flash when the doors are open)

3rd Row: Left-side door switch; Close door switch (must be operated before tram can move); Public address switch; Microphone socket; Right-side door switch

4th Row: Emergency door release indicator light; Standby brake indicator light (the purpose of this light is not yet understood); Low battery indicator light; Door override indicator light; Lamp test

button.

Braking System Modifications

- * Spring-loaded brake handle
- * Dead-man's switch behind brake valve (cuts off power and makes hard service application if not re-engaged within seven seconds)
- * Auxiliary air tank fitted. If air pressure falls below 50 psi, brakes are applied via a triple valve and an alarm sounds in the driver's cab. Standard W cars can be moved using the hand-brake after a compressor failure. The Circle cars cannot be moved after such a failure and must be rescued by the emergency wagon.

Car Lighting Modifications

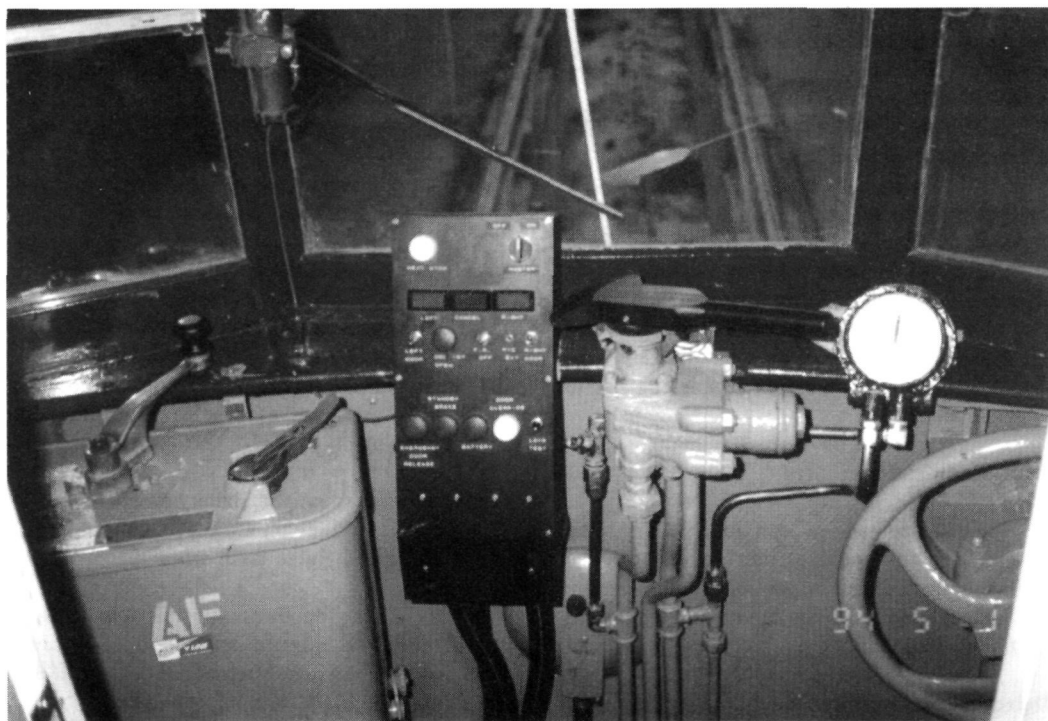
- * The marker and tail lights have been changed. White lenses have been replaced by red lenses. Until late May, all four red lights were stop lights activated by a brake application. There were no tail lights. This has been modified to have two tail lights and two stop lights.
- * Additional stop/hazard lights have been

fitted to the corners of the passenger saloon

- * 100 volt 60 watt headlamps replaced by 24 volt lamps. There is no improvement in headlight illumination. The headlight on/off switch is a small toggle switch placed on the changeover box at the No. 1 end. Drivers are instructed to use the headlight only on the last trip as any greater use drains the battery. A flat battery renders the tram inoperable and will require it to be towed back to the depot
- * All external lights are operated from the 24 volt battery
- * Internal lighting still uses 100 volt 60 watt lamps wired in groups of six.

At the end of June, many of the features listed above were still not operational. No one tram was complete. However, work is concentrated on getting the safety features working. A number of trams do have these fully operational. As a consequence of this, all Circle trams are staffed by a Customer Service Officer acting as conductor.

At the opening of the new service, cars 728 and 1020 were still at the workshops. It had been promised that these two cars would not enter



The modified driver's cab of a City Circle tram. See the accompanying text for a description of the control panel and other changes.



Cars 957, 925, 866, 909 and 1000 stand in Spring Street at Bourke Street during the launch of the City Tram Circle service on 28 April 1994.

CHRIS MARSH

service until all new features had been tested and were operational. However, they entered service with some features still not working.

The modifications are extensive and it appears that the decision to operate the cars with a driver only may have been made too close to the opening day. A few weeks before the opening of the service, in early April a team of forty workers from Goninans (who won the contract for tramcar maintenance) were brought to Preston Workshops to modify the trams for driver-only working. Unfortunately, within a few days of the service starting, the unreliable safety equipment had been bypassed in an effort to keep the trams in service. Re-installation of the equipment is now in progress.

Driver training was more successful despite the short time available, and was carried out in two stages. Most South Melbourne drivers were brought in on overtime over the preceding Anzac holiday weekend for training. "Learning the road" was carried out using the two driving school training trams, while familiarisation with the new equipment on the modified W cars was not quite so successful. Only one tram, No. 1000, was

available for training and is reported to have had many of the new features not working. The training took place in Sturt Street, handy to South Melbourne Depot and where the training would not attract too much attention.

With this background in mind, we return to the Official Opening.

The Opening Day

Car 1000 stood in Spring Street at the head of a line of City Circle trams. A large balloon-covered banner proclaiming the opening of the new service was held by girls dressed as clowns and it stretched across both tracks in front of car 1000. A short distance in front of 1000 stood heritage crossbench car V214 with the Transport Band on board.

After speeches had been made, car 1000 moved off but the banner was too strong and did not break as planned. The banner wrapped around the front of 1000, the girls were dragged off their feet and a TV crew hurriedly moved out of the way. With his vision completely blocked, the driver brought 1000 to a stand only a couple of metres

from V214.

After the banner had been removed and decorations disentangled from 1000's lifeguard, Melbourne's town crier rang in the new service and the convoy moved off. Near Spencer Street, 1000 failed, apparently from a flat battery. It resisted attempts by the following tram to push it and, after a long delay, emergency wagon R10 arrived and dragged 1000 away. The tram required a wheel grind after the event, so presumably it was dragged clear with wheels locked. It is possible that the crew of R10 had not been shown how to release the emergency brake. V214, however, carried on and completed the first passenger-carrying circuit of the new loop.

Public Operation, and Problems

Public operation started the next day, Friday 29 April. The failures were drawn to public attention when a tram carrying a TV crew suffered a door malfunction and all passengers had to join W1 class 431 in front. Failures of all types plagued the service with monotonous regularity. An unusual surprise occurred about a week later when it rained for the first time since the commencement of the service. It was found that the air-operated windscreen wipers only worked when the brakes were applied! The wipers had been connected to the brake pipe instead of the main reservoir.

The level of reliability has slowly improved but most days saw several cars changed over due to faults developing. Occasionally, a fault would develop which affected only one end of a tram. In these instances the car would be turned into Bourke Street and over the crossover, then returning back into Spencer Street with the operational end leading. Changeovers usually take place at the Spencer Street siding where two spare trams are kept. The fault can sometimes be rectified there.

The advertised frequency is a car every ten minutes using three cars in each direction. Even before the opening, many drivers realised the thirty minute running time would be impossible to maintain, so they just trundled around the circle, not worrying too much about the timetable. After ten days of operation, an additional car was added to each direction and the headway increased to eleven minutes. Now the extra fourteen minutes running time was too much, so the trams run quite slowly and drivers have a few favourite places to wait so they can maintain the timetable.

Eight trams were converted to run the City Circle, but eight are now required to operate the service. Two cars at a time are at Preston to rectify faults and be made fully operational, so the Circle fleet was augmented by brown-liveried heritage and vintage cars 104, 106, 380 and 431. Two spare cars with crews sit in the Spencer Street stub terminus to replace Circle cars which fail in service. Goninans has a contract to prepare Camberwell Depot's trams for one person operation (but not the fitting of ticket machines) by 1 September, so little time is available to service the Circle trams.

The situation had changed little by the end of May when the Health and Safety Officer at South Melbourne declared heritage cars 380 and 431 unfit to operate the service as they had no tail lights, and no left side cab door, through which wind and rain blew. Consequently, two standard W cars, 888 and 856, which had only recently been painted green, were hurriedly repainted in Circle livery, entering service less than a week later. Car 888 arrived first, at 8.30am on 7 June. It is believed that painting was only completed at 6.00am that same morning. Despite tacky paint, it was immediately pressed into service, although it later had to be taken out of service as paint fumes caused a child to vomit within the tram. Car 856 arrived later in the day, replacing immediately the second heritage tram. At this stage there are no plans to modify 888 and 856 for one person operation and these cars will act as spares for the Circle service. The other two cars, vintage L class 104 and 106, remained available for Circle service for a few days more, despite the poor condition of their bodies. Car 104 actually carries two trolley hooks at one end due to the poor condition of the roof where the original hook is attached. The L class cars have resumed their normal Sunday service to the Zoo.

A series of meetings to look into City Circle tram service improvements started on 3 June. Top departmental heads and foremen, including workshop staff, an inspector and tram driver, attended. It was revealed that some of the problems are not the fault of the tramways. For example, a quantity of traction motors for W class cars was rewound at Spotswood railway workshops using insufficient turns of wire of too small a size. The space left over in the slots was filled with insulating varnish, contrary to all the rules of good motor rewinding. Motors from another source have been satisfactory. The Spotswood rewound motors eventually fail.

Another serious problem is that tramway wheel sets being machined at the Bendigo railway workshops have been found to be under gauge, resulting in trams binding and screeching on curves. The railways insist the standards are correct and have no intention of changing them. Problems of this nature did not arise when the work was being carried out by the tramways at Preston. Further meetings scheduled for 7 and 9 June were cancelled. Future progress is to be handled by a committee and a sub-committee.

Interlocking the doors with traction control has introduced a few problems, although, with the present excessive running time, it does not matter a lot. All circle stops are compulsory (the stops are marked by distinctive signage) and drivers must leave the doors open until ready to move off. At a few intersections, by the time the doors close and the tram is able to move, the "T" light has gone off and the tram has to wait for the next light cycle. The worst location is in Flinders Street at

Swanston Street where the pedestrian cross sequence comes immediately before the tram sequence.

