

# TROLLEY WIRE



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## THE TORONTO TRAMWAY

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

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*The spick-and-span interior of Wellington Tramway Museum's Fiducia car 239. The tram was built in 1939 and remained in service until the closure of the Wellington system in 1964.*

JOHN DAVENPORT

## FRONT COVER:

*A resplendent dropcentre 341 prepares to depart from the terminus at Ferny Grove on Saturday, 12 November 1994.*

JOHN MATTS

## BACK PAGE, TOP:

*Six operating Birney cars line up outside the depot at Bendigo during the COTMA Conference. They are 11, 15, 28, 30, 217 and 302. 217 is on loan from the TMSV and was transferred from Melbourne for the occasion.*

GRAEME BENNETT

## BACK PAGE, BOTTOM:

*Wellington Tramway Museum's Fiducia car 239 at the beach terminus in Queen Elizabeth Park on 25 September 1994.*

JOHN DAVENPORT

# THE NEWCASTLE TRAMWAYS

## PART 8 CONTINUED

### THE FASSIFERN TO TORONTO TRAMWAY

By K.A. McCarthy

#### 1890s Operations

During the early 1890s, the Toronto tramway served its purpose, successfully opening up the district through land sales and providing easy access for picnic parties to the Lake Macquarie shore.

This notice is typical of direct special picnic train operations of that period<sup>1</sup>:

Saturday, 12 February 1898

The Sydney Soap and Candle Company's picnic at

*The Bennett Passenger Car. This car is drawn to approximate scale based on the sketchy sizes revealed in a press release prepared when the Toronto Tramway opened for service. The end platform railings are incomplete as available scenes show the car either in deep shadow or too distant to be of assistance.*

Toronto will be conveyed by special train. (The company was located at Port Waratah.)

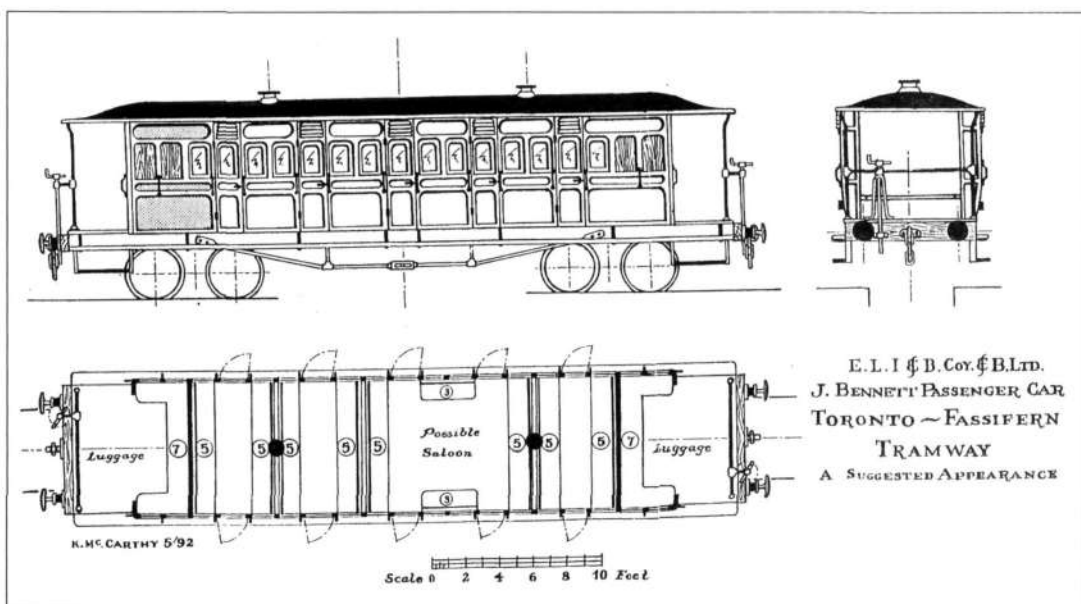
#### Timetable A

Newcastle depart . . . . . 9.15am  
Honeysuckle depart . . . . . 9.20am  
Hamilton depart . . . . . 9.26am  
Fassifern arrive . . . . . 9.45am  
Cross tram  
Fassifern depart . . . . . 10.00am  
Toronto arrive . . . . . 10.12am

#### Timetable B

Toronto depart . . . . . 6.10pm  
Fassifern depart . . . . . 6.22pm  
Hamilton depart . . . . . 6.52pm  
Honeysuckle depart . . . . . 6.57pm  
Newcastle arrive . . . . . 7.00pm

The special on Timetable A will precede the 9.55am tram from Fassifern to Toronto and will carry the



tram (Staff) Ticket. The special on Timetable B will carry the tram (Staff) Ticket. All other trams will carry the train Staff. Guard McLean will run specials A and B and have charge of the Staff and Ticket arrangements at Toronto. He will give the Staff to Mr Hendry and then lock the Staff box and take the key to Newcastle.

The consist of this special train equalled eight four-wheel second class cars and a brake van.

Other special traffic at that period included:

- 26.2.1898 Hetton Colliery Wheelers' picnic
- 12.3.1898 Wickham & Bullock Island  
Colliery surfacemen's picnic
- 4.4.1898 Railway Traffic and Permanent Way  
Branch picnic.

### Timetable 1900

The timetable for trams on the Fassifern to Toronto line in 1900 amounted to four trips on Monday to Friday, an additional two on Saturdays and two only on Sundays.

MILES DOWN		WEEKDAYS				SATURDAY ONLY		SUNDAY		
--	Newcastle Dep.	7.05am	9.10am	4.40pm	6.32pm	1.30pm	10.15pm	9.50pm	2.10pm	5.15pm
10	Cockle Creek	7.38am	b.	5.13pm	6.56pm	1.58pm	10.45pm	10.23pm	2.43pm	5.45pm
14	Fassifern Arr.	7.50am	9.42am	5.25pm	7.07pm	2.09pm	10.55pm	10.35am	2.55pm	5.56pm
17	Toronto Arr.	8.20am	9.57am	5.52pm	7.22pm	2.24pm	11.15pm	10.44am	3.04pm	----
		b:- sets down as required								

UP	WEEKDAYS				SATURDAY EXCEPTED	SATURDAY ONLY		SUNDAY	
Toronto Dep.	7.45am	11.55am	5.15pm		8.00am	4.30pm	9.50pm	11.00am	5.30pm
Fassifern Dep.	8.00am	12.12pm	5.37pm		8.22am	4.47pm	10.17pm	10.10am	5.40pm
Cockle Creek Dep.	8.12am	-----	5.49pm		8.34am	4.58pm	10.29pm	11.22am	5.52pm
Newcastle Arr.	8.40am	12.40pm	6.20pm		9.05am	5.27pm	11.02pm	11.50am	6.20pm

In this set of timetables, local Newcastle trains ran their Up trips to Newcastle and Down trips away from Newcastle. In the same timetable, the Newcastle to Sydney trip was classed as an Up journey and Sydney to Newcastle as a Down trip!

The difference in the time intervals between Toronto and Fassifern indicates the variation in periods of time passengers had to wait at Fassifern for the connecting trains and trams.

### Toronto Hotel and Tramway Company

The large Toronto Hotel was completed in 1887 by the Excelsior Land Company which then prepared a town plan to encourage settlement.<sup>2</sup> During 1899, the Toronto Hotel property was purchased from the Excelsior Land Company by a syndicate comprising James Clark, Thomas Moore and a Mr Kitching.

Although conflicting material has been previously published on this matter, it seems that the Toronto Hotel and Tramway Company leased the tramway for a period of ten years,<sup>3</sup> from April 1899.

### Tramway Operating Problems

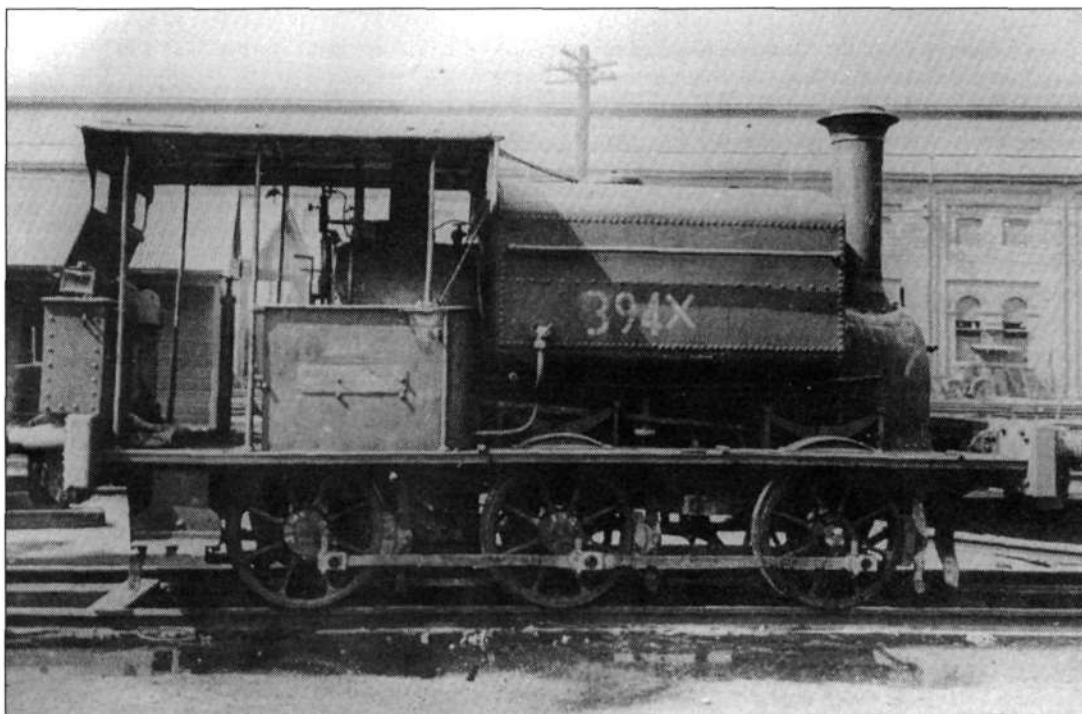
By 1898, the local Toronto tramway service was operated by a primitive horse-hauled car on weekdays. A single goods wagon could be horse-hauled but this could not be coupled to the passenger car.<sup>4</sup>

Difficulties were experienced in maintaining the two S 29 class locomotives at this stage. No. 29, purchased by the Excelsior Land Company during

1891, was sold to the Public Works Department in 1900, while locomotive 394 (ex 9N) hired in 1893 was returned to the NSWGR also in 1900. These were replaced by two lighter engines, both from Thomas Saywell's Tramway and Estates Ltd; the bogie-engine unit of self-contained combination steam tram "Coffee Pot" in 1899 and the tank locomotive "Pigmy" during 1900.

By 1900, the tramway operational procedures had





*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

soured with the local community. Complaints progressively emerged concerning lost connections with the NSWGR services at Fassifern, poor railway maintenance, high freight costs and infrequent services.<sup>5</sup>

During November 1900, the Secretary of the Toronto Progress Association, Mr A Reay, complained that the residents of Toronto had been placed at a disadvantage for some time due to the heavy expense of carrying goods from Fassifern to Toronto. When forwarded on by the Government Railway, freight charges amounted to the usual NSWGR rate per ton plus five shillings per truck charged by the Tramway Company.

The Progress Association waited upon Mr J Clark, Secretary of the Toronto Hotel and Tramway Company,<sup>6</sup> on 19 November 1900 about this matter. The charges for a truck of goods from Fassifern to Toronto was 11/3d while the additional eleven miles on to Newcastle by way of the NSWGR line was only 6/3d!

Mr A Reay requested conveyance by Government Railway goods trucks right through but a footnote to the report stated that in a few days time the Company intended to send a truck to Toronto for use solely on the tramway.

The Toronto Hotel and Tramway Company was purchased by Capper and Sons, General Store owners of Maitland, and later by Walter Donnelly. This last-named owner became very active in promoting the Toronto district and in the growing movement to have the NSWGR take over the Fassifern to Toronto tramline.<sup>7</sup>

During June 1905, the Tramway Company announced that cheaper fares between Fassifern and Toronto were planned for the 1905-6 summer period.<sup>8</sup>

By 1906, the trams called at all platforms and street intersections along the line and the fares charged were:

From Bath Street, Toronto to:

Bowers Platform . . . . . 2d.

Blackalls Platform . . . . . 3d.

Fassifern . . . . . 4d.

Platforms were situated at Bowers, Fennells, Hoyles and Blackalls.

During January 1906, the Railway Commissioners visited the Newcastle district on the routine inspection tour.<sup>9</sup> On Monday 22 January the party, accompanied by Tramway Superintendent J Kneeshaw, Railway Chief Traffic Manager J Hooper, and Engineer in Chief J Fraser, was met by J Estell MP at Cockle Creek at 1.00pm. The construction of a 1/4 mile branch railway from Cockle Creek station to Speers Point along the 100ft wide Lake Macquarie Park reservation was discussed. At this period as many as 8000 people visited the Speers Point picnic area at weekends and holidays.

The party had taken a launch earlier in the day from Speers Point to Toronto to inspect the Tramway Company's line to Fassifern. The Commissioner remarked that inducements had been offered to the Company to improve its service without results. By this stage the rolling stock on the Toronto line was in "poor shape", while delays on the tramway caused missed connections at Fassifern. The press report revealed that the lease of the Tramway Company, which controlled the tramway on behalf of the Excelsior Land Company, had only three years to run.

During January the locomotive on the Toronto tramway had been laid up for three weeks due to repairs.

The NSWGR stated during June 1907 that the requested extension of the 10.55pm train from Newcastle to Teralba onto Fassifern would depend on the tramway company providing a connecting tram to Toronto.<sup>10</sup>

### Pressure on Government to Take Over Tramway

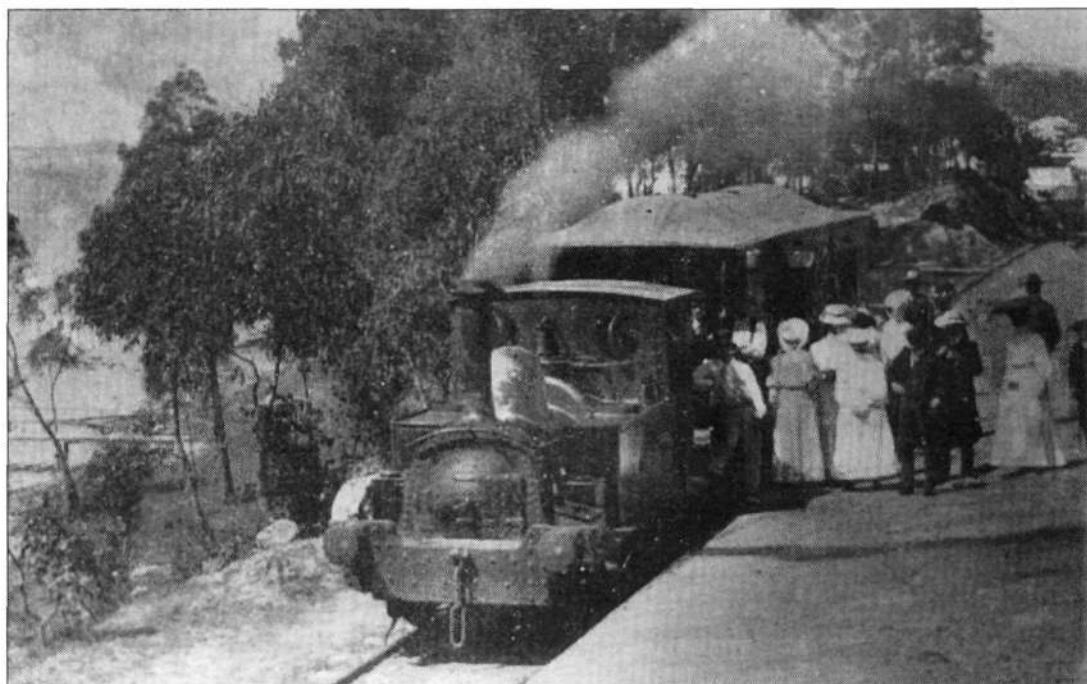
Due to the deterioration of the tracks and bridges on the tramway, government train operations along the route ceased in May 1908.<sup>11</sup>

