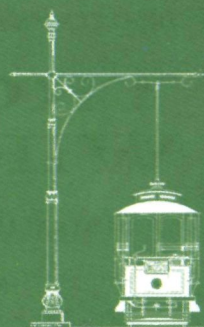


TROLLEY WIRE



No. 256

NOVEMBER 1994

\$6.00

Print Post Approved PP245358/00021



THE ADELAIDE TRAMWAYS BAND

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM MAGAZINE

NOVEMBER 1994

No. 256, Vol.35, No 4 ISSN 0155-1264

CONTENTS

ADELAIDE'S TRAMWAY BAND	3
THE TORONTO TRAMWAY, PT.1	11
DANISH TRAMS ON STAMPS	16
HERE AND THERE.....	23
MUSEUM NEWS.....	31

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

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

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

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

P.O. Box 103, SUTHERLAND 2232

Phone: (02) 542-3646 Fax: (02) 545-3390

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

Typeset and printed by

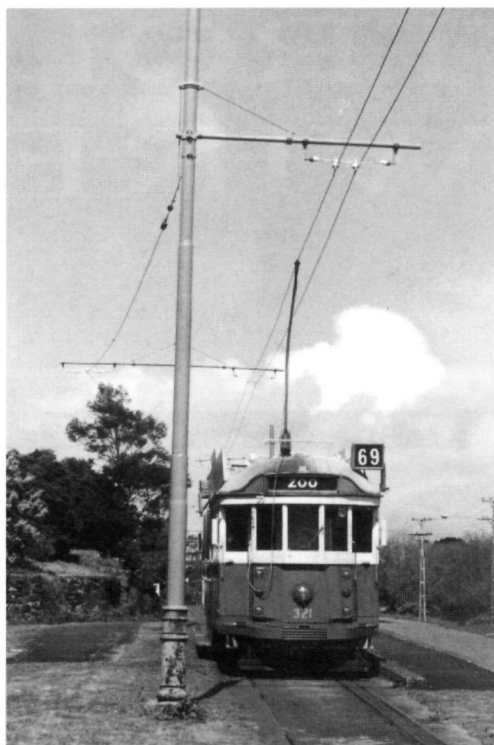
Australian Country Press P/L

Phone 1 800 813 663

EditorBob Merchant

Subscriptions & Distribution.....Peter Hallan

Bulk SalesLaurie Gordon



W2 class 321 is running across the Tasman on the
Museum of Transport and Technology's Western
Springs Tramway. 321 is seen at the Zoo terminus
ready to depart for MOTAT 1 on 10 September
1994.

DALE BUDD

FRONT PAGE:

Hawthorn Tramways Trust single truck car No. 8 in Victoria Parade. The superbly restored car was
launched on 20 September 1994.

RAY MARSH

BACK PAGE TOP:

SW6 class 888 has been painted in Melbourne's City Circle livery but has not been otherwise modified for
the service. It is seen in Spring Street outside the Windsor Hotel.

RICHARD YOUL

BACK PAGE BOTTOM:

The first and last cars built for Adelaide's electric tramway system pass at Mangrove Loop on the
Australian Electric Transport Museum's line at St Kilda.

KYM SMITH

ADELAIDE IS TRAMWAYS BAND

By Colin Seymour

Introduction

In compiling this article, the writer referred to Adelaide's Road Passenger Transport 1836-1958 by John Radcliffe and Christopher Steele (1978). However, much additional information has been obtained from a detailed and fascinating scrapbook compiled by one of the band members, Nelson A. Kirby, who played the bass drum and cymbals in the band for its 16 year existence. Mr Kirby was a signalman with the Municipal Tramways Trust during the Band's early years. The scrapbook was donated to the Australian Electric Transport Museum by a relative of Mr Kirby a few years ago. It contains newspaper clippings, photographs, concert programmes, prize ribbons, tram tickets and miscellaneous items about the band.

The Adelaide Electric Tramways Band

In the days before radio, moving pictures and the motor car, the Tramways Band played an important part in Adelaide's cultural life. The Band was formed by the Adelaide Electric Tramways Club as the Adelaide Electric Tramways Brass Band. The first conductor was Mr R. Stoneham, who led a band of 25 players. Its maiden performance was in the Exhibition Building in North Terrace on 30 July 1909.

By November the Band was participating in the Wallaroo Massed Bands Competition. It had also played at concerts in the Adelaide, Norwood and Unley Town Halls, and at Norwood Oval, and participated in the Eight Hours Day procession in October.

Rivalry quickly developed between the Tramways Band and the long established Railways Band, and each jealously guarded its reputation. The Railways on one occasion were known to be practicing a new march entitled "The National Emblem" for the opening of the coming season. The Tramways Band found that the music was unobtainable in Australia, but several days later Mr Stoneham was riding through the city on

a tram when he heard the piece being played. Quickly alighting, he found that it was being performed a a group of visiting minstrel players. With the help of several tramwaymen, the minstrels were prevailed upon to adjourn to the nearest hotel to enjoy Mr Stoneham's hospitality. While the musicians were enjoying their sudden good fortune, other tramwaymen "borrowed" their scores and rushed them out to Hackney Depot for copying. They were soon returned, and the minstrels and tramwaymen parted amid mutual rejoicings without the minstrels being any wiser. With some publicity, the Railways announced that the first performance of their new march would be given at Semaphore on the following Sunday. However, Mr Stoneham's organising success meant that the Tramways Band was able to give its premier Adelaide performance of the piece at Henley Beach on the preceding evening.

In January 1910, the Band headed the funeral cortege and played "The Dead March" for conductor and band member Leonard Fleming, the first employee on the electric cars to lose his life. The Band would continue to lead funeral corteges for tramway staff. One such occasion in 1911 was for band member John Guyer, "who succumbed on May 7 to an attack of pneumonic influenza."

The Municipal Tramways Trust was quick to recognise the revenue potential of the Band. In August 1910, the MTT took control of the band and appointed Mr Burnett as conductor, and in the following year, Mr Christopher Smith succeeded to the position of bandmaster. Mr Smith had recently been conductor of the British band Besses o' the Barn on its tour of Australia. He enlarged the band by adding clarinets and other reed and woodwind instruments.

The MTT erected a bandstand on the foreshore at Henley Beach and the Band was soon giving regular concerts there. It assembled at Hackney Depot and proceeded to the rotunda in a toastrack car, playing musical selections as it went. During the summer, the Band would play there on several evenings each week. Newspaper advertisements informed the public that the Band would be

HENLEY BEACH, TO-NIGHT.		
TRAMWAYS' BAND		
WILL PLAY		
1. March	"Washington Grays"	(Grafullan)
2. Overture	"Light Cavalry"	(Suppe)
3. Selection	"Our Miss Gibbs"	(Caryll & Monckton)
4. Serenade	(Solo Cornet, Mr. C. Pearce)	(Schubert)
5. Valse	"Ensueno Seducator"	(Rosas)
6. Song	"Sing me to Sleep"	(Greene)
7. Selection	"The Merry Widow"	(Lehar)
8. Two Step	"Lilac Blossoms"	(Losey)
"GOD SAVE THE KING."		
W. BURNETT, Bandmaster.		
Band will proceed by illuminated Car, leaving Victoria square at 7.11 p.m.		
Five Minutes' Service will be run during the evening between City and Henley Beach, from 7 p.m.		

Newspaper advertisement for a concert by the Adelaide Electric Tramways Brass Band at Henley Beach on 3 November 1910.

travelling to Henley Beach by illuminated car. A five minute service would operate to Henley Beach from 7.00pm on these evenings.

Although not included in the original plans for electrification, an extension of the Kensington line to Kensington Gardens was opened on 23 July 1911. After long negotiations, Kensington Gardens Limited had given 40 acres of Piles' Paddock to the MTT on condition that an electric tramway be extended to it. Within two years the

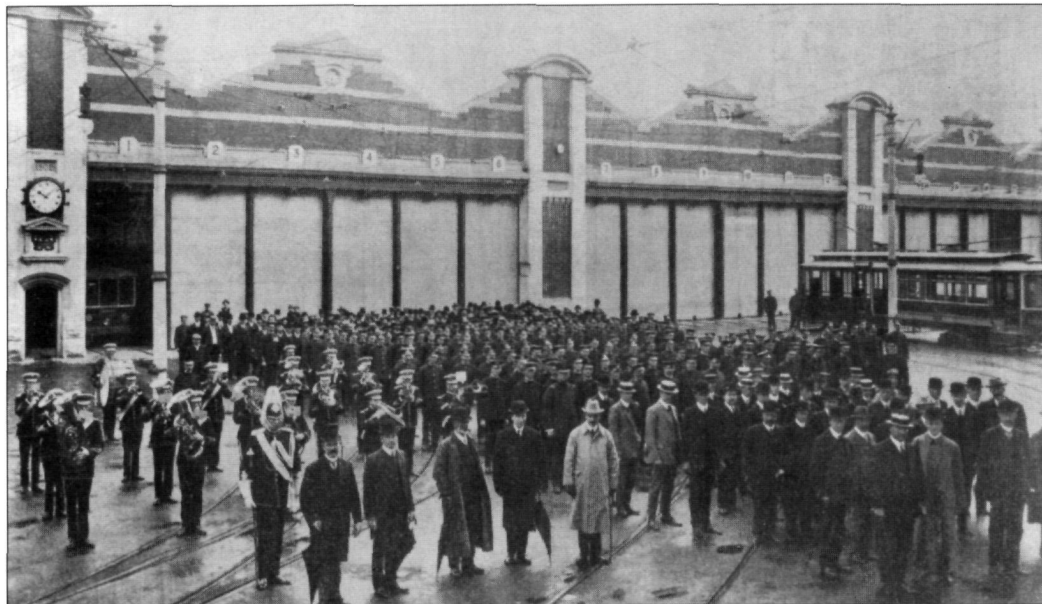
Trust had built the line and begun developing the park. Gardens complete with rustic bridges were laid out, and tennis courts and cricket pitches prepared.

A bandstand was erected for evening concerts, and trial plantings of all the new sweet pea varieties were soon being exhibited. In establishing the park, the MTT was following a formula well proven by traction companies in the United States, where much tram patronage had



The first photo of the Adelaide Electric Tramways Brass Band. The photo was taken at Hackney Depot prior to the Band leaving for the Wallaroo Massed Bands competition in November 1909.

AETM Collection



The Tramways Band prepares to lead Municipal Tramways Trust employees from Hackney Depot to the Adelaide Town Hall for the annual church parade in May 1911. Combination (A type) car No. 6 can be seen on Road 1 while a new Saloon and Sliding Door (D type) car is on the depot fan.

AETM Collection

been created by similar tourist ventures. Wattle Park in Melbourne is a surviving Australian example of this practice. The Band's first performance at Kensington Gardens in September 1911 attracted a crowd of between 4000 and 5000.

A bandstand was also erected at Semaphore in 1919, but few performances were given when it was found that listeners travelled to the concerts by train. Attempts to encourage the South Australian Railways to contribute to the cost of the concerts were unsuccessful.

The band also contributed to religious observances, and for a number of years led the annual Tramways Church Parade, which took the form of a march from Hackney Depot to the Adelaide Town Hall, followed by a short service. The first Church Parade took place on 29 May 1910.

In October 1910, the Band participated in the interstate brass band championship contest at the City Oval, Ballarat. It also played on special marine excursions from Port Adelaide on the S.S. *Warrawee* and the S.S. *Karatta*.

Eldred Symonds, the big, burly Drum-Major from the Band gained notoriety during the coal strike of 1910 when he precipitated a tram drivers'

strike. It appears that Drum-Major Symonds was one of six MTT employees asked to collect a much needed dray of coal each under police guard from the government coal stacks in the railway yards on North Terrace. Upon arrival at the coal stacks, the men were met by a large group of union pickets. However, Drum-Major Symonds, a traffic marshal at Hackney Depot, defied the pickets and "caught hold of the bridle of the horse in the first dray and led it through the crowd and along North Terrace. At the King William Street crossing the disturbance became more serious...and either the police or the Tramways Trust officials drew revolvers and loaded them"! The crowd eventually allowed the Drum-Major to return to Hackney with the tip-dray of coal.

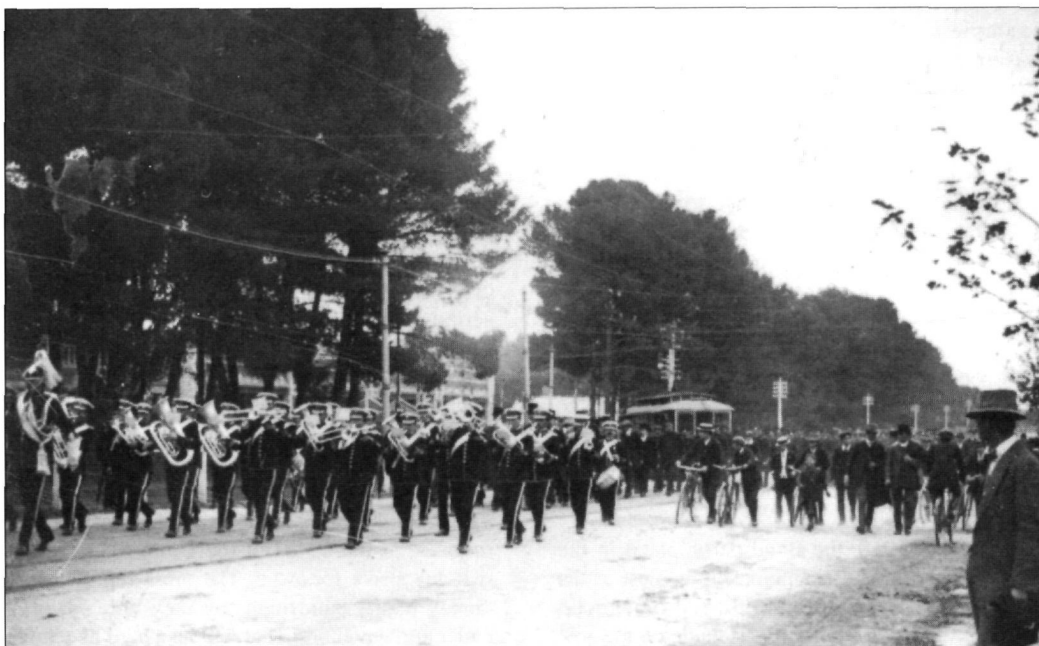
Following the incident, the other five employees told to collect the coal were suspended by the Trust. The Tramway Employees Association was incensed at the action of the Drum-Major and a two-day strike followed. The press reported that "many of the bandsmen say they will not play under him any more. That will be a hard knock for him because he liked his position as Drum-Major."