Another problem is when the door switch is put to "open" on a moving Circle tram, a strong brake application occurs. This is probably the cause of the wheel flats suffered by cars on which this feature is working. It is normal on all other classes of tram to pre-select 'door opening' when under way. It is not easy for drivers to break this habit, especially when the Circle is not worked regularly.

The Publicity

National television news reports used headlines such as "Fiasco" and "Off the Rails" to describe the opening ceremony. "Astonishing" would probably best describe the publicity which accompanied the introduction of the City Circle service.



MTA Customer Service staff form a "guard of honour" for tram 1000 during the launching of the City Tram Circle service on 28 April 1994.

CHRIS MARSH

The popular *Sunday Herald-Sun* newspaper had a full page feature on the loop in its edition of 24 April. The accompanying map, however, named only one street the Circle service operates along, Victoria Street, and showed non-existent tramlines in this street between Swanston and Latrobe Streets. The map also indicated Circle trams leaving Flinders Street and crossing to the far side of the Yarra River to serve the new casino. This deviation is planned but is years away.

A glossy brochure, produced by the Department of Planning, comes complete with a correct map and lists places of interest served by the City Circle service. One of the two photographs showing trams depicts Y class 469 in Melbourne Tourist tram colours. This up-market tourist service did not commence and the Y is not used on the Circle service. The historical notes included in the brochure are inaccurate and are repeated here without further comment:

"Melbourne's tramway system was established in 1880...

"The special W-class trams currently running on the City Circle were built in 1956 and can carry 48 people...

"W-class trams were first built in 1923 and originally ran on the pulley system. With electrification of the cable system, trams were remodelled and updated. As well as the historic W-class tram, Melbourne has modern Z-class

trams which run on most other routes in and out of the city."

Late News

Tram 1000 returned to South Melbourne on 28 June ready for circle service without a conductor. When tested, operation was as required, but a few minor design modifications have been requested to make the tram more convenient to operate.

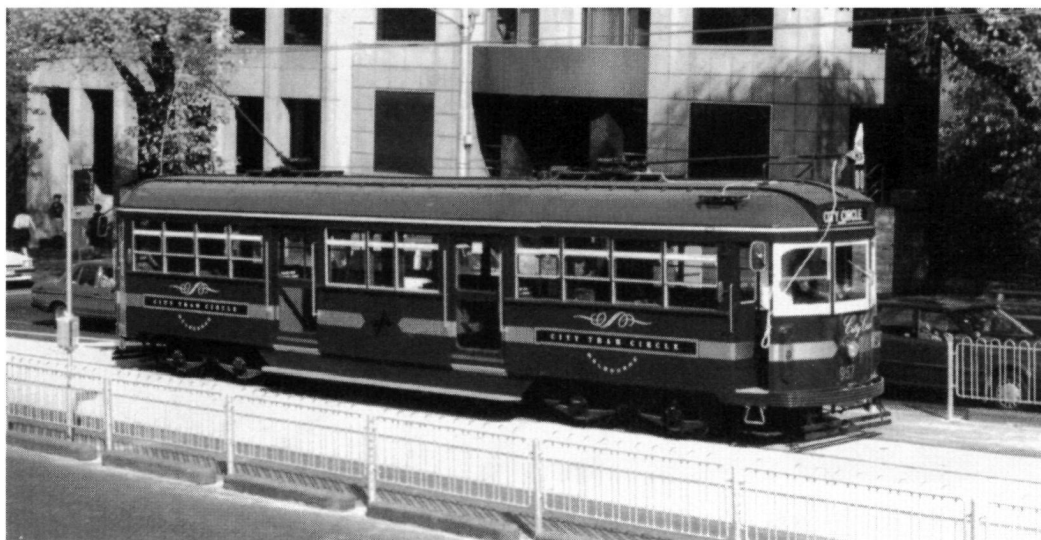
Sunday is proving to be the busiest day for Circle trams, with weekday lunch hour being the next busiest time. The school holidays in July were also creating good loadings and some services ran with standing loads.

Before the new service began, many drivers were not looking forward to operating Circle services. Many now prefer this duty, probably due to the comfortable running time, a luxury not found on other routes.

And a final note on the City Circle. Some internal paperwork shows the City circle trams belonging to the "CC" class.

Trams

Two trams in heritage colours were launched on Tuesday, 5 July 1994 at a ceremony at the junction of Brunswick Street and Victoria Parade. The two cars carry the former M&MTB green and



City Circle car 957 in Spring Street at Collins Street on the opening day of the new service — 28 April 1994.

CHRIS MARSH

cream with gold lining. Television reports indicated that 43 trams will be so treated. It is presumed the ten Circle trams will make up the promised total of 53 W class cars to be retained in service. The ten illuminated advertising cars will apparently be in addition to this total, although two may be retired due to poor body condition. During the handover ceremony, it was announced that a number of historic tram shelters would be restored. The one located at the site of the ceremony had just been completed, while others have been restored over the last year or two. The shelter at Batman Avenue for route 70 services is currently undergoing a heavy rebuild.

After a delay of around 18 months, work has proceeded rapidly on relettering destination signs on Z1 and Z2 class trams moved to southside depots. These cars now carry a universal box suitable for use at Glenhuntly, Malvern, south Melbourne and Brunswick depots. These signs are being prepared at Preston Workshops. Z3 class cars are also receiving new rolls, distinguished by the slightly bolder style of lettering used. These new rolls are necessary not just because this class of tram now operates from southside depots, as many of the Essendon Z3s did not have the Footscray and Domain & St Kilda Rds Cnr destinations.

A2 class 286 and W7 class 1028 collided in Victoria Street at Nicholson Street on 10 May. The W7 unexpectedly turned right and struck the side of 286. It is believed a fault occurred with the automatic points, causing them to be changed in front of the W7 by a following Circle car.

Scrubber 11W suffered serious end damage in a collision with a truck on 17 May. The damage was quickly repaired and the tram was soon back in service.

B class cars 2130 and 2132 were damaged at Preston Workshops on 25 May. One of the cars was being driven by an employee of the manufacturer. Neither of the cars had been officially handed over to the Met and they were returned to ABB Dandenong for repairs.

The restoration of W5 class 774, destined for the heritage fleet, has been completed. The overhaul of the truck from vintage M class 8 has been completed, bringing the restoration of this single-truck car closer to completion.

Z3 class 215 is at the Workshops fitted with a pantograph. It is expected that many of this class

will also be thus fitted.

Car 971, which was sent to ABB Dandenong for overhaul evaluation, has been returned to Preston Workshops. It appears no work was done on the car whilst at Dandenong.

Track

Track was relaid by contractors in Victoria Street (route 42) between Church and Burnley Streets starting 21 May and continuing over the following three weekends. Buses operated between Kew Depot and Hoddle Street.

SYDNEY

Green Light for Light Rail

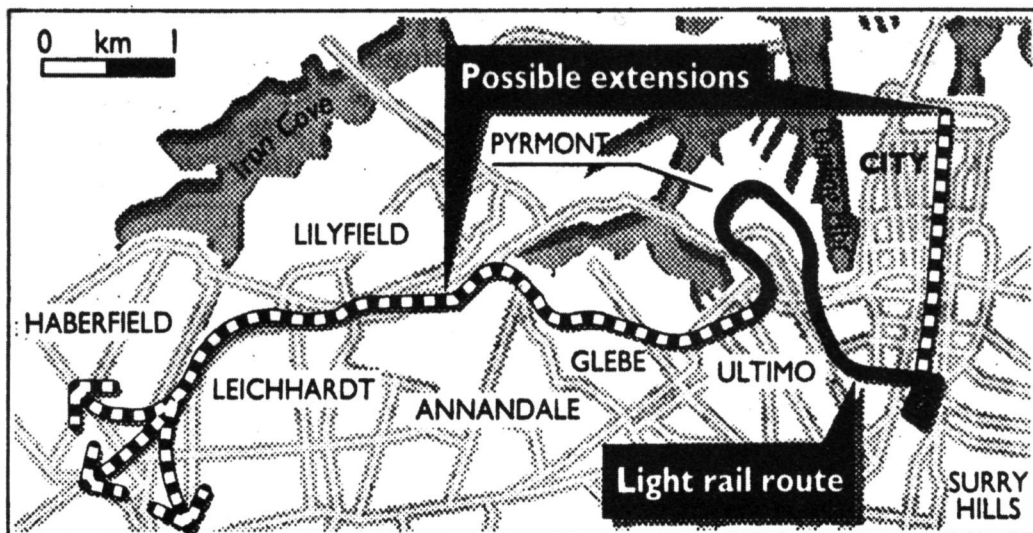
On Thursday, 23 June 1994, NSW Transport Minister Bruce Baird announced the Pymont Light Rail Consortium as the tenderer chosen to develop and operate for a 25-year period the proposed light rail system from Central Railway Station to the fish markets at Pymont.

The consortium, which beat three other tenderers, consists of ASEA Brown Boveri, major builder of light rail rolling stock, finance company AIDC, TNT, operator of Sydney's controversial monorail, and GHD Transmark. The system would cost the consortium about \$55 million with the Federal Government contributing \$24 million from its Building Better Cities programme. Pymont Light Rail was the only consortium that planned to build the rolling stock in Australia.

Work on the 3.8km line would start this year and is expected to be running by June 1996, carrying 8 million passengers in its first year. Single journey fares would range from \$1.50 from Central to the Entertainment Centre and \$2.50 for the sixteen-minute ride to Wattle Street. Intermodal tickets would also be available and would link the light rail system with trains, buses, ferries and the monorail.

The State Government has pledged \$2 million to study the feasibility of the line being extended to Circular Quay via Pitt Street and to Leichhardt in the inner west.

The light rail line would run down the existing ramp from the railway collonade, last used by trams in 1957, to Chinatown via Hay Street, past the Entertainment Centre, behind the Darling Harbour complex to the Sydney Casino site via



The route of Sydney's light rail line showing the possible extensions to Circular Quay and Leichhardt. The loop at bottom right circles Belmore park via the Railway Collonade using the former tram route.

Map Courtesy DAILY TELEGRAPH MIRROR

the disused industrial railway, to reach Wattle Road, between the fish markets and Wentworth Park.

The unsuccessful tenderers were:

- °Ansaldo Transporti SpA in partnership with Kilpatrick Green, John Holland Constructions and Ventura Projects

- °GEC Alstom Australia with Barclay Mowlem Construction, Transfield Construction and Sinclair Knight Merz

- °Siemens/CRI with Barclay de Soete Wedd, Maunsells, Hondama and Easson & Associates

Reports of the light rail system appearing in the Sydney press were accompanied by an illustration of an ABB Henschel Variotram bearing the number 601 and displaying the destination WATTLE STREET.

