

# TROLLEY WIRE



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## THE NEW CHRISTCHURCH TRAMWAY

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

MAY 1995

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## CONTENTS

THE NEW CHRISTCHURCH TRAMWAY .....	3
THE TORONTO TRAMWAY, PT.3. ....	10
HERE AND THERE.....	16
MUSEUM NEWS.....	20

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## FRONT COVER:

*Sydney L/P class car 154 on a special trip over the Royal National Park line in March 1995.*

JOHN MATTS

## BACK PAGE, TOP:

*Melbourne heritage fleet W5 class 774 on 13 January 1995. This was the first time 774 had been out of the paint shop since its restoration was completed in 1993.*

RANDALL WILSON

## BACK PAGE, BOTTOM:

*SW5 class 802 is the last "Arts" car in service. It is seen in Swanston Walk in December 1994. Z class cars are taking over the role of advertising cars and will no doubt adopt the role of Arts cars should another series be planned.*

RAY MARSH



*A refurbished 1021 in heritage colours near the corner of Collins and Spencer Streets. Note the new tramstop complete with section number* RAY MARSH

# THE NEW CHRISTCHURCH TRAMWAY

By John C. Radcliffe

## New Line Opened

The first completely new tramway to open in an Australasian city in over 80 years began running in Christchurch on Saturday, 4 February 1995. The service was officially launched by the Mayor of Christchurch, Vicki Buck, ably assisted with an appropriate display of pyrotechnics provided by the Christchurch Wizard. The service is a \$7 million commitment by the Christchurch City Council to the operation of a 2.5km heritage tramway loop linking the main cultural and tourist attractions of the city.

The service is run with three electric trams and two trailers drawn from the fleet of the Tramway Historical Society (THS), which operates its own tramway in Ferrymead Historic Park. The tramway operator, which has a ten-year lease on the line, is Christchurch Tramway Limited. This company is a subsidiary of well-known New Zealand tourist operator, Shotover Jet, whose transport pursuits have previously been limited to power-boat thrill rides among the rapids on the Shotover River near Queenstown.

Services are initially being run with Christchurch Boon 152, Brill 178 and Dunedin "boxcar" 11, supplemented with two trailers, Christchurch "Duckhouse" 115 and Dunedin horsecar 18. All the cars except no. 11 have been completely refurbished or restored for the opening of the line. No. 11 has been revarnished but is otherwise taken directly from its traffic operations at Ferrymead. A minor, though controversial change to no. 11 during its revarnishing, was the covering of the "Dunedin City Corporation" rocker panels with new plywood panels bearing the inscription "Christchurch Tramway Limited".

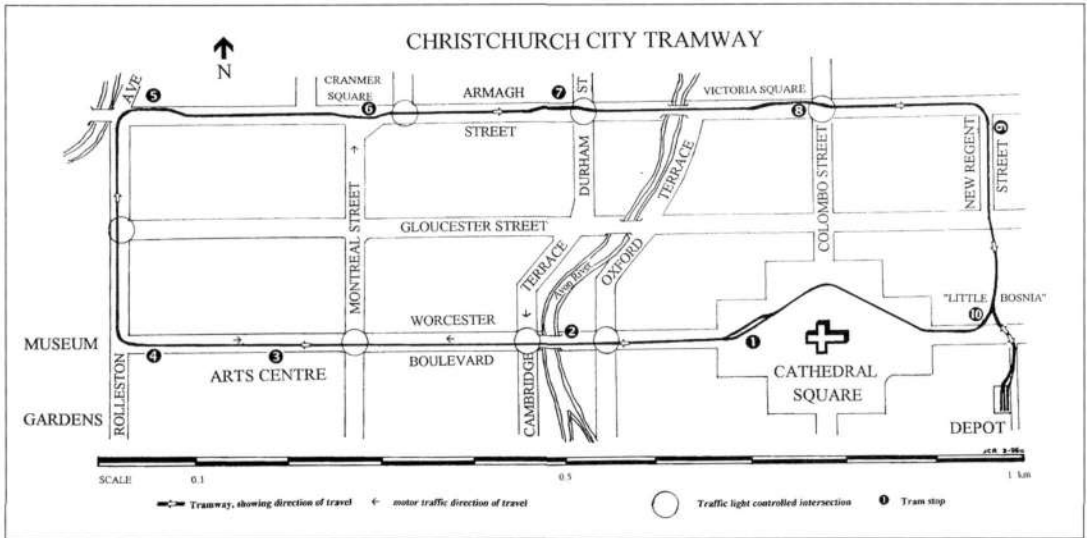
## The Route

The tramway operates in a unidirectional clockwise loop from the geographical heart of Christchurch, Cathedral Square (see map). In Worcester Boulevard, the line is laid on the south side of the brick-paved street, with provision of one lane of motor traffic on the northern side of the line. From Cambridge Terrace, this traffic travels westbound to

Montreal Street, which is itself a one-way street going north (see map). White "T" phases are provided for the trams at the Cambridge Terrace and Montreal Street intersection traffic lights. In Rollston Avenue, the trams intermingle with significant two-directional traffic on the western side of the city before turning eastbound into Armagh Street. The track in Armagh street is laid in the left hand traffic lane adjacent to parked cars, but pulls into the kerb at three of the stops in this street. At stops shown as 6-8 on the map, traffic lights at the respective intersections show a short white "T" phase to allow the trams to pull back out into the traffic stream ahead of motor vehicles. To actuate the light signals, the cars pull ahead of the stop by a couple of metres to straddle a capacitance loop in a similar manner to the "two fouling mark" system used with traffic lights on Adelaide's Glenelg line. (In practice, a slight lengthening of the tram priority phases and the movement of the stops so that trams halted directly over the signal loops would both improve safety and quicken the service.) After crossing the main north-south street, Colombo Street, the trams turn into Little Regent Street, which is lined on both sides by a row of identical but brightly coloured two-story shops built in "Spanish Mission" style. This street, which is undergoing commercial renewal, has become a pedestrian mall. After crossing over Gloucester Street, the line passes quite remarkably through the middle of a building site which on the opening day was being described by tram passengers as "Little Bosnia". The facades of the former buildings remain on Worcester Street, with the trams emerging through a large archway knocked in the wall. A second gap has also been provided in the wall for the track leading to the three-road depot in Hereford Place. The cars then proceed around the northern side of the Cathedral to where a loop is provided, allowing special cars to be stabled without obstructing regular traffic.

## The Depot

The three-road depot is a new structure adjacent to the site of the former City Depot of the original tramway system. Accommodation is available for up to six cars, and the most easterly road contains a large pit. Large plate glass windows are set into the eastern wall of the depot adjacent to Hereford Place,



Map showing details of the newly opened Christchurch tramway.

behind which the trams are floodlit at night when not in traffic. It is understood that there are plans for a multistorey building to be built over the depot and fan. This would provide additional shelter in the longer term if more trams become required. The offices of the company, and facilities for traffic staff are also at the depot. Maintenance was initially

carried out by two THS members, Larry Day and Graeme Richardson, who were employed by the Company on an hourly basis as necessary. Nine traffic staff were employed, all being multiskilled to serve as both motorpersons and conductors. Their primary training was undertaken by the THS. To meet New Zealand safety requirements, detailed



Christchurch Mayor Vicki Buck (wearing a tramway cap), declares open the new tramway from the step of Boon 152.

JOHN RADCLIFFE





*The cars were spread around the loop for the commencement of public running. Here, Dunedin 11 begins its first public trip from on top of the Worcester Boulevard bridge over the River Avon.*

JOHN RADCLIFFE



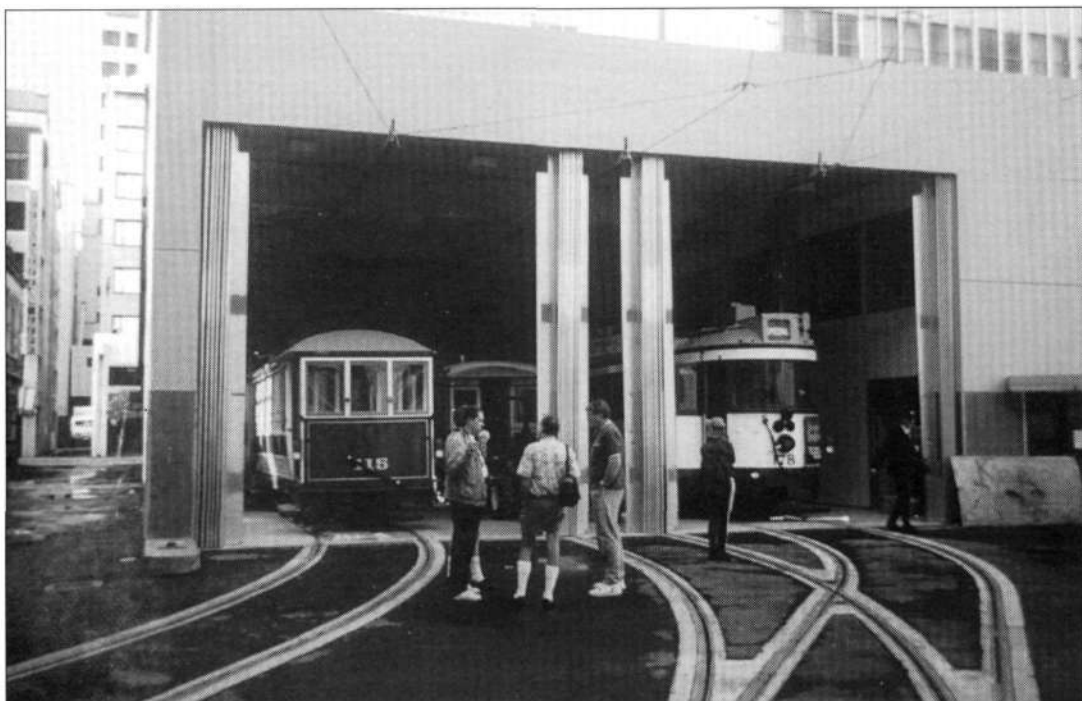
*THS identities Larry Day, Murray Sanders and Rev Mike Kerr savour the joy of the official opening trip from the platform of Dunedin horsecar 18.*

JOHN RADCLIFFE

employee and tramway operating rules have been established.

### **What made it all possible?**

The original Christchurch tramway system closed on 11 September 1954. The Christchurch Transport Board (CTB) retained an early Stephenson horse car, no. 43, and Kitson steam tram no. 7, but did not retain any electric trams. In 1959, John Shanks and Russell Kent approached the CTB to secure the long term preservation of these two vehicles. In 1964, as a result of a further initiative by John Shanks, the horse car was run for a week during the September school holidays on a then remaining section of the Papanui tramline. This activity, recognising the tenth anniversary of the closure of the Christchurch tramways, attracted sufficient attention to show potential interest in the possibility of restoring and ultimately running some historic trams. The Tramway Historical Society, which was by then established, took over the CTB cars, was rounding up former electric tram bodies, and set about securing parts and equipment. Trucks were obtained from a Melbourne W2 car to go under the first project, Brill 178. About this time, a very small hired motor car appeared one Sunday afternoon at the St Kilda AETM site, driven by a couple of New



*The new depot in Hereford Place has three roads, but the central sliding doors only allow access to a maximum of two tracks at once.*

JOHN RADCLIFFE



*Christchurch Boon 152 leaves the loop in Cathedral Square with "Duckhouse" trailer 115 as Brill 178 and Dunedin 18 enter at rear.*

JOHN RADCLIFFE



*New Regent Street, lined with shops in "Spanish Mission" style, has been made a pedestrian mall for the opening of the tramway. The towering office building is on the northern side of Armagh Street.*

JOHN RADCLIFFE

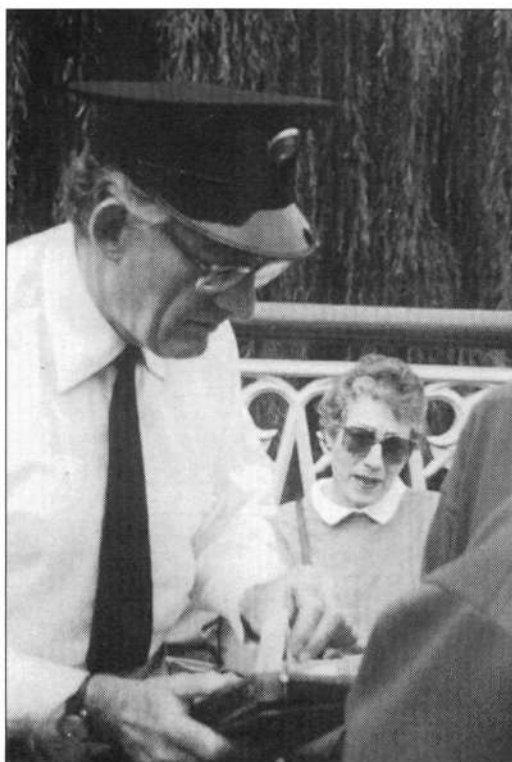
Zealanders. Upon enquiring why the rear end of this vehicle was so peculiarly close to the ground, the boot was opened to reveal a PC5 controller and other parts obtained from the Adelaide Municipal Tramways Trust, destined for the Brill. (As part of its recent rebuilding for the City tramway, Brill 178 has now been fitted with the correct Brill 77E trucks, regauged after formerly having been used under Victorian Railways trams and then becoming available through the Tramway Museum Society of Victoria.) The THS, as well as restoring the cars now on the City tramway, has also restored Dunedin 22, refurbished Brisbane 236 obtained on loan from the Wellington Tramway Museum, kept the Kitson operational, and has restored a number of other trailers. In addition, it has built the Ferrymead tramway, which opened with steam operation on 6 January 1968, while electric operation began with the Brill in May 1970.