At a meeting of the Tramway Employees Association "it was decided to exonerate marshall



The Adelaide Electric Tramways Brass Band pose at Hackney Depot after Christopher Smith had been appointed Bandmaster in 1911. The big, burly Drum-Major, Eldred Symons stands to the right.

AETM Collection



The Tramways Band marches along Hackney Road after leaving the depot gates for the annual church parade in May 1912.

AETM Collection

Symonds from all blame in conjunction with the charge of 'scabbing' on the ground that the Trust had a permit for carting coal, and Mr Goodman (the MTT General Manager) had said that if Symonds had not obeyed orders he would have been dismissed as a traitor to the Trust." It appears that there had been a misunderstanding. The Employees Association had been unaware that the MTT had arranged to purchase 25 tons of coal per day from the Government to enable the trams to continue running during the coal strike.

On one evening, after a concert at Henley Beach, a power blackout occurred. The press reported:

"At the close of the Tramways Band concert last evening when there was a heavy traffic of cars, all laden with passengers, something went wrong with the current, the power gave out, throwing the

whole system out of gear, with the result that all the cars were delayed for half an hour. The Henley Beach Road for some time presented a remarkable scene, some of the passengers endeavouring to push the cars along. That in which the bandsmen travelled had just passed the reedbeds viaduct when the power failed, and the musicians pushed it along until it was blocked by other cars at Fulham. Towards 11 o'clock the electric current gradually returned, and in semi darkness the cars moved slowly towards the city, the band playing 'Lead, Kindly Light'."

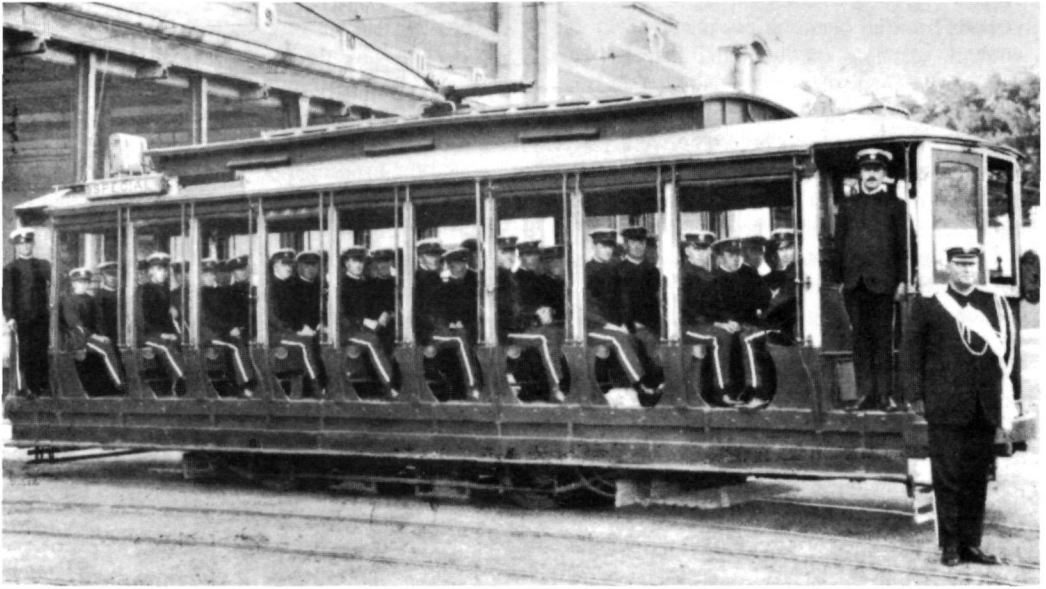
The Adelaide Electric Tramways Military Band

From 1913, Christopher Smith changed the name of the Band to the Tramways Military Band and modelled it on the British military bands of the



The Adelaide Electric Tramways Military Band leads a peace procession during the Great War, circa 1914. The Band appears to be marching along Morphett Street at the Grote Street intersection. Tram No. 7 is displaying the destinations "Currie St" and "Wt Terrace" and would be turning from Grote Street into Brown Street (later Morphett Street) on the short-lived West City circular route which commenced on 4 October 1911. Cars travelled in both directions around the route along King William, Grote, Brown and Sturt Streets, Wst Terrace and Currie Street until 1925. Trams to Wayville West and Keswick later used this portion of the West City route while Henley North and Hilton cars used Currie Street upon completion of the Bakewell Bridge over the Melbourne railway line in 1925.

AETM Collection



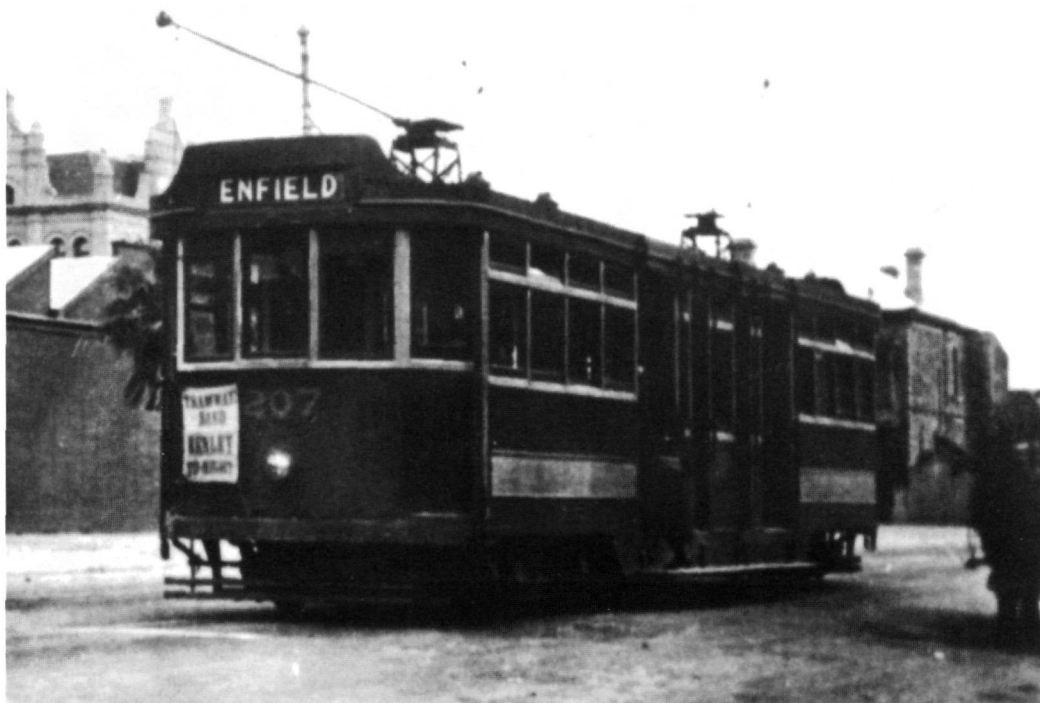
The Adelaide Electric Tramways Symphonic Band prepares to leave Hackney depot on a Toastrack tram for a concert at Henley Beach in 1924. Note the ornate gold linework and side numbers had disappeared by this time. The tram would be one of the remaining toastracks at Hackney Depot, Nos 31-38, Nos 39 and 40 being at Port Adelaide.

MARCHANT ART STUDIO



The Adelaide Electric Tramways Symphonic Band performing at the bandstand on the foreshore at Henley Beach in 1924. The bandstand was erected by the MTT in 1910-1911 for the purpose of attracting tramway patronage to the popular seaside suburb.

MARCHANT ART STUDIO



New dropcentre tram No. 207 en route to Enfield on 19 December 1923 displays a banner advertising "Tramways Band, Henley, To-Night". The tram is in the south eastern quadrant of Victoria Square next to the temporary City Depot office.

AETM Collection

time. The Band performed many Patriotic Band Concerts to assist various fundraising efforts towards the Great War of 1914-1918.

Mr Smith continued to lead the band until 1922, when he moved to New Zealand. He met an unfortunate demise in 1930 by being run over by a tram in Auckland!

The Adelaide Electric Tramways Symphonic Band

The final director of the Band was Mr W.H. Foote MSM, ARCM who came from London in 1922. He was also director of the South Australian Orchestra, and held the position of Teacher of Wood and Wind Instruments in the Elder Conservatorium of the University of Adelaide. Under his guidance, the band was remodelled into a symphonic band on the lines of the Garde-Republicain Band of Paris. B flat and F trumpets

and flugel horns replaced the cornets, while French horns replaced the saxophones. The band was increased to 56 players, and reached very high standards of musical attainment.

A newspaper clipping from circa 1924 described the Tramways Symphonic Band as being probably superior to any other band in Australia in scope and merit. The writer doubted "whether any other amateur musical organisation in Australia appears in public so often."

"With its fifty-four playing members this band is the largest in Australia" said Mr Foote, the Band director. About half the band at the time were tramways employees, with others coming from the South Australian Orchestra or being students at the Elder Conservatorium.

A crowd of 5000 had gathered to listen to the Band at Henley Beach the previous Sunday.



The Salisbury City Band play on a Toastrack tram heading for the beach on 10 April 1994, just as the Tramways Band did between 1909 and 1925.

JENNIFER SMITH

However, in a sign of what was to come, the newspaper reported "the motor park was not half large enough to accommodate all the car parties." The report stated that the band played three evenings each week at Henley Beach during the summer and practiced on another two evenings.

By 1925, the Tramways Band no longer attracted the number of tramway passengers of former years. Many concert goers had cars, whilst radio broadcasting had also commenced. MTT General Manager, William Goodman felt that the Trust could not continue to support the band. In a memo dated 5 March 1925, Mr Goodman stated:

"I regret to have to inform you that owing to the alteration in the features in respect of amusement loading brought about by the great increase during the last few years of the growth of Suburban Picture Entertainments and Open Air Amusements, together with the enormous growth in the numbers of privately owned motor cars, the Band which was formed to stimulate traffic principally to Henley, has ceased to be a payable proposition to the Trust. As the Trust is a transport undertaking and it is not one of its functions to provide free music to the citizens, it is no longer justified in continuing when there is not sufficient compensative advantages, especially in view of the present unsatisfactory financial position,

consequently the Trust at its meeting held on the 3rd instant, on my recommendation, decided on the band's disbandment. The last performance therefore will be on Sunday the 28th instant."

Nelson Kirby, the Band member who developed this wonderful scrapbook of Band history, appears to have left the MTT after a few years to become the lessee of the Semaphore Baths, but remained with the Band as one of the non-employees. As lessee of the Semaphore Baths, Mr Kirby was reported as having saved a number of swimmers from drowning.

Footnotes

One of the tunes played by the Salisbury City Band at the launch of Toastrack 42 at St Kilda on 10 April 1994 was "The National Emblem", the tune which was to be launched in Adelaide in 1909 by the Railways Band, but was sneakily presented by the rival Tramways Band the previous day.

The mace carried by the Drum-Major when leading the band when it was marching was donated to the Australian Electric Transport Museum some years ago and is on display in the Museum's interpretive Display Gallery.

NEWCASTLE TRAMWAYS PART 8

THE FASSIFERN TO TORONTO TRAMWAY

By K.A. McCarthy

This article is the eighth in the series dealing with the Newcastle Tramways which operated from 1887 until 1950.

* * * * *

The Fassifern to Toronto branch railway enters into the province of Newcastle tramway history as it operated during 1910 and 1911 with steam tramway rolling stock under the control of the New South Wales Government Tramways.

It was the writer's intention to limit this account to the NSWGT era, but as a considerable amount of new information was discovered during routine research on the private ownership of the tramway between 1891 to 1910, this section has been extended to include the pre-government steam tram operation.

The Economic Boom and Bust of the 1880s and 1890s

During the economic boom of the 1880s, private tramways and light railways were proposed for construction in various locations of NSW to assist in the development of business enterprises, mainly land subdivision sales.

Although many such enterprises were planned, only three tramways were completed and opened for public operation:

1. The private Parramatta to Redbank Wharf steam tramway of 1883-1943 does not quite fit this category as it was constructed and operated by a ferry company as an end-on extension of their Parramatta River ferry service which was truncated due to river siltation.
2. The tramway linking Rockdale Station with Lady Robinsons Beach (Brighton-le-Sands) on the western shore of Botany Bay and operated by Saywell's Tramway and Estates Ltd was a typical

property development undertaking. It opened during 1885 with steam traction, was electrified in 1900 and was taken over by the Government Tramways during 1914. It continued to be a profitable undertaking to within a few years of its closure in 1949.