New Zealand News

With a heritage tramway due to open in Christchurch later this year and plans for a tramway in Auckland in the melting pot, news from the New Zealand capital, Wellington, is that trams are to return to the streets of central Wellington and could be operating as early as

September 1995. A report in *The Evening Post* on 6 May 1994 announced that trams will run from Lambton Quay at Cable Car Lane through to Taranaki Street via Grey Street, passing the new Events Centre, the harbour foreshore at Frank Kitts Park and the rowing club buildings. The heritage tramway would also provide a link between the city centre and the new retail and leisure centre under construction at Queens Wharf.

It is expected that two trams would provide a ten-minute service along the nearly 3km single track, which would have one passing loop. Some of the seven trams owned by the Wellington Tramway Museum may be used for the new service. The Museum has had initial talks with the promoters but has yet to finalise arrangements for the use of its trams and training drivers.

Wellington City Council's Capital Development Agency, Lambton Harbour Management and Stagecoach Wellington have spent nine months researching the project, estimated to cost about \$3 million. Sources for money have not yet been confirmed.

Work is now under way on financial costs and the options for extending the route to the Railway Station in the future.

Name Change

Maitland Tramway Park and Museum Ltd have reverted to their former name of Newcastle Tramway Museum Ltd now that they are operating in Newcastle.

Parramatta News

The Steam Tram and Railway Preservation Society are still looking for a new home. The Society's application for a new site in Parramatta Park has failed.

A public rally organised by Holroyd and District Historical Society will be held at Guildford on Sunday, 26 June. The H&DHS regard the tram's retention in Parramatta as an important issue.

W2 For Sale

W2 class 486, upgraded in 1956 with the new end lights, is for sale. The tram body is complete, is in good condition, and stands on unmotored trucks. Many readers will know the tram, which

stood outside "Tram Stop Herbs" on the Midland Highway in Victoria at Barkers Creek between Castlemaine and Harcourt. Whilst the embargo exists on current Met trams leaving Victoria, this is an excellent opportunity for interstaters to procure a W2. New Zealanders would still need a heritage release. Remember, though, that it is sans motors. "Tram Stop Herbs" has closed and Dick Horlock would like potential buyers to ring him on (03) 379 2650 or (054) 742 561. Dick is keen that 486 finds a good owner.

Corrections

The caption for our May cover was incorrectly given as Meadowhall Interchange, Sheffield. It is in fact the opposite end of the line and depicts a car crossing the bowstring bridge to reach the temporary single track terminus at Fitzalan Square. Trackwork and station equipment is in place for the westbound service but overhead has still to be erected. Our photographer was in Sheffield for only four rushed hours. He did not take notes and supplied the information from memory.

C.O.T.M.A.

Council of Tramway Museums of Australasia
51 Lenna Street, East Burwood, Vic 3151

From Bill Kingsley, Executive Officer

COTMA Conference - Bendigo December 2 to 7, 1994

We are elated with the positive feedback coming from Museums in regard to both the programme and the likely number of delegates who could be attending. Since returning to the task of Executive Officer in 1986, I have resolved that every Conference will be better than the one before. There is absolute certainty that this one will continue that progress. So, if you are still contemplating on whether to come or not, please decide in the affirmative, and join with us for a joyous, sociable, rewarding time in Bendigo (and Melbourne afterwards).

The registration forms will be sent direct from Bendigo to Museums and to those individual members on our direct mailing list. Anyone who

is not on that list and wishes to be so, simply ring me on (03) 808 5273.

Keith Kings is still most happy to accept suggestions for Conference sessions and workshops. Even if you are not coming, Keith would welcome your offerings. Write to Keith at 135 Through Road, Burwood 3151, or phone (03) 836 4932.

Post-Conference Activities December 7 to 11, 1994

There is great joy in organising these activities, because just everybody wants to help us. So there are changes! Please note the following carefully.

Wednesday, December 7th

We decided that after an exhausting day visiting the Castlemaine and Maldon Railway (and riding the rail motor), the BTPS at Ballarat (riding trams

and feasting), and the MPTA at Haddon (yet more trams to ride), to continue to Melbourne and collapse into our motel at 2200 hours was not really on. So BTPS Chairman and COTMA Tours Officer, Richard Gilbert, is organising a beaut dinner, a relaxing social night and overnight accommodation at the Brewery Tap Hotel/Motel in Ballarat. This will ease the panic of the day and provide us with a most enjoyable evening together.

Bendigonians who are with us for the day can snooze back to Bendigo on the Midnight Flyer (a Hino bus, but that used to be the name for the last tram back from Eaglehawk), and any who must get to Melbourne that night will be suitably organised.

Thursday, December 8th

Our buses will depart the Brewery Tap in the morning, express to South Melbourne tram depot from whence we hope to commence our tram tour around Melbourne, to Preston Workshops, and to Hawthorn Depot, returning to South Melbourne so that we can rejoin our buses for our motel.

Friday, December 9th

No change for this day. ABB Dandenong, the Tramways historical collection at Malvern, V/Line driver training school. The last will be in the early evening so that we can indeed try our hand at the simulators. So for motormen who want instant advancement from single truck trams

to G class locomotives, your chance is looking very positive.

Saturday, December 10th

The AETA Victorian Division has approached me with the thought of combining with us on this day. With so many interstate members of COTMA Museums being members of the AETA, this seems a great idea. It is now anticipated that the Victorian AETA members will join us for the inspection of ElecRail/SteamRail workshops (perhaps — that depends on capacity at Newport), but certainly for the tour on the Doggie/Tait set. But there is more!

We are now negotiating for our Doggie/Tait special to connect with Puffing Billy for the afternoon trip to Lakeside and back to Belgrave, with a visit to the model railway at lakeside. But there is even more!

The AETA have offered to organise a combined evening dinner at formally end the post-Conference activities. Richard Gilbert is checking out a possible Newport landmark for this event.

Well, you thought that you could go home then, didn't you? But there's still more!

Sunday, December 11th

For our bus freaks, especially.

In the knowledge that many tram preservationists are also bus preservationists (or at least are mildly



The last B class tram in regular service on the Port Melbourne line, Saturday 18 December 1993.

interested in such things), I have been approached by Colin Hirst of the Victorian Bus Preservation Association Inc. who wondered if our delegates might wish to visit the Association's premises at Drouin in Gippsland for the day. There are some thirty buses under cover here in various stages of restoration (and restoration to be), and many will be available for us to ride. John Phillips of BTPS (and BCSV) has offered his AEC Mark III as our transport for the day. This day is most recommended. It should be a real relaxing fun day. This day is not part of our official programme and will not be prepaid per the registration forms. It is an informal day and donations will be accepted on the day. The activity will take place whether there be five or fifty on the visit.

LOFTUS

South Pacific Electric Railway

PO Box 103, Sutherland, NSW 2232

Works Report

The area between the depot/display building and the workshop has been cleared and excavated in preparation for the long-awaited installation of the traverser. A special work party was held at the museum on Friday 22 April to excavate the area between the depot and workshop buildings in preparation for the construction of the traverser pit and installation of the traverser. Concrete for the first beam to hold the traverser rails was poured on 18 June, with others poured on 25 June and 2 July. This major project (another one!) will, when completed, will permit the interchange of cars between the operating tramway, the workshop, and display hall roads 5 to 8.

Reinstalling the rail length at the end of the siding at Railway Square is continuing as other work permits. The rail removal took place some time ago in preparation for relaying in concrete. Tie bars have been fitted in preparation for concreting when funds are available. Concreting of this track will eventually extend back to the scissors crossover.

Another of our long-running projects, the construction of the retaining wall at the north-

Post-Conference Accommodation

This is being organised from Thursday December 8 onwards at the Charmwood Motor Inn where we have block booked twenty rooms (we can still accommodate an overflow) at the fantastic rate of just \$25 per night (there are no singles) you can stay as many nights as you wish during and after the post-Conference activities. During the post-Conference, our own buses will operate from and to the motel for activities. You are welcome to stay on at the same rate after 11 December.

Again, real thanks to The Met, Andy Hall, Dennis Bell, the TMSV, the BT and John Phillips for their tremendous help with our busing needs.

eastern corner of the depot building, has been completed. This has been a rather expensive exercise and progress has been governed by the availability of funds. Good Progress was made during April and May and the last concrete was poured on Saturday 21 May. Backfilling behind the wall for the extension of road 8 is taking place now that the formwork has been removed. Our thanks are due to Bob Cowing and Greg Sutherland for their efforts in getting the work done and to Greg Fitzsimmons for overseeing the CSO team which erected and removed the formwork as required.

The completion of the retaining wall will permit the steel framework of the building extension to be completed. The temporary corrugated iron wall erected east of road 7 will now be dismantled and re-erected in its permanent position. The road 8 extension will complete the trackwork inside the building, with the exception of the maintenance pit on road 2.

Laurie Gordon has been very busy sorting and rearranging our supply of spare parts to improve space utilisation.

Tidying of the north-west corner of the museum site continues in preparation for the construction

of the first stage of the secondary operations building.

Car News

Work on the restoration of O/P car 1089 continues steadily and the car is gradually taking shape. Geoff Spaulding, Howard Clark and Jim Jowett have spent many hours on this project which has practically resulted in a new car body being built. Jim has recently been busy fitting the "lazy tong" window mechanisms to the car had has also been working on the interior panelling below the windows.

The team approach adopted for the refurbishment of Brisbane Phoenix 548 has resulted in very good progress being made. The interior of the car has been completed and work continues on the exterior. It was found during this work that the Phoenix cars appear to have been constructed with the doors in place as there is no means of removing them without cutting structural steelwork. Side panels were therefore



Bruce Worthington (left) and Tony Cody preparing 548 for painting. The lower panel between the doors has been removed to gain access to the door pocket.

BOB MERCHANT



Ian Hanson applies Emerclad to the roof of Brisbane 548 on Saturday, 4 June 1994.