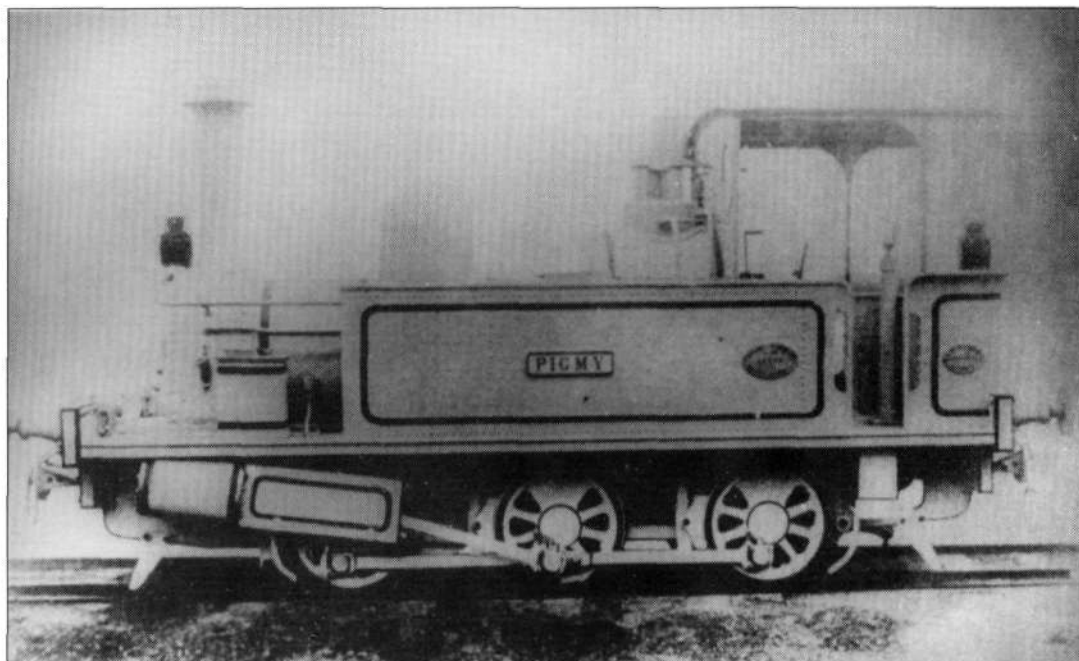
On 3 September 1908, the Minister of Works, Hon. Charles Lee, received deputations from Newcastle, Maitland, Toronto and Singleton. The Toronto deputation proposed the resumption of the Toronto tramway by the NSWGR.<sup>12</sup> The Toronto party stated that the tramway had been built by a private company which received operational rights in 1889. The Toronto district was then in its infancy as a public resort.

The company locomotive was not dependable and according to the deputation, broke down frequently,

*Pigmy and its train at the public wharf beyond Toronto station about 1904.*

*Late K MAGOR Collection*



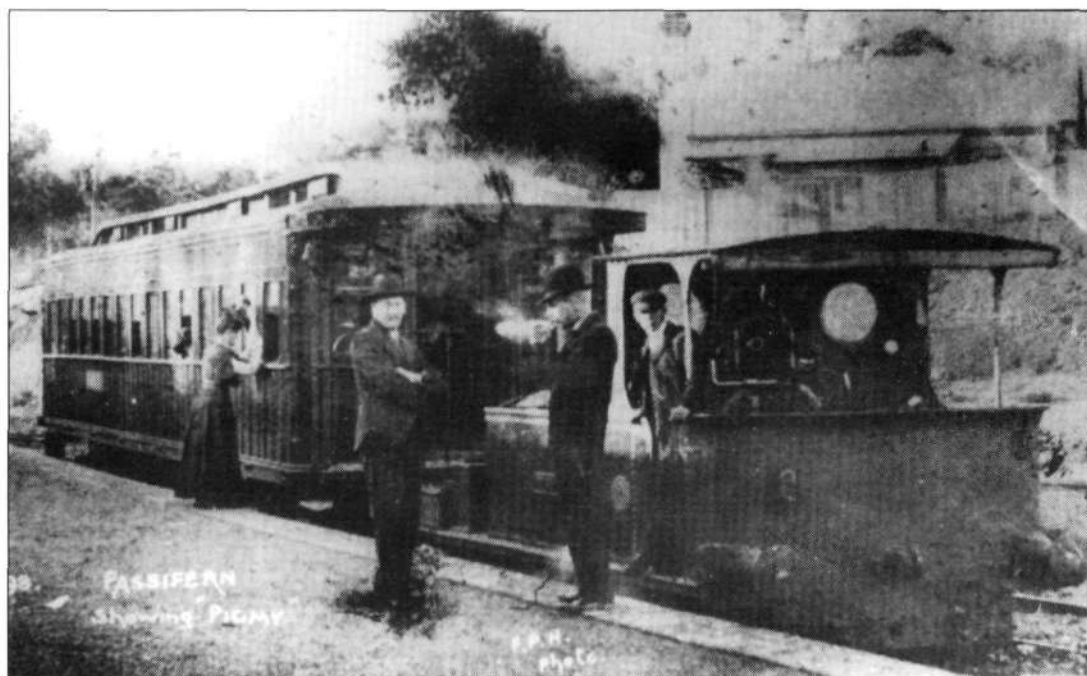


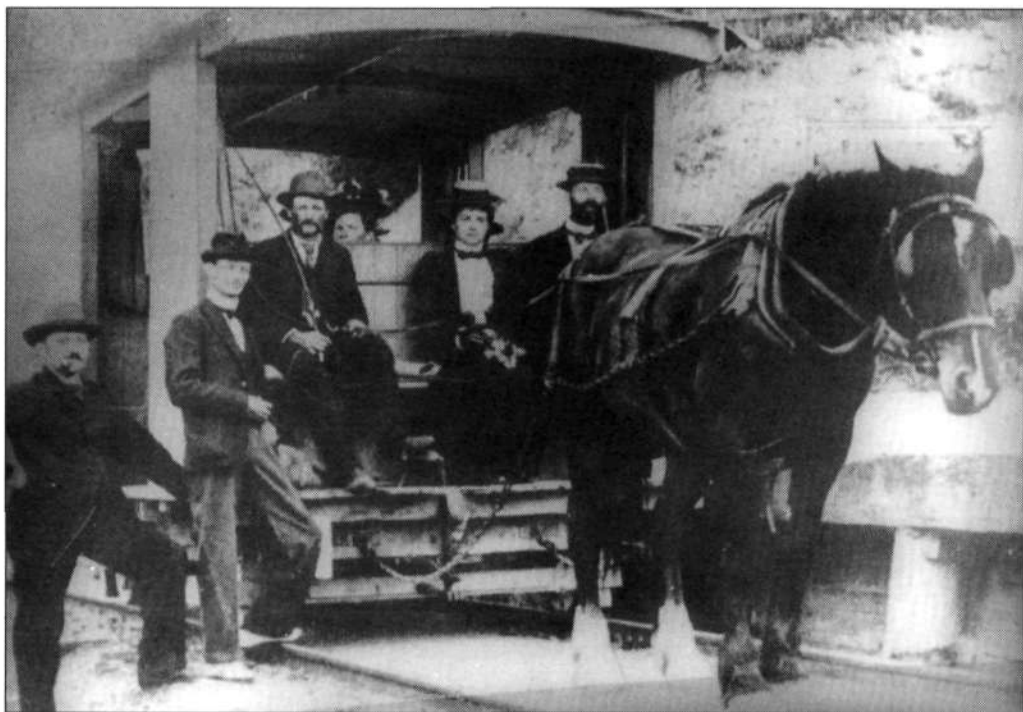
*Hudswell Clarke tank locomotive "Pigmy" was purchased by the Toronto Hotel & Tramway Company from the Saywell Tramway & Estates Ltd in 1900. It worked the Toronto tramway for five or six years.*

*Builders Photo, R HORNE Collection*

*"Pigmy" at Fassifern with a NSWGR end-loading suburban passenger car, about 1905.*

*STATE RAIL AUTHORITY OF NSW*





*The primitive horse car operated by the Toronto Hotel & Tramway Company during periods of light loading and steam locomotive breakdowns. It was photographed at Toronto station.*

LAKE MACQUARIE SHIRE LIBRARY Collection

missing the connection with the NSWGR at Fassifern. The government trains could operate to Toronto but this service had been discontinued as the NSWGR felt that the condition of the tramway was unsafe for its engines.

A petition of 3155 names was submitted requesting the Government to take over the line. This was supported by arguments that over the previous ten years some 300,000 people had visited Toronto from all over the state. During 1907, 28 events at Toronto had attracted 28,000 visitors, this included 18,790 on a single day! At that stage 800 people resided at Toronto.

Although the Tramway Company lease did not expire until 1909, Charles Lee called for a report on the matter from his officers.

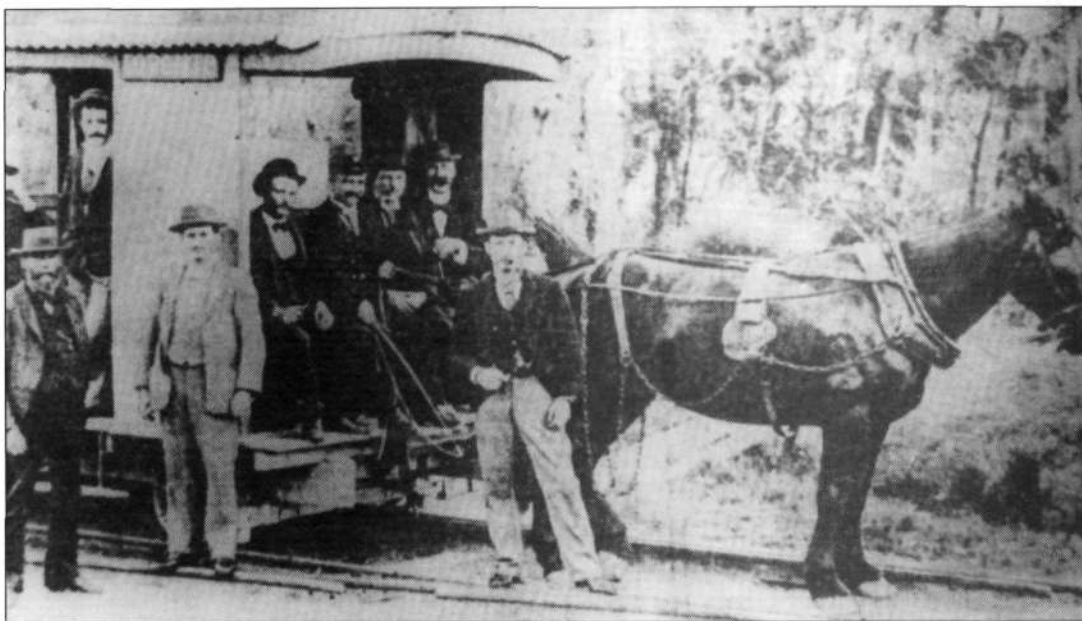
For almost two years, the State Government avoided reaching a decision on the future of the tramway. During the summer of 1908-9 the Tramway Company withdrew the service due to locomotive maintenance trouble and it seems that the closure became permanent by March 1909.<sup>13</sup>

On 12 January 1909, local MP, H Charlton discussed the Toronto tramway problems with the

Minister for Works, Charles Lee and emphasised the need for the NSWGR to resume the route. Locomotive breakdowns had greatly inconvenienced the businessmen who were spending summer at Toronto and travelling to Newcastle each day. Charles Lee responded that a report on the matter had just been received from the Chief Railway Commissioner and he would announce his decision when the report was considered.

Two editorials appeared in the *Newcastle Morning Herald*<sup>14</sup> soon after the above discussions. It seems that the government had not forced the Excelsior Land Company to run a single train on the Toronto tramway after the land was sold. In addition, the Act did not cover maintenance provisions for the line. The March 1909 editorial felt that the Minister for Works should have acted before the line had closed, while the May editorial revealed that there was no now rail access to Toronto.





*Another view of the Toronto Hotel & Tramway company's horse car.*

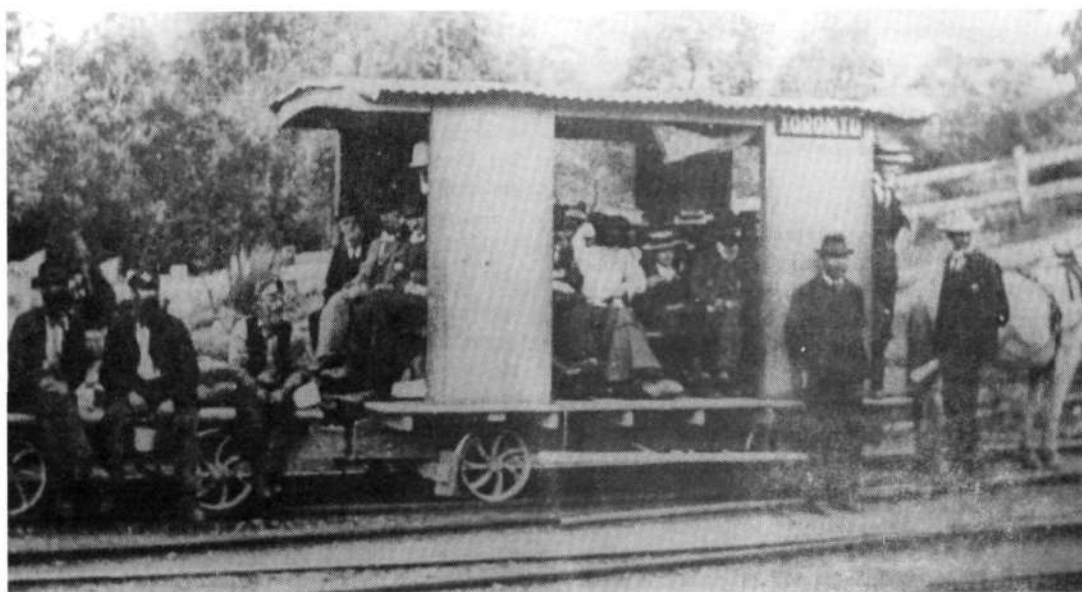
LAKE MACQUARIE SHIRE LIBRARY Collection

*The primitive horse car and freight flat car used by the Toronto Hotel & Trammway Company. Fortunately the grades were light and the horse did not have to work too hard.*

LAKE MACQUARIE SHIRE LIBRARY Collection

During the next twelve months, the Newcastle Chamber of Commerce, the Toronto Progress Association and the local Member of State Parliament increased pressure on the Government to take over the Toronto to Fassifern tramway.

During early May 1909, Mr T O'Neill, the President of the Newcastle Chamber of commerce, sent a letter to the Minister for Works stating that some weeks ago the Excelsior Land Company offered to hand over the Toronto tramway on terms





to the Government.<sup>15</sup> Mr O'Neill continued that the offer had not resulted in any Government action. The Toronto district was now isolated, the Lake Macquarie steamer service was infrequent, and he requested an early reopening of the tramway under Government control.

Soon after, Mr E King, Secretary of the Toronto Progress Association, received details of the Toronto tramway report through H Charlton MP.<sup>16</sup> This had been compiled by Chief Railway Commissioner TR Johnson for the Minister for Works. The Commissioner was adverse to resumption by the NSWGR as the 2 3/4 mile line would require £11,000 to place it in a suitable operating condition. Annual expenditure was estimated at £1300, interest £500 per annum, and expected traffic receipts only £700. The original line had cost the Excelsior Land Company £10,000, and £1000 was paid to the Government for the physical connection at Fassifern.

The Commissioner continued that the Excelsior Land Company had leased the land to the Toronto Tramway syndicate which allowed the property to deteriorate. This syndicate ran ordinary trams on the line while NSWGR trains operated along the route for picnics and goods traffic. The need for track and bridge repairs amounting to £350 resulted in the NSWGR service being withdrawn in May 1908 and this would not be restored as the syndicate's lease would expire in ten months thus preventing action from that body.