3. The third tramway, or light railway, constructed for land development purposes was the line linking Fassifern to Toronto on the western shore of Lake Macquarie. This undertaking did not prove to be as successful as the two abovementioned enterprises. The line opened in 1891 but had deteriorated from steam operation to horse working prior to the end of that decade. Finally, during March 1909, the private operators withdrew the service altogether.

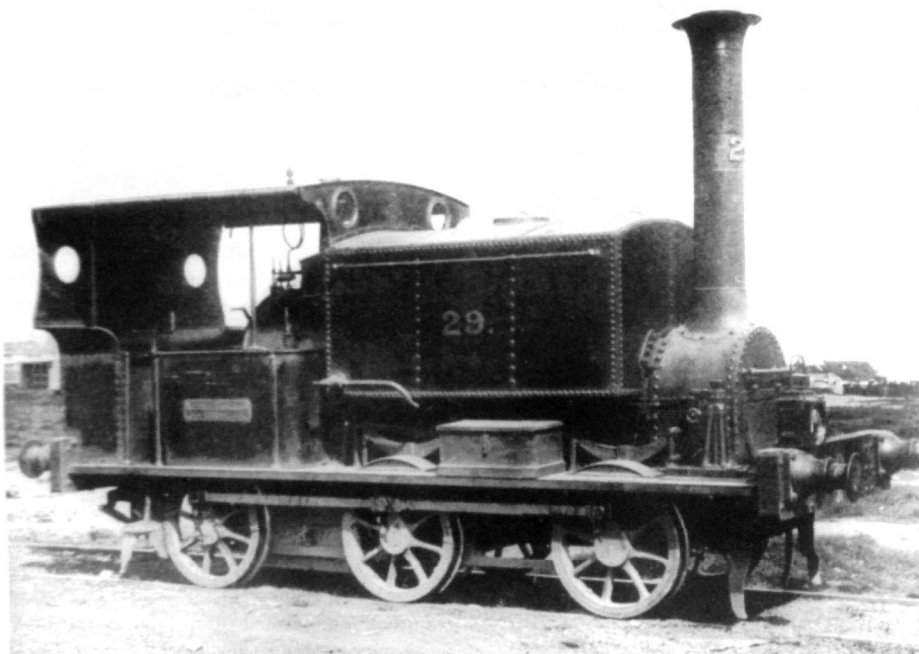
The NSW Government Railways took over the line in 1910 and the NSW Government Tramways operated a steam tram service until May 1911, when full-scale railway operations commenced over the rebuilt right-of-way. The Fassifern to Toronto railway functioned as part of the Newcastle suburban network until its closure in March 1990.

The Toronto Tramway Acts of 1889 and 1890

The Excelsior Land Investment and Building Company and Bank Limited (referred herein as the Excelsior Land Company) was authorised under the Toronto Tramways Act of 1889 to construct a line from Fassifern Station on the new Homebush (Sydney) to Waratah (Newcastle) railway to link the company's township of Toronto on Lake Macquarie.

The Bill proposed a 3ft gauge track but the Colonial Parliament amended this to a 4ft 8 1/2in gauge line to permit through running of Government rolling stock. This could only be done by altering track curve radii as well as right-of-way widths and alignments.

The new surveys necessitated in the passing of the Toronto Tramway Amendment Act of 1890.



NSWGR Manning Wardle tank locomotive No. 29. This engine was purchased by the Excelsior Land Company for the Toronto tramway in 1891 and was sold to the PWD during 1900.

NSW GOVERNMENT PRINTER

Under this Act the railway branched from the Great Northern Railway at Fassifern through a junction facing Newcastle, but located 1 chain (20m) north of the station at 87 miles 52_ chains from Sydney. The route terminated on the shores of Lake macquarie in the 1000 acre Toronto Estate, 2 miles 48_ chains from Fassifern Junction.

Route and Operating Conditions Under the 1890 Act

The first 30 chains (600m) of the tramway traversed the Fassifern Station reservation, then cut through twelve private subdivision lots of the Northumberland Land & Coal Company for a distance of 6 chains (120m). At Teralba Road, on the north-west corner of Fennell Bay, the tramway entered the Excelsior Land Company's Lorne township and crossed the alignment of Mellie Street. South of Narara Street, the route passed through a government estate followed by the Toronto Estate of the Excelsior Land Company to

terminate at the lakeside station.

The width of the tramway right-of-way was 10ft on street formations and 33ft on private or Crown lands. The Company was responsible for any pavement between the tracks and 1ft 6in beyond each side.

The existing owners retained the right to mine under land used by the tramway. The undertaking had to be operating within two years of the passing of the Act.

The line was divided into passenger fare sections one mile in length from each terminus defined by white-painted posts. The maximum fare was not to exceed 4d per section for the first two years after service inauguration and then would be reduced to 3d. Parcels from 60 lbs to 1 cwt (112 lbs) could be carried for 6d each. General goods would be transported at a maximum of 1/6d per ton mile and livestock at 6d per head mile, exclusive of loading, unloading and handling charges.



The passenger car built for the Excelsior Land Company by J Bennett of Camperdown, Sydney. It is shown standing near the end of the track beside the lake beyond Toronto station.

Late CB THOMAS Collection

The tramway was obliged to provide a locomotive if transit guarantee was 50 tons in 12 working hours with at least 24 hours notice provided. The Railway Commissioners had the right to operate the steam locomotives, carriages and trucks on the Toronto Tramway providing 12 hours notice was provided in writing. The Commissioners also had the right to erect signals at the junction at the Excelsior Land Company's expense, while 3 months notice in writing was required if the Railway Commissioners intended to purchase the undertaking.

Inspections Prior to Opening

On Monday 23 February 1891, Mr E Halligan, the NSWGR's District Engineer, accompanied by Mr Kitching, District superintendent, inspected the new Railway.¹ A large government locomotive ran on the tracks as far as the Toronto hotel and a close inspection made of all curves, bridges and culverts showed all plant to be in good order.

The proposed operating routine required the Excelsior Land Co. to work the service with a



Steam locomotive "Pigmy" standing near the public wharf beyond Toronto station circa 1903.

Commercial Postcard, Late CB THOMAS Collection

locomotive and car on normal occasions but the Government Railways would "run the journey" on holidays.

A technical account revealed that the rails used on the new tramway were 70lb plant, while 40,000 cubic yards of earth were shifted to form the roadbed.² Four bridges of 108ft, 136ft, 122ft and 106ft, were constructed along the route.

The locomotive used by Mr Halligan, the NSWGR district engineer on the tests of 23 February had weighed 65 tons. Due to the highly satisfactory tests, the Railway Commissioner had agreed to run through trains from Newcastle on Sundays and holidays, while the Excelsior Land Coy's trams were to meet regular NSWGR trains at Fassifern Station daily.

A suitable platform had been constructed at Fassifern while a siding capable of accommodating a train of up to 400ft in length had been laid at Toronto.

Opening of the Toronto Tramway

The Toronto Tramway was formally opened on Saturday 7 March 1891.³ A special train departed from Newcastle at 8.15am and ran through to Fassifern. The passengers were met by the

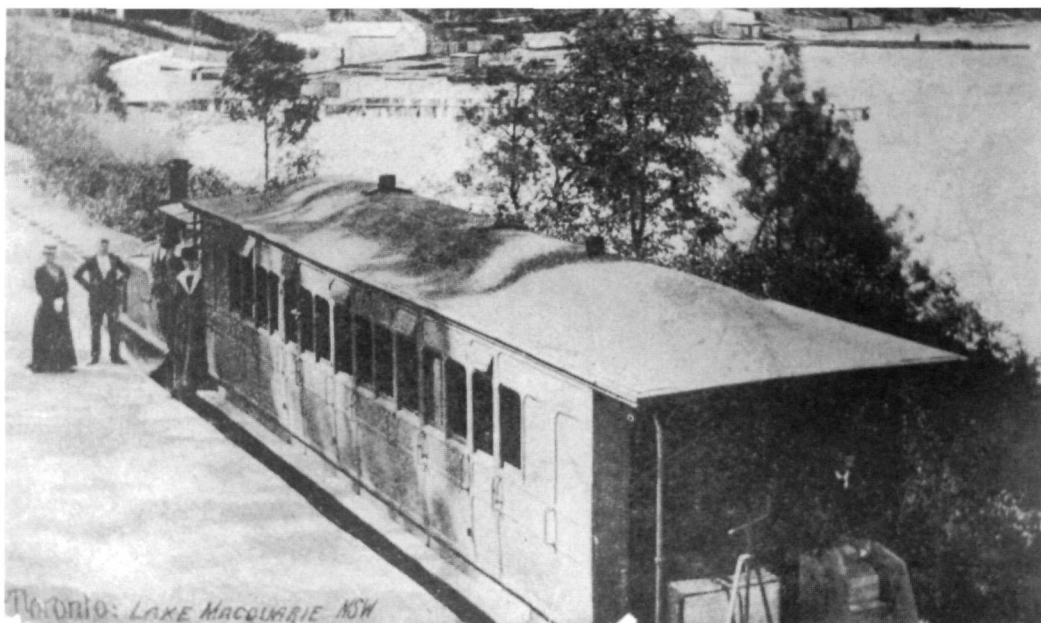
Excelsior Land Company's train and the trip to Toronto occupied only six minutes. On reaching the Toronto Hotel, the visitors were taken for a cruise on Lake Macquarie in a "comodious and handsome steam launch".

In the meantime, the tram returned to Fassifern to meet the Sydney express and a large number of guests from the south. This party included Messrs Cary, Thornley, Renwick and Rofe, all Directors of the Excelsior Land Company, while local Members of Parliament Wheeler and Slattery also travelled on that train with Mr Fehon, Commissioner for Railways.

Mr Cary smashed a bottle of champagne on the wheel of the locomotive and declared the tramway opened for traffic.

Mr Samuel Fisher, Manager of the Toronto Hotel, prepared a splendid banquet for the 100 invited guests. In the presence of the Excelsior Land Company Manager W Jarrett and Submanager B Cook, Railway Commissioner Fehon revealed that the Commissioners had caused the tramway gauge to be widened from 3ft to 4ft 8 1/2in and promised to "help the Directors in any way possible".

Following the toast "Success to the Toronto



"Pygmy" and the Bennett-built passenger car at Toronto station circa 1903.

Commercial Postcard, D ESTELL Collection

Railway", the majority of guests departed from Toronto at 4.40pm and arrived in Newcastle by 5.50pm. The Sydney visitors caught the 5.15pm ex Newcastle train at Fassifern.

Mr B Cook, the Submanager of the Excelsior Land Company, directed the working of the tramway on that opening day.

On Monday 9 March 1891, the *Newcastle Morning Herald* stated that the short Fassifern to Toronto tramway was a railway line which will allow for much greater traffic to be carried than at present. It was expected that this will be the first of several lines to be built to Lake Macquarie.

On the same day, the *Newcastle Morning Herald* published the following advertisement:

EXCURSIONS

Excursions to Lake Macquarie Daily
Book through to Toronto
1st class - 4s return
2nd class - 2/6d return
Grand picnic grounds at Toronto
By train direct daily

Initial Rolling Stock

The Excelsior Land company provided a new carriage for the service. In contemporary photographs, this appeared to be an end-loading platform vehicle with five compartments reached through side doors, carried on bogies.

The *Newcastle Morning Herald* of 9 March 1891 throws further light on the design of this vehicle. The car was 40ft long and divided into two first class and two second class compartments as well as two luggage compartments.

The luggage compartments were located at each end of the car reached by end platforms. The passenger accommodation is a little confusing. Photographs suggest that the car would apparently require five compartments each seating twelve passengers to provide accommodation for the sixty passengers mentioned in the report. The four compartments mentioned suggests that one section was laid out as a family saloon popular at that period. A clear photo of the car just prior to the turn of the century reveals a definite side bulge in the body as well as the provision of only two oil lamps for internal lighting. This would indicate the lack of a through strengthening cross bench in the centre of the car as a result of the

inclusion of the small saloon.

This passenger car was designed by Mr JS Bennett and made at his Camperdown coachbuilding plant. The vehicle was carried on spiral springs and constructed with American ash and hickory, with cedar framing and Borneo cedar panels.

The seats were upholstered in Russian leather while all fittings were nickel plated. Photos suggest that wooden perimeter benches were fitted in the end luggage compartments. On completion, this carriage was subjected to a thorough government inspection and "gave entire satisfaction".

A drawing of the Bennett passenger car, to approximate scale based on the sketchy sizes revealed in a press release prepared when the Toronto Tramway opened for service, will appear in the next instalment of this account.

The *Newcastle Morning Herald* report also revealed that the Excelsior Land Company had purchased a Government steam locomotive for the Toronto traffic. The *Newcastle Morning Herald* stated that the engine had been used on the Camden tramway. This unit weighed 17 1/2 tons, carried pair of cylinders with 10in diameter by 18in stroke, and was capable of attaining a speed of 35mph.

Details of the tramway's motive power appear later in this account. None of these engines agree with these dimensions nor is it believed they operated on the Camden Tramway!

Notes:

¹. *Newcastle Morning Herald* 25.2.1891, 9.3.1891

². NMH 9.3.1891

³. NMH 7.3.1891

To be continued . . .