When the idea of recreating something of the past in Christchurch was floated, the worth of what the THS had achieved, and the credibility of its operations was sufficient to convince the Christchurch Council that it should eschew *ersatz* tram-like motorbus replicas and go for the real thing. The Council invested \$5.45 million in building the tramway, including the depot and power supply, and provided \$360,000 to the THS for preparation of the trams. The remaining expenditure covered the upgrading of Worcester Street to a brick-paved boulevard. What was especially pleasing on the opening day of the new Christchurch tramway was that most riders knew that the cars had come from the THS. Furthermore, because of a generous and comprehensive article in the *Christchurch Press* and coloured promotional newspaper inserts by Christchurch Tramway Limited, passengers appreciated the work by the THS members that had made the tramway possible.

## Operations thus far

Capacity crowds were expected on the opening day, so numbers of THS members volunteered to be kerbside ticket-sellers for the Company. Trams carried capacity standing loads, and the service was extended for one extra trip until 11.30pm. By mid-evening, the crews though maintaining good humour, were getting very tired - most had managed only a single 30 minute meal break since the opening ceremony at 10.00am. The author was among those who helped as late evening conductors to give the crews some respite.

Since the opening, the service has settled down to a regular pattern, with the first car out at 8.15am, and



*Early Tramway Historical Society member John Shanks selling tickets for the first public trip on the newly opened Christchurch tramway, Saturday 4 February 1995.*

JOHN RADCLIFFE



*After leaving New Regent Street, the tramline traverses a building site. It passes through the retained front facade of the former buildings which are being incorporated in a new shopping complex being built above the tracks. The turnout ("Cathedral Junction") is also on this site. JOHN RADCLIFFE*

*Ticket (green) used on the Christchurch tramway, overprinted in black for use on the opening day. The ticket is reproduced actual size*





*Christchurch Boon 152 pulls out of its kerbside stop in Armagh Street to cross Durham Street.*

JOHN RADCLIFFE

further cars entering traffic about 9.00am and 11.00am. All cars may be in traffic throughout the day, with the service reductions beginning after 7.00pm. Cars have been running until 11.00pm on Thursdays, Fridays and Saturdays, but stopping about 9.00pm on other nights. A total of 45,000 passengers was carried in the first three weeks of operation. Special charter work has also begun, notably on St Patrick's day when appropriate refreshments and green decorations were provided. It has proved necessary to employ THS members as casual staff to supplement the regular Company staff, particularly at weekends. The Company is also now advertising for a permanent maintenance person at the depot. It has proved difficult for the THS to undertake this role on a continuing basis as the cars have been in traffic for so much of the time.

One aspect worth further comment is the ticketing system in use. All tickets are printed in green, are numbered, but are variously lettered for 1 hour, 4 hour or all day use. There are no separate child or

concession tickets, the type of passenger being denoted by a punching on the ticket. This effectively means that it is impossible to audit against the revenue. It is understood that consideration is being given to changing the ticketing system.

The opening of the Christchurch Tramway is a credit to the Tramway Historical Society and its members, and to the Christchurch City Council for its foresight in recognising the merits of reinstalling a piece of Christchurch's history. Particular recognition should also be given to Christchurch Council Planner, David Hinman, who with a long involvement with the Ferrymead Trust, knew what could be achieved, and ensured it was. The THS, with an annual rental for the cars, will be able to continue its ambitious, high quality restoration and operating programs at Ferrymead, while at the same time ensuring that adequate conservation is provided for those of its cars already operating in downtown Christchurch. The newly-opened tramway is truly a world-class development.

# THE FASSIFERN TO TORONTO TRAMWAY

By K.A. McCarthy

This is the third and concluding section of the eighth and final part of Ken McCarthy's Newcastle Steam Tramway series. The previous sections dealing with the Fassifern to Toronto tramway appeared in the November 1994 and February 1995 issues of this magazine.

## Additional Rolling Stock

Tram motor 64A followed from Sydney to Toronto on Sunday 4 September 1910. It departed from Botany Road Siding at 3.00am and arrived at Toronto at 1.30pm. During the tramway period, railway locomotives were not permitted to operate on the line. Number 64A was provided to work the ballast cars while 61A and car 609 operated the timetabled passenger runs at a maximum speed of 12 miles per hour.<sup>1</sup> The tramway traffic was under the control of the Station Master at Fassifern and the trams were stabled at Toronto station.

Contact could be made between Fassifern and Toronto stations on the No. 8 railway phone circuit. The contact codes were:

Fassifern .. short, long, short, short.

Toronto .... short, long, short, long.

To strengthen the service, Morpeth car No.1 was transferred to Toronto on Friday 2 September 1910. This was a 70-seat C2 type enclosed crossbench trailer No. 196 built in January 1893 at Randwick Workshops. The East Maitland to Morpeth branch railway was worked by tramway rolling stock on weekdays from 1 August 1893 until 28 July 1913. Car 196, as Morpeth No.1, opened this service.<sup>2</sup> On transfer to Toronto, instructions were issued that this car should not be confused with trailer No.1B attached to the Newcastle system at that time. With the reintroduction of full railway service at Morpeth in 1913, Morpeth trailer No.1 was transferred to the Maitland street tramway as No.9B.



NSWGT steam motor 61A and trailer 609 after arriving at Toronto station. The "Welcome" banner carried by the motor possibly indicated that this was the first day of steam tram operation, 29 August 1910.

P SIMPSON Collection



*NSWGT steam motor 61A with C2 type trailer Morpeth No. 1 (ex-Sydney 196) at the terminus yard beyond Totonto station in 1910. C1 type car 609 (ex-Sydney 123) can be seen at the end of the sidings. Late K MAGOR Collection*

As the summer season approached and the Toronto line picnic traffic expanded, instructions were issued that from 19 August 1910, a spare Morpeth steam motor should also be used at Toronto on Sundays. At this stage, motors 39A and 59A worked the Morpeth branch on weekdays.<sup>3</sup>

On 7 September 1910, the need for a third trailer was apparent. This resulted in C2 type trailer Morpeth No.2 being transferred to Toronto. Two American-style end-loading suburban railway carriages were then attached to the Morpeth branch line and these were hauled in traffic by the steam motors coupled by a match truck.<sup>4</sup>

Morpeth trailer No.2 had been constructed at Randwick Workshops in 1894 as car No. 197.<sup>5</sup> It had operated in Sydney as an accumulator car with two 25hp motors powered by Plante batteries. These trials were conducted until October 1895, when the electrical equipment was removed and the car

transferred to Morpeth. The side flaps, which allowed trays of batteries to be placed under the cross seats, and the curved front aprons and roof ends distinguished this tramcar from other steam tram trailers of the C2 type. In 1913, this vehicle was also transferred to the Maitland street system as No.2B.

During October 1910, Toronto tram crews were reminded that trams stopped at Hoyles and Blackalls platforms when required.<sup>6</sup> To handle the expected heavy excursion traffic on the Eight Hour Day-Labour Day holiday weekend, a special timetable was introduced for that period.

By March 1911, the Sutherland to Cronulla tramway south of Sydney had reached a stage in construction where final details of services had to be formulated. The two motors on loan to the Toronto line were not at that stage expected to be available for transfer for a further eight weeks.<sup>7</sup>

## Introduction of Regular Government Train Service

Conventional train operation by the NSWGR was introduced to Toronto on Sunday 28 May 1911.<sup>8</sup> The track had been improved to main line standards and locomotives of any class were approved for single or for double-headed use on the line.

On 28 May 1911, steam tram motors 61A and 64A were transferred back to Sydney to allow the opening of the Sutherland tramway. This line to Cronulla was available for traffic from 12 June 1911. After exchanges of motors with railway contour wheels, 64A entered service at Sutherland and 61A at Sans Souci.<sup>9</sup>

Car 609 returned to street tramway service on the Newcastle system, retaining its high railway number. It was finally withdrawn from operation in October 1924 as electrification of the Newcastle lines progressed. Morpeth cars 1 and 2 returned to East Maitland. This transfer may have occurred before May 1911 as the peak summer traffic demands diminished.

The introduction of full government railway service to Toronto was celebrated on Saturday

afternoon 17 June 1911, with a banquet held at W Donnelly's Toronto Hotel. Mr T O'Neill presided at the function "attended by 30 gentlemen". Mr T Miller, the Railways Chief Clerk at Newcastle, and Mr P Hunt, the Railway Estate Agent, were also present.<sup>10</sup>

The Chairman of the Excelsior Land Company, Mr Dixon drew visitors' attention to the fact that his Company had spent a considerable amount of money at Toronto before very much settlement existed. A total of 15,000 had been spent on the tramway. Mr S Cary, a company director, said that by giving over the railway they would benefit in the future. They were the "benefactors of the north". Mr Donnelly said that the hard times of the last two or three years which caused the closure of the private tramway had been overcome. The Newcastle Chamber of Commerce helped bring about the construction of the (government) railway service. During that afternoon the visitors travelled around the lake by launch.

## New Toronto Station

Although heavy passenger traffic was handled on the private tramway before the withdrawal of government through trains in May 1908, the Toronto



*The NSWGR Toronto train on arrival at the lakeside station circa 1912.*

*BROADHURST Photo, Late W BAYLEY Collection*





*Locomotive 79 with a NSWGR train about to depart from Toronto station circa 1913. This engine is class leader of the CC79 design which later became the Z13 class.*

*K McCARTHY Collection*

platform facilities were inadequate.<sup>11</sup> With the construction of a new station in 1911, the press reported that entry and exit to trains at Toronto was "now more regimented". Passengers had to now enter the trains from the platform and not from the tracks.<sup>12</sup> More convenient access was still required between the station and the lake shore...an overhead footbridge was needed at this location.

## Notes

Thomas Saywell (1837-1928) was involved in many commercial, entrepreneurial, industrial and real estate projects besides his Roackdale tramway and Lady Robinsons Beach developments. These included South Coast and Southern Highlands collieries in NSW. It has been often suggested that Thomas Saywell was actively involved in the Excelsior Land Company's real estate ventures and tramway operation at Toronto. Although this is possible, press details of Excelsior Land Company activities and directors of the 1890 to 1911 period do not mention Saywell. References of a link with the Toronto projects did not appear in the lengthy obituary on his death.<sup>13</sup>

The Fassifern to Toronto branch railway was not electrified with the Wyong to Newcastle section of the main northern line opened on 3 June 1984. Diesel rail cars operated the service until closure on 30 March 1990.<sup>14</sup>

The Greenway Steering Committee was formed shortly after the closure of the railway to consider a number of proposals for using the railway right of way. The preferred option is a 2.5 metre wide asphaltic concrete sealed cycleway with a compacted rock base to cover the existing rails and sleepers.