The press report concluded with observations made

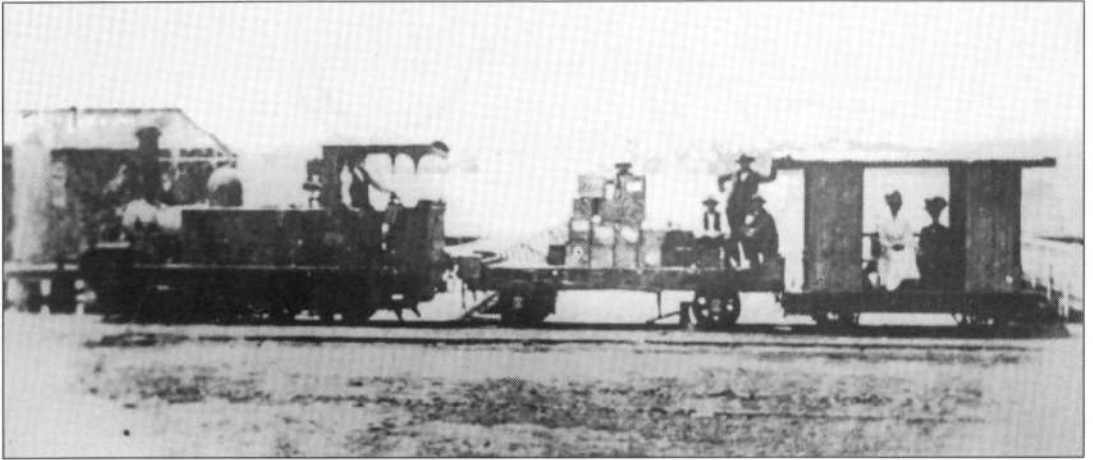
*"Pigmy" hauling the flat wagon and primitive passenger car at one of the intermediate platforms on the Toronto tramway on its way to Fassifern. The locomotive seems to be fitted with a more slender funnel (similar to that carried by ex-NSWGR engine 29) than that appearing in other photographs.*

*LAKE MACQUARIE SHIRE LIBRARY Collection*

by the Progress Association. Concern was expressed that repairs required to the line from May 1908 to May 1909 had escalated from £350 to £1100 or £4000 per mile of track. The estimated traffic receipts of £700 per year was possibly based on the figures for 1908 when the service only operated for part of the year. If the restoration costs aimed at returning the line to the 1897-98 condition, then traffic income for that period should also be considered. In that financial year, 42 picnics were held on Mr Donnelly's grounds while 8000 attended one function in 12 trains!

During his visit to Newcastle on 14 May 1909, Chief Railway Commissioner TR Johnson stated that he did not have power to take over the Toronto tramway.<sup>17</sup> Only the State Government had such power and the Public Works Department was currently investigating the matter.

On Saturday 5 June 1909, a large public meeting was held at Toronto regarding the tramway's future.<sup>18</sup> The meeting expressed the hope that the Excelsior Land Company would hand over the undertaking gratis to the Government and planned a deputation to discuss the matter of future ownership



*Pigmy and its train at the public wharf beyond Toronto station about 1904.*

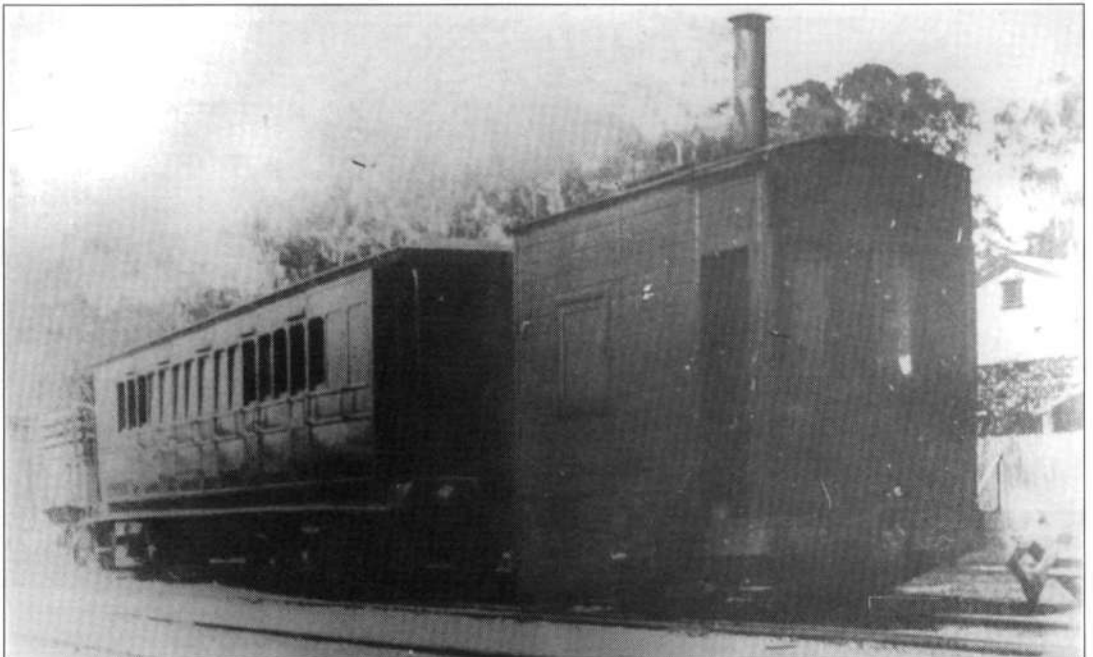
*Late K.MAGOR Collection*

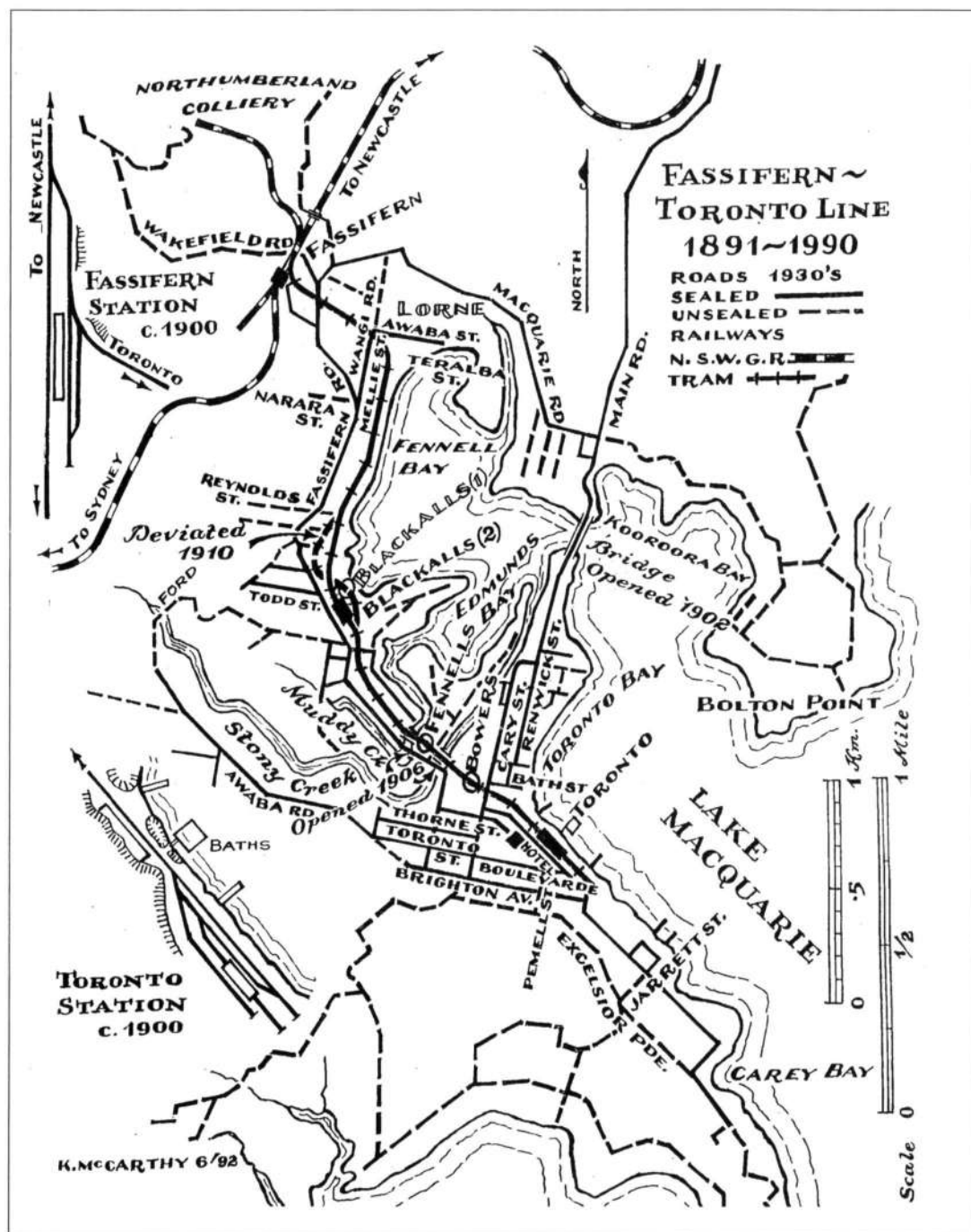
with the Excelsior Land Company. The fact emerged from the public meeting that 324 public picnics had been held at Toronto between 1900 and 1908.

*"Coffee Pot" with the Bennett car and the Tramway Company's D class wagon on the terminus siding beyond Toronto station.*

*Late CB THOMAS Collection*

Following the Minister for Works, Charles Lee's statement in September 1909<sup>19</sup> that Cabinet had refused to take over the tramway, Mr H Charlton MP introduced a large deputation to Mr Wade, the State Premier on 17 September. Premier Wade promised to have the matter placed before the Public Works Committee as the Excelsior Land Company had agreed to give the line free to the NSWGR.<sup>20</sup> Further operational details emerged at this meeting. For the three months April to June 1908, income on





Although this map shows the general location of the Fassifern to Toronto railway from 1891 to 1990, formed and unformed roads of the 1920-30s are given while the major deviations during the govern-

ment railway upgrading in 1910-11 are shown. The circa 1900 track layouts of the private line at Fassifern and Toronto are based on photographs.



the NSWGR main line for Toronto traffic amounted to £302. For the same period in 1909 during the tramway shutdown, only £132 traffic receipts were generated at Fassifern. The Premier still did not favour Government resumption of the line as an annual loss in excess of £1000 was still expected.

Traffic problems to Lake Macquarie came to a head during the summer of 1909-10. On the Eight Hour Day/Labour Day holiday of 25 October 1909, 4000 people travelled to Cockle Creek station which was dangerously overcrowded due to the Toronto tramway being closed.<sup>21</sup>

### Decision Reached on Government Takeover

During April 1910, The *Newcastle Morning Herald* stated that although the Toronto tramway service had ceased more than a year before, no firm plans had emerged from the Government.<sup>22</sup> The press observed that some work being carried out at that period near Fassifern station suggested that some action was soon expected.

On 26 April, Mr Flynn, Secretary of the Newcastle Chamber of Commerce, received a telegram from Mr O Gilbert MP advising that Cabinet had directed

*"Coffee Pot" pauses on its way to Fassifern for the photographer to take his shot. The flat car appears to have been used as a match truck between the passenger car and the engine.*

*Late CB THOMAS Collection*

the Railway Commissioners should resume and reconstruct the Toronto tramway conditional to the Excelsior Land Company handing over the line.<sup>23</sup>

When the service had ceased in March 1909, the Excelsior Land Company had offered the undertaking to the Government for £1000 and this sum had been included in the rebuilding estimates. Reconstruction plans allowed for extensive works at Fassifern and regrading along the route. The curves had to be widened and extensive deviations constructed to bring the plant up to NSW Government Railway main line standards. The work was estimated to cost £11,000.<sup>24</sup>

In the meantime, a government steam tram service would commence between Fassifern and Toronto from Monday 29 August 1910, providing a regular operation while the line was upgraded to railway specifications.

### Motive Power Used During Private Ownership<sup>25</sup>

The use of four locomotives on the Toronto tramway between 1891 and 1909 has been documented and details of these engines are presented here. Although it is claimed that steam tramway motors were used on several occasions during emergency periods, these transfers are not supported by NSWGR and NSWGT records.

### Manning Wardle No. 88 of 1864

This 0-6-0 saddle tank locomotive was named "Windsor" and was used on the construction of the NSWGR line from Blacktown to Richmond as No.



15. Renumbered 29 of the S 29 class in 1865. Hired to Thomas Saywell for his Rockdale to Lady Robinsons Beach tramway during 1885 and 1886.

Sold for £725 to the Excelsior Land Company for the Toronto tramway on 9 January 1891. Sold during October 1900 to the Public Works Department and renumbered 18. Scrapped in 1929.

### Manning Wardle No. 32 of 1861

An 0-6-0 saddle tank locomotive named "Pioneer" and used on NSW railway construction projects. Transferred to the NSWGR's isolated Newcastle-Hunter Valley railway in June 1864 as No. 9N. Renumbered 394 during 1889.

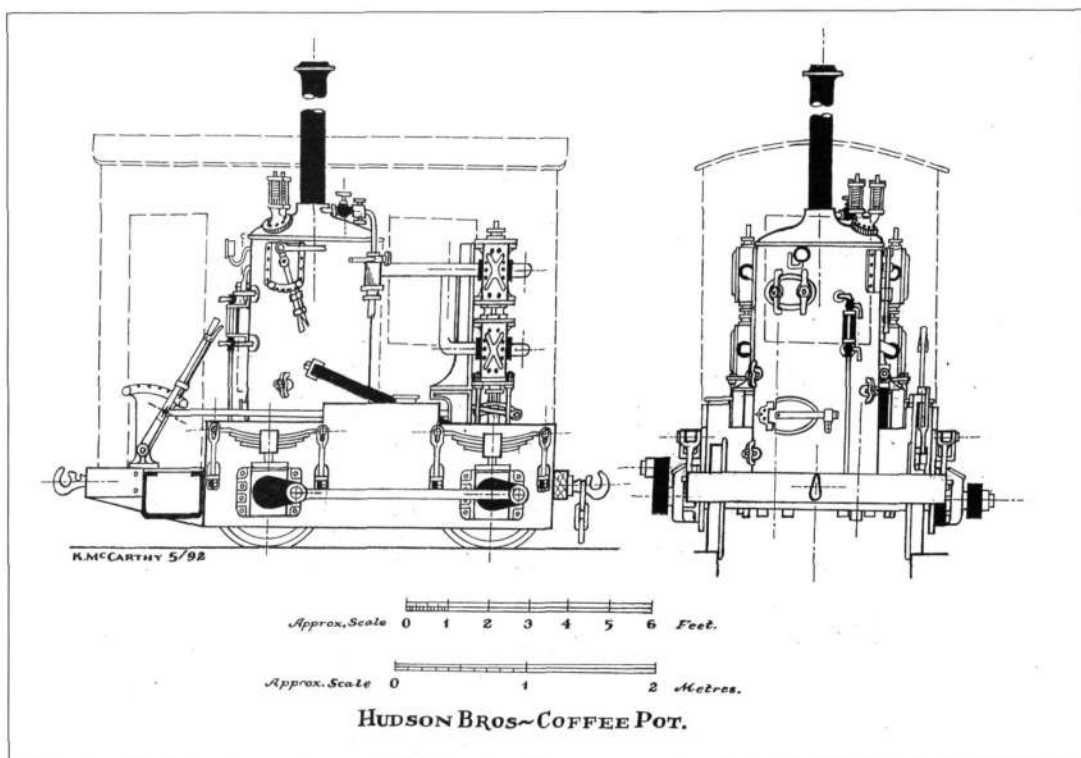
Hired to the Excelsior Land Company for the Toronto tramway in 1893 and returned to the NSWGR During March 1900. Worked as Public Works Department No. 15 from 1915 to 1917. Returned to the NSWGR and renumbered 1001. Scrapped in July 1929.