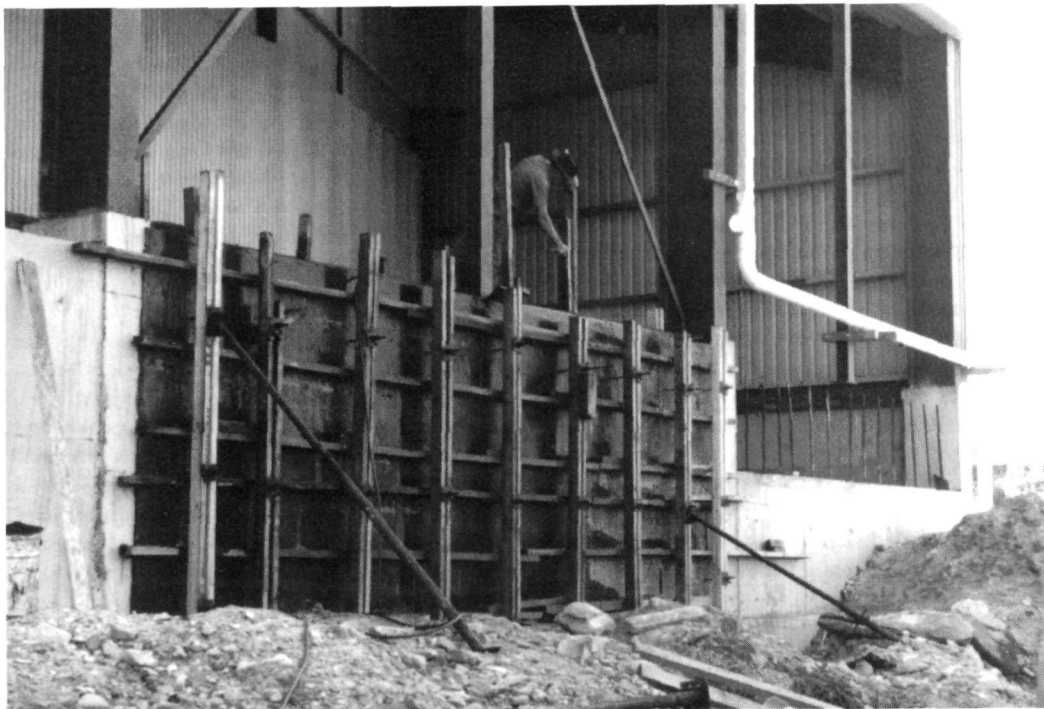
JOHN MATTS

removed to gain access to the door pockets to remove rust, add additional drainage holes and seal the hidden surfaces. The roof is being sealed with Emerclad before exterior repainting takes place. The bogies are being dismantled, cleaned and overhauled. There is certainly evidence that the bogies came from one of the twelve four-motor cars destroyed in the 1962 Paddington Depot fire which resulted in the construction of the eight 'Phoenix' cars in 1963-64.

Preparations for the restoration of Brisbane single truck open car 71 are also in progress. Joe Kirchenberger has been cleaning and repairing aprons acquired for this purpose from scrapped cars many years ago. One of the aprons is from sister car 70.

Tramcar Arrivals

Two tramcars arrived for housing at the museum on Saturday, 28 May 1994 under a special permanent loan agreement with a member who had them on his property south of Sydney. The cars are R1 class 1951 and D class 117 (ex



The retaining wall at the north-eastern corner of the depot/display building nearing completion. Concrete for the final section at right was poured during June 1994.

BOB MERCHANT



Pouring concrete on 25 June for the first of the in-ground beams to support the rails on which the traverser will travel.

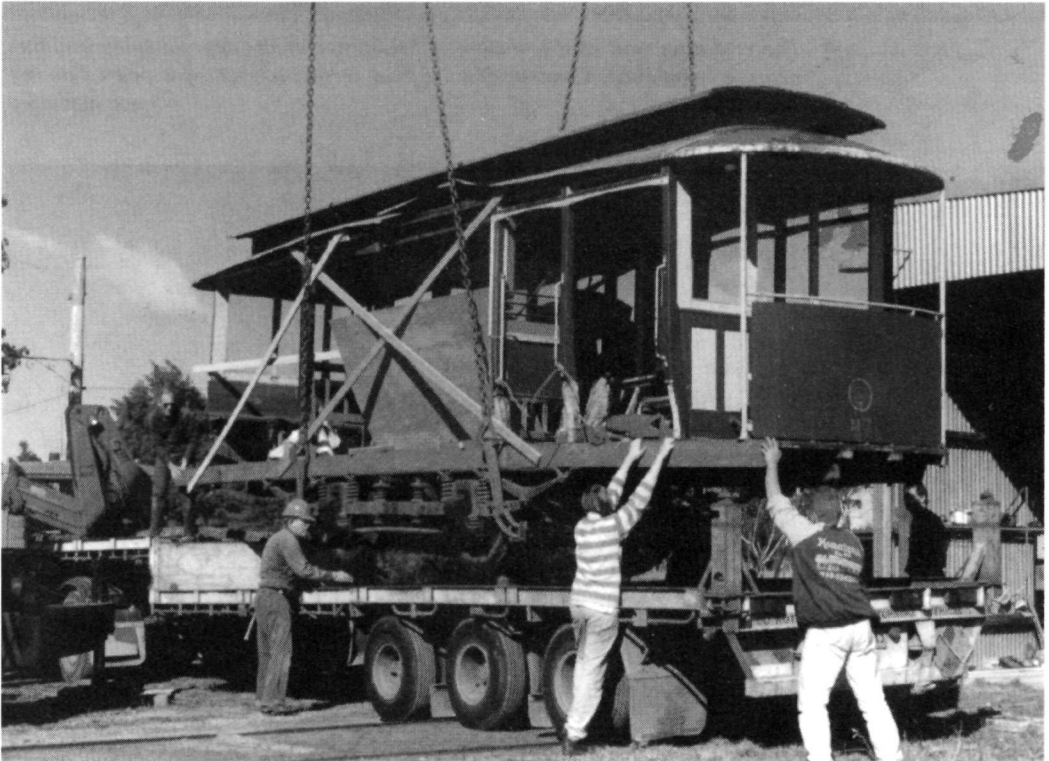
BOB MERCHANT

scrubber car 112s).

Combination car 117 was built in 1899 by Clyde Engineering Co. and still has its Brill 21E truck with motors. It ran for a period on the newly electrified North Sydney lines fitted with a side-mounted pole. By 1906, car 117 was being used on the Waverley Extension line fitted with regenerative braking. The car was converted to a scrubber car in May 1913. It was numbered in the service stock fleet as 112s and attached to Randwick Depot until 1961 when it was sold for private preservation and removed to the Sydney suburb of Castlecrag. It later saw service on the 2ft gauge Goulburn Steam Museum railway where it was fitted with 2ft gauge bogies. The driver's cabins were removed at this time and replaced with open aprons. The body is presently in a partly dismantled state but is to be restored to its passenger carrying configuration.

1951 is one of the pre-war order for fifty R1 class cars built by Clyde Engineering Co. and entered service on 12 December 1935. These pre-war R1 cars spent their operating life at Rushcutters Bay Depot until the closure of the Watsons Bay line on 10 July 1960. Car 1951 was transferred to Dowling Street Depot where it remained until the closure of the tramway system in February 1961. The body of 1951 was sold on 25 January 1962.

1951 was one of four trams decorated for the 1954 Royal Visit. It appeared in February of that year in a livery of ivory with blue and gold lining with a large internally-illuminated crown and cushion mounted centrally on the roof. The roof decoration was removed at the end of the Royal Visit but the car retained its special livery until April 1957. The car arrived with reconstructed trucks which are satisfactory for display purposes



Mal MacAulay and Bob Cowing assist with loading D class 117 on 28 May 1994 for transport to Loftus. The side of the car visible has been partially dismantled.

HOWARD CLARK



D 117 waits in the street outside the museum for the crane to arrive and set up ready for unloading the two trams. 99U can be seen in Tramway Avenue.

BOB MERCHANT



R1 class 1951 is backed through the Museum gate and up Tramway Avenue. Restoration work on the end of the car nearest the camera was carried out by the car's previous owner.

BOB MERCHANT



Sydney R1 class 1951 at Circular Quay in its 1954 Royal Visit livery. The crown on the roof was only carried from 3 February to 15 February 1954. The car was returned to green and cream colours about 1956.

The Late E. SKILLER, SPER Archives

but not for eventual operation.

Odds and Ends

A check of the Museum's visitors book for the first six months of 1994 reveals that we have had visitors from the Czech Republic, Russia,

Switzerland, Hungary, Denmark, Japan, the UK (England, Scotland and Wales) and the USA. The visitors from Japan were a group of disabled youngsters whose itinerary had been changed to include a visit to Loftus so they could ride in a tram which had run in their home city of Sendai.

PARKLINK

Sutherland Tourist Tramway (SPER)
PO Box 103, Sutherland NSW 2232

The National Parks and Wildlife Service reopened the Honeymoon Trail and the Audley picnic area on Sunday 7 April 1994. This trail starts some 200 metres south of our National Park tram terminus. It is a rocky path leading down to Audley and reaches the floor of the Hacking River valley close to the weir over the river. The young and youthful can negotiate the trail in about 30

minutes or so and is popular with visitors entering the park by tram.

Span poles along the National Park line have been numbered in Sydney tramway style and in the event of any mishap, drivers are now able to report the exact location of any problem which may be encountered.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, SA 5001

From Colin Seymour

Official Launch of Toastrack 42

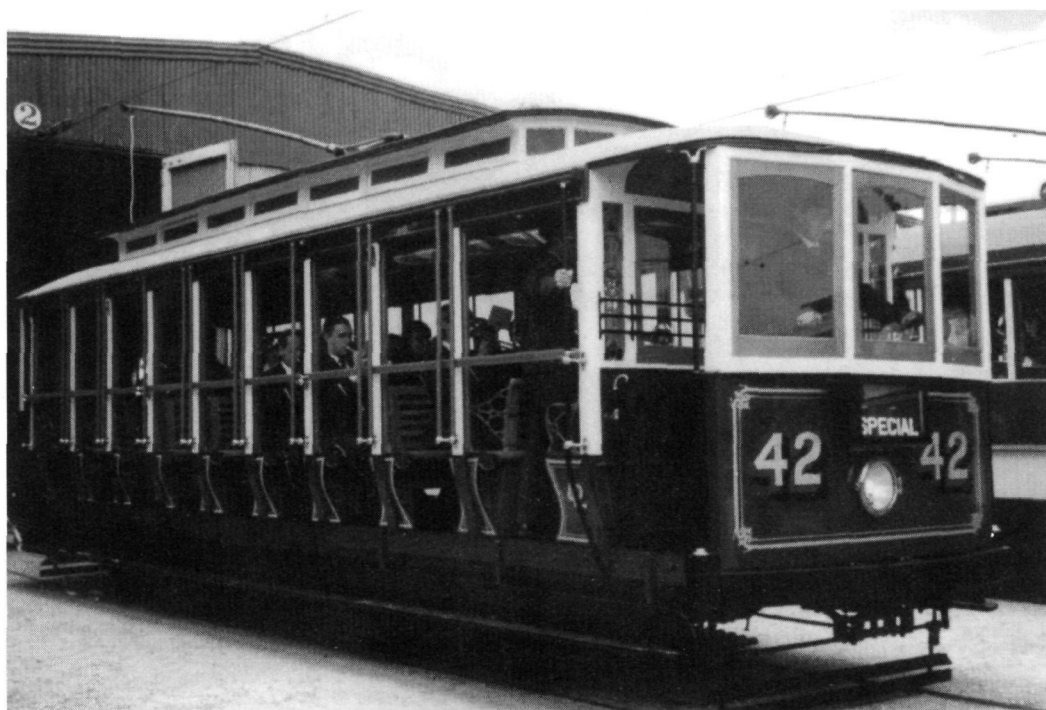
Adelaide B type tram No. 42, better known as Toastrack 42, was officially launched by South Australia's Minister for Transport, the Hon. Diana Laidlaw MLC at St Kilda on Sunday, 10 April 1994.