TRAMS IN DENMARK

By P.F.C. Danske

The Danish Post Office commemorated the trams of three Danish cities, København, Århus and Odense on a set of four stamps issued on 9 June 1994.

The last tram in Denmark ran on København's route 5 on 22 April 1972. Århus lost its tram services on 7 November the previous year and Odense farewelled their trams in 1952.

In Odense and Århus, the tramway companies ran only a few routes and a full bus system provided more economic operation. In København, which had a large and efficient tramway network, the situation was somewhat different. Business financial considerations, combined with the 1960s attitude towards the role of the private car, were essential elements in the decision to abandon tram services in favour of bus operation in that city.

The Danish tram story began in the first half of the 19th century. Handsom cabs had appeared on the streets of København in the 1820s, and in 1841 the first horse-drawn omnibus line with a regular service and fixed fares was introduced. In 1863 a British company commenced a horse-drawn tram service. The tramway reverted to Danish ownership three years later.

In the following years, several new companies mushroomed and the old omnibuses were replaced in most streets by the faster and more comfortable horse-drawn trams. By 1919, most of the companies had merged with the municipal København Sporveje which had been formed in 1911. The municipal system retained specimens of the vehicles used and one of these was horse-drawn tram no. 69 built in 1880 and known as "Hønen" (the Hen). It is now preserved in the Hovedstadsområdet Trafikselskab (HT - Metropolitan Area Transport) museum.

København's Engelhardt Trams

As early as the late 19th century, electric trams were introduced in København to take the traffic

of the metropolis into the 20th century. Within ten years, only a remnant of the horse-drawn tram system remained. New rolling stock had been introduced in the form of large electric trams hauling trailers, the network of routes reorganised and new lines and stops introduced.

The first electric trams were built with open platforms like the horse trams but the demand for more comfort for the driver grew and experiments were made with enclosed cabs. The task of designing a new type of tram with enclosed platforms was given to an architect, Knud V. Engelhardt.

The result was an entirely new type of tram. Ten cars of the new type were constructed by Scania in Randers, a town north of Århus, and introduced in January 1911.

Towards the end of the 1930s, the Engelhardt-designed trams were due to be scrapped but the outbreak of World War II changed the situation. Instead of being discarded, the capacity of the cars was increased by extending the size of the platforms. The truck wheelbase was also increased and track brakes fitted.

The trams remained in service without further modification into the 1960s.

The Århus Tramways

As the only sizable town outside København, Århus had horse-drawn trams from 1884 to 1895. Electric trams were introduced in 1904 and were operated by a private company until 1928. The Municipality took over the metre gauge tramway system and increased the service to comprise two routes.

As was the case with many European cities, the trams in Århus carried a very large number of passengers during World War II. In August 1944, practically the whole fleet of trams was burnt in their depot as an act of "schalburgtage", a retaliation for sabotage.



Metre gauge Århus Sporveje No. 3 of 1945 and standard gauge Københavns Sporveje No. 275 of 1907 stand outside the tram museum depot at Skjoldenæsholm.

PER KRUSE

The standard gauge tramways in København and Odense were not able to provide replacement trams for the narrow gauge system so twelve motor car underframes and twelve trailer underframes were salvaged from the ruins of the burnt-down depot. The København Tramways constructed a new motor car and trailer using salvaged material, and Scandia in Randers built eleven motor car and trailer sets using drawings supplied from København. The first cars were ready for service in June 1945. A further eight motor cars and seven trailers were added to the fleet some years later.

The Odense Tramways

The third Danish city to use trams, Odense, was the last to have a tramway service and the first to

discontinue it. In 1911, Odense Elektriske Sporvej (Odense Electric Tramway Ltd) opened a line from Fruens Bøge to Laessøgade. In 1923, this line was extended from Laessøgade to Hunderup Skov. The Swedish firm of ASEA received the order for a complete tramway system for Odense, comprising electric trams and trailers, rails, uniforms, etc.

The Tramway Company were granted a concession for forty years after which the tramway would revert to municipal ownership. This clause, and the fact that the tram system was not extended, did not encourage the company to renew the rolling stock. However, Scandia delivered two new motor cars in 1924.

After the closure of the tramway service in 1952,

non of the trams could be sold to other systems. The majority were broken up or ended up as playhouses or kindergartens, and the trucks and electrical equipment sold for scrap.

Tram Museums in Denmark

When the Sporveishistorisk Selskab (Tramway Historical Society) was founded in 1965, hopes were not high of obtaining a complete tram from Odense for the coming tram museum. It has proved possible, however, to obtain a motor car, an open trailer and a closed trailer, all three of which can be seen at the tram museum at Skjoldenaesholm in mid-Zealand, some 35 miles south-west of København. In 1978, after thousands of hours of voluntary work, the Society opened a *sporvejsmuseet* which was able to operate and display trams from all those Danish towns which had used trams, in addition to tramway material from several other countries.

The comprehensive standard gauge collection comprises ten motor trams and ten trailers, an advertising car and trailer, two works cars and seven works trailers from København, and the Odense cars mentioned above. The metre gauge fleet consists of three cars and three trailers from Århus.

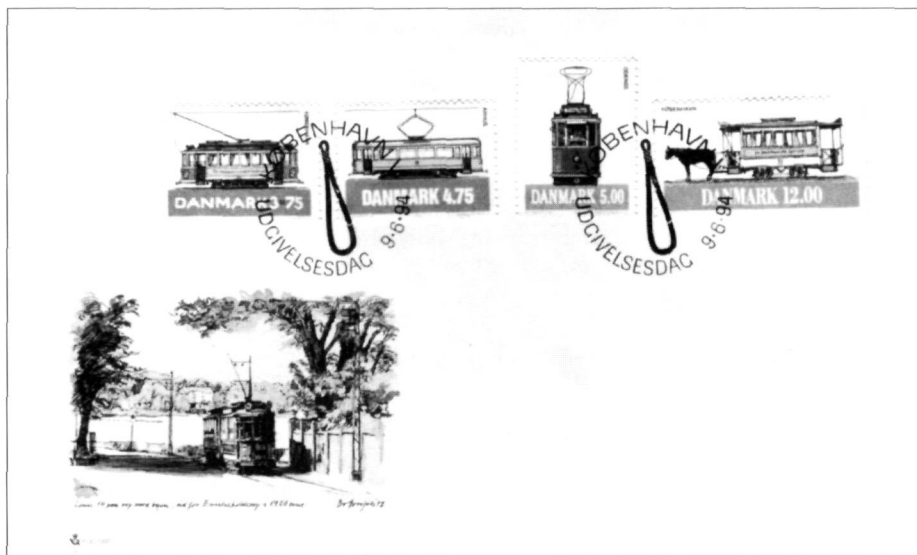
The foreign cars in the Society's fleet are a standard gauge car from Malmö in Sweden, and

metre gauge cars from Basel in Switzerland, and Flensburg, just over the Danish border in Germany.

The metre gauge line commences near the car park and runs 300 metres to the 2100 square metre depot with its seven tracks. The standard gauge line is still under construction and will eventually be 1.8km in length. It is being built on the right-of-way of a railway which closed in 1936.

It is also possible to see trams, buses and a trolleybus at the HT's transport museum in Rødovre, on the western outskirts of København. This museum gives a good impression of København's tramway history and, as well as the horse tram "Hønen", has a collection of thirty preserved vehicles. Nine trams, four buses and one trolleybus are on display. The trams on display include three motor cars and three trailers in København's yellow livery, and a trailer and double-deck motor car from the Frederiksberg Sporveje. The reserve collection is housed at Valby Depot and includes six motor trams and five trailers.

Three trams retained in Århus were sold secretly in 1989 and taken to Gedser where a local group plan to run a museum tramway. The sale of the trams was not made public for some months and generated strong criticism in Århus.



A commemorative cover showing the four stamps issued by the Danish Post Office on 9 June and cancelled with a first day of issue postmark.

R MERCHANT Collection

The Ålholm Motor Museum at Nysted/Falster has a København tram and trailer in store, and a railway group has three København trams at Skaelskør.

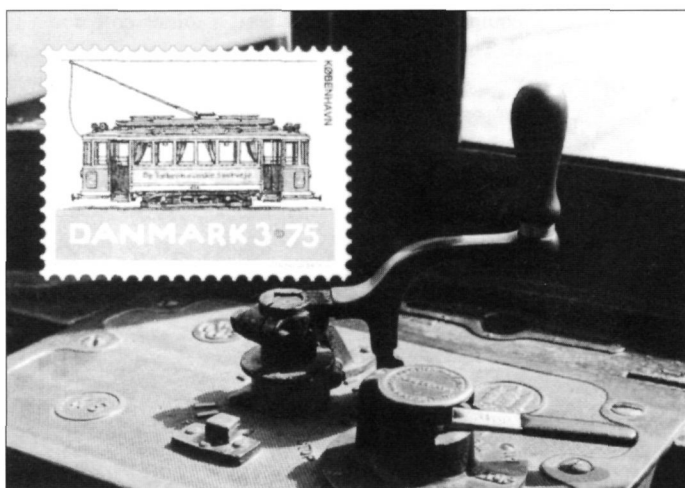
Trams - Nostalgia or Future?

Does the tram represent mere nostalgia, or the future? Nobody — not even the most enthusiastic Danish adherent of trams — expects to have trams back on the streets in quite the same way as before 1972.

Nonetheless, in an HT report entitled "Vision 2005", there are interesting remarks about light rail. The planning of public transport in Denmark

is undoubtedly inspired by experiences from cities which have rebuilt or extended existing tramways using modern rolling stock. Traffic planning for Greater København features a 60km network of light rail lines along central sections within the metropolitan area. This new system is planned to operate over three routes using 53 low-floor trams.

No matter whether one is nostalgic about trams or an adherent of light rail, it is with great interest that one follows the continuation of the history of this environment-friendly form of public transport which Denmark used for over a century (1863-1972).



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Melbourne Trams

SW6 class 854 has been noted in service fitted with roller bearing axle boxes. They are easily distinguished as they resemble those fitted to railway freight wagons, with the revolving axle being visible through the end of the box.

At 3.30pm on 30 August, a serious collision occurred at the City Road, South Melbourne stop

on light rail route 96 to St Kilda when B2 class 2021 collided with 2106 which had stopped at the far end of the stop. The impact speed was quite high and both trams suffered considerable damage to the drivers cabs. Twenty passengers were injured, 14 of whom required hospital treatment, as did the driver of 2021, who was trapped in his cab for 15 minutes. It has been described as one of Melbourne's worst tram accidents.

Buses replaced trams for the remainder of the day as services did not return to normal until the following morning.

Initial reaction to the accident was to place an inspector at Port Junction, where the reservation commences, for a few days to keep trams spaced apart, while light rail stops are being monitored to ensure compulsory stops are observed.

At 6.45am on 20 September, Z1 class 99, parked outside the paintshop at Preston Workshops, was discovered to be on fire. Television news showed the car burning fiercely, with flames issuing from all windows. An electrical fault was officially blamed for the fire as 99's trolley pole was on the wire during the incident. However, the evenness of the fire throughout the saloon, and recent occurrences of vandalism at the workshops makes arson a possibility. The underfloor equipment was not damaged and has been salvaged. The body is to be scrapped.

Later the same day, a happier event took place when restored vintage single truck car No. 8, resplendent in Hawthorn Tramways Trust livery, was presented to the media. The ceremony took place at the Batman Avenue terminus where Transport Minister Alan Brown announced that 23 vintage trams would be restored, the next being S and T class cars 164 and 180.

Hawthorn Tramways No. 8 was built by Duncan & Fraser in 1916. It became M class 114 under the M&MTB and was sold to the SECV in 1930. Acquired from the SECV (as Bendigo No. 8) by the AETA on 11 April 1956, it passed to the TMSV in 1964 and is now on loan to The Met as part of their growing heritage tram fleet.

On Sunday, 25 September, No. 8 operated all day between Batman Avenue and Wattle Park. It suffered a minor collision with a motor vehicle and later developed a controller problem on its way back to Preston Workshops where it will normally be stored.



Transport Minister Alan Brown poses with HTT No. 8 in Batman Avenue on 20 September 1994.

RAY MARSH



Another view of HTT No. 8 at Batman Avenue during its launching on 20 September 1994.

RAY MARSH



No. 8 at Batman Avenue terminus during its launching on 20 September 1994. The two-line destination reads "No. M8 tram car built Feb. 1916 / Restored Preston Workshops 1994".

KEITH KINGS

Occasionally, Kew-based A class trams are seen on Camberwell routes, the former depot having a surplus of trams and the latter occasionally a shortage. Camberwell has now received 17 Z3 class cars with a pantograph fitted at one end and a trolley pole at the other. The retained trolley pole will allow the tram to be moved if the pantograph becomes damaged. Route 70 is fully converted for pantograph operation and the Z3 cars are utilised on that route, along with the occasional A and B2 class.

It is still not clear how many, if any, of the illuminated advertising W class cars will be retained. At least one Z3 carries all-over advertising but does not have exterior illumination.

New B2 class 2130 and 2132 have entered service and complete the order for 130 articulated trams. Car 2132 is presently based at Camberwell Depot.

Z classleader No. 1 is undergoing a very heavy overhaul after being out of service for over two years.

Car 922, the partly upgraded W6 class, is now expected to become the ninth fully converted City Circle tram.