### Hudswell Clarke No. 296 of 1887

This 0-6-0 side tank locomotive was built for Saywell's Tramways and Estates Ltd for the Rockdale to Lady Robinsons Beach tramway. It carried the name "Pigmy".

Sold to the Toronto tramway in October 1900. It is possible that this engine was used by contractors on construction of the Plattsburg to West Wallsend tramway in January 1910.<sup>26</sup> There are two accounts of its disposal. It was sold to Goninans at Newcastle in either 1905 or September 1910.<sup>27</sup> Sold to the Wickham and Bullock Island Coal Mining Company circa 1916 and converted to a petrol locomotive

*"Coffee Pot" General Arrangement Drawing. This drawing shows as much information available from photographs and personal observation made prior to scrapping. The scale is only approximate, being based on known boiler sizes and ratios, and on a driver's height, who appears in several Toronto photographs.*



powered by a Leyland engine. Used on the construction of the Kalingo Colliery railway in the Cessnock district then shunted the Cessnock No. 2 Colliery siding beyond Cessnock station. To Neath Colliery in 1932 and stored.<sup>28</sup>

### Hudson Bros (Clyde) No. ? of 1887

This 0-4-0 vertical boilered engine was the power bogie unit from the self-contained eight-wheeled tramcar used by Seywell's Tramway and Estates Ltd on the Rockdale to Lady Robinsons Beach tramway.

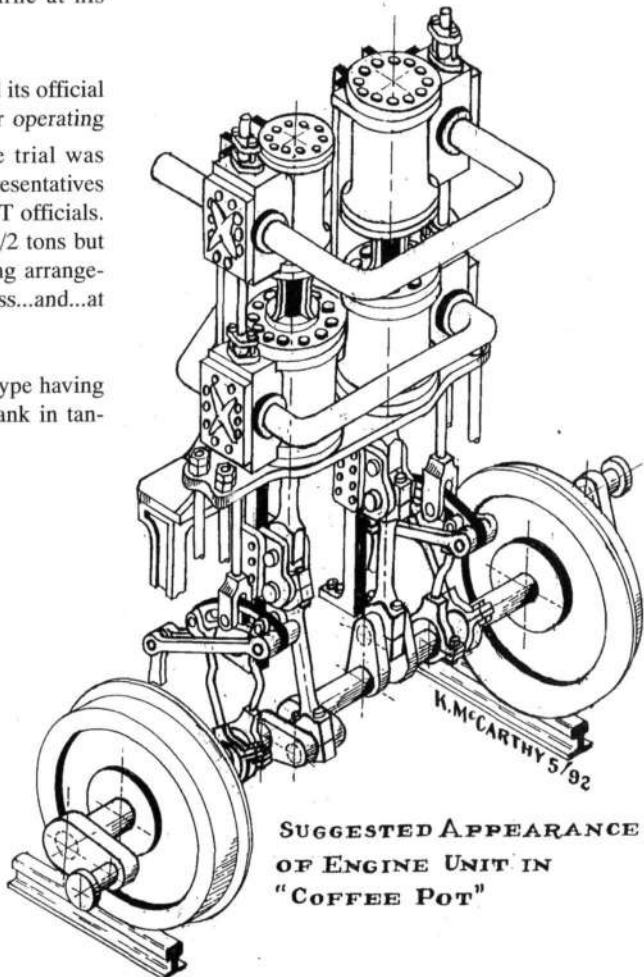
This tramcar was designed by the NSWGR's Assistant locomotive engineer, George Downe who had introduced six double-deck self-contained steam cars with Baldwin (USA) power units during 1883-84 on the Sydney tramways. The large passenger bodies, which seated 80 passengers, were built by JG Brill (one body), and Thomas Wearne at his works in the Sydney suburb of Glebe.<sup>29</sup>

The single-deck Rockdale car performed its official public trials on Friday 6 May 1887 after operating for one week in normal service.<sup>30</sup> The trial was attended by Members of Parliament, representatives of the builders, and NSWGR and NSWGT officials. This self-contained car only weighed 8 1/2 tons but could seat 60 passengers. "Owing to spring arrangements it runs at great ease and smoothness...and...at a high rate of speed".

The engine was of the triple expansion type having four vertical cylinders, two over each crank in tan-

dem form. Steam was generated in a vertical boiler 3ft in diameter and 5ft high with tubes 2ft 2in in length supplying steam at 200 pounds per square inch (psi). The high pressure cylinder was of 5in diameter, the intermediate pressure cylinder 6 1/2in diameter and the low pressure finally entered two cylinders, each of 7 1/2in diameter. The 5in and 7 1/2in pair were situated over one axle crank and the 6 1/2in and 7 1/2in pair over the other crank.

Steam entered the high pressure 5in cylinder at 200 psi and was finally exhausted from the low 7 1/2 in pair at 22 psi. The cast iron brackets on which the cylinders were mounted contained slots enabling the engine unit to move up and down with the sprung cranked driving axle. Side cranks coupled the front and rear axles on the power bogie while moving parts were protected from mud and dirt damage.



SUGGESTED APPEARANCE  
OF ENGINE UNIT IN  
"COFFEE POT"

*"Coffee Pot" Engine Unit. This is a sketch drawing showing the suggested layout of "Coffee Pot's" engine unit prior to the removal of the two top cylinders and conversion to a (single) simple expansion locomotive. This is based on personal observations and photographs made at The Junction, Merewether prior to the unit being cut up in mid-1949.*

The reporter observed that on the separate steam motor (engine unit) and trailer system used on the Sydney tramways, ten tons deadweight was required to haul a one ton load of passengers. This new combined car was capable of carrying a four ton capacity of passengers at a ratio of 2 1/2 to 1.

The engine unit of this car was sold to the Toronto Tramway during March 1899 and received a wooden body to enclose the boiler and engine unit. From that period the locomotive received the name "Coffee Pot".

Thomas Saywell converted his Rockdale tramway to electric operation during 1900, the successful trials taking place on 27 July.<sup>31</sup> This conversion permitted the gradual disposal of his steam engines.

Thomas Howley purchased "Coffee Pot" during 1910 to haul hopper wagons between his Glenrock Lagoon Colliery and The Junction (near Glebe) on the Merewether Estate railway. Due to the restricted tunnel clearances south of Merewether Beach, the wooden body had to be tapered inwards above waist level. The arrival of former Rockdale tramway 0-6-0T locomotive "Saywell" (Hudswell Clarke No. 290 of 1886) at Glenrock Lagoon circa 1925 enabled "Coffee Pot" to be withdrawn from regular service. "Saywell" had worked on industrial and colliery sidings in the Newcastle district from around 1899.

"Coffee Pot" gradually lost its wooden body and

was cut up for scrap in 1949 at The Junction locomotive shed where it had stood abandoned for many years. In later years, "Coffee Pot" operated as a two cylinder simple expansion locomotive with the two top tandem cylinders removed from the engine unit.

### Government Steam Tram Operation

On Sunday 21 August 1910, steam tram motor 61A, fitted with railway contour wheels, with C1 type 60-seat steam tram trailer No. 609 arrived at Fassifern under steam from Sydney to launch the government service on the Toronto tramway.<sup>32</sup> Car 609 was an enclosed crossbench type built by Hudson Bros in 1886 as Sydney No. 123. This was changed to Railway No. 609 during 1900 when the car was attached to the Enfield tramway.<sup>33</sup>

For the week prior to the reopening of the tramway, motor 61A hauled railway ballast trucks on initial track maintenance using a coupling dummy match truck delivered on 19 October 1910. This was one of two such trucks (62s and 63s) constructed for the new Sutherland to Cronulla tramway.<sup>34</sup>

*A composite publicity photograph of "Coffee Pot" and the Tramway Company rolling stock, Circa 1906.*

LAKE MACQUARIE HISTORICAL SOCIETY Collection





## Service Frequency

The new government steam tram service introduced on Monday 29 August 1910 followed this timetable:<sup>35</sup>

Note: Fri. = Fridays only

Fri. Ex. = Fridays Excepted

Sat. = Saturdays only

Sat. Ex. = Saturdays Excepted

Trip No.	1	3	5	7 Sat.	9 Sat. Ex.	11 Sat.	13 Fri. Ex.	15 Fri.	17	19	21	23 Sat.	25	
Toronto Dep.	6.53am	7.37	9.35	11.23	11.58	1.58pm	3.15	3.30	4.50	5.53	6.37	9.33	11.31	
Fassifern Arr.	7.05	7.49	9.47	11.35	12.10	2.10	3.27	3.42	5.02	6.05	6.49	9.45	11.44	
Trip No.	2	4	6	8	10 Sat.	12 Fri., Ex.	14 Fri.	16	18 Sat.	20	22 Sat.	24 Sat. Ex.	26 Sat.	28 Sat.
Fassifern Dep.	7.15am	8.00	10.00	12.25pm	2.15	3.40	3.55	5.12	5.25	6.15	7.00	7.20	9.57	11.54pm
Toronto Arr.	7.27	8.12	10.12	12.37	2.37	3.52	4.07	5.24	5.37	6.27	7.32	7.32	10.09	12.06am
Trip No.	27	29	31	33	35									
Toronto Dep.	7.50am	10.53	12.15pm	2.48	4.38									
Fassifern Arr.	8.02	11.05	12.27	3.00	4.50									
Trip No.	30	32	34	36	38									
Fassifern Dep.	8.12am	11.15	12.40pm	3.10	5.00									
Toronto Arr.	8.24	11.27	12.52	3.32	5.12									

<sup>1</sup> NSWGR Weekly Notices 7/1898, 9/1898, 11/1898, 14/1898.

<sup>2</sup> *Early History of Toronto* by E Clack. Lake Macquarie & District Historical Society, pps 16 and 19.

<sup>3</sup> Australian Railway Historical Society Bulletin No. 20 June 1939 and No. 136 February 1949.

*Early History of Toronto* by E Clack.

ARHS Bulletin No. 80 of June 1944 gives April 1899 as the date on which the Toronto Hotel and Tramway Company leased the tramway from the Excelsior Land Company. Bulletin No. 136 provides 22 October 1906 as the start of the lease. *Early History of Toronto* (p 23) gives the October 1906 date but the tramway details which appear in that publication seem to have been taken from the ARHS Bulletins rather than from primary sources.

The April 1899 date is supported by the statement in *Early History of Toronto* (p 19) that James Clark was a member of the syndicate which purchased the Toronto Hotel in 1899 and was identified as the Secretary of the Tramway company by Mr A Reay, the Secretary of the Toronto Progress Association in a report of 21 November 1900 in the *Newcastle Morning Herald*.

<sup>4</sup> NSWGR Northern Local Appendix to the Book of Rules and Regulations and Working Timetables, 1898.

<sup>5</sup> NMH 21.11.1900.

<sup>6</sup> Ibid.

<sup>7</sup> *Early History of Toronto*, P.19.

<sup>8</sup> ARHS Bulletin No. 136 Feb 1949 and NMH 27.6.1905.

<sup>9</sup> NMH 23.1.1906.

<sup>10</sup> NMH 20.6.1907.

<sup>11</sup> NMH 4.9.1908 and 1.5.1909.

<sup>12</sup> NMH 4.9.1908.

<sup>13</sup> NMH 13.1.1909.

<sup>14</sup> NMH 22.3.1909 and 1.5.1909.

<sup>15</sup> NMH 4.5.1909.

<sup>16</sup> NMH 7.5.1909.

<sup>17</sup> NMH 15.5.1909.

<sup>18</sup> NMH 7.6.1909.

<sup>19</sup> NMH 9.9.1909.

<sup>20</sup> NMH 18.9.1909.

<sup>21</sup> NMH 2.11.1909.

<sup>22</sup> NMH 11.4.1910.

<sup>23</sup> NMH 27.4.1910

<sup>24</sup> NMH 27.8.1910.

<sup>25</sup> Much of this information is based on an unpublished manuscript by Don Estell, *Gazetteer of Industrial Steam Locomotives - Newcastle-Hunter District NSW*.

*A Compendium of NSW Steam Locomotives* by A Grunbach (ARHS NSW Division, Sydney 1989).

<sup>26</sup> *Trolley Wire*, August 1990, p.11.

<sup>27</sup> ARHS Bulletin No.80, June 1944 and No.136, February 1949.

<sup>28</sup> *Railways of the South Maitland Coalfields* by G. Eardley, pp.104,119. (ARHS NSW Division, Sydney 1969).

<sup>29</sup> *NSW Tramcar Handbook, Part 2*, p.35, Chinn & McCarthy, SPER Sydney 1976.

<sup>30</sup> *Sydney Morning Herald* 7.5.1887.

<sup>31</sup> SMH 28.7.1900, AMS&FR 16.8.1900 and 23.8.1900.

<sup>32</sup> Weekly Notice 34/1910; NSW Government Transport archives, box 8/1413.

<sup>33</sup> *NSW Tramcar Handbook, Part 2*, p.51.

<sup>34</sup> NSWGT archives, box 8/1413.

<sup>35</sup> WN 34/1910; NSWGT archives box 8/1413, handbill.

To be continued

# THE VICTOR HARBOR HORSE TRAM

By Doug Bunker \*

By the 1850s an extensive fleet of paddlesteamers and barges travelled the Murray, Murrumbidgee and Darling Rivers system carrying goods upstream to towns and settlements, and returning with timber and grain. The river traffic played an important role in opening up the inland of Victoria and New South Wales before the railways penetrated these areas during the 1860s.

The only outlet for this produce was at the mouth of the Murray River, at Goolwa in South Australia, and from there by ship to European and American ports.

The sandbar at the mouth of the Murray prevented any but the smallest ships from entering the river port at Goolwa. To overcome this barrier, a railway of 5ft 3in. gauge and 7 miles in length was con-

structed to join Goolwa with a sea port. The line from Goolwa to Port Elliot opened in May 1854 using horses for motive power. It was the first public railway in Australia.

Port Elliot soon proved to be an unsuitable port and a more sheltered port was chosen four miles to the west at Port Victor, in the lee of Granite Island. A jetty was built along the natural reef then doglegged out into deep water to service the large clipper ships of the day. It was known as Victoria Pier. The railway was extended to Port Victor and onto the jetty at this time and the line was opened with the jetty on 1 April 1864. A large goods shed was constructed from stone used as ship's ballast from England.

At this ideal port, the jetty quickly became inadequate to handle the increased shipping. The jetty was extended as a causeway to Granite Island where further working jetties were built out from the northern shore of the island. The horse railway was



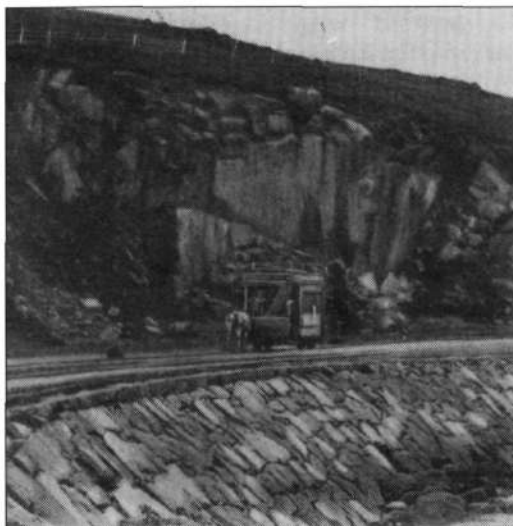
\* Doug Bunker is Senior Horse Tram Driver with the District Council of Victor Harbor and submitted this article to mark the centenary of the Victor Harbor to Granite Island passenger horse tram service.

Victor Harbour horse tram No. 7 approaches Granite Island along the causeway built in 1875. The original Victoria Pier of 1864 is seen in the background. This commercial postcard view was taken circa 1908.

*R MERCHANT Collection*

Horse tram No. 7 skirts the rocky foreshore of Granite Island on a journey from Victor Harbor, circa 1906.

*Commercial Poscard, R MERCHANT Collection*



extended along the causeway in 1875 to serve the new jetties.