The weather forecast for the day was for a few showers —just what was not needed for the launch of an open crossbench tram. It was unbelievable misfortune considering that March was one of the driest on record. However, the day began in sunshine, although a little windy.

Operations began at 11.00am instead of the normal 1.00pm. An all-Adelaide fleet of cars, 1, 186, 192, 264, 282 and 381 was used for the day.

A double decker bus-load of friends from the Port Dock Railway Museum helped to get operations off to a good start. By 1.00pm the final tidying up of the tram was complete and the Salisbury City Band was assembling. The purpose of the band participating in the launch was to recreate the era of the Tramways Band (1909-1925). The Tramways Band was synonymous with toastrack trams which were used to convey the band to performances.

The Minister arrived at 2.10pm in sunshine. The speeches followed. AETM President, Colin Seymour gave a brief history of the tram and thanked the History Trust of SA for the grant of \$9400 a few years ago for the construction of crossbench seats and seat ends. The Mayor of



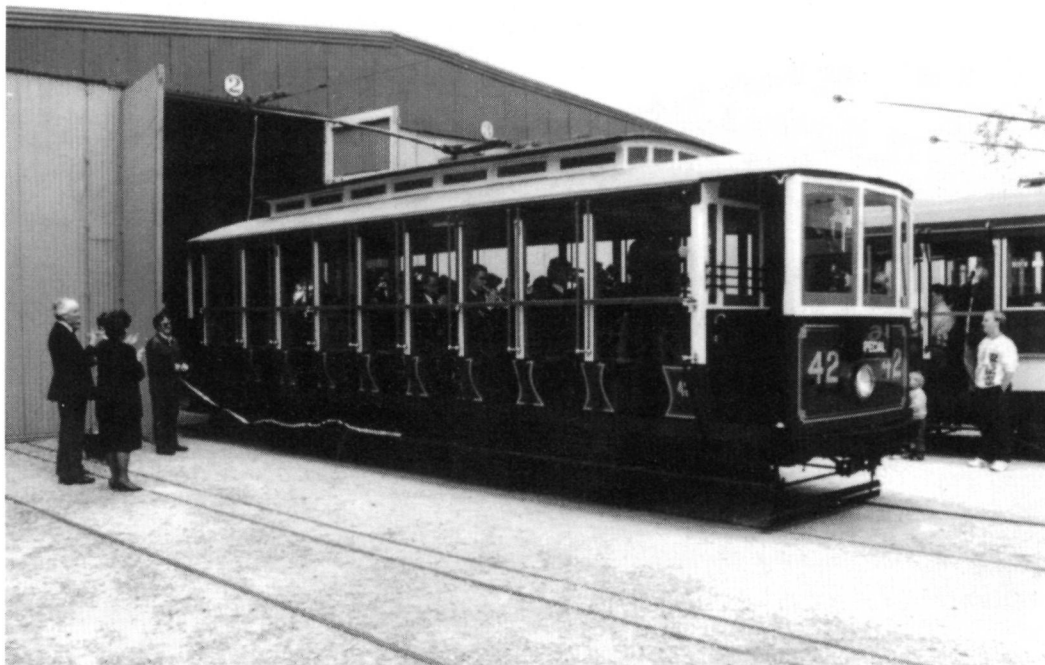
Chris Andrews on the left and Peter Keynes hold the ribbon across Road 2 as Rolling Stock Manager, Kym Smith edges Toastrack 42 forward following its official launch by SA Transport Minister, Diana Laidlaw. John Pennack holds the door.

FRANK SEYMOUR



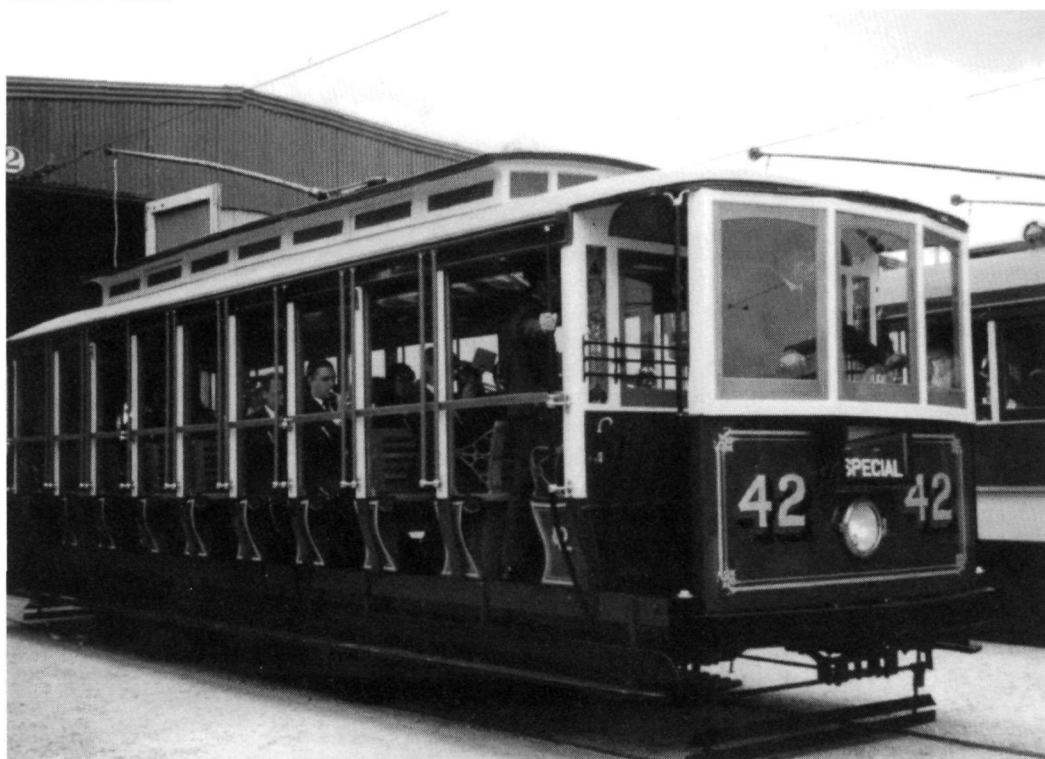
The crowd looks towards the doorway of Road 2 of the depot as Toastrack 42 is about to be launched on 10 April 1994.

FRANK SEYMOUR



The Mayor of Salisbury, David Plumridge and Transport Minister, Diana Laidlaw applaud as Kym Smith drives Toastrack 42 through the ribbon. The Salisbury City Band is playing the march "St Kilda".

PAUL SHILLABEER



Kym Smith brings Toastrack 42 to a halt outside the depot to allow Transport Minister, Diana Laidlaw to take the controls for its first official trip. 10 April 1994.

JENNIFER SMITH

Salisbury, David Plumridge spoke of the Museum's role at St Kilda and as a tourist attraction for the municipality. The Minister spoke enthusiastically about the Museum's efforts.

The doors to Road 2 of the depot opened to reveal a gleaming 42. The Minister declared the tram officially launched, the band, who were seated on the tram, struck up with the march "St Kilda", and motorman Kym Smith edged it forward to break a yellow ribbon held by members Peter Keynes and Chris Andrews.

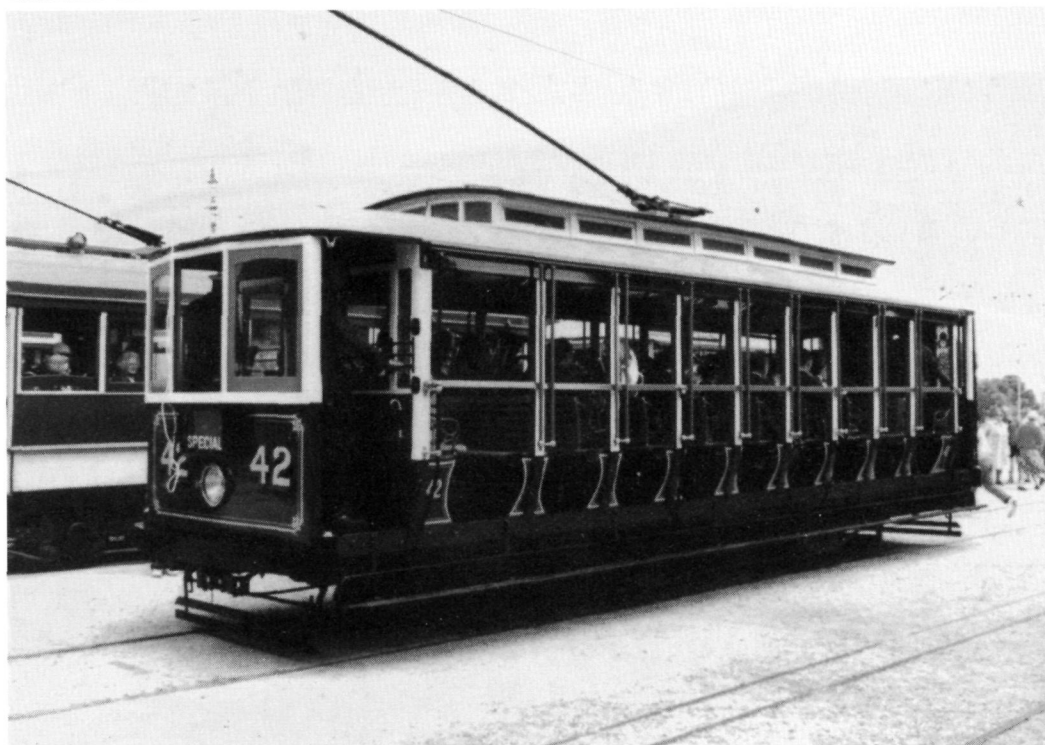
As if on cue, the clouds opened up as the Minister boarded the tram to take the controls for the official first trip. Fortunately, the official guests had been asked to board tram No. 1 and remained dry. toastrack 42 led a convoy of tuscan red and cream trams Nos 1, 186, 192 and 264. By the time they arrived at the playground terminus, the rain had stopped, allowing the official party to transfer to the toastrack for the return trip with the Mayor at the controls, while the band returned in car 1.