During March 1992, the NSW Department of Transport advertised for "Expressions of Interest" from groups or individuals interested in making some use of the Fassifern to Toronto railway.<sup>15</sup>

The Lake Macquarie City Council has taken out a licence agreement with the State Rail Authority, allowing passive use of the rail corridor. Care, control and funding has been passed to the Toronto-Fassifern 355 Greenway Committee.



*A photographers outing. Four photographers with heavy plate cameras stand on what is believed to be a reconstructed bridge on the Fassifern to Toronto railway, circa 1911.*

*Late K MAGOR Collection*

A proposal to operate a replica of the Coffee Pot over the railway as a tourist drawcard for the Toronto area was put before the Greenway Steering Committee in June 1994. It was suggested that the light weight and low speed of a Coffee Pot replica would cause only minimal maintenance to be required to the railway.

The Toronto Coffee Pot Tramway Steering Committee is to present the proposal to a public meeting on 4 April 1995, after which the Toronto Fassifern 355 Greenway Committee will vote on whether or not the Coffee Pot Tramway will proceed.

### Acknowledgements

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R Horne, V Solomons, P Simpson, R Willson, D Estell, J Shoebridge, D Cooke, A Reay, and the Late CB Thomas, K Magor, CRG Field and W Bayley.

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14. The Tin Hare Gazette No.31, May 1990, The Toronto Line by D Wesley, p.36.
15. SMH 13.3.1992.



### Corrections

The captions to the photos on pages 5 and 6 of the February issue of this magazine had captions referring to photos that appeared in the November issue. The correct captions are:

Page 5:  
*NSWGR Manning Wardle tank locomotive No. 394, ex 9N. This engine had been hired by the Excelsior Land Company for the Toronto tramway between 1893 and 1900.*

*STATE RAIL AUTHORITY OF NSW*

Page 6:  
*Locomotive "Pigmy" and the Bennett passenger car loading at Toronto station during the Toronto Hotel & Tramway Company period about 1903.*

*Commercial Postcard, Late KA McCARTHY Collection*

*"Coffee Pot" lies abandoned at Glenrock Lagoon, circa 1930.*

*Late CB THOMAS Collection*



*The remains of steam unit "Coffee Pot" at The Junction, Glebe, Newcastle in 1946.*

*Late CB THOMAS Collection*

## HERE AND THERE

### NEWS ITEMS OF INTEREST FROM ALL OVER

#### Sydney - Proposed City Loop

The Lord Mayor of Sydney, Councillor Frank Sartor and the NSW Minister for Transport, Mr Bruce Baird jointly announced on 25 February 1995 of agreement between the City and State to investigate the return of light rail to the central business district of Sydney.

The announcement was made at a function in Hay Street, Haymarket, behind the recently restored and extended Capitol Theatre and on the Central Railway to Pyrmont/Ultimo light rail route, to mark the 34th anniversary of the closure of Sydney's tramways.

A feature of the occasion was the display of R1 class car 1995 which has been donated to the City Council. Car 1995 was one of the last trams to run



*Former Transport Minister Bruce Baird and Sydney Lord Mayor Frank Sartor (centre) in Hay Street, Sydney for the announcing of a joint study for an extension of the light rail line to Circular Quay on 25 February 1995. Former Lord Mayor (1982-87) Doug Sutherland is at right. R1 class 1995 forms a background for the brief ceremony.* BOB MERCHANT

on 25 February 1961. Along with cars 1961 and 2035, 1995 ran the 2.48pm City to La Perouse service, returning direct to Randwick Workshops.

Since 1961, 1995 was used as a shed on a sheep property at Mittagong, spent time in private preservation and with the Newcastle Tramway Museum, then moved to a property at Seaham before being donated to the City Council. Car 1995 was en route to Rozelle to join the cars being cared for by the City Tram Association, the City Council's tramway support group.

The Government and Council had agreed the best route would run down Pitt Street to Circular Quay from Central Railway and return via Castlereagh Street. The loop will link with the Pyrmont/Ultimo light rail line from Central to the Fishmarkets, with possible extensions into the inner west.

If the current \$2m study shows the loop is feasible, then the Government and Council will enter discussions with the Pyrmont Light Rail Consortium about a possible extension into the City. Construction of the 3.6km Pyrmont line is about to commence, with the first service scheduled for mid-1996.

The City Council is to set up a special consultative mechanism with retailers on the proposed city loop to ensure that any problems they might have are resolved.

The Sydney Light Rail Company Ltd (the developer of the Ultimo/Pyrmont light rail system) welcomed the announcement. It is looking forward to further discussions with the Government and Council in respect of this potential light rail extension.

#### Melbourne News

After an absence of five years, the two-section ticket will be again be sold on trams from 2 April. Since the 1990 dispute they have only been available in pre-purchased form. The new version will sell for \$1.50 adult, half price for child or concession.



To enable its relaunching, all tram stops and sections on the tramway have been renumbered, and a route by route guide produced. Instead of a section at the city centre boundaries of Flinders, Spencer, Victoria and Spring Streets, trams will enter the next fare section when crossing Bourke or Swanston Streets. Elizabeth Street services have the shortest section, extending from the terminus, two stops to Bourke Street. However, on route 96 the new ticket will take a passenger from Johnstone Street, Fitzroy to Park Street (actually South Melbourne station). The next two sections extend only to Middle Park. It is not explained why on some routes the stop numbers increase by 100.

### Melbourne Trams

Z1 class tram no.1 has re-entered service following a heavy overhaul.

New restaurant tram 939 was launched on 9 February and is known as the "Valentine". The number of restaurant trams available for service is now three.

### Melbourne Services

The last through service along Burke Road on Route 72 was operated on Friday 24 February. Although Z class normally operated in the evenings, W6 class 983 was rostered to make the final run. It left Camberwell at 11.13pm, University at 12.07am, arriving at Malvern Depot at 1.20am. This route has been cut back to Gardiner due to the construction of a bridge over the South Eastern Freeway. Services along Burke Road are being operated by buses that

connect with the trams. The tram tracks have been removed from the railway crossing at Gardiner and it is expected that tram tracks will be provided over the new bridge to enable tram services to resume later this year.

Route 15 St Kilda Beach - Moreland has been replaced by Route 16 University - St Kilda and Route 22 Moreland - City. The last southbound Route 15 was operated by W7 class 1015, suitably decorated for the occasion. Car 1015 departed South Melbourne Beach at 5.40pm, Moreland at 6.46pm and St Kilda Beach (as Route 16) on 31 March 1995.

New timetables came into effect on Sunday 2 April. Services on Routes 78 and 79 are now operated by Glen Huntly Depot. These routes had been shared with Kew Depot. The spare A class cars at Kew (nos 231-240) have been transferred to Camberwell Depot. Route 1 South Melbourne Beach - East Coburg is now worked by Brunswick Depot using Z3 class cars; this route was shared with South Melbourne previously.

The new connections and curves installed for the City Circle service are providing some interesting workings when city streets are blocked for parades. On Saturday 11 March, when portions of Collins, Bourke and Latrobe Streets were closed for the annual Moomba parade, the Route 96 light rail service was diverted via Spring, Finders and Spencer Streets to Bourke Street where they reversed and continued to St Kilda as normal. Northbound services operated in the reverse direction, also shunting at Bourke Street. Route 109



*SW5 class 812 leaves Preston Workshops on the back of a truck, bound for storage at Newport Workshops in February 1995.*

*CHRIS MARSH*



*The tramway extension from McLeans Road to McKimmies Road, Bundoora. This view shows rails being placed in position ready for fishplates and tiebars in December 1995.*

RAY MARSH

was similarly diverted, reaching Spring Street via Victoria and Nicholson Street. This is thought to be the first time the Spring Street tracks have been used by passenger carrying services other than the City Circle service.

### Hobart

The body of Launceston tram No. 22 has been transported from Westbury to the Willson Training Centre in Sandy Bay. The ends and roof are being

incorporated into a new body, apparently for the Macdonald's hamburger restaurant at Rosney.

### Award for Service

Congratulations to Tasmanian Transport Museum Society member Fred Lakin, who was awarded a medal in the General Division of the Order of Australia (OAM) in the 1995 Australia Day honours for his services to education and the community.



*The tramway extension along Plenty Road, Bundoora in December 1994. The rails at left are being tie-barred to gauge and placed on blocks ready for concreting. The track on the right is already being concreted.*

RAY MARSH

## Bendigo

Ron and Diana Stewart of Tannery Lane, Bendigo (054 395 933) are selling out their Adventure Park, and are offering for sale the body and bogies of W2 car 487. The tram has been out in the open for a number of years, has had a kitchen installed in one saloon and has had one driver's cab (excepting the roof) removed.

The condition of the tram is in keeping with the above. There is additional electrical wiring, and the car has three phase 240 volts connected. All saloon seats are missing, but the dropcentre seats (with two spares) are in situ. There are no controllers, gong, air tanks, motors or compressor.

## An Irish Anecdote

Researching history can be a great deal of fun as you never know what interesting little snippets are going to emerge. While pursuing some details of the history of Dublin Tramways, David Cooke came across the following item in a *Street Railway Journal* of 1896:

### *Postponement of Electric Tramway Rights in Dublin*

*A bitter warfare has been waged in Dublin during the past year between the Dublin United Tramways Co., which operates the principal system in the city and the Dublin Southern District Tramways Company, which operates a suburban line and has been for some time attempting to secure entrance into the city proper to develop a competing system. Both companies are applicants for electric*

*privileges and it will be remembered that several directors of the Dublin United Tramways Company made an extended tour in this country some months ago, for the purpose of studying American electric railways and obtaining the best system possible for their purposes. There has naturally been a great deal of public discussion of this important question in Dublin, and the problem has been complicated by a desire on the part of the Dublin Council to exact heavy rentals from both companies in consideration of the grant of franchises. The matter finally came to a head on March 3, when at a meeting of the Council, the whole matter was postponed for six months in order that the citizens may get further light upon the questions involved.*

*One of the incidents of the discussion of the Council was a speech by the Lord Mayor opposing the grant of electric rights on the ground that it would be destructive to the country, as the farmers of Ireland had nothing to fall back on except the raising of oats and breeding of horses, and "The result would be that in Dublin your beautiful Corn Exchange would be closed and your hay market abandoned".*

Who said life was meant to be easy. Surely this was one of the more unusual published reasons for not granting rights for an electric tramway. At least it beats the usual protests.

Despite the above problems, electric tramways commenced operating in Dublin on 16 May 1896 when the Lord Mayor, (presumably the same fellow who opposed electrification), opened the eight mile long Dublin, Kingston & Dalkey Electric Tramway. This line operated to the south east of the city.



W2 class 487 in Tannery Lane, Bendigo. This tram is for sale.

DENNIS BELL

# C.O.T.M.A.

Council of Tramway Museums of Australasia

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From Bill Kingsley

## Trams Return to Christchurch

On Saturday 4 February, trams returned to the city streets of Christchurch. At 12.00 noon, following an official launch by Mayor Vicki Buck, the Christchurch Tramways commenced operations on a 2.5km loop from Cathedral Square, along Worcester Boulevard, Rolleston Avenue, Armagh Street and New Regent Street, joining physically some of that city's major attractions, buildings and parks.

Trams 152 (The Boon, 1910), 178 (The Brill, 1921), 11 (Dunedin Boxcar, 1903), and trailers (The Duckhouse, 1908) and 18 (Dunedin Horsetram, 1879!) have been provided by the THS. Over the opening long weekend (3 days), just over 10,000 passengers rode back into history.