Victor Harbor (old Port Victor) had always been a popular tourist spot and it was decided to establish a passenger horse tramway service to run from the mainland across the causeway to the kiosk at the far end of the island. By the summer of 1894 this service started, using double-deck tramcar no. 7 which had been introduced in 1879 for use on the Goolwa-Strathalbyn-Victor Harbor line and later transferred to Kadina.

By 1910 another tram was added. This double-deck single-ended vehicle was purchased from the Municipal Tramways Trust in Adelaide. No. 25 was

converted from standard gauge to 5ft 3in. gauge and ran until 1929. Car no. 7 ran until 1931. It was replaced by two double-deck trams, nos 5 and 6, which were brought down from the recently closed Moonta horse tramway.

These two trams, operated by the Honeyman family, continued in service until May 1954 when the need to renew the causeway decking closed the service. The two trams were sold and no. 5 was purchased by the Granite Island kiosk owner who operated a service over the island tracks during the 1955-56 season. With the removal of the rails from the island, no. 5 was placed on static display on the island where it deteriorated to such an extent that in about 1959-60, it was tipped into the sea.

No. 6 went to Auburn in the mid-north of the state to be placed on display outside a BP garage. It was purchased and shipped to America in May 1971 and restored as a single deck car. It is now on display in the Johnsonville Museum in Connecticut.

Over the "in between" years, a motor train was used until the horse trams were reinstated in June 1986. The four new trams are steel framed and timber clad, presenting much the style of the former trams. The roller bearings permit an ease of draught for the horses. Each tram carries about 50 passengers at \$2.00 single, \$3.00 return for adults and half fare for children. Since 1986, the trams have carried well in excess of 1,100,000 passengers.

The service operates year round, except for Christmas Day, and is the only public horse tram service in the world to do so. The tramway operates from 10.00am to 3.30pm, extending to 4.00pm from October through to April. On weekends, public holidays and school holidays the service can utilise up to three trams, remaining on line up to 7.00pm, depending on the demand.

## HERE AND THERE

### Melbourne News

Operation of trolley pole equipped trams in Melbourne is likely to be severely restricted by the end of 1995, if current Met plans are implemented.

It is intended to convert the overhead wiring on almost all of the Melbourne system for pantograph-only operation. Route 8 to Toorak, and routes 12 and

15 to St Kilda will remain trolley pole routes, operated by a fleet of 43 W series cars. (These are in addition to the 10 City Circle Ws.)

All city area tracks will be suitable for dual trolley pole/pantograph operation, as will the West coburg line as far as the Zoo, and the West Preston route as far as Preston Workshops. All other track will be available only for pantograph equipped cars. Thus the possible field of operation of Ws, and of the historic fleet, will be greatly limited.

A list of the 43 Ws to be retained, together with the 10 City Circle cars, is given in the accompanying table. Note that only one of the later SW5 conversions, 728, is to remain in traffic. All of the 43 Ws will be painted in M&MTB colours. Cars recently repainted in Met colours will be recalled for repainting. It appears that all W series trams used for all-over advertising - known as "Supertrams" in the advertising industry - will be withdrawn and replaced in this role by modern cars. SW6 class 920, most recently painted for Quickeze, is currently out of service.

At present some 132 Ws, in addition to the City Circle cars are nominally in service and allocated to depots. It is not clear how this number can be reduced by 89, to the ultimate figure of 43, without service reductions. Presumably, not all of the 132 Ws are actually in traffic.

Completion of overhauls of the 43 designated Ws is nearing completion at Preston.

#### W Class Cars for Retention

845	846	848	852	854	855	862	864	869	870
881	884	892	896	905	907	928	929	932	935
938	946	953	954	960	961	964	971	977	981
982	983	992	1005	1010	1012	1015	1019	1021	
1022	1027	1031	1039						
Total 43									

#### City Circle Conversions

728	842	856	866	888	909	925	957	1000	1020
Total 10									

Transfers of surplus trams to Newport are continuing. Among recent transfers are the "prototype W8", together with Z 103. Other Zs are to be transferred to Newport, including cars damaged in accidents. It is intended to reduce the number of Z1 and Z2 class

trams in service to 102 by the end of 1995. Zs being transferred to Newport are stripped of all useable components. Z 99, burnt out in a fire outside the paint shop at Preston on 20 September, has been cut up.

W5 class 774, long under restoration, has been completed and is ready for operation, but remains in the paint shop at Preston. Hawthorn Tramways Trust No. 8 was "launched" on 20 September following its restoration, but has suffered electrical and brake problems and is currently back at the workshops. Despite a reported statement by Public Transport Minister Allan Brown, at the launch of No. 8, that the TMSV's S, T and X class cars would be restored, such activities appear to be being wound down. A number of candidates have been transferred away from the Preston body shop: the Brisbane four-motor car, bogie cable trailer and VR 20 have been placed elsewhere at Preston and have been joined by cable grip car 28, four-wheel trailers 299 and 462, and bogie trailer 192 from Bylands. Car 138 has been transferred to storage at Hawthorn Depot.

W2 class 470 has been brought to Melbourne from Bendigo. It was noted in service on the City Circle on October 23, and is reported to have been running with V 214.

Work is proceeding at Preston on conversion of the third restaurant tram, SW6 class 939.

During 1994 a quantity of of grooved rail, featuring a groove much larger than previously used in Australia, was imported from Germany. Some of this imported rail has been used on the St Kilda Road relay between Domain Road and Commercial Road.

Tracklaying has commenced on the Bundoora to Mill Park extension with work starting from the Mill Park end. About one quarter of the track has been completed and the imported rail is being used for this work. Trackwork is likely to be completed by April 1995 but overhead work is dependent on completion of a freeway overpass.

During December light rail and route 12 services were disrupted for five hours after a bicycle courier was killed in a collision with a van at the Clarendon Street/light rail roundabout. Replacement buses were not available so Route 96 was maintained by two trams shuttling between St Kilda station and





Members of the AETM enjoy an evening trip on Adelaide's restaurant tram, "The Grand Lady" on Saturday, 26 November 1994.

PAUL SHILLABEER

Port Junction, operating as a pair of independent single tracks.

### Adelaide News

Adelaide's restaurant tram, H 378 returned to service on a trial basis from Friday, 11 November 1994 and is being catered by the Ramada Grand Hotel at Glenelg. The tramcar restaurant closed down in 1991 after being in the hands of receiver-managers for two months. Now named "The Grand Lady", the tram was booked by the Australian Electric Transport Museum for a "drinks and nibbles" trip on Saturday evening, 26 November 1994. Forty-two members and friends (the seating capacity of the tram) enjoyed the experience of dining on a restaurant tram.

### Parramatta Park News

The Steam Tram and Railway Preservation Society's Board of Directors has been directed by its members at a General Meeting held on Saturday, 15 October 1994, to evaluate the following site options:

Richmond Vale, Thirlmere, Loftus, Yass, Penrith Lakes, Baulkham Hills, Valley Heights, and Powerhouse-Darling Harbour.

It is expected that a decision will be handed down at a meeting to be held on Saturday 4 February 1995.

### Letter to the Editor

Your attention is drawn to inaccuracies contained in an article about the City Circle Cars on page 20 of the August 1994 (No. 258) issue of "Trolley Wire".

The magazine "Trolley Wire" is an amateur publication, and one to which I have previously subscribed. However even casual reference to the state-

ments on page 20 should have indicated to yourself as Editor that they were unlikely to be correct and therefore should have been clarified prior to publication. The actual authorship of the article is not made clear.

Unfortunately the article has incensed many employees at the Spotswood Electrical Workshops who have worked with considerable dedication in order to provide high quality traction motors for the City Circle fleet. The following comments are made in order to provide some rectification of the damage caused by this article.

#### 1. The following statement is made in the article:

"it was revealed that some of the problems are not the fault of the tramways"

The "tramways" as described in the article have become part of a larger organization, called the Public Transport Corporation, in order to provide a better co-ordinated transport system for Melbourne. Many of the previous "tramways" staff are employed at the spotswood plant, including myself, and we take exception to the implied "put down" that is inferred by this comment.

#### 2. One of the statements in the article reads as follows:

"For example, a quantity of traction motors for W Class cars was rewound at Spotswood railway workshops using insufficient turns of wire of too small a size".

Spotswood Electrical Workshops is not a "railway" workshops. Half the factory floor is devoted to producing high quality rotating machinery for the tram fleet. The staff at this location work in close harmony, despite coming from many different areas within the Public Transport Corporation. The staff resent such statements because they do not aid our aim of providing premium quality overhauled machinery for use throughout the Corporation's vehicle fleet.

The latter part of this quotation refers to the rewinding of GE247 armatures for the W Class City Circle Cars.

Rather than "using insufficient turns of wire of too small a size" the following procedure was in fact used:

#### a. Drawings were obtained from Preston Workshops

in order to determine the full construction details of the armature coils, including such details as wire size and number of coils.

b. Drawings were also obtained from the original manufacturer, General Electric, in Erie, Penn., U.S.A.

c. Discrepancies between these drawings were examined and corrected.

d. Armatures were given to various reputable rewinding companies in order for them to strip armatures and confirm winding details.

Ze. There is no possible doubt that the correct number of turns of wire, of the correct size and with appropriate insulation have been used on all GE247 traction motor rewound armatures.

Another quotation from the magazine states:

"The space left over in the slots was filled with insulating varnish, contrary to all the rules of motor rewinding".

World's best practice for armature rewinding is to complete a rewind using a Vacuum Pressure Impregnation varnishing process. The Public Transport Corporation installed the best possible equipment at Spotswood Electrical Workshops when the Plant was opened in 1987. The process is used for varnishing armatures in order to produce armatures which have the highest possible reliability.

The next statement reads "Motors from another source have been found satisfactory". All the overhauled traction motors supplied for the City Circle Cars have been sourced from the Spotswood plant. A variety of external suppliers have been used to provide some components, and these components have been produced to exactly the same Electrical Workshops specification. All these traction motors have been assembled by P.T.C. employees at the Spotswood factory.

All in all the ill considered tone of the published comments are unfortunate and to be regretted.

Paul Bradbury  
Manager Electrical Production  
Spotswood Electrical Workshops

# C.O.T.M.A

## Council of Tramway Museums of Australasia

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From Former Executive Officer Bill Kingsley

### Incorporation

COTMA is now incorporated! On Thursday 3 November 1994, COTMA became an Association incorporated under the Associations Incorporation Act 1981 (Victoria).

It has been a long road. The writing of a new Constitution (Rules and a Statement of Purpose began back before the 1990 Wellington Conference and was knocked into final shape at that Conference General Meeting. Problems were then realised with the winding up clause and a new clause was ratified at the Perth CGM. Some very minor changes to the wording to suit the authorities have since been made (without changing the intention of the Rules), leading to the conclusion of the formalities.

It will now be necessary to have an Annual General Meeting (to be attended by at least one representative from each Member Museum), independently of Conferences.

COTMA extends its very real thanks to Legal Officer Tony Sell (TMSV) for his patient and thorough involvement in this project.

### Headlight Lenses

Wellington Tramway Museum has a need for 8-inch headlight lenses. No spares are known by COTMA's Operations Group. Does any museum have any spares they could sell to the WTM? Contact the COTMA Executive Officer or WTM.

### Cards of Introduction

These cards, which will introduce members of museums to their kindred museums, have been produced and were given to museum COTMA representatives at the Bendigo Conference. They will only be available to **active** members, should be accompanied by a letter of introduction from the home museum Secretary, and **must** be preceded by a letter or phone call to establish contact with the host museum.

### PCC 980

In a very real demonstration of sharing and mutual assistance between COTMA Museums, Melbourne PCC tram 980 is soon to head to Sydney. The TMSV, who have been looking after a very passive 980 for many years, have determined that it has the best chance of operation again by being relocated to Loftus, where SPER are developing considerable expertise with PCC tramcars. Well done, TMSV and SPER.

### A Final Report

The Bendigo COTMA Conference has come and gone. It enjoyed the largest number of tramway museum delegates at any conference, the largest number of VIP guests, and the most thorough and diverse programme of sessions and workshops. Together with the post-conference activities, there were ten days of non-stop action from December 2 to 11.

It was, as always, a time of sharing between delegates and between museums, a time of providing encouragement for each other, for renewing old friendships and creating new, for recharging the batteries.

Geoffrey Claydon, Vice-Chairman of the Tramway Museum Society (who operate the National Tramway Museum at Crich in Britain), was our Principal Guest. He spoke formally to us on three occasions and led into one of the workshop sessions. But he was also one of us, participating fully in all that we did, and inspiring us with his professionalism, dedication, humour and humility. It was marvellous to have Geoffrey amongst us again.

Phil A'Vard, from Puffing Billy, also joined us, especially to alert us to our responsibilities in the new world of accreditations and codes of practice.

I do not believe that the Conference gave sufficient recognition to the tremendous input of Dennis O'Hoy, Chairman of the Conference Committee. From the start, the form of the Conference, and of its activities in Bendigo, was his vision, his plan and

he led the Committee strongly and with understanding leadership towards his goals. It was Dennis who arranged all the facilities at the Phoenix Conference Centre. For me, it was a privilege to be part of his team. Dennis was given great support by Dennis Bell, Keith Kings, and by the loyal hard working team of Myra, Deborah, Jill and Christine from the Bendigo Trust office.

My part in the conference was three-fold. I provided the liaison with COTMA, I shared the planning of the Conference sessions with co-COTMA, co-Bendigo stalwart Keith Kings (great work Keith), and I was the sole organiser of the four days of post-conference activities in Melbourne. This all turned out to be a mammoth personal task, especially from September onwards working six days a week from morning to night towards the success of the Conference. Yes, I really was burnt out even before the Conference began, but it was worth it.

Thanks are due to LaTrobe University for the use of their excellent facilities, to the TMSV, BTPS and MTPA for their part in the programme, to MetBus, TMSV and John Phillips for providing great assistance with our transport needs, and to our volunteer driver-delegates, Andy, Graeme, John, Rod, Dennis and Tim.

There was tremendous support from particular Conference delegates. It was sought and freely given. Thanks to all those who volunteered as Presenters, Session Chairpersons and Scribes. Special thanks to Richard Gilbert, Don Campbell and Dave Hinman for their significant preparation for, and dynamic involvement in, our Sessions programme. Thanks also to John Shaw who seemed to thoroughly enjoy his responsibilities towards the thirsty amongst us (and in that heatwave, wasn't that everybody?).

About COTMA. This Conference witnessed the end of an administrative era. As Chairman of COTMA since our beginning in 1975, Dr John Radcliffe has provided policy direction, led our political and international activities, and chaired the Conference General Meetings. As Executive Officer since 1986, I have provided 90% of the normal work output of COTMA. The vision, the drive, the enthusiasm have been mine. As both the EO and the EO's secretary, I have had to be the powerhouse of COTMA. On the Executive, Lindsay Richardson, Dave Hinman and Carolyn Dean have provided tremendous and most appreciated support, guidance

and encouragement.

But we are heading into a new era, a new phase of activity. Museums are being involved in accreditation, codes of practice, OH&S. They are moving from hobbies to professional presentations. The community out there is asking more of its custodians of history and heritage. Fully commercial heritage tramways are being established and must be part of us. Bus and coach museums are interested in our achievements.

COTMA must assume leadership in all of this. The work can no longer be done from virtually a single desk. It needs a team sharing responsibility towards common goals. It needs new momentum, new zest, new faces. To this end both John and I have stepped aside from our established roles, welcoming new leadership. The Conference approved an expanded Executive and elected as follows:

Chairman.....	Lindsay Richardson (PETS)
Deputy Chairman.....	Bill Kingsley (BT)
Executive Officer.....	Richard Gilbert (BTPS)
Assistant Executive Officer.....	John Lambert (BTMS)
Australian Executive Member.....	Howard Clark (SPER)
New Zealand Executive Member.....	Dave Hinman (THS)
Treasurer.....	Carolyn Dean (BTPS)
Immediate Past Chairman.....	John Radcliffe (AETM)

So this is my last treatise to you as retiring Executive Officer. I ask you all to provide your fullest support to Lindsay and Richard as they lead us into the future. Heartfelt thanks to all those who have supported me so fully in the past, to those who have welcomed me to their museums, their meetings, their homes, to those of our Operational Group who have provided me with invaluable help, and to all of you at every COTMA museum, for we are all part of one huge united movement. Let us all continue to share with each other and support each other, for only that way can we achieve our fullest potential.