The band set up in the tram display shed (Roads 7 and 8) while the official party had afternoon tea in the bodyshop shed — the scene of 42's reconstruction.

Car 42 ran three more trips for the public during the afternoon, two of them in convoy with C 186 and the final trip of the day as a single car.

Work carried out on the tram in the last few days before its launch included completion of the gold leaf line work and numbers on each apron, fitting of internal enamel signs, glazing of cabin windows, final fitting of minor parts and paint touch-up jobs.

Work carried out after the official launch included completion of the gold leaf and numbers on the seat ends, fitting of the brass bell cord hangers and the bell cords, construction of the motorman's locker under the eastern bulkhead seat, installation of electric conduit capping on the



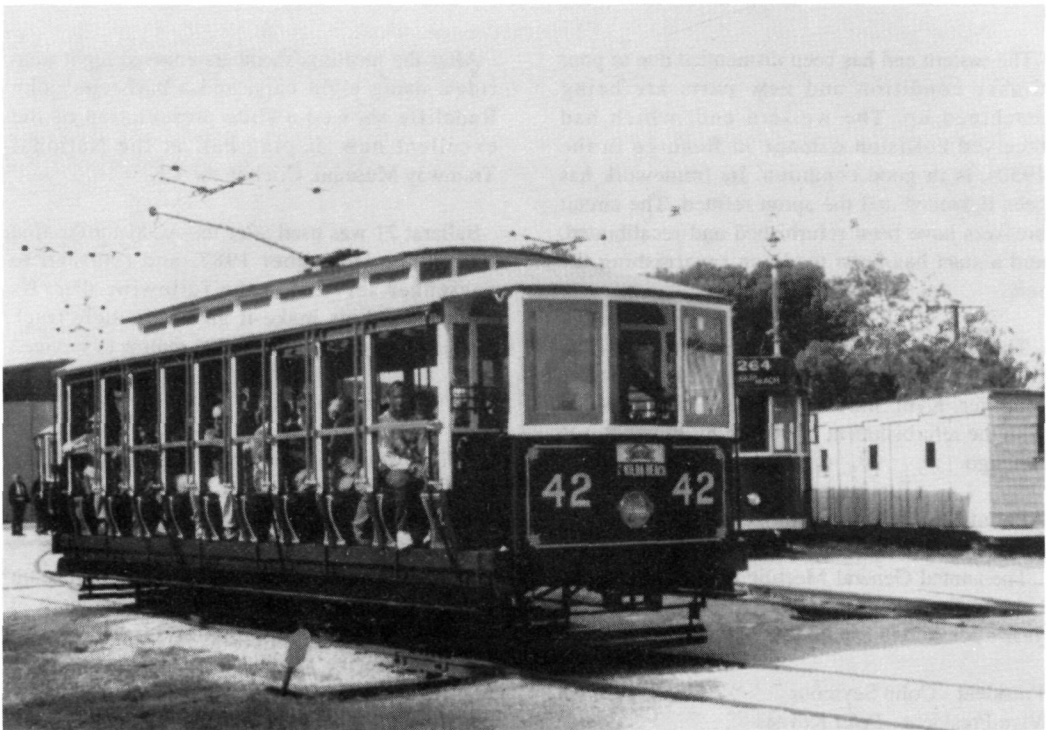
Toastrack 42 with the Salisbury City Band on board, moves off on its first official trip.

PAUL SHILLABEER



Toastrack 42 travels along the lakeside track on its first official trip.

PAUL SHILLABEER



Toastrack 42 leaves the Museum on its first revenue trip following its official launch on 10 April 1994.

JOHN RADCLIFFE

roof, installation of the sanding gear and gilding of screw and bolt heads and nuts on external brasswork.

Although originally powered by two 33hp Westinghouse motors and built with magnetic track brakes, the Brussels truck now used under the tram has two powerful 75hp motors and the braking system has been "modernised" by installing air brakes. The air tank sits under the western bulkhead seat, the same practice used on car 186.

Special thanks to Rolling Stock Manager, Kym Smith who led the project and his team which comprised John Pennack, Ian Seymour, Peter Letheby, Chris Dunbar, Peter Keynes, Chris Andrews, Gavin Fuller, Barry Fox, Ron Jenkins and Max Fenner.

Toastrack 42's reconstruction is a major achievement, given that it last operated as a toastrack tram 77 years ago and last carried passengers (as an A2 type car at Port Adelaide) 59 years ago. The reconstruction of toastrack 42 also gives the AETM a restored example of each of the

main alphabetical tram type classifications used by the MTT. There are, of course, a few minor variations. The restored Adelaide tram cars are A 1, B 42, C 186, D 192, E1 type 111, F1 types 264 and 282, G 303, H 362 and H1 type 381.

Even though it is a summer car, toastrack 42 remained in service until the long weekend in June 1994. It has been very popular with the public, with good loads even on windy days. Conductors are coping well with the new ticket collecting procedures. The conductor punches all tickets before the car departs each terminus. Toastrack 42 will return to service in spring.

Birney 303

Birney 303 has taken toastrack 42's place in the bodyshop and work has now commenced on its refurbishment. This tram has been out of service since a vandal attack in February 1992. Repairs were delayed while the restoration team concentrated its efforts on toastrack 42. A decision was also made to carry out a more extensive refurbishment than the repairs required after the vandal attack.

The eastern end has been dismantled due to poor timber condition and new parts are being machined up. The western end, which had received collision damage in Bendigo in the 1950s, is in good condition. Its framework has been tightened and the apron refitted. The circuit breakers have been refurbished and recalibrated, and a start has been made on revarnishing the seats.

Thanks to Dennis Bell and Harold from The Bendigo Trust for providing Rolling Stock Manager, Kym Smith with information to assist with the refurbishment of 303 on his recent trip to Bendigo.

Annual General Meeting

The annual General Meeting of the AETM was held on Saturday afternoon, 28 May 1994. This year's committee comprises:

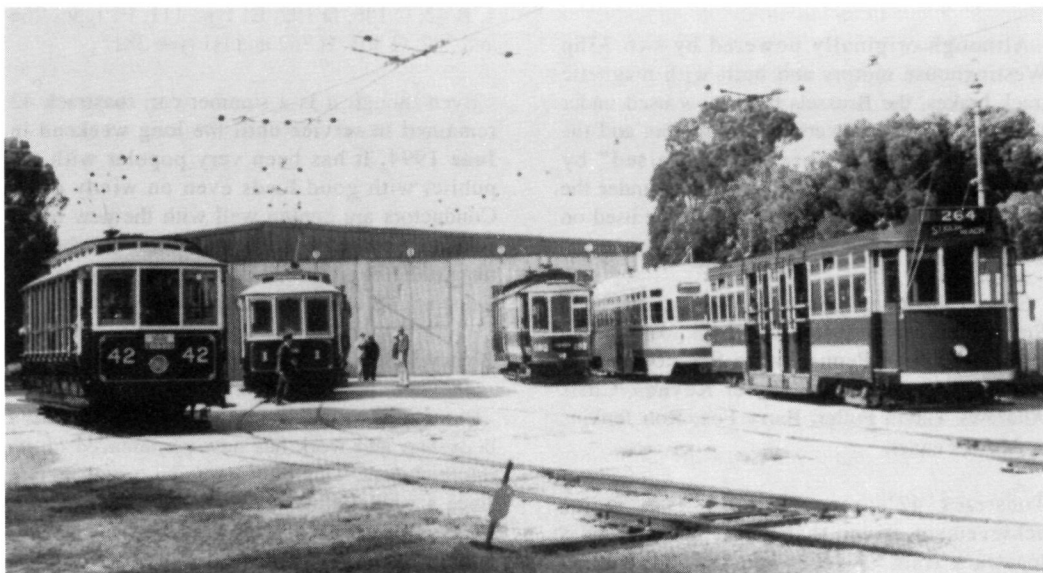
President - Colin Seymour
 Vice-President - Peter Keynes
 Secretary - Chris Andrews
 Treasurer - John Hoffmann
 Operations Manager - John Eastaff
 General Manager - Chris Dunbar
 Rolling Stock Manager - Kym Smith
 Site and Safety Manager - Ian Seymour
 Track and Overhead Manager - John Pennack

After the meeting, members enjoyed night tram rides, using eight cars, and a barbecue. John Radcliffe showed a slide presentation of the excellent new display hall at the National Tramway Museum, Crich in the UK.

Ballarat 21 was used after the AGM for the first time since December 1987, and returned to passenger service on the following day. Its enclosed cabins make it an ideal single truck winter car, at least until car 303 returns to service.

Life Membership

Following his retirement from active participation at St Kilda, Life Membership has been conferred upon Jim Burke in recognition of his contribution, extending to 7000 hours or so, to the advancement of the Museum. His museum activities included restoration and maintenance of vehicles, buildings and property, traffic service over the entire range of duties, as well as administrative work. Without Jim's efforts, continued operation of charter visits, and particularly the tea room, would have been almost impossible. He did most of the site mowing in recent years, as well as carrying out a large number of those small maintenance jobs that generally go unnoticed. We thank Jim for his long and valuable service and wish him well in his retirement.



B type 42 leaves the Museum on a trip to the beach. Cars A 1, D 192, H1 381 and F1 264 remain on the depot fan. 10 April 1994.

JOHN RADCLIFFE

BALLARAT

Ballarat Tramway Preservation Society

PO Box 632, Ballarat, Vic 3353

From Dave Macartney

An area much neglected by the BTPS (and many other museums) is that of archival storage. Tramways generated vast amounts of paperwork, all of which has to be represented in a comprehensive archive and protected from the elements and demolition by silverfish. Arts Victoria recently advised that cataloguing kits would be made available to suitable applicants to assist them in this area. The BTPS made an application and were successful. Eventually a station wagon load of gear arrived, from a four-drawer filing cabinet to six packets of disposable white gloves. A course of instruction was included so, on 21 June, two ladies from the Ministry arrived, set up their whiteboard, and lectured Richard Gilbert, Warren Doubleday and Neville Gower into submission on the correct way to go about caring for fragile artefacts. It was noted by the maintenance staff that the management had set up not one but TWO radiators in the mess room to keep the Ministry ladies cozy while work proceeded on the cars through another Ballarat winter with no heating at all! A separate archives room is to be established at the end of the storage area immediately above the office, where material can be stored under controlled conditions.