Melbourne Services

All services (routes 12, 96 and 109) using the spencer street bridge over the Yarra river were suspended on 11 July following the rupturing of a gas main at an adjacent building site around 9.00am. The disruption to services continued for the rest of the day. Also affected were route 55 services, which were diverted along Elizabeth Street. The suspension should have also affected light rail trams which use route 55 tracks in the affected area to return to South Melbourne Depot. As there were no police to halt their passage, these trams ran unhindered to and from the depot during the crisis.

City Circle trams reverted to a ten minute headway on 7 August, but still with four trams in each direction. The resulting forty minutes per circuit is still quite adequate and even after a moderate delay, drivers can still catch up time. In an attempt to force the issue of failures of City



B2 class 2132, not yet fitted with advertisements, leaves East Burwood terminus on 15 September. It is the last of the order for 130 articulated trams for Melbourne KEITH KINGS



Left: Z3 class 173, previously fitted with dot matrix destination and route number boxes, is now equipped with a pantograph at the No. 2 end and additional mirrors for operation with a driver only. Right: No. 173 has also been fitted with grills and drivers cab doors, and has yellow (powder coated) stanchions and grab rails.

Both: KEITH KINGS

Circle trams, there is no longer a spare car retained in the city. If a tram is taken out of service due to a defect, "lost mileage" is incurred until a replacement takes over. Three of the ten cars for the service have been unavailable on occasion, and the service has operated with one tram short rather than use a green W class. It is intended to use the Lost Mileage Report as a lever to force maintenance staff to raise the availability levels for these cars.

The grossly inaccurate publicity brochure for the City Circle service has been replaced by a new version which is best described as satisfactory.

Melbourne Trackwork

On Wednesday 20 July, for the first time on a

weekday, buses replaced trams on route 1 between Clarendon Street and South Melbourne Beach while track curves were welded. Trams laid up in the loop at South Melbourne (route 12).

On 23/24 July, the H crossing at Latrobe and Elizabeth Streets was replaced. An innovation was to put down two layers of 5cm thick foam rubber before the concrete was poured to help decrease noise, both in the street and in nearby Museum underground station.

From 31 July after 8.00pm, single track working was introduced between Russell and Queen Streets during repaving of the Bourke Street Mall. Initially route 86 cars worked through, but the resultant problems caused route 86 to terminate at Russell Street, with passengers transferring to



The demolition of the substation and Cameron Hall in front of Kew Depot in June 1994 will permit tracks to be laid straight across to the roadway instead of curving left and right.

RAY MARSH

route 96 cars for the remainder of the journey to Spencer Street. The work was completed in late September.

For some months, Acland Street, St Kilda has been closed to trams on weekdays due to roadworks. Trams of all classes regularly turned into Carlisle Street (the route 69 terminus) to improve the temporary terminal arrangements.

On 11/12 September, the little used crossover at Victoria Bridge on route 109 was removed.

In September and October, trackwork took place in Park Street on route 8, while 24/25 September saw work being carried out in Normanby Road, Caulfield on route 3.

From 29 October, St Kilda Road will be closed every weekend for trackwork until 19 December.

Melbourne - Miscellaneous

The introduction of automatic ticketing in the Camberwell region has again been postponed due to "technical reasons". The latest starting date is

sometime in December. In the meantime, preparing Z class cars for one-person and machine ticketing continues, although the ticket machines are not yet available for installation.

District Inspectors ceased to exist from Sunday 2 October. These officers were chosen from the best of the Inspectors and drove around in cars ready to attend to service delays and other crises which may arise. Their duties are being handled by ordinary inspectors.

Conversion of Chapel Street (routes 78 and 79) for pantograph operation will be completed during October. This route is shared between Glen Huntly and Kew Depots. However, under a new policy of one depot per route, this route will be handled entirely by Glen Huntly, a depot which has no pantograph-fitted trams. The new policy will also affect routes 1 and 15, shared by Brunswick and South Melbourne Depots, and route 10 shared by Preston and South Melbourne. Operating routes 11 and 12 at all times will be the opposite of the cross city linking policy of just two years ago. Route 15 will also disappear, being replaced by route 16 running at all times.



Further to the article about "Adelaide's Toastrack Trams" in the August Trolley Wire, B type 31, one of the unconverted toastrack trams, is seen in Currie Street on a hot summer day in the 1920s outside the Bank of Adelaide. Adjacent A type 72 is running on the Keswick route.

JOHN RADCLIFFE Collection

C.O.T.M.A.

Council of Tramway Museums of Australasia

By Executive Officer, Bill Kingsley

Spare Parts from Preston Workshops

There aren't any! The new system operating at Preston means that there are very, very few spare parts available at any one time, and even less spare parts available at any time.

I have been asked to inform all Museums and members NOT to seek spare parts from Preston. Above all, you are asked not to try to obtain parts through communication with Workshop employees, as even though they may like to be able to help, it is NO LONGER POSSIBLE for them to do so.

To avoid embarrassment, would all Secretaries

and COTMA representatives ensure that this message gets through to all their members.

When we visit Preston after the Conference, you will be amazed at how barren the Workshops have become. The skilled workmanship is still there, but it is all so different now.

Lubricants

Shell Australia is now offering free technical advice on lubricants and fuels. Ring Melbourne 667 2201 or toll free 008 805000. A computer system enables data sheets to be faxed quickly to the caller.

Conference Sessions

Keith Kings has had a jubilant reply to our request for offers and suggestions for Sessions and Workshops at the Conference. When coupled with reports from our several Working committees, with Sessions needed by COTMA, and with Sessions suggested at Perth in 1992, we have a record number of Sessions possible. Thanks everyone for your enthusiastic support in this. This is all coming together as one great incredible Conference.

Post-Conference Tram Tour

Those who have participated in tram tours in Melbourne before, when we could charge about \$10 each, might be querying our charge as costed. There is a whole new scenario for tram charters in Melbourne. The costs have soared, volunteer crews are not permitted, and normally you cannot choose your own crew, but must use a depot-rostered crew. We are most thankful to Mr Russell Nathan, Managing Director, Met Tram, for giving special permission to use two Conference Delegates who are also Met employees as crew for this special occasion, namely Carolyn Dean (COTMA Treasurer) and Dean Filgate.

Post-Conference ElecRail Tour

Our special will consist of dogbox motor 107M and double-ended Tait motor 470M, a very unusual combination. The quote was excellent and has enabled us to proceed as a pure COTMA/AETA charter, without needing to invite the rest of the world to help fill up the seats and assist us with their dollars.

The charge to delegates of \$60 for the day looks high. But this includes the ElecRail charter, lunch, Puffing Billy, and the model railway at Lakeside.

ElecRail are running a public trip to Warragul and back on Saturday, 26 November, which is the weekend before the Conference, just in case any delegates wish to arrive early and join in.

About Younger Members

At almost every COTMA Conference, concern is raised for the lack of young members and means to *inspire and enthuse them* is discussed.

Wayne Shuttle of the Pichi Richi Railway Preservation Society at Quorn in South Australia

placed this most poignant letter in the *Pichi Richi Patter*, their members' newsletter, recently. It is worth reading by every member in every museum. Thanks Wayne, for putting pen to paper in this way. I'm sure that neither PRRPS nor you will mind us borrowing your effort.

THE PUZZLING GENERATION GAP. WHERE HAVE THEY GONE?

By Wayne Shuttle

I read with interest the query...concerning the minimal involvement of the younger (under 30) members in things mechanical and electrical.

I suggest this state of affairs is the result of the younger members in general being discouraged from involvement in these areas. I have been turned away from these areas because of claims of inexperience or inability. Why not take the opportunity to evaluate our skills? You will find that many of the younger members have skills and abilities far beyond your wildest expectations!

Success is inevitable. We will not bury your pet project with you, but pass on the legacy of its preservation to someone suitably qualified to do so. Wouldn't it be advantageous if that someone was a younger member you took under your wing and educated accordingly?

1993 brought a team of dedicated engineers and enthusiasts whose camaraderie was outstanding in its effect on the projects they tackled. Their willingness to aid the younger members to gain hands-on experience has led to some of those little tackers demanding more!

Utilise our abilities, and we will be willing servants to the Society. Train us, if you see areas that require further knowledge or ability. Supervise us, so we may gain insight into your own observations and wisdom. But ignore us, and we will surely disappear.

Train us. Trust us. Promote us.

Don't forget us. We are the very future of the Society.

LOFTUS

South Pacific Electric Railway

By Bob Merchant

Traverser Progress

The last concrete beam to support the first lengths of traverser rail was poured on Saturday, 6 August 1994. The beams have the holding bolts for the rails cast *in situ* using a timber jig to accurately position the bolts. The first rail was placed in position on Saturday, 13 August 1994. Our rapid progress on this project has been made possible by the labours of our CSO workers under the supervision of Greg Sutherland.

The traverser was moved onto its rails on Saturday, 2 September.

Road 4 was lifted between the depot building and the workshop on Saturday, 10 September to allow for the extension of the traverser pit concrete beams. The extensions were dug, beams concreted and rails cut to length and bolted in place by 9 October 1994. The traverser will connect depot roads 4 to 8 and the two workshop roads with the main system via road 4.

A handbrake wheel and pedestal from scrapped AIS Steelworks diesel locomotive D10 arrived at Loftus on 3 September 1994. The equipment is to

be used as a handbrake for the traverser.

Melbourne Grip Car 322

A new, actually a very old, exhibit arrived at Loftus during September. It is a Melbourne cable grip car which has been identified as grip car number 322.

Grip car (or dummy) 322 was built by the Melbourne Tramway & Omnibus Company at their Nicholson Street workshops circa 1888, possibly for the route from Brighton Road, St Kilda to Queensbury Street via High Street, St Kilda Road and Swanston Street. It was one of 462 grip (or dummy) cars built for operation on the company's lines between 1885 and 1916, when the company was taken over by the interim Melbourne Tramways Board.

Melbourne grip cars did not carry a visible fleet number (it was painted on a roof pillar facing the motorman), and it has proved impossible to track the movement of grip cars from photographs. The MT&OCo did not readily divulge information about its operations, even for official enquiries into tramway operation. Its operating days were numbered after 1916 as the new Tramways Board



Moving rails for the traverser into position on 27 August 1994. The first three rails have been bolted into position and the fourth rail is being lifted across to its position in the shadow at left.

BOB MERCHANT



Grip car 322 at Ballarat. The car had to be partially dismantled before movement to Sydney to prevent it from falling apart en route. HOWARD CLARK



The traverser on rails. The rails will be extended at both ends after further digging out for the pit to service roads 4 and 8.

BOB MERCHANT

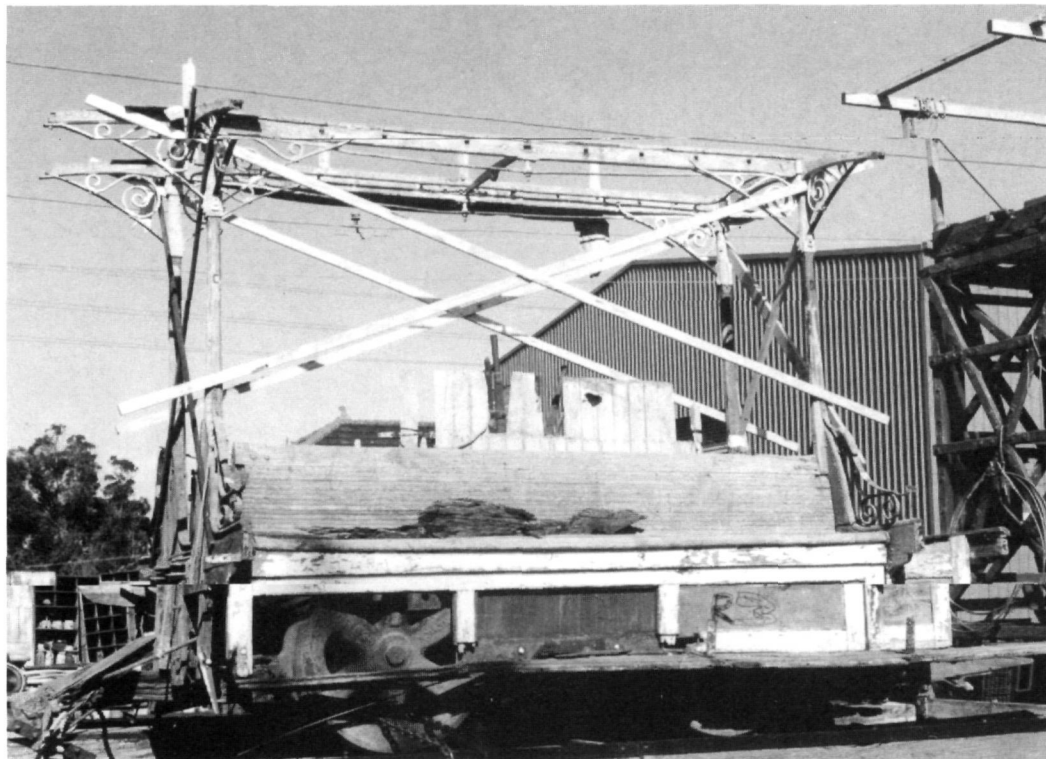
electrified the Melbourne tramway network. It is not known at this stage just when 322 was removed from service and sold but it is fitted with wheels in which the date '1930' is cast. It is therefore possible that 322 remained in service until the last cable line closed in 1940.

Grip car 322 was retrieved from Rutherglen in northern Victoria about 1969 and was moved to Wangaratta. After a number of years it was sold at auction and moved to a warehouse in Ballarat where its new owner planned to restore the vehicle. The best laid plans, however, do not always come to fruition and the owner eventually realised he would not be able to carry out the restoration.