See you all in Hobart for our 1996 Conference, to be hosted by TTMS. And, if you are a Museum member and haven't been to a Conference yet, we would all like to welcome you.

# PARKLINK

## Sutherland Tourist Tramway (SPER)

From Michael Barry

On Tuesday, 25 October 1994, museum members were able to successfully replace the two signal masts in the centre island of the Princes Highway level crossing. The operation was carried out with the co-operation and assistance of the Roads and Traffic Authority, who closed off one northbound and one southbound lane from 8.00pm to 11.00pm, provided a portable lighting generator, and protected the operation with their flagmen. Alf Bailey's crane was used to lift out the old posts and install the new ones in their place. At the same time, the old white-on-black signs were replaced with new standard black-on-white ones.

The operation went well and was completed by 10.30pm. The RTA insisted, however, that the crossing should be tested with a tram to ensure everything worked as it should despite our having tested the lights and circuits. At 10.40pm, Brisbane car 295 became the first tramcar to cross the highway at night. Under normal circumstances operation over the crossing at night is not permitted.

Our crew consisted of Dave Bennett, Bob Cowing, Frank Cuddy, Peter Hallen, Mal McAulay, and Geoff and Chris Olsen, who are congratulated on completing the work successfully and on time.

# LOFTUS

## South Pacific Electric Railway

From Michael Barry and Bob Merchant

### Railway Heritage Grant

On 7 November 1994, the Director General of the Department of Transport advised the Museum that its application for funding under the Railway Heritage Grants Scheme had been successful.

All applications submitted were considered and assessed both in terms of their eligibility and their relative merits by an Evaluation Committee convened by the Department for this purpose when the Scheme was established. Committee members were chosen from a number of organisations in order to bring together a range of relevant expertise. During the evaluation process the Committee undertook a considerable number of site inspections and the whole procedure was oversighted by an independent probity auditor.

Grants totalling \$226,340 were approved for our organisation and are for the following projects:

- Complete restoration of C type tramcar 29, which is currently dismantled - \$16,500
- Installation of fire sprinkler system in display and restoration buildings - \$75,690

- Erection of operations building (540 sq.m) for tramcars and spare parts - \$134,150

The amount approved in each case is the maximum amount payable following completion of the work in accordance with our applications, and submission to the Department of original receipts for all moneys expended between 7 November 1994 and 30 April 1995.

A total of fifteen organisations will benefit from the \$2 million available. We are particularly pleased to note that the Steam Tram and Railway Preservation Society was successful in obtaining a grant of \$35,000 towards a new body for steam motor 103A.

Work on the reconstruction of C 29 commenced after Christmas when the freight car and 29 exchanged places in the workshop.

### Earthworks and Site Clear..ice

Tom Tramby has been busy with his CSO workers clearing the site for the new operations building between the railway boundary and the existing main building. The Albion doubledecker has been moved





*The traverser as it appeared in October. The rails have since been extended towards the fence in the background. The supporting wheels and rails at the outer ends will be added as construction progresses.*

BOB MERCHANT

*This large hole in the foreground next to the recently completed exterior wall of the display building, seen here in late October 1994, has since been filled in using rock and soil excavated from the traverser site*

BOB MERCHANT



off site and rail stacks, bogies and sundry heavy equipment and spares relocated under the watchful eye of Laurie Gordon. Clear access is now available and earth excavated from the traverser pit and the front of the Tramway Avenue retaining wall has been used to level the area. Surplus earth and rock has been placed at the rear of 7 and 8 roads where the level of the former great hole has now reached the intended shed floor level.

### Car Works

The efforts of Geoff Spaulding, Jim Jarrett, Joe Kirchenburger, Howard Clark and Harry McKay are bearing fruit as O/P class 1089 makes good progress. The floor is complete, seats ready for installation, roof timbers and side destination boxes being installed, with excellent progress on body ironwork and brackets. By the last week of November, the kauri ceiling boards were being installed, with one compartment completed.

The carefully researched colours now being applied to Brisbane Phoenix car 548 look resplendent, despite some early problems with the finish.

## FERNY GROVE

### Brisbane Tramway Museum Society

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From John Lambert

### Dropcentre 341

Following many years of restoration by museum members, dropcentre 341 was relaunched into traffic by the Lord Mayor of Brisbane, the Hon. Jim Soorley at 11.00am on Saturday, 12 November 1994.

The ceremony was attended by a number of VIPs plus a large number of members and friends. The Lord Mayor took the controls for a short drive in 341 before retiring to the new display room for "tea and biscuits".

The restoration of 341 is a credit to all the members who have worked on it during the past years and this tram is now the pride of the museum fleet. The Museum produced a special edition of its house

John Matts and Ian Hanson have put many hours into this and the results are showing. Tony Cody, Ken Stockdale and Vic Solomons have also put much time and effort into this car.

John Matts visited Ferny Grove in November to obtain available data on the colours for all our Brisbane cars as well as exchanging information on mixing and tinting colours. This exchange of information is proving beneficial to both organisations as Troy Thomas and Peter Hyde had previously visited Loftus to view first-hand the work being carried out on 548, particularly on the mechanical and electrical side.

548's second truck is in the workshops for a complete overhaul in line with the work done on the first truck.

Mal McAulay and his assistants have been down in the pit checking all the underfloor equipment on L/P class 154 and O class 1111 to ensure they meet accreditation standards for operation over the museum line towards Sutherland.

newsletter, *Facing Points* which featured a cover with three colour photographs to commemorate the relaunching of 341.

### Kubota Tractor Mower

Immediately following the relaunch of 341, the local ward alderman, Councillor Ann Bennison presented the Museum with a "used" (200 hours use only) Kubota ride-on tractor mower. This mower is ex-Brisbane City Council Works Department and is in very good condition, having been maintained by the City fleet mechanics. Denis Crump, our Museum grounds supervisor is now able to mow the entire museum area in slightly over one hour. The Museum's engineering division has modified the carport next to the members' facilities house by installing walls and a large door to create the new "mower shed".



*Brisbane's Lord Mayor Jim Soorley says a few words from the platform of open car 65 before relaunching 341 into service on 12 November 1994.*

JOHN MATTS

*Dropcentre 341 on its first run with the Lord Mayor at the controls and invited guests on board.*

JOHN MATTS



## Archives Relocation

The massive task of moving the archives from several locations around the museum to the new archives room commenced on Sunday, 23 October 1994. The Museum possesses many thousands of plans, drawings, files and memorabilia which can now be properly sorted, stored and be available for access.

# BYLANDS

## Tramway Museum Society of Victoria

From David White

### Bylands on "Sunday"

On Sunday, 24 July 1994, a film crew from Channel Nine visited Bylands to take film for a segment on trams to be shown on their "Sunday" programme. This was screened on 2 October and featured trams X1 class 467, W1 class 427 and SW class 644. X1 class 467 and driver Richard Lamprill (aka Patrick) starred in the scenes taken at Bylands. Members Norm Cross and Shane Moore also appeared on the programme talking about their love of trams.

*The TMSV's Ford Trader hauls 410 out of the carriage museum at Lakes Entrance on Saturday 19 November 1994.*

DAVID WHITE

## D.B.C.S.

A distributed battery charging system has been installed in the workshops to maintain the Scammell and tower wagon batteries on constant float to keep them charged. The system consists of an ex-PMG 24 volt 20 amp battery charger and a set of auxiliary float batteries. The vehicles only require plugging in when they return to their respective parking bays.

### Vale - Bob Serle

Bob Serle, Secretary of the TMSV since 1989, passed away while preparing to leave his unit for Bylands on Sunday, 30 October 1994. A considerable number of members attended a special Memorial Service held at the Holy Trinity Church in Kew on 9 November.

Bob, in his retirement, chose to share his expertise with, and encourage, a group of "young chaps" to whom he could bring his mature help and guidance. He was actively involved in tramcar restoration, working on cars 667, 673 and 220.

Bob gave the Society great financial support. The cable car shed which will house our collection of



cable car and horse tram vehicles was possible solely thanks to Bob Serle.

He will be greatly missed by everyone at Bylands who worked with him.

### Cable Trailer No. 410

Cable car trailer 410 was transported from Lakes Entrance back to Bylands over the weekend of 19/20 November, after being purchased from a local carriage museum which was closing down. The long weekend started on Friday evening 18 November when Rod Atkins, David White and Russell Jones went up to Bylands to bring our Bedford tipper, tri-

axle trailer and Ford Trader down to Melbourne ready for an early departure the next morning.

After a long drive down to Lakes Entrance, we arrived at the carriage museum about 4.00pm. The Ford Trader was used to pull 410 out of the museum building onto the roadway where it was positioned for loading onto the tri-axle trailer. Once loaded, we headed for Bairnsdale for the night.

The car is in poor condition, having been out in the open for many years before being acquired by the Lakes Entrance museum six years ago. Nonetheless, the tram received a lot of interest from pedestrians and other road users during the journey from Bairnsdale to Bylands.

The crew at Bylands were ready for the tram to be unloaded upon arrival after the long journey. Car 410 was unloaded straight into the cable tram shed onto temporary track specially laid by Graham Jordan.

All in all, the exercise went very well. Although it will be a big restoration job, it is another valuable

*The Society's Birney has been transferred from Melbourne to Bendigo where it took part in the COTMA Conference activities. It is seen outside the Bendigo Tramways' depot in December 1994.*

GRAEME BENNETT





addition to our cable car collection. We would particularly like to thank Tony Hutchins for helping us with the removal of 410 from the museum and its loading at Lakes Entrance on Saturday. We would also like to thank the members at Bylands who waited patiently for our arrival to help unload, and of course Rod Adkins, John Turnbull, Russell Jones and David White who travelled all the way to Lakes Entrance and back. A job well done.

### Kiosk and Display Hall

With completion of the basic shell of the building finalised in September, the area around the new building was cleared of all unused roof trusses and wall panels. With the arrival of the summer weather, the kiosk in the northern end of the building has had blinds and flywire screens fitted. Progress on fitting out the southern end of the building will continue during 1995 as finances and resources permit.

### COTMA Conference

As a prelude to the conference in Bendigo, a number of delegates visited Bylands on Friday, 2

*AEC Mark IV No. 624 from the PTC heritage fleet following handover to the TMSV in December 1994.*

GRAEME BENNETT

December to inspect the museum and ride our trams. Many delegates also had the opportunity to drive under supervision. Trams W1 class 427, W5 class 795 and W7 class 1001 were used. The Society's AEC Regal Mk III bus No. 537 also ran trips for those interested. A barbeque lunch was organised by The Bendigo Trust and we would like to thank them for helping out on the day.

The Society's Volvo No. 850 was used to bring delegates from Spencer Street Station and Tullamarine Airport to Bylands as well as providing transport around Bendigo during the conference. It was used for travel to Ballarat and Melbourne and for post-conference activities as well. Our AEC Regal Mk VI No. 759 also provided two days of post-conference transport in Melbourne. Both buses ran well, considering the high temperatures experienced in Victoria during the conference.

### Buses and Motor Vehicles

As part of the Kennett Government's wish that the people of Victoria see more of the PTC's heritage bus fleet, the heritage buses were allocated to various groups and individuals. The TMSV were allocated AEC Regal Mk IV No. 624 and AEC Regal Mk VI No. 776. This brings the number of buses either owned by or loaned to the Society to a total of six. The Museum's fleet now consists of one Mk III, two Mk IVs, two Mk VIs and one Volvo.





During the COTMA Conference period, the opportunity was taken to have our Bedford tip truck serviced and the Ford Trader cleaned. The Society thanks Rod Adkins for putting his own time and effort into cleaning and making repairs to the Ford Trader in Melbourne while on holidays.

*AEC Mark VI No. 776 from the PTC heritage fleet following handover to the TMSV in December 1994.*

GRAEME BENNETT

## ST KILDA

### Australian Electric Transport Museum

From Colin Seymour and Ian Seymour

#### TransAdelaide Bus Service

During October 1994, TransAdelaide provided a trial bus service to St Kilda and promoted the service as "St Kilda Getaway". The service was run on Sundays and school holiday Wednesdays, and connected with trains at Salisbury Interchange. An hourly service was provided to St Kilda between 10.30am and 1.30pm. A similar number of return trips were provided, the last leaving the Museum at 4.00pm.

TransAdelaide installed a special bus stop in the Museum car park and hung TransAdelaide "Smart Move" banners down the length of St Kilda Road. A terminal stop was provided near the St Kilda Mangrove Trail. Over 420 passengers travelled to St

Kilda during the October promotion, with over one quarter of them disembarking at the Museum.

The AETM assisted with the promotion by opening at 10.30am on a number of days, and by providing a photographic display in TransAdelaide's customer information office in the city. The promotion was the result of months of planning by Kym Smith and Glen Paull with TransAdelaide, Salisbury Council, The Mangrove Trail, the St Kilda Progress Association, the St Kilda Hotel and "Tackle and Grub".

#### Community Service Announcement

The Museum has had a 30 second television community service announcement made. Filming the CSA by Channel 7 took place over four hours on a school holidays Wednesday during the "St Kilda



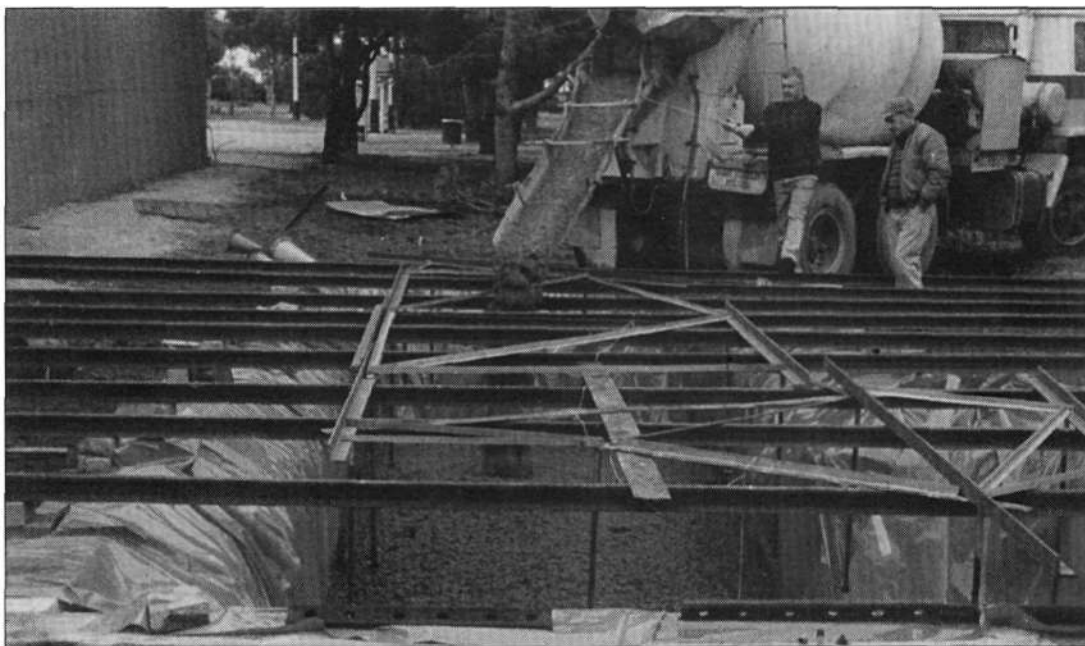
*TransAdelaide MAN bus 1875 unloads passengers in the Museum's car park on 5 October 1994.*

PAUL SHILABEER

*ATM Members and freinds with H class 378 the "Grand Lady" at Victoria Square, Saturday evening 26th November 1994.*

PAUL SHILABEER





Getaway" promotion. To ensure good crowds, the day was advertised as a \$1.00 day.