Another valuable addition to the collection at this time was a large leather-bound volume containing staff records from the early days of the Electric Supply Co. This covers all staff employed from 1902 to 1934, and will need to be copied, as

it is far too fragile for general use. It confirms the view that the ESCo were pretty tough employers, as sackings are frequent and commendations rare.

An inordinate amount of the maintenance staff's time in recent weeks was spent tracing an intermittent fault in No. 33's sanders. At seemingly odd times, small cones of sand would appear below the bottom of the sand pipes, and then not reappear for weeks. It was decided to replace one of the delivery pipes, which seemed to be worse than the other. Of course, the replacement nozzle was minutely different from the original, and required a new wooden mounting block to be manufactured and fitted into an incredibly inaccessible location. It was also discovered that removing the old block revealed an angular space around the bottom of the sand hopper, out of which seemingly tons of sand cascaded, which had been trapped between the hopper itself and the surrounding box for the past half century. The nett result of all this work was no improvement! Some further investigations deeper into the air system eventually turned up a defective valve, which wouldn't always drop into its seat when the compressor was first turned on. As the pressure built up, it would force the valve tight, but when pressure was first building up or finally dropping down, the valve would sometimes drop away from its seat and sand would leak out for a short time. Another little victory in the never-ending battle with the cars.

FERNY GROVE

Brisbane Tramway Museum Society

PO Box 94, Ferny Hills, Qld 4055

From John Lambert

25th Anniversary of Brisbane Tramway Closure

This was undoubtedly the highlight of the year so far. To say that the day was an outstanding success is a considerable understatement. There

were some anxious moments beforehand as some of the promised publicity failed to eventuate, but everything eventually fell into place. Following on from a *Courier Mail* report on 7 April 1994, we were interviewed on air during ABC radio's



The Brisbane City Council relocated our Massey hammer anvil (left), the furnace and the Massey hammer (on its side at right) These items came from Toowong bus workshops but were originally located at Milton tramway workshops.

ALAN MARMONT

“Queensland Tonight” programme on Tuesday 12 April. Next morning, there were numerous mentions on radio station breakfast programmes, a pre-recorded interview on 104FM, while radio station 4BH broadcast live from the museum. On the TV scene, channel 10 filmed a segment during the day for inclusion in the evening news while channel 9’s filming during the day was merged with a live segment in “Brisbane Extra”, which screens just before the evening news. However, don’t believe everything you see or hear on television. Our President denies he was still travelling to kindergarten by tram when he was seven years old! Surprisingly, the *Courier Mail*’s coverage on the actual day failed even to mention the museum.

The day began around 7.00am when the first members arrived to open up in readiness for the 4BH reporter’s arrival at 7.15am. After the broadcast, there was relative calm until 10.00am when the gates opened. From then on, there was a steady stream of visitors until 10.00pm, with minor quiet periods around lunch and dinner times.

Six cars were used in traffic — combination 47, ten-bench 65, baby dreadnought 99, dropcentre 277, four-motor 429 and Phoenix 554. Cars 47 and 277 only operated each hour while the others maintained better than a ten-minute service all day. As a matter of interest, 370 kWh of electricity was used for traction, with another 107 kWh being swallowed up in low voltage supply by lights, fridges, etc. All up, about \$65 worth of power.

Our thanks to the following members who manned the trams, the gate and the shop — Wayne Chaseling, Nicholas Clark, Bill Daniells, Craig Daniells, Bob Deskins, Peter Hyde, John Lambert, Murray Lawrence, Alan Morrison, Denis Mulheran, Danny Sheehan, Wally Spreadbury, Cam Struble, Alex Tafe, Troy Thomas, Robert Thomson, David Vicary, Noel West, Mick Tropp. There were certainly others but unfortunately they did not sign the attendance record sheet! It was also great to see many other members who came along for rides and reminiscences.

Finally, just before midnight, a tape recording of the live broadcast on 13 April 1969 by 4BH from Ipswich Road Depot was played. Actually, the broadcast failed to cover the arrival of the last tram which had been severely delayed by the power being cut off at Ascot, since the station crossed to the midnight news! Just after midnight, 544 was driven into road 3 of depot 1 to close a very successful commemoration of its previous final journey from the Valley to Milton Workshops.

Patronage

The year's excellent record of visitors has continued with a boost, of course, from the publicity surrounding the events of 13 April. One unexplained exception was Sunday, 5 June when one of the smallest crowds was recorded. There were no other events in the city that we know of that would have taken our customers and, as it was a fine day, the mystery remains.

Mew Access Road

In early May, we received a phone call from the Brisbane City Council Recreation and Health Department requesting an urgent meeting to determine the location of a new access road from Tramway Street to the playing fields behind the museum. The Museum had some concerns, in particular the need for secure fencing around the depot curve, the restacking of our spare rail and the relocation of the furnace and Massey hammer. The Museum was also keen to ensure that the roadway would not restrict our future expansion plans, should we stay at Ferny Grove.

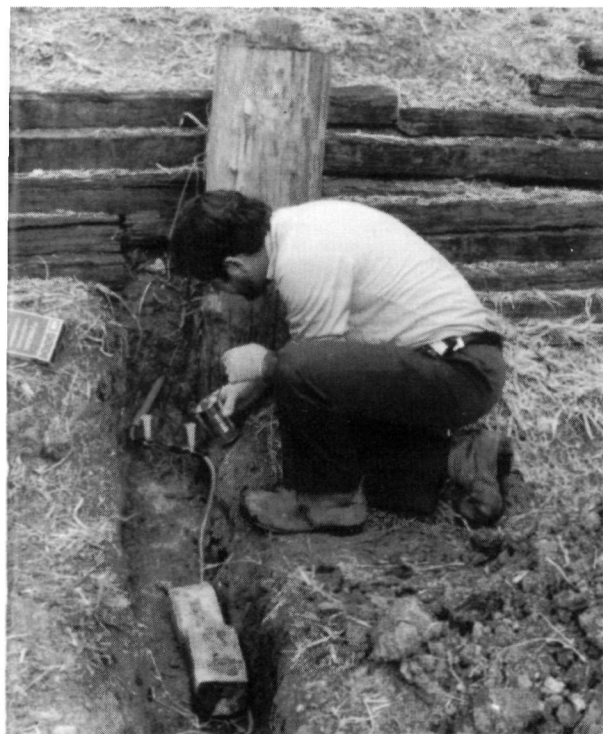
The department took our concerns on board and have designed the road accordingly. The roadway does not impinge upon the proposed location for Exhibition triangle, although it does impact upon the original proposed track alignment behind the depots. (There is still room for the tram track should we decide to construct a line in that direction.) In addition the BCC has agreed to extend our security fencing eastwards and northwards to the long garden beside the downhill track.

We will provide two sets of gates, including the old Coronation Drive entry gates to the tramway workshops at Milton. The gate posts for this set have been repaired in preparation for their installation.

In a flurry of end-of-financial-year activity, The BCC wanted to make a quick start on the project, and two mid-week work parties were very quickly arranged to assist the BCC to move our pointwork, rail stacks and other items that would be in the way of the road and the ancillary landscaping. Prior to the move, the whole area around the rail stacks was slashed and the stay wires for the depot curve were raised for added clearance. Two hard days saw everything moved, with the assistance of a number of City Council workers, two cranes, a truck and an all-terrain forklift. Our new perway yard is located on the uphill side of No. 1 depot. The BCC paid for the whole operation.

In addition, the City Council dumped a couple of loads of top soil, taken from the road construction, around the substation. The soil has been used to fill some of the "mower killer" holes in this area of the museum.

A small amenities block for the sports fields is also being constructed by the BCC. Water and



John Lambert pours epoxy resin into a "Scotchcast" splicing kit to repair damage to the substation control cables. Yes, John does now have a beard!

MICK TOPP

electricity for this block will tap off our mains behind No. 1 depot. We suggested that the sewer run down our western (creekside) boundary, so that we could "tap in". Although it would have been shorter than the other routes considered by the Council, the fall in the proposed line was too great and made it too expensive. The sewer pipes will run under the new roadway and will link into the mains on Samford Road behind the bowls club.

Dropcentre 341

Work slowed on restoration as a result of the preparations for the tramway closure 25th anniversary, and the urgent work associated with the new road. However, it was soon back to the grindstone and the usual frustrations inherent in this project. First the saloon windows were installed, some of which required planing to enable them to fit as a number are not originals. The interior pillar panels could then be installed.

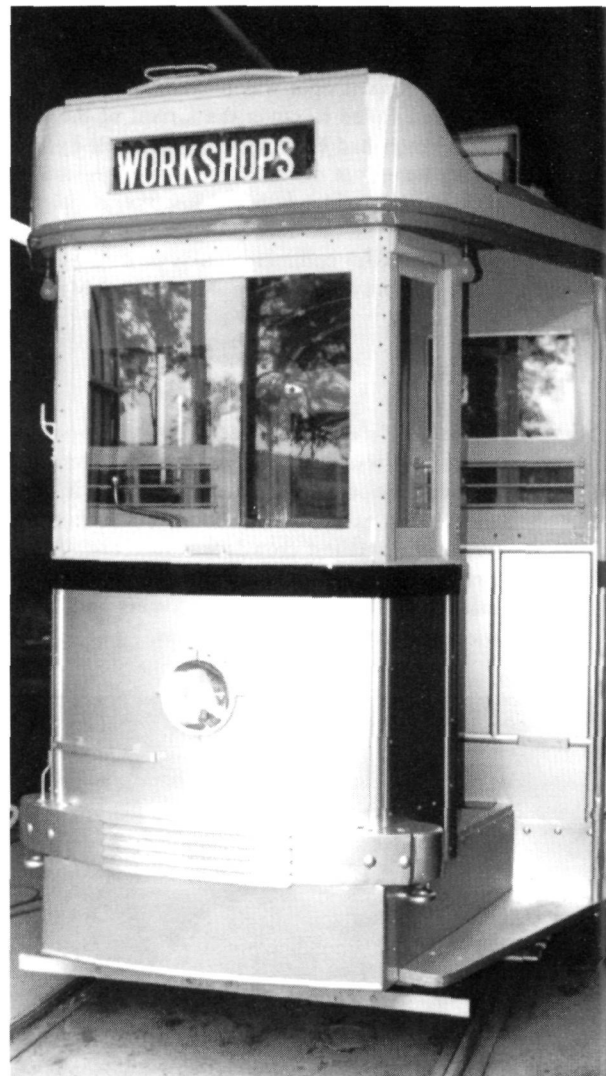
The exterior silver was sanded back to remove all traces of staining, scratches from possums and other surface damage. It proved an extremely slow task as the silver paint clogged the sand paper very quickly. We were to get a lot of experience sanding the silver. The first coat of silver was applied too thickly and just before the temperature plunged. The result was runs and sags which needed to be sanded out. The second coat was too dry (not enough thinners) and needed to be sanded out. We won't mention the third and fourth coats. Finally, a satisfactory result was achieved on the fifth coat.