The owner visited the annual steam rally at Lake Goldsmith earlier this year where he met a friend from the Science Museum and Newton Williams. He mentioned he had a grip car for sale and was thinking of offering it overseas. His friend suggested he contact the Sydney Tramway

Museum. Newton Williams agreed with this suggestion and gave him Bill Parkinson's phone number. A surprised Bill immediately passed details on to Howard Clark. Howard made arrangements to visit Ballarat to inspect the grip car with our carbuilder Geoff Spaulding. It was during this inspection that the builders number 322 (which was used as the car number) was found stamped in the corner pillars. Although the car was in poor condition, all metalwork was present including the brake levers. Geoff concluded that the car would not be too difficult to rebuild as there were enough remaining parts to use as patterns. The grip car was purchased.

Dummy 322 was partly dismantled prior to its move to Loftus to prevent it collapsing en route. The roof was removed and the components crated, and the end aprons, uprights and couplers unbolted for shipment. The car arrived from Ballarat on Thursday, 29 September 1994 and has been placed on ballast motor 99U until its turn in the workshops.



On arrival at Loftus, the grip car was placed on ballast motor 99U until it can be placed in the workshop for rebuilding

HOWARD CLARK

It is intended to restore 322 as a Melbourne grip car, not a Sydney one, and, if enough information can be uncovered, to its original MT&OC livery. 322 will be displayed with Sydney cable trailer 23 at the end of no. 8 road in the display hall as part of our cable tram exhibit.

A major article on Melbourne's cable grip cars and trailers has been prepared by the Late Ken McCarthy, with much assistance from our Melbourne friends, for publication in this magazine. However, it is not expected to appear for another twelve months.

Car News

The restoration of O/P 1089 progresses slowly but steadily. None of the work being carried out can be rushed, but each week a little more of the car is reassembled. The roof and cabs were receiving attention in early October.



Removal of the roof lining in O/P 1089 uncovered an original smoking notice. The tinplate sign had been covered over when the car was converted from O class to O/P in June 1920. HOWARD CLARK

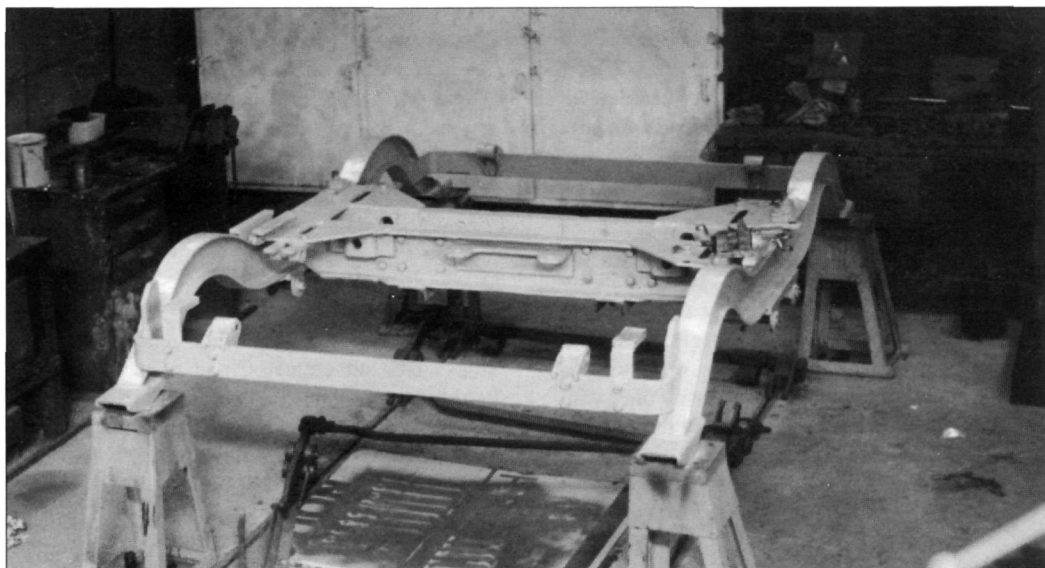


Water blasting grease and grime from a bogie frame from one of Brisbane 548's trucks prior to checking and replacement or repair of worn parts.

BILL PARKINSON



An unexpected discovery was finding 1089's car number on the centre bulkhead panel (at right). This appears white from the covering paint but appears to have originally been gold on varnished timber. The later (1920) number is in black on white in the customary position. The smoking sign can be seen at left. HOWARD CLARK



The disassembled truck is carefully inspected for wear and tear. Where components are found to be beyond repair, new replacement parts are being made to achieve a high standard of overhaul. BILL PARKINSON

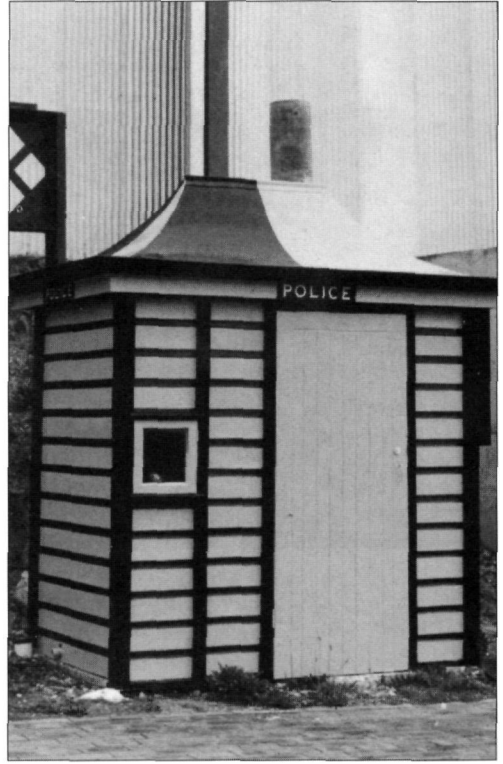
The repainting of Brisbane 548 is progressing well under Ian Hanson's management. Ian is regularly assisted by Tony Cody and Ken Stockdale with assistance from others as required. The exterior River Blue has been very closely matched by John Matts to a small paint swatch obtained by Graeme Maynard from Milton Workshops many years ago which also matches

the original colour found on the car.

One bogie has been completely overhauled and the second bogie is undergoing the same treatment in the workshop. The bogie is completely stripped down and cleaned, and all worn parts are being repaired or replaced.



The repaired telephone box is being bolted to its slab by John Wright who is hidden inside the box.
BOB MERCHANT



The repainted police call box in Tramway Avenue.
BOB MERCHANT

W2 class 392 and W5 class 792 were struck by graffiti vandals while parked at the Railway Square waiting shed on the night of 21/22 September 1994. Sutherland Police were notified and inspected the damage with Transit Police who said they recognised the 'signature' of the culprits. The graffiti was quickly painted over on the following Saturday by John Matts and Norm Chinn, and the windows scraped and wiped clean.

Along the Street

Our police call box has been repainted in the original yellow and black stripes by John Matts, with assistance from one of our CSO workers. The box requires some repair work, particularly around the bottom edges, but this will be carried out at a later date.

One of our three telephone boxes has been repaired by carpenter John Wright. The box was placed in position in Tramway Avenue on 10 September 1994.

Joe Kirchenburger has been working on a small cast iron lamp standard which graced for many years a then still circular Circular Quay waterfront at the ferry wharves. The standard had been broken in half many, many years ago and Joe's welding expertise has enabled repairs to be finally carried out.

General News

Channel Seven visited the Museum on Sunday, 14 August 1994 to tape a segment for their 5.30pm Saturday programme "Sydney Weekender". The segment filmed at the Museum is expected to go to air on 29 October 1994.

Two Brill 77E trucks purchased from the TMSV some time ago have finally been collected and arrived at Loftus on 27 August. Our sincere thanks are due to the TMSV for making these trucks available and for storing them for us.

ST KILDA

Australian Electric Transport Museum

By Colin Seymour

Wheel Lathe

After a lengthy delay, construction of the wheel lathe workshop has now commenced. Original plans were for a timber framed extension to the existing workshop. However, tighter building requirements will result in a separate shed 40ft by 20ft built around the lathe when its foundation is complete. The shed will be at the north-east corner of the workshop to allow axle sets to be rolled out into the new wheel lathe shed.

Council permission has now been granted and Telecom cable passing through the site of the concrete pad has been diverted. Trees in the area

have been removed and the excavation has been completed for the 4ft thick concrete pad as per the original blueprints from the wheel lathe manufacturer. Framework for accurate casting of the lathe hold-down bolts in the concrete has been built. Threaded rod (1" BSW) will be suspended from this frame.

Roads 2/3 Crossing

The whole of the roads 2/3 points has now been relaid in concrete following concrete pours in the switch section. A new crossing block had been installed and laid in concrete in 1990. The switch section was excavated, realigned and concrete laid to rail head level over a seven week period. The



The whole of the Roads 2/3 points has been relaid in concrete. The crossing block in the foreground was installed in 1990. The realignment and concrete pours for the switch section in the middle of the photo were completed recently.

PAUL SHILLABEER

concreting allowed for drainage and installation of the points mechanism. With both Roads 2 and 3 out of operation, traffic cars were restricted to Roads 4,5 and 6 resulting in the use of three cars instead of the usual five (although with some careful shunting, four cars were used on a few occasions). Ballarat 21 was driven out of the depot on Road 3 for display.

On track matters, the rerailing of the lake section of track with better quality 80lb rail is almost complete.

Birney 303

Reconstruction of the number 1 (eastern) end is now complete apart from sashes and associated beading. All other sashes have been removed to have the glasses resealed. The saloon seats and interior timbers are being progressively revarnished. The roof ventilators are to be removed, cleaned, resealed and refitted. The air

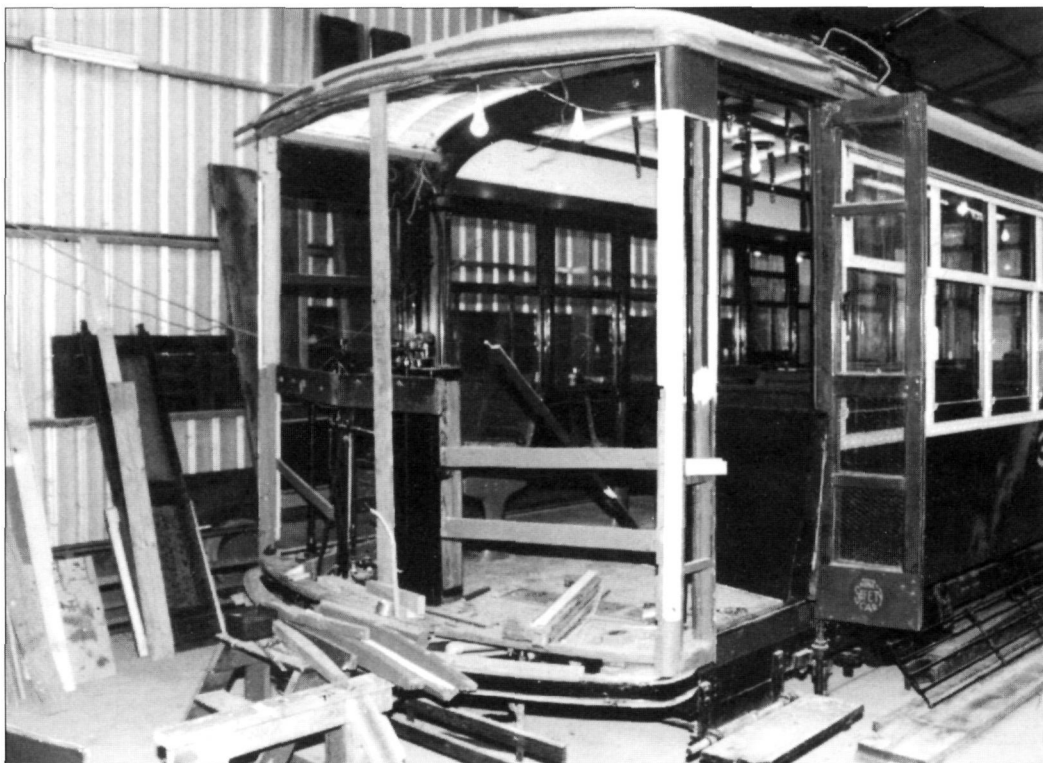
reservoir tanks have been measured and quotes obtained for replacements.

Other Cars

Exterior line work and installation of minor fittings on Tastrack 42 has continued. It returned to regular service on the last Sunday in august for a visit by the Sportsman's Car Club after its winter hibernation. Greater use of available rolling stock has seen cars 1, 21, 34, 42, 186, 192, 264, 282, 294 and 381 all used over the last few months.

Diesel Bus 623

The commencement of operations by TransAdelaide (replacing the STA) on 4 July 1994 was preceded by open days at all the TransAdelaide depots on Sunday 3 July 1994. As part of Mile End Depot's Open Day, the Museum's 1954 AEC Regal Mark IV diesel bus



The refurbishment of Birney 303 required the eastern end to be dismantled due to poor timber condition. Reconstruction of this end is now complete apart from sashes and associated beading.

PAUL SHILLABEER



AEC Regal Mk IV No. 623 of 1954 and H1 type No. 381 of 1953, both products of JA Lawtons, Coachbuilders, in Shell Street, St Kilda.

PETER MERIDEW



Brick pavers recently laid create a pleasant walkway from the depot fan to the "Bouncing Billy" Tea Room and to the toilets just out of the photo on the right.