John Radcliffe and I represented COTMA at the official proceedings and joined with THS members in assisting the initial operations. It was also great to share with members from WTM and MoTaT who joined in the festivities, and to celebrate the great occasion with the THS at a barbecue at Ferrymead (and rides behind Kitty). Commiserations to two SPER members that we know tried to make it to Christchurch but were unable.

For me it was just great to see the trams back where they belong, carrying thousands, being cheered and applauded, being accepted (in fact, being tooted in welcome) by motorists. The trams looked totally in place. They did not look like foreign invaders. This was their city, their home, and they were back. The traffic engineering, the environmental considerations, the stops, the shelters, have all been carefully and understandingly planned. It is all just great.

Congratulations to the THS for the success of their partnership with Christchurch Tramway Ltd and for seeing the realisation of their great dream to have their trams operate again in the heart of their city. Congratulations to Martin Mongan and his team at CTL for their great achievement, best wishes for the future and, we hope, their participation in COTMA.

Particularly, congratulations to Dave Hinman, COTMA NZ Executive Member, whose work with the Christchurch City Council has enabled him to realise a personal vision, fusing his work and his hobby to create for all time an outstanding feature for the city that he loves so greatly and for which he works so diligently.

Christchurch now joins Bendigo in having a true heritage tramway in the heart of the city. Melbourne has its heritage W class trams on specific routes. Who will follow? Who will next take up this torch that is burning so brightly?

And Melbourne no longer has the most southerly city tramway in the world.

Well done, Christchurch!

## COTAM Conference Hobart 1996

The TTMS have offered to host the 1996 COTMA Conference in Hobart. Hobart is an interesting, scenic and delightful city. The Tasmanian Transport Museum is a multimodal museum that has been excellently organised on a compact location. There is much of transport interest in and about Hobart. It should be a wonderful opportunity to share together again in a relaxing atmosphere while achieving valuable goals. Dates will be broadcast to you when they have been determined. It will be great to see you there.





# FERNY GROVE

Brisbane Tramway Museum Society

From John Lambert

## Flagpole

The Museum has been donated a 25ft timber flagpole that is being restored in the museum workshops. The flagpole is made of oregon and is believed to be ex-US Army surplus from the second world war. After the restoration is complete the pole will be erected in front of the new bookshop. This will replace the temporary flagpole near the front entrance as this is now dwarfed by the palm trees.



*John Lambert explains the Museum's new security system codepad to Wayne Chaseling.*

PETER HYDE

## OPPOSITE:

*The new flagpole base and one of the newly installed taps in front of the bookshop building.*

JOHN LAMBERT

The new steel flagpole base has been installed in front of the bookshop. The foundations are two metres deep and consist of 180kg of concrete in good solid clay.

## Restoration

Following the return of dropcentre 341 to traffic, Dreadnought 136 has been moved to no.2 road in the workshops for restoration. The tram is presently undergoing a preliminary inspection and quality survey to determine the best methods of handling the massive task of restoration. The workshops now house cars 400, 341 and 136.

## Security

The Museum has purchased several thousand dollars worth of security system that is being installed throughout the buildings on the site. The system is fully expandable and the addition of smoke detectors is planned for the near future. The system is monitored by a museum officer 24 hours a day and procedures are in place to be followed should an alarm be reported to the base station. The system also logs such activities as arming and disarming the alarm, user data, zone status, time, etc.

## Jobskills

The Museum has engaged the services of the Jobskills program to construct several concrete pathways and steps, and paint several site buildings. The program is being run by the Brisbane City Council with the Museum supplying funding for material costs only.

## Services

A bobcat with all types of attachments was hired for a few days work and resulted in several new water pipes, taps and drains being constructed in about ten hours work. There are now 18 taps around the site and three fire hydrants along the western fence. The 'spoon' drains that were constructed will prevent almost all run-off water from entering the buildings.

## Parkland Development

The City Council is commencing the development of the Ferny Grove parkland surrounding our

museum site. The Museum is having discussions with the Council regarding construction of track extensions and other related matters.



*Dreadnought 136 provides a backdrop to Wayne Chaseling who is working on the restoration of the new flagpole.*

JOHN LAMBERT

## BALLARAT

Ballarat Tramway Preservation Society

From Dave Macartney

The annual Begonia Festival rush has been completed, with record figures! In all, 4601 passengers rode during the eleven days of the festival, an increase on the 4358 who travelled last year. The opening of the new begonia display house and the attendant publicity ensured that the public were present in large numbers, with excellent early autumn weather swelling the numbers even further. Over half the passengers carried were using the trams for a one way journey from the car parks to the centre of the action, which has become so much a feature of tramway operations in recent years. Over 1000 passengers rode the cars on each of the

three days of the long weekend, thought to be the first time four figures have been reached on all three days.

The passenger carrying fleet ran faultlessly throughout the Festival, though 671, while running a non-revenue trip to pick up the traffic control hardware, managed to snag a pole in the overhead and rip a trolley base out by the roots. This fortunately happened at the end of the day, and within sight of the depot, so caused minimal disruption to services, though was a setback to the on-going restoration of this car. For a variety of reasons, it has not run a full day in passenger service for an astonishing eleven years.

Another car back carrying passengers is 33 with replacement motor suspension bearings, following its failure in December. No.18 was due to return during April, its bearing replacement being complicated by the need to remove its pinion first. No. 40's motor has returned from Adelaide, where it was receiving attention, and this car should make a long awaited return to traffic by mid-year.

## ST KILDA

Australian Electric Transport Museum

From Colin Seymour

### 21 Years of Tramway Operation

On Sunday 19 March 1995, the AETM celebrated 21 years of tramway operations. Rather than our usual tram launch day, the focus of this day was on the number of trams we have restored since 1974 and the number of operational trams we have.

Operations commenced at 10.00am instead of the usual 1.00pm. A 15 minute service was run with trams passing regularly at Mangrove Loop. Police, Fire Brigade and Gas Company vintage vehicles

At the depot, the archive room is now complete, and some attention can be paid to the much neglected area of sorting and properly storing the quantities of fragile documents and records that build up over the years. This has always been a weak area with the BTMS, but this is probably true of most museums.

provided a colourful display. TransAdelaide's Mile End Depot brought three bus loads (including a brand new MAN bus) of families from the Diabetic Association of SA and Ashford Special School. The St Kilda Progressive Association assisted us with a sausage sizzle and a drinks and ice cream stand. The electronic destination displays on the TransAdelaide buses showed "Connects Tram". Each bus also carried a placard congratulating the Museum on 21 years of operations.

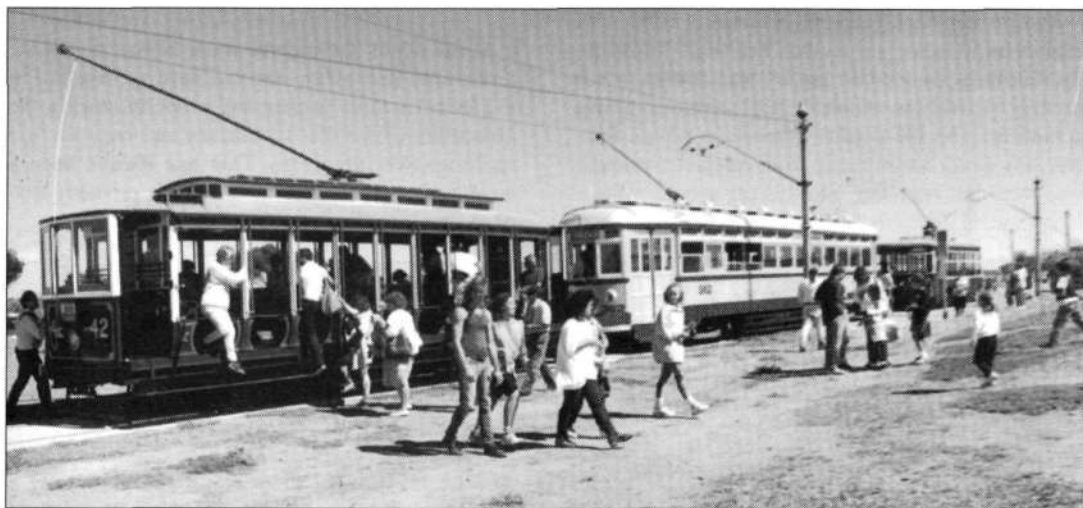
At 2.30pm AETM President Colin Seymour introduced the Minister for Transport, Hon. Diana Laidlaw and the Mayor of Salisbury, David Plumridge to the crowd that had gathered. Good radio publicity had ensured a good crowd. A highlight of the Minister's speech was the donation of two Glenelg trams, H cars 360 and 362, to the Museum. After the speeches, the Minister officially cut the 21st birthday cake and the Salisbury City Band struck up "Congratulations". Birney 303, its latest refurbishment almost completed, then burst through the streamers across Road 2, followed by H 362 on its first passenger run for seven or eight years.

The Minister took the controls of Birney 303 for a trip to the Beach. Cars H 362 and toastrack 42 followed. The General Manager of TransAdelaide, Kevin Benger, took the controls of car 362. The



*AETM President Colin Seymour and the Mayor of Salisbury, David Plumridge look on as SA Transport Minister Diana Laidlaw cuts the 21st birthday cake to celebrate 21 years of Tramway Operations at St Kilda on 19 March 1995.*

PAUL SHILLABEER



*Who says all trams look the same? Birney 303, Glenelg 362 and toastrack 42 arrive at the Playground as the official 21st anniversary convoy.*

PAUL SHILLABEER

Minister took the controls of car 362 for the return journey while the Mayor drove the Birney. Upon arrival back at the museum, our guests, who included representatives from the Department of Arts, History Trust of SA, TransAdelaide and Salisbury councillors, were invited to inspect progress on the wheel lathe project. Ian Seymour gave a brief explanation of how the wheel lathe works and what it will be used for. Our guests then moved into the bodyshop for some afternoon tea that, of course, included some birthday cake. Many thanks to Bev Smith for making the cake. Members made short work of it later in the day!

Thirty-two trips were run during the day using 11 trams. The high number of trams in use required some careful shunting and this was capably organised by John Eastaff and Robert Field. A successful sideline to the day's activities was a book clearance stall conducted by Roger Wheaton.

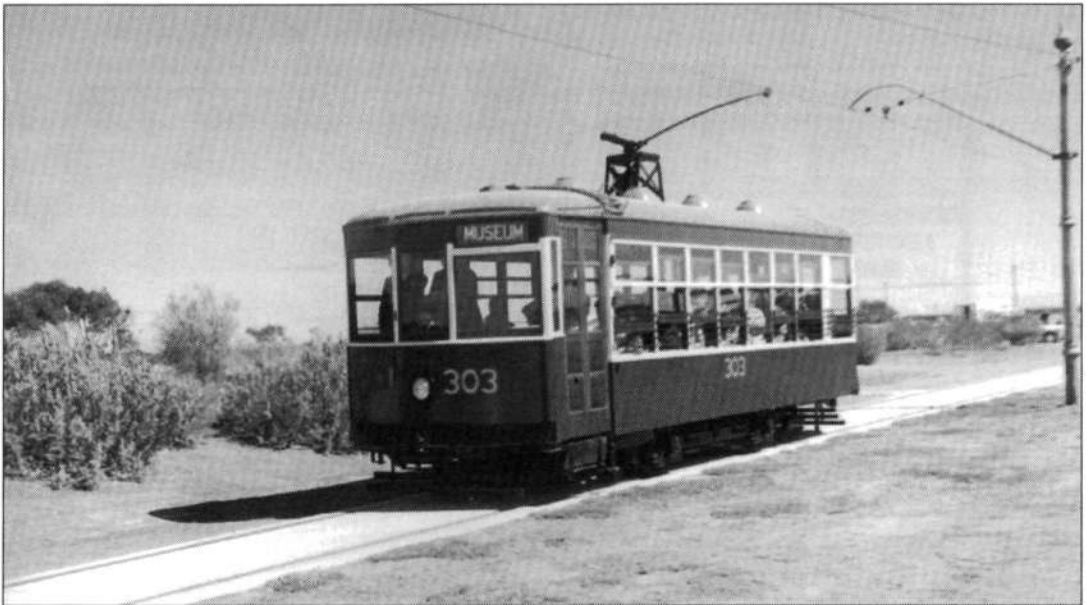
Although the AETM celebrated 21 years of tramway operations, the Museum was first formed in 1957. By early 1959, the first five trams had arrived on site at St Kilda and the huge task of building our Tram Museum began. The Museum opened as a static display in 1967. However, in 1973 the dream of running the restored trams again, became a reality when Salisbury Council constructed the 2-kilometre tramline through Commonwealth unemployment funding.