The end platform gates, headlight rims and conductors' bells were considerably easier to deal with and have received two coats of silver.

With the silver out of the way, we were able to concentrate on the royal blue waistband. But not before sanding more silver just below the line of rivets at the top of the side panels.

Finally the waistband was applied in the first week of June. Work has now commenced on the exterior signwriting, with samples taken from other museum trams, together with reference to appropriate photographs. This information has been a source of frustration as there was a bewildering variation in style, spacing and location of the letters and BCC monogram.

The trucks have also been cleaned and primed ready for their coat of grey paint. Wool waste has



Dropcentre car 341 nearing the completion of its restoration on Road 2 of the Museum workshops.

PETER HYDE

been acquired to repack the axle boxes. The two Westinghouse brake cylinders have been serviced and are ready for reinstallation..

More recently the saloon window grilles have been installed, as have the remaining downpipes, headlight rims and conductors' bells. The last remaining interior fiddly bits (pillar tops, door hatch latches, advertising strips, etc.) are now being stripped and sanded ready for painting. The interior doors are also partially completed.

HADDON

Melbourne Tramcar Preservation Association
PO Box 324, Prahran, Vic 3181

From Craig Tooke

An exciting few months of activity at Haddon has seen a great many of our recent tasks completed with impressive results. Once again the emphasis of our development has been in the track, signalling and overhead areas.

Trackwork

Following installation of overhead poles in the lower terminus area, the track on number one road has been levelled, packed and partially filled.

All the steel sleepers have been positioned for the laying of the final panel of track for the second road of the lower terminus. This work will commence shortly.

Track bonds manufactured by Craig Tooke have been installed by Tony Smith along the right-of-way on the south side of the museum. The bonds are used to provide a low resistance path around rail joints and the work involved welding bolts to the base of the rails and connecting the cable



The installation of overhead poles on Wednesday, 27 April 1994.

TONY SMITH

bonds to the bolts. A sometimes monotonous but necessary task.

Extensive earthworks have been carried out along the length of the main line to allow easy access for the erection of overhead from the museum's tower wagon.

For readers unfamiliar with the geographical layout of our museum, the land on the southern side has an extensive slope and a great deal of filling and excavation work was required to make the area suitable for motor vehicle access.

Signalling System

John Withers and Craig Tooke have been busy terminating all the previously installed cables inside the lower terminal signal cabinet.

Tony Smith and John Withers have modified a former tramway trackside telephone box for housing error release and error reset buttons. These will be used if required to change the lower

terminus points after a tram has passed the through the point changing overhead line contactor. The lower terminus points are modified former railway points normally operated by an electric point motor. Operation by the more conventional tramway point bar or manual trackside lever is not possible.

The final location of our overhead poles has been determined following completion of the overhead design plans by Noel Gipps. All our former Adelaide tramway steel poles, obtained some years ago together with poles exchanged with the TMSV, were positioned in their locations following the pole location survey. Noel Gipps, John Withers, Arthur Ireland and Tony Smith carried out the preparation work. This required removing rust and extensively cleaning each pole before the application of several coats of special grey paint designed to keep rust ingress to a minimum.

Some of these Melbourne and Adelaide poles required lengthening as they had been cut off at



The lower terminus track in position. Car 663 is seen at the top terminus in the background.

HARRY NICHOLAS

ground level. To ensure they would be long enough when planted in the ground, steel rail inserts were made, inserted into the poles and welded in place.

Wednesday, 27 April was a major day of activity. All the poles were erected and cemented into position.

A mixture of span wires and bracket arms will be used over the stage three track. The overhead in

the lower terminus area, which is of double track construction, will be suspended from former Melbourne bracket arms and poles complete with decorative scroll work.

A start has been made on sorting our overhead fittings and span wire to ensure we have sufficient material on hand to complete the job. Erection of overhead will most likely take place in the warmer Spring months of this year.

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, WA 6050

From Michael Stukely

Stockmans Crossing

Further progress has been made on the Stockmans Crossing reconstruction. during April, Ray Blackmore's overhead team undertook preliminary work on the east-north curve. this included fixing of anchors, prefabricating spanwire and insulator sets, and preparing bracket arms.

Meanwhile, Trevor Dennhardt's track team reaffixed the gauge straps and made adjustments to points and curves where necessary. the crossing frog plates on the loop points were rewelded by Peter Francis as these had started to sag and break away due to inadequate packing beneath. Track maintenance work was also carried out at several other locations including the Stockmans Crossing-Village section, Bennett Brook and Horse Swamp culvert.

On the weekend of 30 April-1 May, the overhead team installed the running wire on the east-north curve at Stockmans Crossing and tied off the ends at the north and east points. On Saturday 21 May, the two frog bases and the northern pan were fitted. However, it was found that the running wire was twisted, which meant that the fitting of the pan at the eastern points had to be delayed. This job was completed in time for the Wheels of change day on Sunday 5 June, when the two running between Mussel Pool and Village Junction used the full triangle to shunt when crossing. Services to entrance will be retained when further adjustments have been made.

Rolling Stock

W2 class 368 had been developing a problem of excessive hunting due to severe wear on the axle box brasses. Noel Blackmore has fitted replaceable wear plates to the ends of the brasses as a trial, to take up the excess wear. This is an adaption of the method used on Perth's Brill trucks, where check plates were used to retain the axle position. It is anticipated that the periodic replacement of the wear plates will be a far cheaper solution to the problem than the replacement of other components.

In addition, the wedge plates have been built up and remachined oversize to hold the brasses in place in the axleboxes. they were reinstalled by Duncan McVicar, along with new wool packing. The modification to the wedge plates was carried out with great success on W2 class 393 in 1990, and will be necessary on SW2 class 426 in the near future.

Car 368 returned to service in May and has been running extremely well, the hunting having been virtually eliminated. It appears that the wear plates are settling in very well, and the trial has been a success at this stage.

Since its truck exchange in 1993, Fremantle 29 has had a similar problem. The axle bearings have now been removed and investigations by Noel have shown that there is extreme wear on the brasses and the whitmetal facings are very badly pitted. It has now been decided to cast new bearings complete. It is now apparent that our



The roof of WAGT E class 67 showing the condition of the original canvas after the air-vents had been removed in August 1993. Cars visible (from left) are FMT 28 (dormitory car), W4 class 674, W5 class 766, and W2 class 329 with FMT 29 behind.

MICHAEL STUKLEY

assumption that the 77E trucks had been fully overhauled before delivery was incorrect.

Charlie Bite has completed refurbishing one controller of W5 class 766 and has moved on to the other, which is less worn. Painting of the roof has now been completed by Bill Gilbert. The roofs of W2 class 368 and 393 were also repainted for winter, and roof repairs have been carried out on SW2 class 426.

All fittings and the old canvas have been removed from the roof of WAGT E class 67. The roof timbers are in surprisingly sound condition - only three small sections will need to be replaced. Fortunately, the body was well protected from the weather on the farm near Wandering where it had been used as shearers quarters from 1958-59 until its acquisition by PETS in 1985. New canvass will be fitted after the body has been straightened. Preparation of various interior and exterior surfaces for repainting or varnishing is continuing.

The stress bars have been fitted to Kalgoorlie 25 by M & M engineering, under the supervision of Ric Francis, and the result is first class.

Preparations have started for WAGT G class 35 to receive the same treatment. Brackets will be fabricated as for no. 25.

Engineering Shed and Pit

The concrete floor of the shed has been treated with a hardening agent following the completion of the trimming and grooving of the concrete around the rails in the floor layout (*TW* Feb 1994). Some items of equipment have been positioned.

The final modifications to the pit design have been approved. Underpinning of the columns of the southern wall of the Oketon Geddes Carbarn has been completed. A further delay in the construction of the pit has been caused by the need to use sheet piling at either side of the excavation for the wider area to be used for removal of wheelsets, etc.

Motor Vehicles

The never-ending job of Vic Sweetlove and his helpers moves steadily on, with work being done

recently on the tow truck, Toyota Landcruiser, both tower trucks, the tractor, Albion tip truck and pole digger. Graham Churcher has welded half-inch steel plate onto the arms of the tractor which were damaged while it was in use at Stockmans Crossing. The bucket can now be refitted.

A second-hand cherrypicker is to be purchased, to take the pressure off our two ageing ex-WAGT tower trucks. A plan is being developed by Ray Blackmore to use the Albion as a multi-purpose unit to take the cherrypicker or pole digger, or to function as a tip truck.

Traffic

Loadings at Easter, as usual, were heavy and on all days exceeded those on the corresponding days in 1993. Two cars were required on the Sunday and Monday. Mothers Day was outstanding, with three cars in service.

After a record dry seven-month period between November and May which brought good loadings, a sharp drop in revenue resulted from three wet weekends in June. However, traffic supervisor Lindsay Richardson reports that special hires during May and June produced particularly good

returns.

The need for tram crews to open gates on the first trip each day, and then to remember to close them on the last trip, is now a thing of the past. Cattle grids have been installed at the three gates — east of Bennett Brook near Horse Swamp Culvert; north of Stockmans Crossing at the old road crossing; and on Bullpen Curve towards Entrance — to keep the cattle from wandering. This work was done in April on a cost-share basis with Park management.

Making Headlines

The local community newspaper, the *Midland Reporter*, recently featured a large front-page colour photo of W2 class 368 to promote the Park's celebration of West Week (following the Foundation Day holiday early in June).

The picture appeared immediately below the headline of an unrelated adjacent article — "Pets used for fertiliser". Whilst this caused great amusement among members of the Park community, it is unlikely that too many outsiders would have appreciated the significance of the letters PETS!



W2 class 368 at the old Village stop outside the Park Administration building. This stop was moved to the new Comfort Station opposite the Country Kitchen in 1992, with the shelter being transferred to Bennett Brook. The village stop is now to move a short distance back towards the original site for greater visibility along the street.

TERRY VERNEY



a sper magazine