To create maximum impact during 30 seconds, as many trams as possible were used in service on this day, the aim being to show lots of people on lots of trams - big, small, red, green and silver.

Production of the 30 second announcement cost \$1600. For this money the AETM received seven broadcast-quality copies of the community service

*One of the seven loads of concrete required to fill the hole for the wheel lathe bed with 34 cubic metres of concrete on 4 November 1994.*

IAN SEYMOUR

*H1 type 381 passing TransAdelaide roadside banners on St Kilda Road on 5 October 1994.*

PAUL SHILABEER



announcement. We then wrote to each metropolitan TV station asking for them to provide free air time. Interestingly, channels 9 and 10 have shown the announcement on several occasions. Results at this early stage have been very encouraging. Good crowds have been reported through the Christmas-New Year period. Fine weather and a couple of mentions in the press also helped.

### Birney 303

Progress continues on the refurbishment of Birney 303. Recent work has included:

- manufacture and fitting of new motorman's sashes;
- manufacture and fitting of new switchboards and surrounding decorative timbers;
- resealing roof vents and retreating the canvas
- rebuilding the destination box housings

*A gridwork of rail and angle iron was used to position the hold-down bolts for the wheel lathe. Trolley troughing was used as boxing. The hole is for gear clearance. The lathe is in the background covered by two halves of the old rainwater tank. Although unsightly, the tank has protected the lathe from the weather over the past couple of years.*

IAN SEYMOUR

Repairs and refinishing the seats is continuing as is the refinishing of interior timbers and doors. Repainting the exterior panels has commenced.

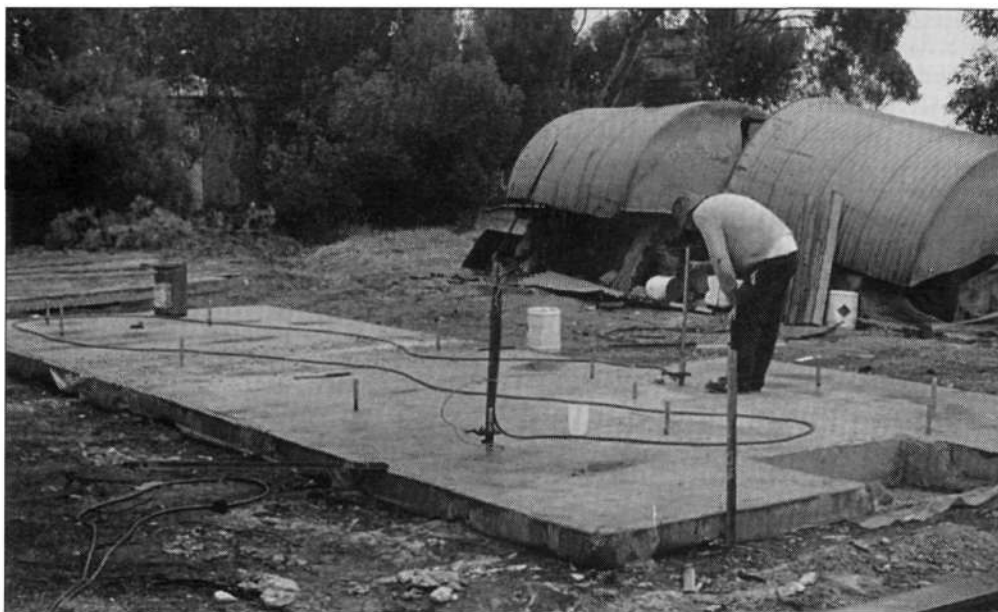
### Wheel Lathe

Ian Seymour reports that Friday 16 December signalled the "final turn into the home straight" when the Craven wheel lathe was rebuilt and craned onto its foundation.

The foundation follows the blueprint supplied by Preston Workshops. It is an "L" shaped construction 27 feet long with base and top to the "L" of 12 feet and 8 feet, dug to a depth of 4 feet. Trolley troughing from City Depot was used as boxing, raising the floor level to 5 inches above the surrounding ground on the north side of the workshop. Seven 40 pound rails were laid across the width of the excavation on bricks in turn on top of the troughing. Two inch angle section was laid lengthways on top of the rails. Six sections of this angle were drilled with two holes per section, each hole corresponding with a hold-down foundation bolt of the lathe. Smaller sections of angle were used to triangulate the jig from all bolt positions. The whole jig structure was tack-welded to the rails for rigidity. Threaded rods 2 feet long were hung from gutter bolts at the triangulation points, the threaded rod having been previously drilled and tapped.







The whole excavation was then covered in plastic sheeting, spare fishplates being used as anchors to hold the sheeting tight on the ground and sides as the concrete was poured. Raising the jig above the boxing with bricks allowed screeding and levelling.

The pouring commenced on Friday 4 November at 6.45am. Seven truckloads arrived, totalling 34 cubic metres with one wheelbarrow load as a leftover! A box was built at one end to cast a hole for a gear wheel which protruded below the foundation top. The foundation was then surveyed for level and 40mm thick plate was cut up to provide pads to place under the lathe. The concrete was angle-ground to provide rock-free level areas around the foundation bolts. Two pads per bolt were generally provided. The pads were machined to reduce thickness or shimmed up and the whole lot surveyed again on the day of craning for final adjustment to within one millimetre.

Craning started at 10.00am with two cranes being used to move the bed in two stages. The gear and the motor and gearbox baseplate were assembled onto the lathe with much malediction. The lathe was then lowered onto its pads. Only one foundation bolt required bending; this either was bent during our "frustrations" or the original casting was out. Sleepers had been placed under the lathe to have it sit above the tops of the bolts while we eyed the bolts through the casting legs. This also made some assembly work easier.

*Peter Letheby uses a garden hose for a rough level using water. A Dumpy level was used later! Note the hold-down bolts for the lathe protruding from the concrete.*

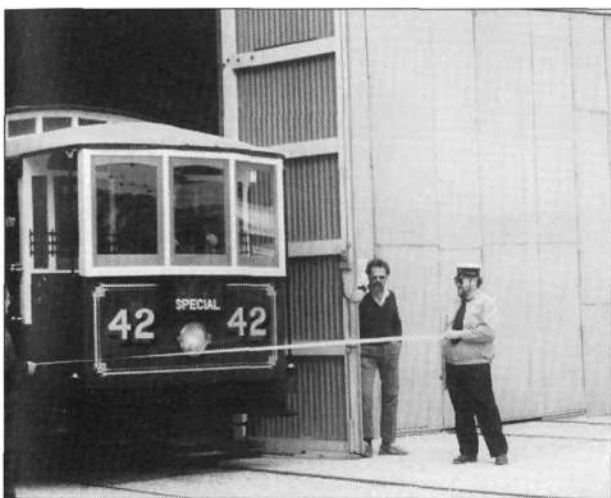
IAN SEYMOUR

One crane was used to move the motor, gearbox, two tool posts and axle set lifting gantry stored against the east workshop wall and assemble these back onto the lathe. This is the first time members other than myself had seen the wheel lathe complete.

After a final check on level, the cranes departed at 2.00pm. The lathe is covered in new plastic to stop children climbing on its structure and prevent rain from seeping in. The next stage will be erection of the shed over the lathe and concreting the walkway around the foundation with provision for wiring conduit. Compressed air lines will also be installed for the tool posts, tool clamps, gantry crane and the movable headstock clamp.

### Signal Cabin

After lifting the wheel lathe, one of the two cranes was used to assist with dismantling the signal cabin for its much needed reconstruction. The crane was used to take the weight of the roof while the sides were dismantled. The roof and lever frame were lift-



ed to a new site on the northern side of the depot fan near the road 2/3 switch. The cabin side timbers have rotted considerably, so a new cabin will be constructed using the parts as a pattern. On completion, the new cabin will be united with the roof and lever frame at the new location.

## BALLARAT

### Ballarat Tramway Preservation Society

From Dave Macartney

On 31 October, the BTPS filled another gap in its collection with the acquisition of Electric Supply Company No. 21, a Sebastopol type closed toast-track. This had been known to exist in the Daylesford area since disposal in 1935, but the description of how to get there, supplied by Bob Prentice some twenty years ago, did not tally with the local geography. Only in 1994 did Bob Lilburn point out that we had been looking up the wrong road! Once on the right road, the body was quickly located, though the house it was attached to appeared to be abandoned. The owner was found, and it turned out that he was within a few weeks of clearing the site, and we could remove the tram in exchange for demolishing the rest of the house. A second tram on the site, thought to have been a Sydney C class, was burned many years ago.

On Saturday 29 October, a crew of eleven people from the BTPS, all with a history of wrecking

*This photo should have appeared on page 33 of the August Trolley Wire instead of a photo repeated from page 35. The caption reads: "Chris Andrews on the left and Peter Keynes hold the ribbon across Road 2 as Kym Smith edges toastrack 42 forward following its launch by SA Transport Minister Diana Laidlaw. John Pennack holds the door." The photo was taken by Frank Seymour.*

### Other News

Over the past couple of months, John Radcliffe had been busy tidying up the stores shed, and removing stores from H type No. 355 to the stores shed. The result is a much tidier and well organised store of parts.

Eight members journeyed across to Bendigo in December for the COTMA Conference. Congratulations to Bendigo for a well organised conference.

things, turned up for the demolition. It comes as no surprise that they were able to totally demolish a house in an hour and a half. Under the floor were found various tram fittings, two saloon doors, the remains of three rats, a cat, \$1.61 and eight pence in coins, a wooden cloths peg and many old bottles.

Due to the tram depot being full, off-site storage at Newstead, near Castlemaine, was to be utilised, while at the same time various other items of BTPS property stored off-site would be moved. A long and complex programme for Monday 31 October was drawn up. This started at Miller Bros yard, where a pair of Brill 22E trucks and some other bits were picked up. The crane and road trucks adjourned to Bungaree, where the body of ex Hawthorn bogie car No. 121 was lifted from its resting place of the past ten years or so and loaded aboard, as well as the underframe of cable trailer 461, acquired for the horse tram project but used only for its brake gear.



*On Sunday 9 October 1994, Ballarat horse tram No. 1 journeyed through Ballarat to stand outside the Army Drill Hall as part of the Central Highland Historical Association's History Fair, whose theme for 1994 was "Transport". It created a lot of interest from fair patrons and passersby.*

WARREN DOUBLEDAY

*At the end of October, the Society recovered the remains of the body of Electric Supply Co. tram No. 22, located on a property just on the outskirts of Daylesford. The tram formed part of a small house. Society workers demolished the house in order to recover the tram. Seen here, the job is almost finished on Saturday October 29.*

CAROLYN DEAN



The cavalcade then moved on to Daylesford, where the body of 21 was added. With the wind getting up, slow progress was made towards Newstead, as 21 has one complete side missing, and despite some temporary bracing, was looking very shaky.

Arrival at Newstead in the early afternoon saw the body of 121 placed on the 22E trucks and rolled into the shed, then 21 placed on the cable underframe and rolled towards the shed, where it fouled the roof line by about six inches. This setback was solved a few weeks later by removing the sleepers, tying the rails to gauge with tie rods, and rolling the brakeless 21 downhill into the shed without taking out the back wall in the process.

The Central Highlands Historical Association held their annual History Fair at the Army Drill Hall in downtown Ballarat on October 9th. Horse tram No. 1 made one of its very rare appearances outdoors in order to promote this. Bob Buttrims and Bruce Roberts made available their vintage White semi-trailer rig, which comes with a collapsible goose-neck which folds down to form a ramp up which a

vehicle can be winched by the prime mover. The whole unit is completely self contained, and is normally used for moving traction engines and the like around the countryside. The tram was left on the back of the truck for the duration of the exhibition, and was quite a sight for motorists passing through town on the highway, and must have lured quite a few punters into the exhibition. One lady was heard saying to her companion, "I wonder if they made it specially for the exhibition?" By nightfall No. 1 was back in its accustomed place, no doubt telling all the electric cars about the changes which had taken place downtown since THEY were last down there.

No. 33 has joined 18 and 40 on the sick list, with the failure of a motor suspension bearing. Fortunately, this is more accessible than No. 18's was, though both cars should be back running before the end of the busy season. No. 28's axle bearings are due for replacement as soon as these jobs are out of the way, so it looks like a year of bearing problems, just as last year saw a host of problems with air systems, sanders, compressors, etc. These things always seem to occur in cycles for some reason.

## WHITEMAN PARK

### Perth Electric Tramway Society

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From Michael Stukely

Regular Thursday and Friday tram services were re-introduced in October following a request from Park Management. The Park is now being promoted as a five-days-per-week (Wednesday-Sunday) attraction all year round. We expect to commence Wednesday services early in 1995. Weekday services had ceased previously because we were unable to provide crews regularly on these days. This problem has now been overcome, thanks to our willing band of volunteers.

Two major functions, each of which ran for three days, were held in the Park in spring. The Horticultural Spectacular, sponsored by the Western Australian Horticultural Council (Inc), ran from October 28-30 and included indoor displays in the newly constructed Motor Museum of WA exhibition hall in the Village. The following weekend (November 4-6) brought Big Wheels in Action, an expo of heavy equipment organised by the Commercial Vehicle Industries Association of WA.

Operations Manager Lindsay Richardson reports that there was good patronage of the trams on both occasions, with a second car required each Sunday.

On 9 October, W4 class 674 was jacked at one end and the truck with a defective motor (TW Nov. 94) was pulled clear so that a motor exchange could be carried out. However, once the motor was removed, it was found that the axle was pitted and remedial work would be required before the refurbished motor could be installed.

A new set of axle bearings was fitted to Fremantle 29 in October after "a lot of juggling" by Noel Blackmore and his team. The axle boxes on the 77E trucks were found to contain a variety of lengths of bearing plates and wedges, with no two being the same! This meant that the components had to be custom made for each individual axle box. However, the end result is excellent, with the car now riding very well and the hunting having been almost eliminated.



*The newly completed skillion roof alongside the WP Pennenburg Workshops, with the tractor and Sunbeam trolleybuses 889 and 84 in place under it on 20 November 1994. The Leyland tow-truck and a tower wagon are visible in the workshops.*

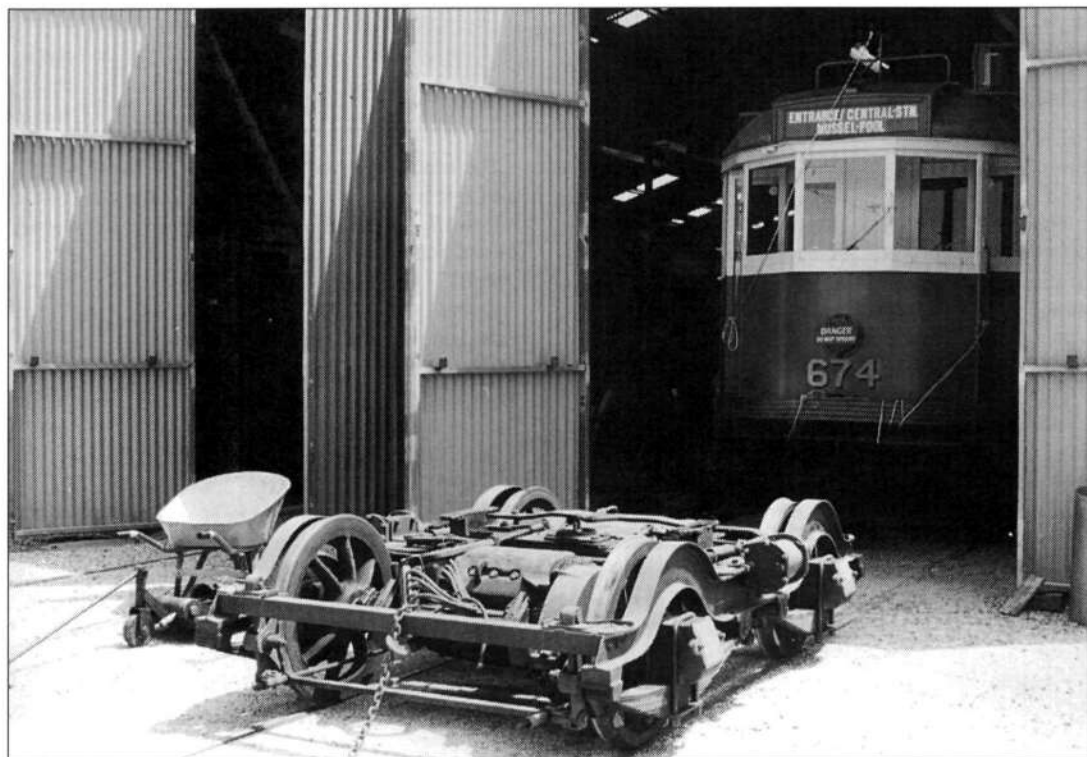
MICHAEL STUKELY

*New acquisitions in early November were a number of steel poles dating from Perth's tramway era. No prizes for guessing where they came from - street signs for Beaufort and Walcott Streets are still attached. Installation of median strips (complete with mature palm trees) and associated widening of the roadways at this intersection required that the poles be removed.*

MICHAEL STUKELY







*On 9 October it was hoped to complete a motor exchange on W4 class 674. Remedial work on a pitted axle will be required before this can be done, however.*

MICHAEL STUKELY

Trevor Dennhardt's track team put in a concentrated maintenance effort in October on the section north of Red Dam towards the Village, where a considerable amount of lifting and packing was needed through a wet area. Further work was also done over the full length of Farmgate Curve.