When the tramway was officially opened by the then Minister of Lands, Mr Kneebone on 23 March 1974, five trams were available for service Adelaide A-1, E1-111, F1-282 and Ballarat 21 and 34. In the past 21 years, the Museum has added eight restored trams to the fleet, comprising H1-381, G-303, W2-294, D-192, H-362, F1-264, C-186 and B-42, giving us a total of 13 operational trams. One of the original trams, car 111 is currently being refurbished, giving us 12 trams available for service.

The Museum has also collected another five trams for future restoration - A type 14 and 15, E-118, H cars 355 and 360 (only car 360 is complete) and has one works tram, W2-354, giving us a total of 19 trams. This is only four less than the number of trams on the Glenelg line!

### **Birney 303**

The Birney had received serious damage in a vandal attack in February 1992 in which it was covered with graffiti, windows were smashed and fittings damaged. When the restoration team found time to repair the Birney in 1994 following the completion of "toastrack" 42, a cosmetic refurbishment was envisaged. However, it soon became obvious that other work was necessary, so the car was given a general check over and tightening up. It was discovered that the air receivers (the original rivetted ones) had developed a leak and new ones were ordered.



*Kym Smith shows David Plumridge, Mayor of Salisbury the controls of newly refurbished Birney 303 for the return trip to the Museum on 19 March 1995.*

PAUL SHILLABEER

The interior of 303 was missing a large amount of varnished facing timbers and other items such as enamel signs, which have now been refitted. Roof vents have been resealed and the roof repainted. Existing brass work on the car has been polished while brass fittings for the opening motorman's window have been manufactured from patterns lent by Dennis Bell from Bendigo.

The exterior has been repainted in the circa 1930s livery as the restoration team believe this gives the car a more "American Look". The interior has also been repainted and revarnished as necessary.

Overall, a top job was done by Rolling Stock Manager Kym Smith and his team of John Pennack, Peter Letherby, Peter Keynes, Ian Seymour, Chris Andrews, Chris Dunbar, Barry Fox, Gavin Fuller, John Radcliffe, and others who participated.

### **Glenelg Trams 360 and 362**

In 1982, H type (Glenelg) trams 360 and 362 were transferred by the STA to the Museum on lease. The purpose of the transfer was to provide extra depot space at the Angus Street Tram Depot. The STA was to retain ownership of the two trams. This would allow them to be returned to service on the Glenelg

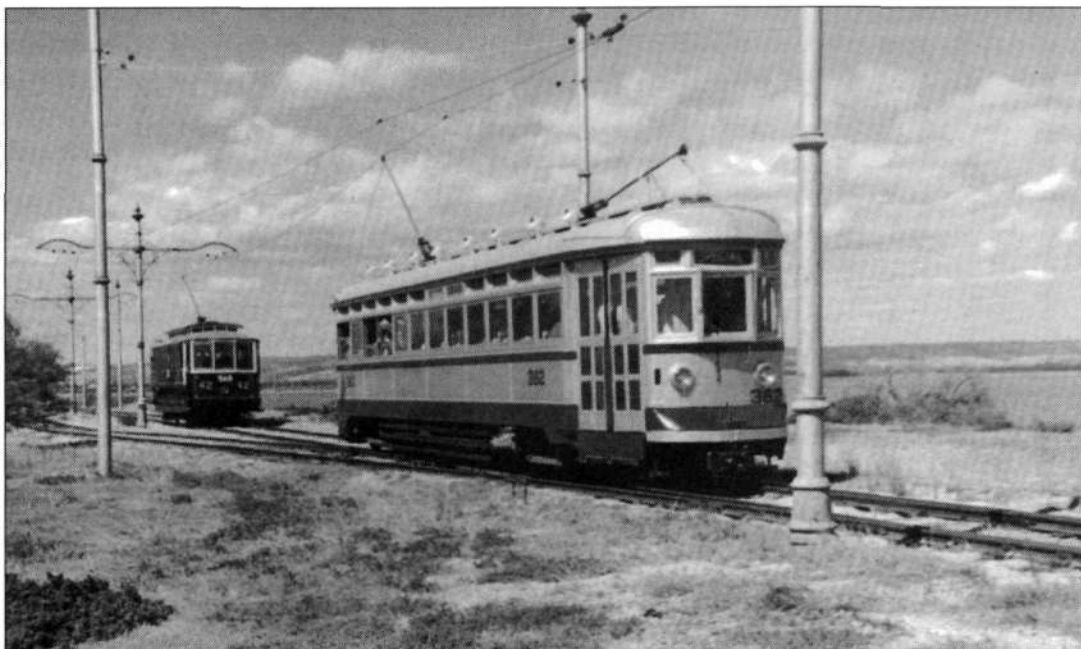
line in the advent of a future shortage of cars caused by a significant increase in traffic, or following significant accident damage to one of the remaining trams on the Glenelg line.

Since 1982 the Tram Museum has maintained these cars in covered storage and in operating condition. No attempt was made to restore the vehicles as this was not in accordance with the lease agreement. However, car 362 was repainted in 1983 in its 1950s silver livery to make it more presentable for museum display and occasional use.

It has now been 12 years since the cars were housed at St Kilda and the STA/TransAdelaide has not required them. The introduction of pantographs and many other modifications to the other H cars over the years made the return of these cars to regular operation on the Glenelg line less likely.

Due to these changed circumstances, the Tram Museum wrote to the Minister and the General Manager of TransAdelaide in January 1995 asking them to consider donating these cars outright to the Museum. We were delighted to find out on the Friday before our 21 years of operations celebration that the Minister would be donating the trams to the AETM.





*TransAdelaide General Manager, Kevin Bengler has just taken H car 362 through Mangrove Loop on its journey to St Kilda. Toastrack 42 follows.*

PAUL SHILLABEER

Cars 360 and 362 were not refurbished by the STA in the 1970s and retain many original features. Although the body of H 355 was donated to the Museum by the STA in 1987, it was received without motors and mechanical gear and has many parts missing.

Car 362 had not been used in traffic for seven or eight years, so in the weeks before the 21st Anniversary of Operations work was carried out on the car by Ian Seymour to enable it to operate on the day. Work included a controller service, adjustments to the brake rigging and replacement of leaking door motor piping gaskets, the old leather ones having turned to brown powder. More work on air leaks will need to take place before the car can be returned to regular traffic to ease the load on the almost continuously running compressor. Further work is required to make 362 a trafficable car. Meanwhile, car 360 continues to doze at the back of Road 6 awaiting its turn in the restoration program.

### Wheel Lathe

The shed to enclose the wheel lathe has now been erected and the area between the shed walls and the lathe's foundation has been concreted.

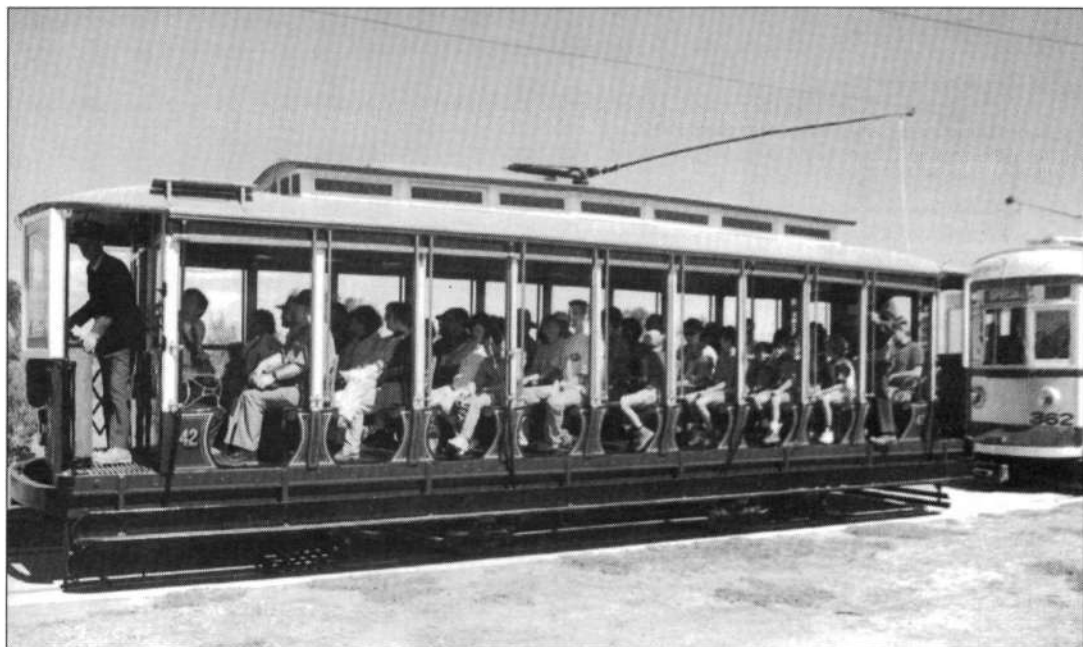
Conduit was placed below the concrete, with outlets in the floor for the "master controller", the "slave" cabinet and the main drive motor. Power is supplied from the north east corner of the workshop. A separate trench has Hardie Iplex polythene 3/4 inch pipe for compressed air running from the existing workshop supply to the pipework on the lathe. A moisture trap and a female RYCO fitting for a hose are installed in front of the lathe's isolating valve.

A sliding door faces the workshop for wheel set access from the workshop. Another sliding door faces the museum car park for natural lighting, emergency exit and for removal or replacement of lathe parts.

The next few months will see wiring, cleaning and painting, final assembly of parts and oiling. Beautification of the site with shrubs will take place to break up the harsh view of the shed from the road and car park.