PAUL SHILLABEER

travelled under its own power for display with today's buses. The AETM was pleased to assist Mile End Depot with their open day. Credit for the move must go to the Depot Supervisor, Peter Meridew who approached the museum and organised the temporary transfer of the vehicle to Mile End and took such good care of it for us. No. 623 really stood out at Mile End and created much comment from the many visitors. At St Kilda where the trams are the main focus, we tend to take it for granted.

Christopher Steele also set up a display at Elizabeth Depot where he is a bus operator.

Other Works

Burglar alarm and movement detector systems have now been extended throughout the museum and are monitored by a security firm.

Mark Jordan has taken on the task of mowing the museum's large expanse of grass using the tractor/slasher.

Brick pavers have been laid at the entrance to the tram display shed and to provide pathways to the Tea Room and toilet block. The paving at the Playground tram stop has also been extended by a few metres to cover all doorways of our largest

tram, H1 No. 381. Some of the pavers were reused pavers provided by the Salisbury Council. The pavers were laid by some Department of Administrative Services workers on a redeployment scheme. The end results provide pleasing improvements to our visitor facilities.

A TV crew from AM Adelaide, a morning show on Channel 7 visited the Museum on 26 September to film a school holiday segment about St Kilda. Kym Smith arranged several cars on both depot fans and took part in an interview while driving car No. 1.

BALLARAT

Ballarat Tramway Preservation Society

By Dave Macartney

Following the recent installation of the tramway shelter at the Loop by the Society, an interpretive sign has been added to complete the project. This is fixed between the uprights above the seat back, and comprises five photographs taken in the Loop area between the early horse tram days and the latter days of the SEC operation, as well as a map of the system and an amount of text. The surface has a coating designed to resist graffiti, but so far has not been put to the test. The average hooligan in the Gardens area tends to be hooning around in a motor car, occasionally colliding with the tramway overhead poles; the dingbats with the spray cans usually confine their activities to the downtown area.

Most of the work on strengthening the frame of ESCo No. 12 is now complete. When the floor at the east end was lifted it was found that the faults virtually duplicated those previously encountered at the west end. The same cross members were cracked in the same places, the same splits, the same rusted out bolts, but not quite as much wood rot. The same solutions have seen metal plates applied to the worst offenders, with new end sills fitted at both ends of the car. The saloon framing has now been removed as well, so the roof is supported from the floor of the shed by screw jacks. The next move is to construct a pair of corner posts, an incredibly time consuming task, to enable the body to become free standing again.

No. 18 has joined No. 40 on the sick list. Ominous noises from the region of the No. 1 motor led to the removal of the armature on 1 October, where the fault was found to be the bearing at the gear pinion end, which will need to be replaced. This, unfortunately, requires the

removal of the pinion, not a task to be undertaken unless absolutely necessary. A diesel locomotive fitter, on having the problem explained to him, couldn't believe that you wouldn't have a two-piece bearing that could be slipped on and off without disturbing the pinion, but that's the case with our stone age electrical equipment.

The new archives room above the office is basically complete and now awaits fitting out. As this job was nearing completion, an unexpected windfall came our way in the form of a quantity of archival material of very high quality from the family of the late Wally Jack.

Wally died over thirty years ago, in August 1964, after running up the ramp at Spencer Street station to catch an ARHS tour train. His room lay virtually undisturbed until his sister died earlier this year, at which time his family was about to toss all Wally's collection onto the tip. Only the timely intervention of a niece who thought the tramway might be interested saved the day. Wally's family could never understand his interest in railway and tramway matters, nor did they have any idea of the respect in which he was held in the railfan community. It was only by good fortune that his collection was saved, and it serves as a timely reminder to us all to see that our hard-won collections are properly taken care of when the time comes. A star item is a "Pay as you Enter" sign which were carried briefly on the SEC trams in the 1930s. This also gives us the correct shade of olive green for the prewar paint schemes. It is a darker shade than the Brunswick Green used in more recent years.

BYLANDS

Tramway Museum Society of Victoria

By David White

Doncaster Bus Tour

The Society ran a tour with AEC Mk VI 759 on 14 May 1994 over the Doncaster routes it operated during its years as Doncaster bus depot. The tour visited Doncaster, Templestowe, Warrandyte, and Doncaster and Footscray Depots. Dinner was held at the Pancake Parlour in Doncaster before heading out to Footscray. The tour was very successful and the TMSV plans to run more bus tours in the future with our small fleet of preserved ex-M&MTB buses.

Sunbury Festival

Over the 27th and 28th August, the Society participated in the Sunbury Festival. A sales tent

was operated by John Turnbull and Vikki Goodall behind the court house, while the motorised cable grip car was operated over portable track by Rod Atkins, Richard Lamprell, Geoff Dean and David White, providing rides for people visiting the court house. The day was successful for the Society, both in terms of revenue and publicity. We wish to thank Geoff Stocco and his nephew for assisting in the packup at the end of the day, and the 1st Mont Albert Scout group for the use of the tent.

Hawthorn Tramways Trust No. 8

This tram is on long term loan to the PTC and has



The Museum's sales tent and the grip car at the Sunbury Festival on Sunday, 28 August 1994.

DAVID WHITE

been magnificently restored by the PTC to become part of the future Hawthorn Museum. It is currently undergoing shakedown trials at Preston Workshops.

Bylands Kiosk Building

The low level part of this building was completed last year in time for the kiosk to be relocated to this building for the PTC picnic day. Since then, lighting has been installed and several kerosene heaters have been placed inside the kiosk building. After a hard days work in the cold wind and rain of winter, the building is a very

reminded how big the building is as the shell nears completion. Some said this project was beyond us in 1992 when this building, and another to become a tram storage shed, were still at Castlemaine.

Visitors to the museum will be able to see for themselves how big the building is and what an asset this building will be once complete. The main part of the building will become the kiosk and display hall while the low section currently in use as the kiosk will become the staff amenities area.



The Minister for Planning, Hon. R Mclellan (left), and Hon. G Stoney visited Bylands on 12 April 1994. They are seen with Andy Hall (centre) and W1 class 427.

KEITH KINGS

warm and inviting place for workers to return to at the end of the day.

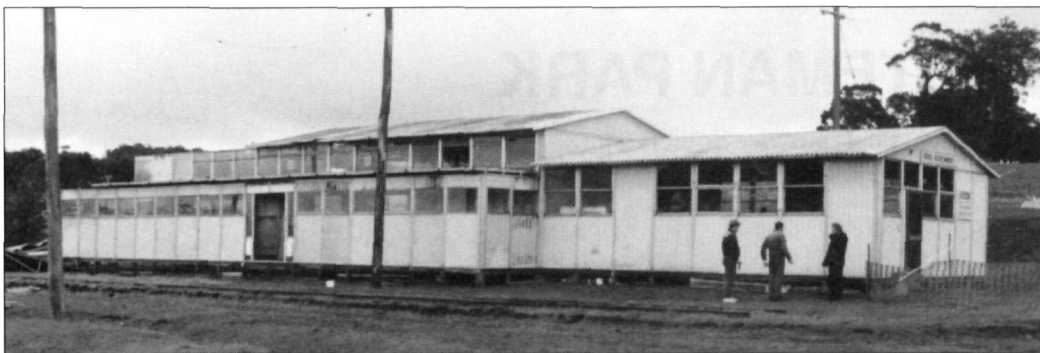
A small band of workers has worked virtually every Sunday this year in all kinds of weather to continue re-erecting the building at Bylands. The breezeway part of the main building has been erected, and the rest of the shell of this building is now complete. Once this is complete, guttering and roof sheets can be fitted to make the building waterproof. The internal fit-out will follow and will include flooring and internal floor panels.

Members working on the building have been

Monument Creek

The Bristol school building at this site has now been dismantled and all the parts transported back to Bylands for re-erection over summer. The remaining wall panels and the roof trusses were transported back to Bylands on Sunday, 5 June, thanks to Graeme Farrer once again donating the use of his prime mover and a Brambles trailer.

A clean-up of the site took place the following weekend. Some fibro huts still need to be removed when the weather improves to allow access to the site.



The Bristol building being re-erected at Bylands on 31 July 1994. This photo is taken from the north-eastern side.

DAVID WHITE



The new addition to the Bylands scene viewed from the western side on 28 August 1994. The building houses our kiosk, and will eventually provide display space and members facilities.

ROD ATKINS



The kiosk building shell almost complete. Russell Jones and Rod Atkins tighten the last nut and bolts on the southern wall panels on Sunday 11 September 1994. The gable end, spouting, final roof sheets and interior will follow.

KEITH KINGS

WHITEMAN PARK

Perth Electric Tramway Society

By Michael Stukely

Annual General Meeting

The 13th Annual General Meeting of the Perth Electric Tramway Society (Inc.) was held in the Whiteman Park Administration Building on Saturday 3 September 1994. The following office-bearers were elected: President, Michael Stukely; Vice-President, Terry Verney; Secretary, Robert Pearce; Treasurer, Martin Grant; Councillors, Ray Blackmore, Trevor Dennhardt, Ken Eastman, Paul Edwards, Lindsay Richardson.

Rolling Stock

Total kilometres travelled by the six service cars

for the 1993-94 year were:

Fremantle 29 - 925km
 W2 class 329 - 932
 W2 class 368 - 1336
 SW2 class 426 - 3405
 W4 class 674 - 2113

When W2 class 368 was spelled from service in August, the experimental wear-plates in the axleboxes (*TW* August 94) were checked and found to have developed very low levels of wear. This trial has been very successful in reducing the hunting of this car, and in preserving the axle brasses.



Fremantle 29 passes an old steam traction engine, which forms part of the display of the Traction Museum of WA (formerly Tracmach), as it leaves the Village for Stockmans Crossing on 4 September 1994.

MICHAEL STUKELY



On 7 August 1994, the steel rail-trolley refurbished by Craig Winslow and Paul Edwards proved its worth by carrying a load of surplus sleepers back from Stockmans Crossin, under tow by W2 class 393. It is shown on arrival at the carbarn with John Shaw (left), Craig and Paul.

MICHAEL STUKELY

W4 class 674 was withdrawn from service in June due to the worn motor bearings. A MV motor has been removed from a spare no. 9 truck and is being prepared for exchange with the defective motor on car 674. Repairs have included the dismantling and rebuilding of brush holders. The motor was nearly ready for exchange at the end of September.

The refurbishment of the no. 1 truck for W2 class 329 is progressing. Remedial work on the truck frame has been slow due to the extreme wear in the horn guide area. This was nearly complete at the end of September, with reassembly about to start.

Traffic

A highlight in the Annual Report presented by retiring President, John Shaw, at the AGM was

that revenue from ticket sales was well up on the previous year's total. This included the Wednesday-Friday operations which ran for approximately eight months. School holiday traffic was also up, whilst special hire revenue was nearly double the 1992-93 level.

Following the extended autumn drought and corresponding good patronage of the trams, the winter months have produced close to average rainfall for Perth, with the usual wet weekends producing some equally dismal returns. School holiday traffic in July was good, but down on the 1993 levels. Some fine weekends in August-September have reversed this trend, however.

Track and Overhead

The wet winter conditions aggravated some problems which had been slowly developing, and

Trevor Dennhardt's track team has been kept busy.

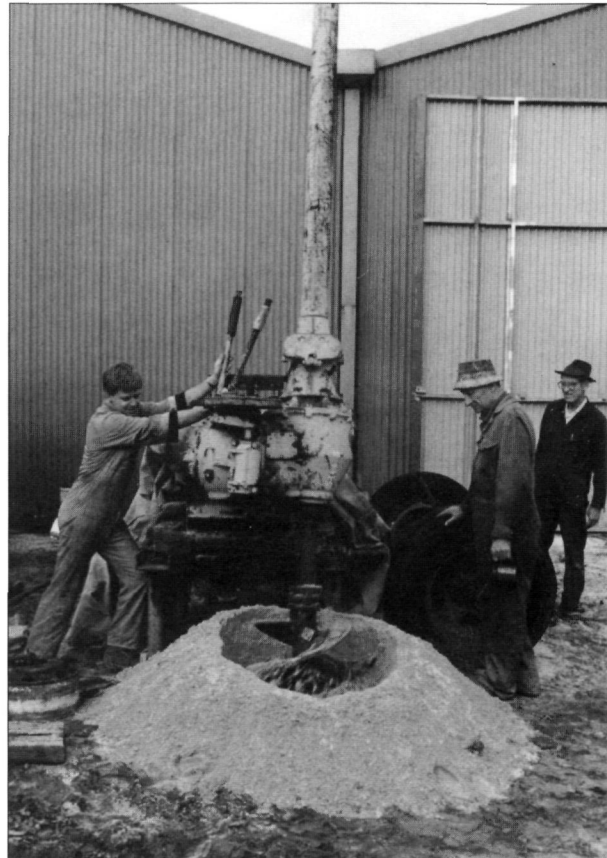
In late July, repairs were required at Bennett Brook culvert and including the curve, which up to then had been virtually trouble-free. About twenty sleepers were respiked, lifted and packed, six new gauge straps were welded to the rails, and two sleepers were replaced. Excess ballast was removed from the tops of the sleepers and improving conditions for their preservation. Similar work was done at the west end of Stockmans Crossing.

Lifting and packing was carried out on twelve rail joints on the grade north of Red Dam towards the cattle grid in August.

The tram track has been sprayed to prevent further growth of weeds - an essential annual operation in the Park environment.