Ray Blackmore has had a frustrating time with the installation of backstays on the overhead poles at Stockmans Crossing. Although it was expected to be a straight-forward job, problems with a borrowed back-hoe in rather run-down condition meant that at least as much time was spent on back-hoe repairs as on backstay installation in October-November. Meanwhile, poles have continued to move in the soft sand in this area, causing the running wire to move further out of alignment. This in turn led to the trolley poles dewiring and damaging the overhead on the north-to-west leg of the triangle, which has required Ray's team to do remedial work...

On 15 November a skillion roof was erected along the full length of the north side wall of the W.P. Pennenburg Workshop. It now provides shelter for the two Perth Sunbeam trolleybuses, nos 84 and 889, as well as the tractor. This has freed valuable space inside the building.

Ten Western Australian PETS members attended the COTMA Conference in Bendigo in December. All of us thoroughly enjoyed the Conference and associated activities and tours, and visits to our sister Museums. Dennis O'Hoy and the Organising Committee are to be congratulated on their outstanding work in putting the whole magnificent show together!

#### **Errata: TW Nov 1994, p.40**

AGM: The list of councillors elected for 1994-95 should have included David Brown.

Rolling Stock: W2 class 393 was omitted from the list of service cars. It travelled 3319km in 1993-94.

# HADDON

## Melbourne Tramcar Preservation Association.

From Craig Tooke

The past few months have seen many hours of effort directed towards the completion of a number of major projects at Haddon and it has resulted in a number of major achievements.

### Overhead

Following the sorting of overhead fittings and completion of the network design, work commenced on making span wires for the south west curve which is situated at the rear of the tram depot. Craig Tooke, John Withers and Tony Smith undertook the manufacture of over fifty span wires which form the network and these have now been erected over the tracks.

Previously overhauled metal pole caps were fitted to each steel pole as span wire erection work progressed. The task of erecting the overhead was made easier by using overhead fittings which had been overhauled by Arthur Ireland some years ago.

Because of the radius of the curve and the use of a light weight catenary suspension, the network is extremely complex and its construction required considerable skill and attention. The finished result is excellent and a credit to all concerned.

While the span wires were being erected, Arthur Ireland and Tony Smith completed construction of two side bracket arms for supporting the overhead over part of the main line. This work included the overhaul and modification of scroll work from former SEC bracket arms obtained from Sturt Street, Ballarat, and making new pipe arms and mounting brackets. All components have been primed and given several coats of gloss black enamel. The completed brackets will be erected when time permits.

A stocktake of overhead fittings revealed we have sufficient cap and cone type trolley ears on hand for use along the main line right up to the terminus. The use of this type of ear should add to the historical flavour of the museum.

### W2 Class 407

The other major achievement at Haddon over the past few months has been the completion of restoration work on W2 class 407. This has transformed a virtual body only into a sight to behold.

Arthur Ireland and Tony Smith spent many hours painstakingly completing the final paint work, varnishing and refitting body components in the weeks leading up to December. This work was completed in time for the tram to be available for visitors to inspect and ride on 7 December.

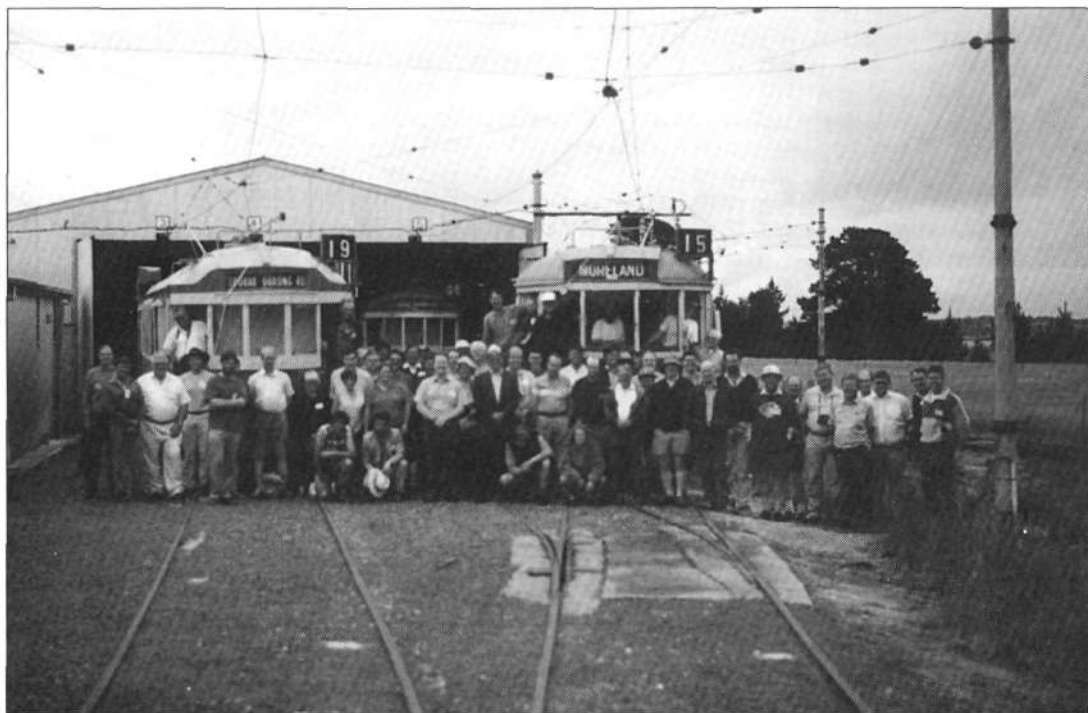
Some minor work has still to be completed, such as the application of number and monograms, and these will be completed by the time this report appears in print.

We are proud to the restoration work on the tram and on behalf of our Association I would like to express our thanks to Arthur Ireland and Tony Smith on a job well done.



*Craig Tooke and Tramway Museum Society Chairman Geoffrey Claydon at Haddon on 7 December 1994.*

JOHN PHILLIPS



*1994 COTMA Conference delegates visiting Haddon on 7 December 1994*

JOHN PHILLIPS

### COTMA Conference

The Association was represented at the recent COTMA Conference by Craig Tooke, John Withers, Dean Filgate and Lloyd Rodgers, all of whom found the activities to be informative and well run.

Post-conference activities included a visit by delegates to our museum at Haddon on 7 December. The visitors were able to enjoy rides on our trams, inspect our museum and view our activities first hand. We are sure that those who visited our museum on this day enjoyed themselves.

We would like to thank Dennis Bell, Dennis O'Hoy and the other members of the Bendigo Trust for their efforts in hosting the 1994 COTMA Conference and we look forward to the 1996 Conference in Hobart being a similar success.

## BENDIGO

### The Bendigo Trust

From Len Millar

#### Car 441

One could be forgiven for thinking car 441 likes the limelight. After trundling around Melbourne's streets for most of its 58 years in an inconspicuous green and cream livery, it now appears as if she now wants to be anything but drab.

In 1985, 441 received a striking paint job at Preston Workshops involving hundreds of small triangles of many colours to celebrate Victoria's Sesquicentenary (150 years). Then in 1988, 441 moved to Bendigo and received signage, turn indicators and a tape sound system for a new lease of life as a Talking Tram.



Recently, Bendigo Tramways volunteers Jim Willcox and Alyson Renwick involved 441 in plighting their troth. Alyson rode to the Depot ceremony on board 441 in beautiful sunshine. Of course, Alyson outshone 441 - but the wedding photographs sure are colourful!

And now it's happened again! The local Loddon Campaspe College of TAFE, in a joint venture with the Bendigo Tramway, has adorned the car with internal silk-screened panels and external "wether-tex" panels depicting themes about Bendigo, its cultural and natural heritage, and its landmarks. Lizards and dragons and a host of other images are featured - in vivid colours.

Painting and print-making students, under the guidance of three teachers, put the finishing touches to many hours of work in time for a launch through a big paper banner on Thursday, November 3. Ballarat's Haymes Paints provided the paints, and 441 provided the "vehicle". 441 has the distinction of being Bendigo's first "art tram".

### COTMA Conference

Readers will learn elsewhere of the recent successful COTMA Conference hosted by the Bendigo

*W2 car 441 breaks through the banner on 3 November 1994 to launch its TAFE "art tram" career.*

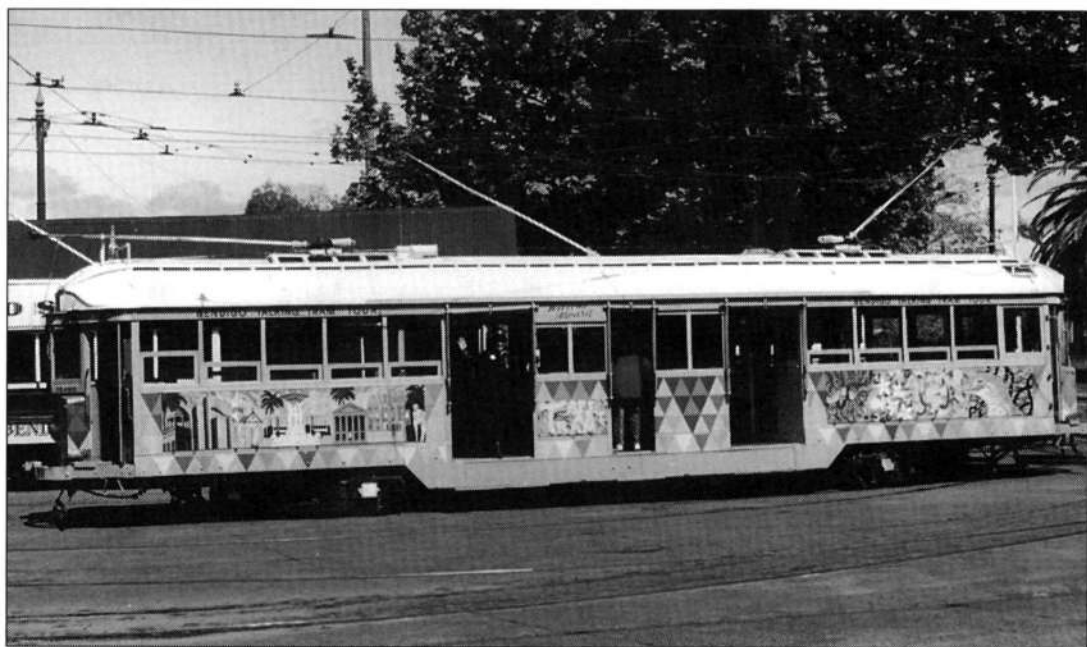
DENNIS BELL

Trust. At the close of the Conference General Meeting, the Bendigonians who helped make it all happen were thanked.

Much behind-the-scenes work was needed in the lead-up to the conference, much less "during", and even "after".

Dennis O'Hoy, Conference Chairman, expressed his appreciation to Conference Secretary Myra Potter and her helpers Deborah Blake and Christine Nicholls. Dennis Bell, Jill Moorhead, her daughter Kim, Shed Foreman Harold McCarthy, Ted Bowles, Julie Cain, Lee Heath, Mick Hearn and Len Millar all pitched in and gave something "extra". The Running Office, the depot's front barge boarding and some of the cars all got a lick of paint. We were proud of the efforts made by these people and we thank them again most sincerely.

All of the preparations and the Conference itself were superimposed on a daily revenue tram service plus charters, and Dennis Bell performed a herculean juggling act to keep it all going smoothly.



*Eleven of the twenty-two cars taking part in the Cavalcade of Trams on 3 December 1994 to mark the COTMA Conference are seen in this view of Mall Mall, Bendigo.*

DENNIS BELL

*A side view of car 441 with its TAFE art decorations.*

DENNIS BELL







### Brassed Off!

The Bendigo tram depot, now in its 92nd year, reverberated to the sounds of four local brass bands on the night of Saturday, November 12. Almost half of the trams were parked outside for the band competition and the rafters rang to the sounds of the City of Bendigo Brass, Eaglehawk City, Golden Square Concert Brass and the Greater Bendigo Concert Brass. Tramways Superintendent Dennis Bell supervised the evening and reports that it was an amazing scene. Each band was required to provide a cabaret performance. The winning band was the Greater Bendigo Concert Brass and it performed superbly!

As with the launch of 441 - the "technicolour tram coat" - the local media covered the event. One hundred and one uses for an old tram depot, continued.

## ELECRAIL

### Electric Railway Division of SteamRail Victoria

From Don Potts

#### C.O.T.M.A.

The ElecRail Division of SteamRail Victoria was pleased to host participants in a COTMA post-conference broad gauge electric multiple-unit tour on

#### Postscript

All the recent excitement for car 441 must have got it a bit confused. Twice during the COTMA Conference it departed from the script - and either thought it was as narrow as a Birney or didn't feel totally bound by the strictures of 1435mm track. Colin Seymour (AETM President) and Len Millar were urged by the Conference attendees not to give up their day jobs!

441 is reported to have been last seen having a cuppa, a Bex and a good lie down - down the back of No. 2 road!

Saturday, 10 December 1994. After arriving at the SteamRail Depot at 9.00am in preserved PTC buses, the party visited the adjacent West Block of old Newport Railway Workshops which has been made

available to preservationists. Here much interest was shown in the large number of mainly W class trams stored inside the National Trust classified buildings. Over at the SteamRail Depot, the visitors admired seven years of ongoing dedicated work on swing-door electric motor 137M and Tait stock. The ecumenical spirit prevailed with electric traction fans openly photographing steam locomotives! After morning tea, the special two-car train 106-year-old 107M and Tait double-ended motor 470M departed Newport at 11.25am, reversed at Flinders Street platform No. 1 and proceeded via the Underground Loop to Ashburton on the Alamein branch where lunches were distributed. On arrival at Belgrave, the visitors transferred to the Puffing Billy narrow gauge railway to Lakeside. At 5.05pm they rejoined the broad gauge, travelling via Williamstown and terminating at 6.52 pm at Newport.

### Rolling Stock

During the weekend 7-8 January 1995, swing-door electric motors 107M and 137M were transferred by restored diesel-electric locomotive T364 into the West Block at old Newport Workshops, where 137M will be lifted by the overhead travelling crane for removal of bogies for overhaul. Veteran 6-wheeled brake van 470ZD with dual screw and autocouplers was utilised as a match vehicle with the autocoupled T364.

After 25 year in open storage, first class trailer 12BT was moved inside the SteamRail carriage shed with Tait motor 327M which is due for a repaint. 12BT, which will be a major restoration project through beyond the year 2000, will become the *pièce de résistance* of a three-car swing-door train.



*ElecRail's 106-year-old swing-door electric motor 107M and Tait double-ended electric motor 470M pause at Ashburton while lunches are distributed during the COTMA post-conference tour to Belgrave on 10 December 1995.*

DON POTTS



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