### Other News

Four new postcards were launched on the 21st anniversary of operations day. The four cards feature



*The popularity of toastrack 42 is evident as it prepares to leave the St Kilda Playground stop for the Museum on 19 March 1995. H 362 can also be seen.*

PAUL SHILLABEER



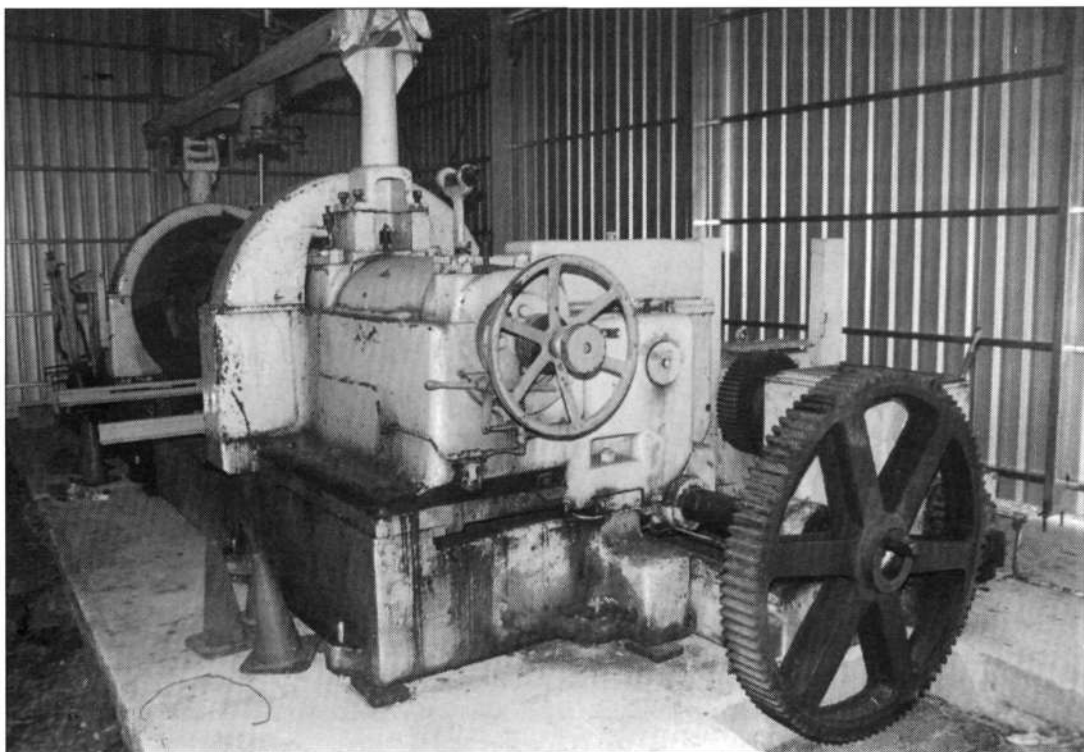
*The wheel lathe sits on the 1 metre thick concrete pad prior to erection of the shed. The position of the lathe can be seen in relation to the existing workshop and depot. The body of H 355 can just be seen next to the stores shed in the background. A door will be constructed in the workshop wall to enable wheel sets to be rolled to the wheel lathe.*

IAN SEYMOUR



*The contractors erect the shed around the wheel lathe.*

IAN SEYMOUR



*At long last, the wheel lathe is now securely housed in its own shed.*

PAUL SHILLABEER

"toastrack" B-42, C-186, H1-361 and the two Dropcentres F1-264 and 282. They are a much needed addition to our existing range of postcards.

Adelaide's commercial television stations continue to screen our 30-second Community Service Announcement that is resulting in continued good patronage.

It is 12 months since "toastrack" tram 42 was launched on 10 April 1994. Despite the lack of passenger protection from the elements, it has been in service nearly every week it has been available for traffic. (The car was withdrawn from mid June

1994 to late August 1994 to allow the linework to be completed.) The "toastrack" is proving very popular with the public. Even on cool windy days they clamber on it. The Museum has a policy of withdrawing the car at the sign of rain but so far this has been very minimal.

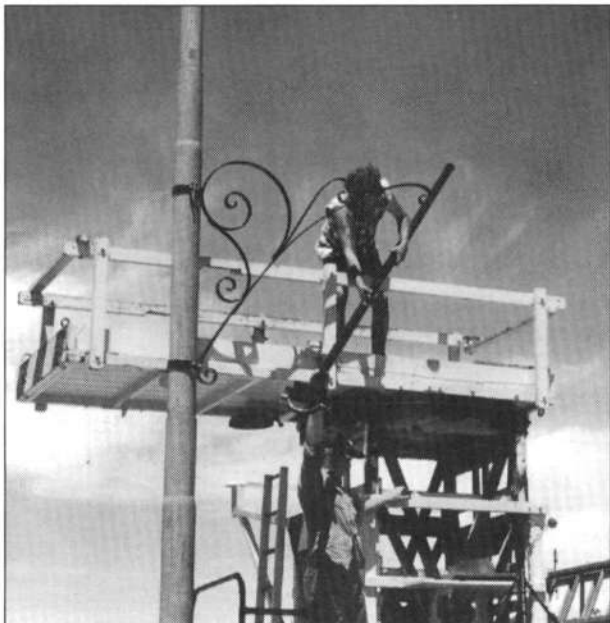
The Museum was very pleased to receive a Certificate of Appreciation from Ashley Barnes, TransAdelaide's Mile end Depot Manager for sponsoring the Funday Barbecue and supporting the children of Ashford Special School and the Diabetic Association of Australia on our big anniversary day on 19 March 1995.

## HADDON

Melbourne Tramcar Preservation Association.

From Craig Tooke

The past few months have been exciting with the completion of many projects at Haddon. Although we have had to spend our time on many projects, we have managed to complete them and are in for an even more exciting time over the next few months.



*Tony Smith and Con Schroeder erecting a bracket arm.*

ARTHUR IRELAND

### Overhead

This has without a doubt the major area of activity at Haddon and it is also the area where the results of our efforts over many months are now starting to become visibly obvious.

Work on the manufacture and erection of all span wires over the south-east curve area is now complete.

Many readers will be aware we are using a form of light weight catenary construction for much of our overhead system. While this form of overhead suspension has many advantages, it also has the disadvantage that it requires the construction of additional spans to support the catenary cable. This section of the erection work involved the manufacture of seventeen span wires with the insertion of insulators using the traditional nozzling method, a most time-consuming job.

Craig Tooke and John Withers were assisted by Tony Smith in the manufacture and erection of these span wires.

Back further along the main line heading west, the two side bracket arms, made by Arthur Ireland using the ornamental scroll work from former SEC Ballarat tramway brackets from Sturt Street, have been erected on the poles.

The lower terminus poles have had the ex-William Street, Melbourne bracket arms attached. These bracket arms were sand blasted, primed and painted black by Arthur Ireland. They contrast nicely with the grey-painted poles to which they are fitted.

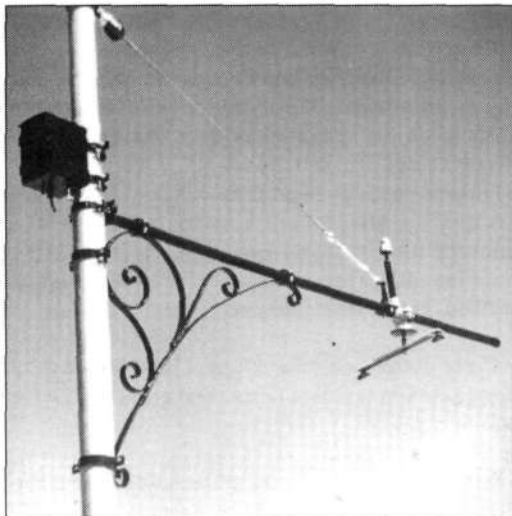
One hurdle we had to overcome was a source of ready-made span wire collars, as the circumference of our steel poles is much less than those used by the tramways in Melbourne. The problem was overcome with the use of an oxy-acetylene torch and a hacksaw. Arthur Ireland and Tony Smith modified the diameter of many of our larger collars to fit our steel poles. It is amazing what heat applied in the right place and at the right time will do!

John Withers and Tony Smith have run the steel cored aluminium catenary cable and tensioned it to give the correct sag. They terminated it to the support span suspended off the poles next to the lower terminus points. The catenary cable has been connected to the existing overhead system and is live whenever the museum tram overhead is switched on.

### Signalling

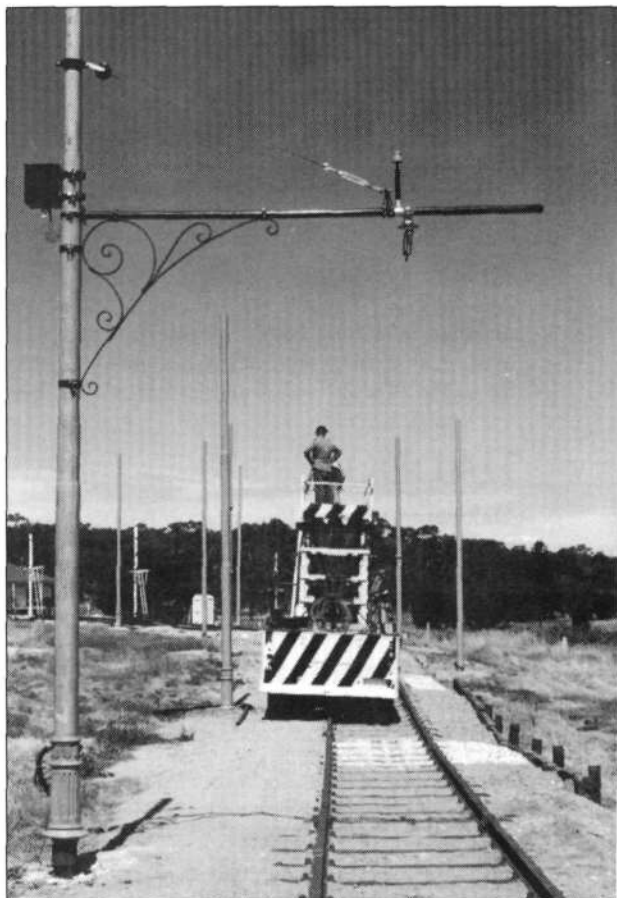
Signalling construction work has gone hand in hand with the overhead work over the last few months.

The following tasks have been completed:



*A detail view of the bracket arm and scroll work. Note the use of the ex-SEC Latrobe Valley electric railway slider ears and the automatic point relay box.*

JOHN WITHERS



*Work commencing on the erection of the second bracket arm.*

ARTHUR IRELAND

1. Signal heads for the upper terminus home signals have been mounted.
2. Car barn and intermediate home signals mounted.
3. Dropping resistor boxes mounted. These are used in supplying power from the overhead to signalling equipment.
4. Lower terminus point shifter relay control box mounted.

In addition, the modification of the lower terminus point indicator signals and mounting brackets has been carried out. This involved the addition of a box in which small transistors will be mounted to allow the 110 volts supply to be reduced to the 24 volts required for the point indicating signals.



The overhaul of "K" style signals for the lower terminus is also under way. This will include making adjustable brackets to allow correct alignment of the signals when they are mounted on the poles.

The former tramway traffic light skates, obtained in various states of repair some time ago, are being overhauled by Arthur Ireland. These are to be used for a variety of tasks.

The use of automatic points at the lower terminus requires the use of an overhead line contactor to allow a tram to control point operation. No such fittings are available from Melbourne so we designed and built our own contactor from the components of an SEC tramway signalling skate. Two were made, with one to be retained on hand as a spare. John Withers is to be congratulated for the considerable skill required and effort put in to complete this job.

### Rolling Stock

Now that much of the work on tram line construction is ending, we can again turn our attention to the trams themselves.

### W2 Class 407

Just as we thought that most of the restoration work on this tram was complete, disaster struck.

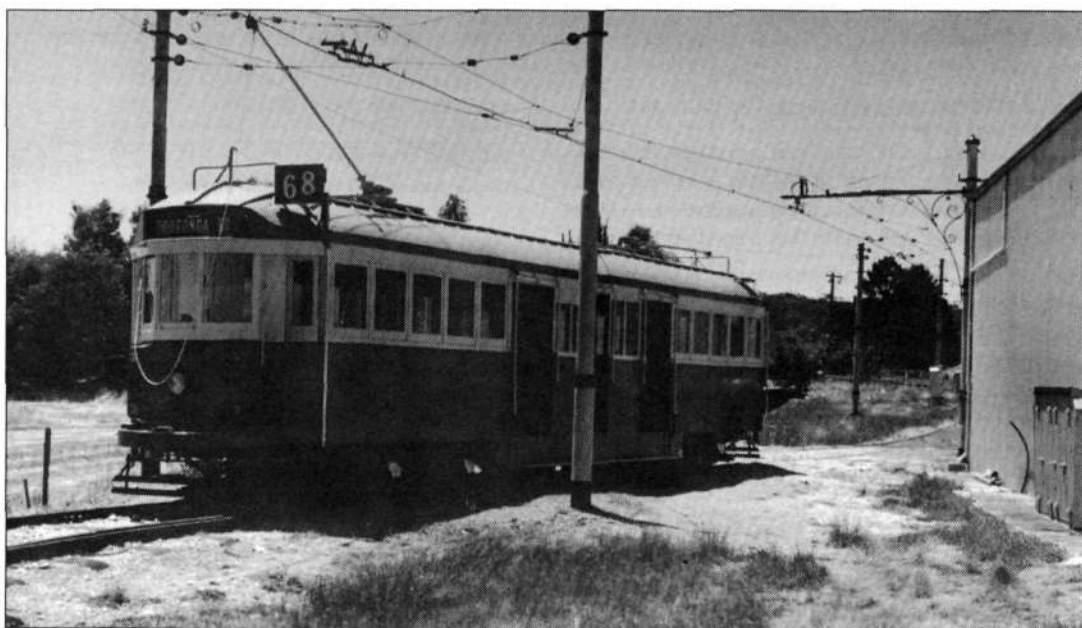
Serious problems developed due mainly to wear in the brake rigging and problems were experienced as the tram travelled over pointwork. An examination revealed that the brake levers and other components had badly worn and the problem could not be overcome by adjustment of the rigging.