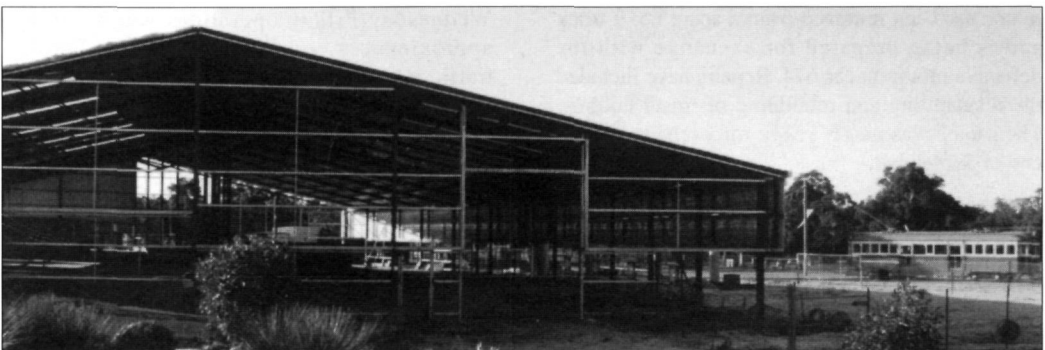
The surplus track panels resulting from the reconfiguration of the layout at Stockmans Crossing have been despiked for recovery of sleepers and rail. The surplus wooden poles have been prepared for re-use, with the rotten ends sawn off (still good for firewood) and the ends bound. The whole area was to be tidied up in October.

Backstays have been prepared for the concrete poles at Stockmans Crossing. Movement of these poles in the very soft sand in this area has resulted in the overhead frogs being pulled out of alignment. The running wire on the north-to-east



Ray Blackmore (left), Vic Sweetlove and Noel Blackmore testing the post-hole auger in the back compound on 3 July 1994. The sand was still dry at 2 metres depth.

MICHAEL STUKELY



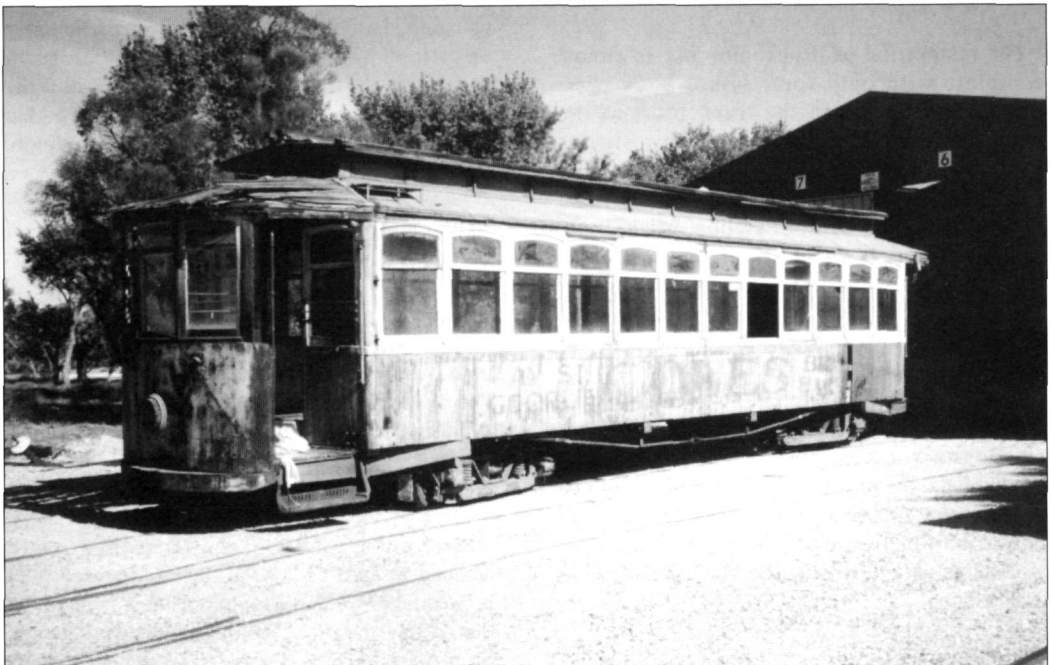
Service tram SW2 class 426 is dwarfed by the exhibition hall being built for the Motor Museum of Western Australia, which will house 50 vehicles from the WA Museum collection and another 60 from the Combined Car Clubs of WA. It is due to open in December 1994. Photo taken 14 August 1994.

MICHAEL STUKELY



Respiking sleepers at Bennett Brook Culvert on 24 July 1994. John Shaw (left), Trevor Dennhardt and Lindsay Richardson.

MICHAEL STUKELY



Kalgoorlie 25 with its newly-fitted saloon stress bars, outside the Lindsay Richardson Car barn on 15 June 1994

RIC FRANCIS

leg of the triangle has been set to its correct profile.

Around the Car barn

Work on the body restoration of Perth E class 67 continues. Eight seats suitable for refurbishment for use in this car have been found amongst our stock - it is now apparent that the seats in the E class were not interchangeable with those of the other WAGR-built bogie cars (D, 2nd A and K classes). The other twenty wooden-slat seats for car 67 will need to be built new.

Ric Francis is carrying out structural restoration on Perth G class 35 prior to the replacement of its stress bars. Three badly rotted window pillars

have been replaced with material salvaged from the body of sister car no. 37. The outer longitudinal beam on one side is to be replaced; two lengths of oregon have been purchased and preparation has started.

The overhaul of the controllers of W5 class 766 has now been completed. The pace of work on this car is expected to pick up following the motor exchange on W4 class 674.

The fence at the west end of the W.P. Pennenburg Workshop has been moved out to allow increased storage space. A sleeper retaining wall is being constructed in the compound at the rear of the Engineering Shed.

FERNY GROVE

Brisbane Tramway Museum Society

By John Lambert

Restoration

The restoration of dropcentre 341 is almost complete with only some minor body parts requiring refitting to the tram. Most of the restoration work was performed by Troy Thomas with assistance from a small band of workers which included Peter Hyde, Bevan Burnes, Nicholas Clark, Wayne Chaseling, Mick Topp, Murray Lawrence and John Lambert. It is estimated that this tram will be "relaunched" by the Lord Mayor of Brisbane sometime in November and will be immediately available for traffic operations.

The museum's Board decided at their September meeting that, given the types of trams in the service fleet, the next tram to be rebuilt should be a Dreadnought. Accordingly, car 136 is to be moved into the restoration bay of the Museum workshops when dropcentre 341 is released to traffic.

Acquisitions

September 21st saw the Museum's engineering division, led by John Lambert, visit the Ipswich

area where the body of four-motor (FM) car 512 is located. During the morning's activities, many valuable spare parts were obtained, particularly electrical and pneumatic equipment from underneath the tram body. John spent most of the time under the body with an oxy torch, while Alan Marment raided the body for "D" mouldings, marker lights, light fittings, etc.

John's brother Simon, from the Northern Territory, assisted Alan, while John's father Peter, now retired, tackled the removal of the bumper bars. It was interesting to note Alan's comments during the exercise as he had worked on many tram overhauls and the construction of the eight Phoenix trams during his time at Milton Tramway Workshops.

Fleet Movements

During August 1994, the Museum's Board decided to split the operational and stored fleet between the two depot building and workshops so that if one building should suffer fire damage, then only part of the fleet would be lost or damaged. The Museum would still have a good representation of the types of trams that operated on the Brisbane tramway system.

The Scamell was used on Sunday morning, 14 August to move some trams and trolleybus 34, whilst those trams which could be driven under their own power were moved by themselves.

With the precision of a military operation, the majority of the fleet was rearranged in 46 movements between 6.00am and 11.00am, with another hour and a half before opening for public operations.

Scrubber car 14 derailed while being towed out of Depot 2 (road 6). However, about ten minutes work with a set of pyramid plates, ramp plates and further use of the Scamell's winch saw 14 returned to the track.

Further tram movements are planned when dropcentre 341 is released to traffic operations. These are:

1. dropcentre 341 from workshops road 2 to depot 1,
2. FM 400 from depot 1 to workshops road 1,
3. dreadnought 136 from road 1 to road 2 in the workshops,
4. replica horse tram 41 from road 4 to road 6 in depot 2.

This will enable FM 400, the prototype four-motor car, to be put on display in the workshops as previously it was hidden from view at the rear of depot 1.

HADDON

Melbourne Tramcar Preservation Society

By Craig Tooke

Although the weather over the past few months has not been conducive to outdoor work, steady progress continues to be made at Haddon with very satisfying results.

The emphasis of our development over this period has been in the track, signalling, site and overhead areas.

Trackwork

Following the locating of the steel sleepers, the final panel of track on no. 2 road at the lower terminus has been laid into position, levelled, packed and filled. This completes our track layout, which we regard as a milestone in our achievements.

Following completion of overhaul work and electrical testing on our point motor by John Withers and Arthur Ireland, the motor casing was given several coats of paint. It has now been positioned on the wooden sleepers adjacent to the lower terminus points and awaits the connection of point lever rods and termination of cabling.

As previously reported, extensive earth works were carried out along the length of the main line track to allow easy access for the erection of overhead from the Museum's tower wagon. Further consolidation and levelling work has also been carried out by Tony Smith and Con Schroeder. All areas of our track are now accessible from a tower wagon for the erection of the overhead.

Signalling

Some small signal masts have been purchased from the Public Transport Corporation in recent months. Two masts are being adapted to carry the upper and lower departure signals and are being fitted with metal ladders to permit easy access to the lamps for maintenance.

Tony Smith and Con Schroeder have been busy modifying and erecting the two masts. Craig Tooke and John Withers are running cables up through the masts, after which the masts will be painted. They will then be ready to have the signal lamp fittings attached. The intermediate home signal mast was also erected at the same time, this mast having been prepared previously.



W2 class 407, undergoing restoration work, recently moved outside the workshop building for the first time in many months.

TONY SMITH

Overhead

Great progress continues to be made in this area. Craig Tooke and John Withers have completed an initial survey of our overhead fittings in preparation for erection of the overhead. Work on preparing the fittings for use is under way.

Arthur Ireland has overhauled and painted all our pole caps and they are ready for placing on our steel poles.

The suspension of span wires on any curve network requires the use of many pole collars. We faced a real problem in acquiring sufficient pole collars of the right diameter to complete our overhead network. For a while we were at a loss as to what to do, but we were able to modify many of the former Melbourne tramway track telephone pole collars for use as span wire pole collars. We now have a sufficient number of overhauled collars to complete our overhead network and manufacture of the span wires will commence shortly.

John Withers has completed modification of the overhead line skates which will operate the automatic points. They are ready for installation once the trolley wire has been run.

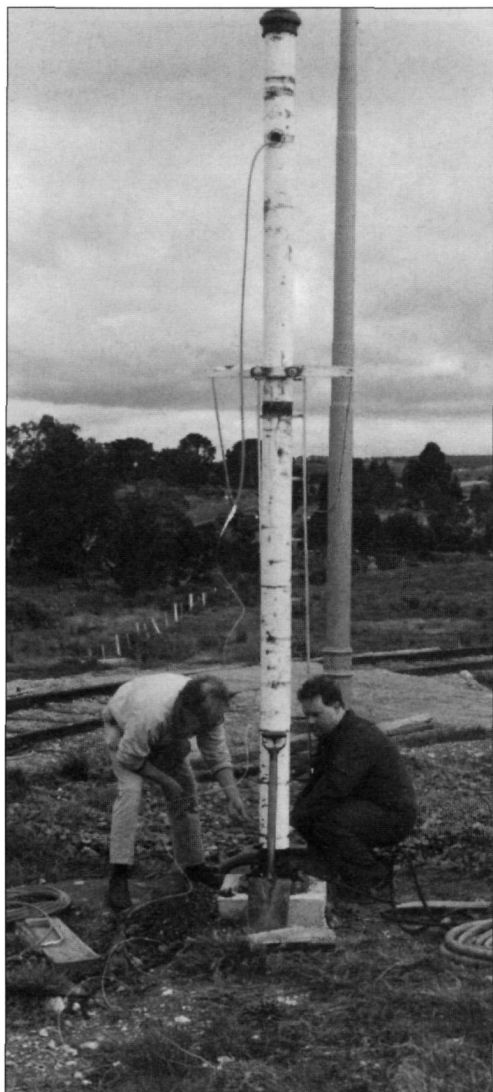
Members have further discussed the design of the side bracket arms to be made for use along the main line.

W2 Class 402

As many of our recent major projects have been very labour intensive, restoration work on W2 class 402 was placed on hold. However, work has recommenced in earnest and progress is excellent.

Arthur Ireland and Tony Smith have completed the filing work on all external panels and are now sanding down all the excess filler prior to undercoating.

It is hoped to have the restoration work on the



Craig Tooke and John Withers installing signalling cables into one of the lower terminus departure signal masts.

TONY SMITH



The recently installed intermediate home signal.

TONY SMITH

tram completed in time for the forthcoming COTMA visit.

Site Work

Tony Smith and Con Schroeder have concentrated on many site improvements recently. These include fitting new storm water guttering to the workshop building. This completes all the cladding and drainage replacement work on the museum buildings.

Major earth works carried out at the museum entrance have resulted in easier vehicle access from the roadway. The work includes driveway widening, construction of a new concrete culvert over the drain, a new front fence and clearing the gorse bushes which had become a real problem over recent years.

We consider the appearance of our museum site a very important consideration and recent works go a long way towards improving our site.



a sper magazine