Several brake rigging components have been replaced with spare parts that we had the foresight to obtain when they were available some years ago. Following replacement and adjustment of the brake rigging, 407 is again available for use.

### L Class 104

This tram is to be next in our restoration programme. Car 104 requires less work to restore and make mobile than other cars in our collection. It has been moved from the running shed to the workshop to allow work to begin.

The restoration work will include remotoring the Brill 77E trucks used under this class of car. The



*W2 class 407 undergoing track clearance trials following completion of brake rigging maintenance work.*

ARTHUR IRELAND

trucks were fitted with GE 247 traction motors before the car's withdrawal and the motors were retained in Melbourne for use as spare parts.

We will be remotoring the 77E trucks with MV 101 motors from MMTB No.1 trucks, which will also provide the wheel and axle sets.

The spare Brill 77E trucks have been towed off the bogie storage track and dismantled for sandblasting, inspection and painting of all components.

### Site Work

A number of outdoor projects, which are best done in warmer weather, have been undertaken. These works include:

1. The construction and erection of new double gates and supporting posts at the museum entrance.
2. The running of an additional water main to the north wall of the running shed to provide for the future connection of fire protection sprinklers.

## WHITEMAN PARK

Perth Electric Tramway Society.

From Michael Stukely

### Operations

The Classic Car Show, now an annual event in the Park and the major event of the year, was held on 2 April in perfect conditions. An estimated 16,000 people attended, and while this was slightly lower than the 1994 total, it seemed as though every one of them travelled on the trams!

Visitors parked at either the Village or entrance and then took the tram, train or bus as appropriate to Mussel Pool, where the 1200 cars on show were located. During the afternoon the new Motor Museum of WA (in the Village) was officially opened.

PETS provided tram services between 9.00am and 5.30pm, with six cars in service from about 11.30am to 4.45pm. Two routes were operated: no.1 between Village and Mussel Pool and no.2 between entrance and Bennett Brook. Fremantle 29 and W2 class 329 ran exclusively on Route 2, while W2 class 393, 368

3. The construction and installation of stronger door hinges on the running shed doors.

4. The spreading of additional filling over the lower terminus area and construction of motor vehicle access paths over the mainline track.

### Recent Acquisitions

Two very important acquisitions have been made by the museum recently. The first is an overhead bucket truck that has already proved its worth in the erection of bracket arms and catenary cable. The second is two portable DC welding units mounted on trailers. One unit is to be retained for use while the second unit will provide a source of spare parts.

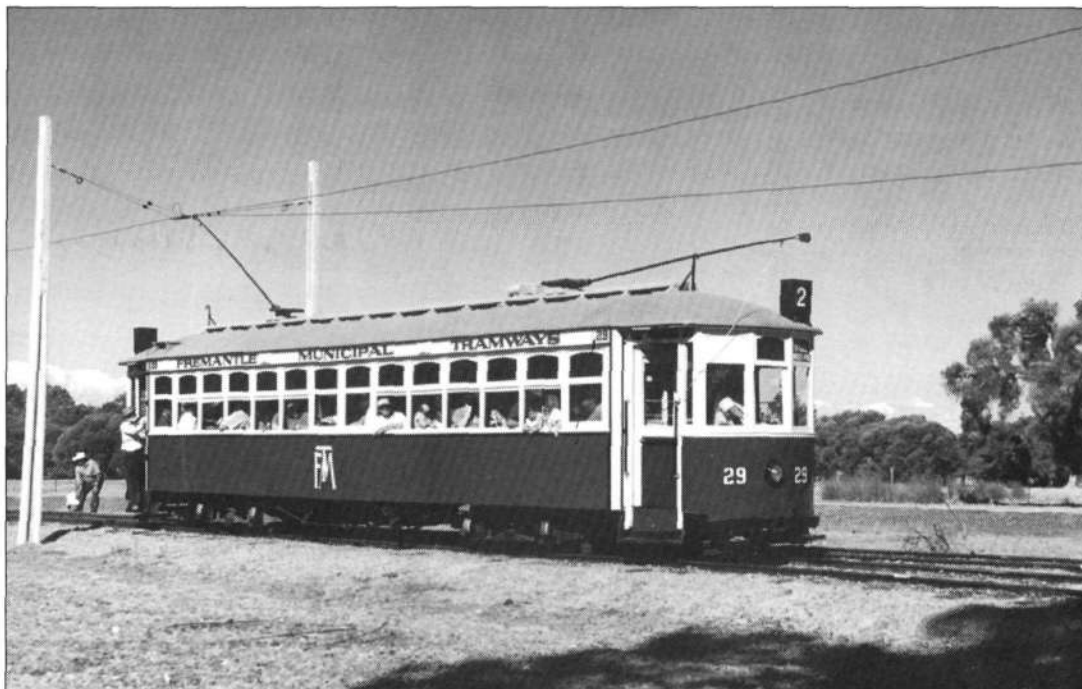
We have had a very busy and exciting three months at Haddon and it is a credit to those involved what we have been able to achieve through sheer determination and hard work.

The next three months will be as equally exciting and our results will speak for themselves.

and SW2 class 426 serviced Route 1; W4 class 674 ran for part of the day on each route.

Cars ran in various combinations of single cars or tandem pairs as loadings demanded, with crossings for both routes taking place simultaneously at Stockmans Triangle. As it had not been possible to wire the passing loop in time, this involved a fairly complex shunting manoeuvre each trip. Services were coordinated by Lindsay Richardson from Stockmans Triangle, and the pattern was maintained successfully all day without major delays.

Without doubt, PETS was the main carrier of visitors, and the trams carried the largest number of passengers ever for a single day. Fortunately for our conductors, fares were not collected - as is usual on these major event days, PETS received a portion of the gate takings in lieu of ticket sales. It was a very exhausting but satisfying day for the 25 members

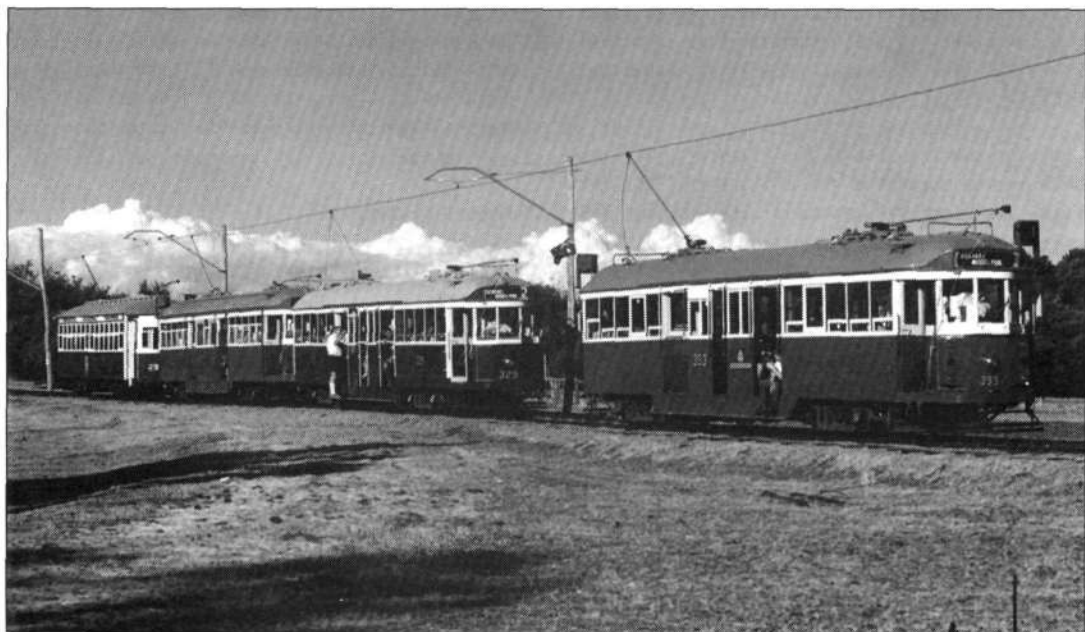


*Classic Car Show, 2 April - Fremantle 29 with a capacity load returning from Bennett Brook shunts at Stockmans East to cross the car from Entrance. Route no.2 is visible on the car. Conductor David Secker keeps a watchful eye on the trolley pole from the rear platform as Mal Haines changes the points (left).*

MICHAEL STUKELY

*Fremantle 29, SW class 426, W2 class 329 and 393 at Stockmans East on Classic Car Day, 2 April 1995.*

MICHAEL STUKELY





*During the track camp on 9 January - Craig Winslow (left), Lindsay Richardson, Martin Grant and John Shaw working near the Village road crossing. "Workers' Special" W2 class 393 stands on the far side of the crossing.*

TERRY VERNEY

who gave their time to assist as tram crews, marshals at the four stops, pointsmen and standby repair crews.

Between 26 December and 8 January, trams ran on 13 of the 14 days. This included eight days on which 600 boy scouts per day visited the Park as part of their Jamboree that was based at Perry Lakes, near Perth.

Saturday evening open-air Bush Dances in the Park have proved popular in recent summers. The WA Light Railway Preservation Association has provided train rides for dances held at Mussel Pool. This year, three dances were held at the Village (4 and 18 March, and 1 April). FMT 29 ran well-patronised return trips to Mussel Pool about every half hour from 6.30 to 9.00pm.

Regular Wednesday services commenced as planned on 11 January to augment the Thursday and Friday services that were reinstated in October (TW Feb 95). To date, these services have been very successful.

Weekend and public holiday services have been standardised with weekdays. The Village tram stop

is now the originating and terminating point for each trip (rather than Mussel Pool). It has been decided not to resume regular services between Stockmans Crossing and the Park Entrance. A new timetable with mostly 25 minute headways (compared to 30 minutes previously) was introduced on 18 February. This avoids the need for two cars to wait for extended periods at stops. This results in two additional trips being run on Sundays and holidays, and one on Saturdays. The new arrangements are working well.

### Track and Overhead

The never-ending job of maintaining the track continues for Trevor Dennhardt's team. Work including lifting and packing, sleeper replacement and attention to rail joints, has been carried out on Swamp Straight, east of Horse Swamp Culvert, Stockmans Triangle, Bennett Brook Curve, Village Junction Curve and Straight (on two days of 38 and 39 degrees heat) and on the hill between Red Dam and Village. Replacement of defective rail bonds has started.

A track camp held on 9-10 January was attended by Lindsay Richardson, Terry Verney, Martin Grant,

John Shaw and Craig Winslow. Lifting and packing was carried out on 18 joints on the paved Village straight; proud rail joints were ground back and joints were tightened. The ride over this section has now improved considerably.

Ray Blackmore has continued preparing for the installation of backstays at Stockmans Triangle. The overhead on the north to west curve has been transferred to the concrete poles, with a bridle installed between poles. The last redundant wooden poles were removed from here on 1 April, giving a much tidier look to the area. The frogs were adjusted (and one backstay fitted) on 1 April, and all worked well on Classic Car Show day.

Eighteen additional concrete poles were purchased from the manufacturer in March. These will be used to progressively replace rotting wooden poles in problem areas, as well as on the new Stockmans Loop.

## Rolling Stock

The repairs to the axle-to-motor bearings on the no.2 end truck of W4 class 674 have been completed. New neoprene gear-case seals were made and fitted and the axle box bearings changed. Car 674 returned to the traffic roster in February.

The refurbishment of the no.1 truck for W2 class 329 has been delayed by the work required on car 674. It was not possible to have it reassembled and installed under 329 in time for the Classic Car Show. Repairs were made to the existing truck under 329 to bring it to serviceable standard for use on the day.

The axle-box wedge plates from SW2 class 426 have been exchanged with a newly built-up set.

It was found during maintenance on W2 class 368 that the bolts securing the trolley-pole bases were pulling through the timber decking. Both bases have been replated and secured.



*Track work progressing along the Village Mall on 10 January, with Martin Grant (left), Lindsay Richardson and Craig Winslow lifting rail joints. In the background, landscaping at the entrance to the new Motor Museum of WA is underway; this new attraction was opened on 2 April*

TERRY VERNEY



Standard motorman's rear-vision mirrors and brackets have been made for fitting to the W cars on the corners opposite the existing ones, to allow the motorman to see both sides of the car.

Two GE 247 motors have been lifted from a no.1 truck for servicing before their use under W5 class 766. Cleaning is being carried out and water was found in all bearing-oil wells. Noel Blackmore expects more corrosion problems are likely to be encountered as dismantling progresses.

### Around the Carbarn

A very favourable quotation was received from the Ministry of Justice (Canning Vale Prison) for sanding and repainting or revarnishing the windows and jarrah battens from the window pillars of Perth E class 67. This work was completed early in April. It is anticipated that further jobs, in particular the fabrication of the wooden slatted seats, will be carried out in the prison's carpentry and paint shops in the future. Meanwhile, the rubbing down and repairs to the interior of the saloon are continuing.

An International ACCO 4x4 truck has been purchased, and arrived at the museum on 30 January. The chassis has been steam-cleaned and the motor vehicles team are working to attach the pole auger to it. Plans are being developed to allow its future interchange with the cherry-picker. The Albion truck, when returned to serviceable condition, will be an alternate vehicle for these pieces of equipment. Work has started on stripping

the tower of No.1 tower wagon.

Noel Blackmore has arranged the purchase of a power hacksaw, which will make a very useful addition to the new engineering shop.

Sixteen lengths of grooved rail were recovered from the recently demolished Kitchener Park Bowling Club (next to Subiaco Oval) on 29 March. They had been used as supports for the lighting over the greens, and most had been kept regularly painted. They are in excellent condition; some of them are dated as recently as 1947. We are grateful to the WA Football Commission for the donation of this rail.

### Fire

In the early hours of 16 February, a fire was started by sparks resulting from a wild duck flying into high-tension power lines at the east end of Swamp Straight. The fire threatened the Lindsay Richardson Carbarn before being brought under control. It broke out again late in the afternoon on the south side of the barn and burnt the remains of the body of Perth G class 37. The body was in very poor condition and had been skidded off the no.9 trucks in 1994 so that it could be fully dismantled to provide materials for the restoration of sister car 35. Fortunately, most of the reusable timber had already been removed from the body. As a result of this experience, priority is being given to upgrading the fire-fighting capability in both carbarns, and the adequacy of the firebreaks around our complex is under review.



*Bill Gilbert applies the finishing touches to the paint on the steel poles acquired from Westrail's East Perth Terminal several years ago. Photo taken March 1995.*

TERRY VERNEY

## PARKLINK

Sutherland Tourist Tramway (SPER)

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From Michael Barry

### Tram Service Disrupted

Upon arrival at the Royal National Park terminus on the 10.15am service from Loftus on a recent Sunday, the crew of R1 class 1971 were approached by a passenger who said there was a wallaby with a broken leg in the bushes near the end of the track.

Shortly afterwards the animal crawled along the track towards the tram. It was plain to see that the bone of its right leg was severed above the knee and the leg was hanging by the skin. The injured wallaby continued to crawl until it was under the tram between the lifeguard and the bogie.

Conductor David Critchley sought aid from the nearby ranger station but it was unattended. Driver Col Rhodes used the tram's mobile phone (all trams running into the Park carry a phone) to call the Park Visitor's Centre at Audley where a helpful attendant took details of the incident. She called back shortly after to advise that the Wildlife & Information Rescue Service (WIRES) and a veterinary had been contacted.

Meanwhile, Col Rhodes called the Museum's Officer in Charge to advise that 1971 would be unable to return for the 11.15am journey. The lady from WIRES arrived first and decided not to move the animal until it was sedated. This was done when the veterinary arrived.

## LOFTUS

South Pacific Electric Rail

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From MB, CG, VS and RM

Activities have concentrated on works associated with the Heritage Grants recently obtained by the Museum. From early February there has been an explosion of activity around the site, with Bob Cowing and Greg Sutherland being kept busy coordinating the projects.

In keeping with the Museum's safe working procedures, the Officer in Charge phoned at 11.10am to confirm that 1971 was still at the terminus. He advised that R class 1740 would operate the 11.15am journey under an "authority to proceed". Car 1740 arrived just as the sedated wallaby was being removed from under 1971.

After an examination, the vet declared the wallaby was an adult female and the injury was several days old. The unfortunate animal would have to be put down.

Cars 1740 and 1971 departed at 11.30am in convoy, returning to the museum at 11.45am.

This incident proves the value of having a mobile phone on the Royal National Park service. The commitment to operating safely is shown by all the Sydney Tramway Museum traffic staff.

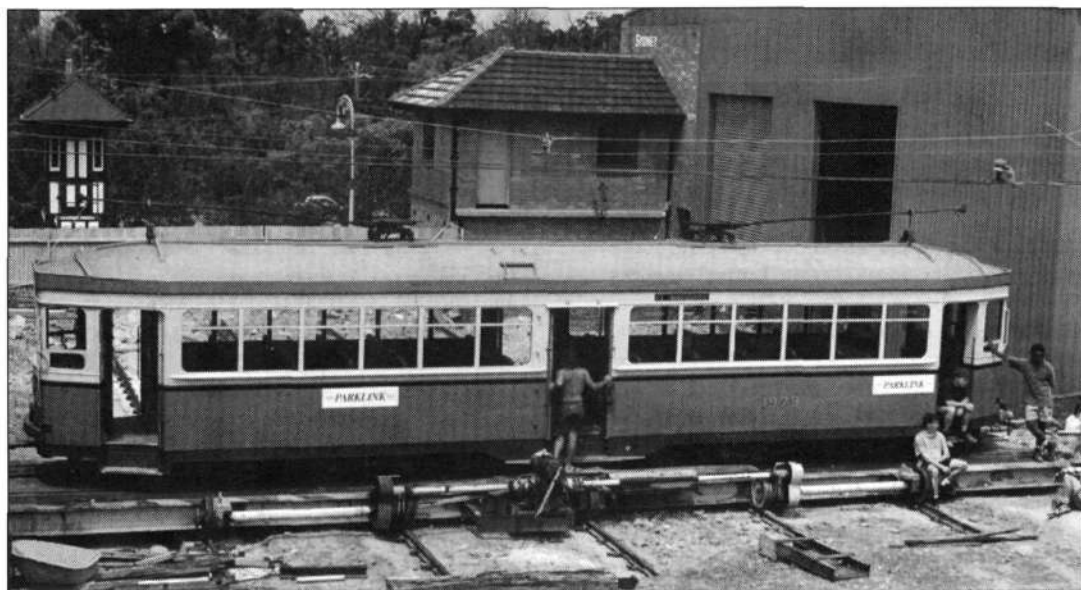
### Crossing Signal Replaced

In line with the Museum's policy to replace all the level crossing signals at the Princes Highway crossing with fully overhauled signals, the western signal post at the crossing was replaced on 24 March 1995. The signal mast removed will now enter the workshops for overhaul and repainting.

### Traverser

Work on installing the traverser has been going steadily. It had to be ready for use when the sprinkler contractors started work in the display hall. Many exhibits would have to be moved from each road in turn.

The large gaps between the rails protruding from under the display hall doors and the traverser were filled by Joe Kirchenburger who cut and welded the



*R1 class 1979 became the first tram to be moved on the traverser on 4 February 1995. Our CSO workers make good use of the diversion to take a breather from their toil.*

BOB MERCHANT

extension pieces to these rails. All the hard work resulted in the traverser becoming usable on 4 February 1995.

The traverser was placed in road 4 - it forms part of this continuous and wired road - and R1 class 1979 was driven on to it to become, at 2.15pm, the first tram moved laterally. Car 1979 was moved between roads 4, 5 and 6 and the two workshop roads with all alignments being satisfactory.

The traverser was manually operated using the hand crank and was quite easy to move, especially after some fouling earth and rock was removed from outside the workshop building! When finally completed the traverser will be electrically operated.

The traverser was a postwar installation in the Commonwealth Engineering Company's factory at Clyde. It was used for moving completed railway rolling stock of various gauges, systems and countries, as well as the postwar batch of R1 tramcars. It was purchased at auction by the Museum after the Comeng works closed.

### Sprinkler System

Trenching for the sprinkler system main between the display hall and the workshop building was completed in January. The contractors commenced

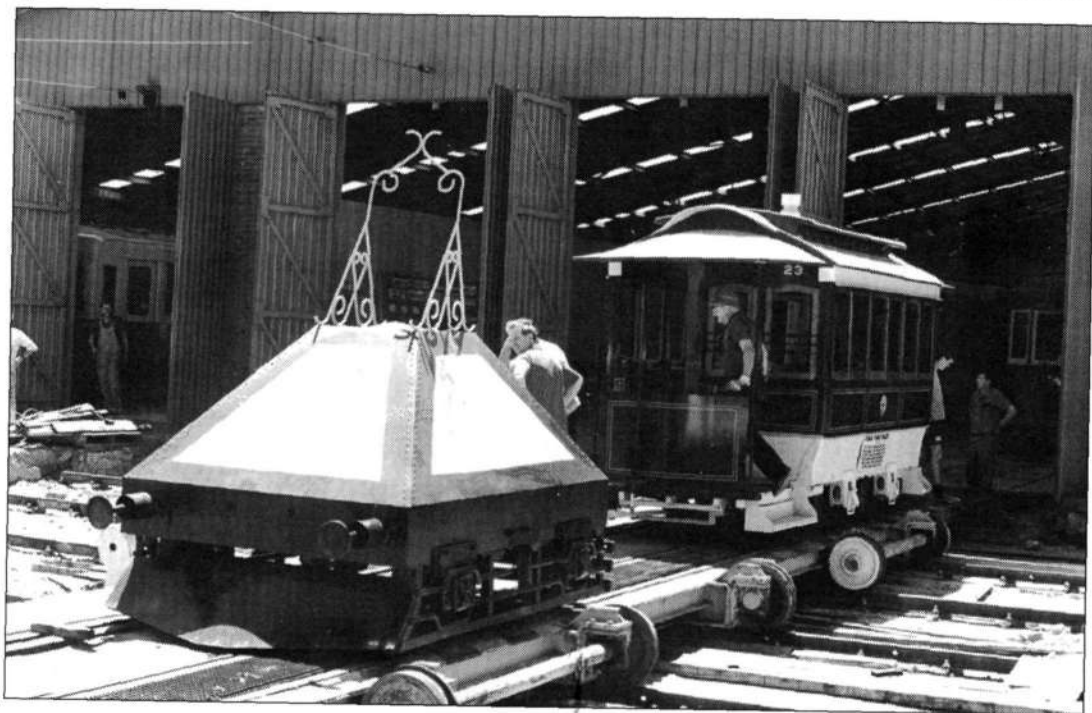
installation work on 21 February and this required some rearrangement of the exhibits in the display hall.

The trams were moved from each road as required to allow access for the contractor's mobile tower during the installation work. Cars R1 class 2044, K 1296, cable trailer 23, O breakdown 141s, P 1497, N 728, ballast motor 93u, weedburner 144s and the counterweight dummy were moved out using the traverser. They returned to the display hall when the work over that particular road was completed.

The sprinkler mains and pipework were completed in the main building in March. Sprinkler installation in the workshop followed. The sprinkler line to the new shed commenced on 6 April and the completed system was tested on 13 April. Thanks to our engineer, Richard Clark for overseeing the work on this project.

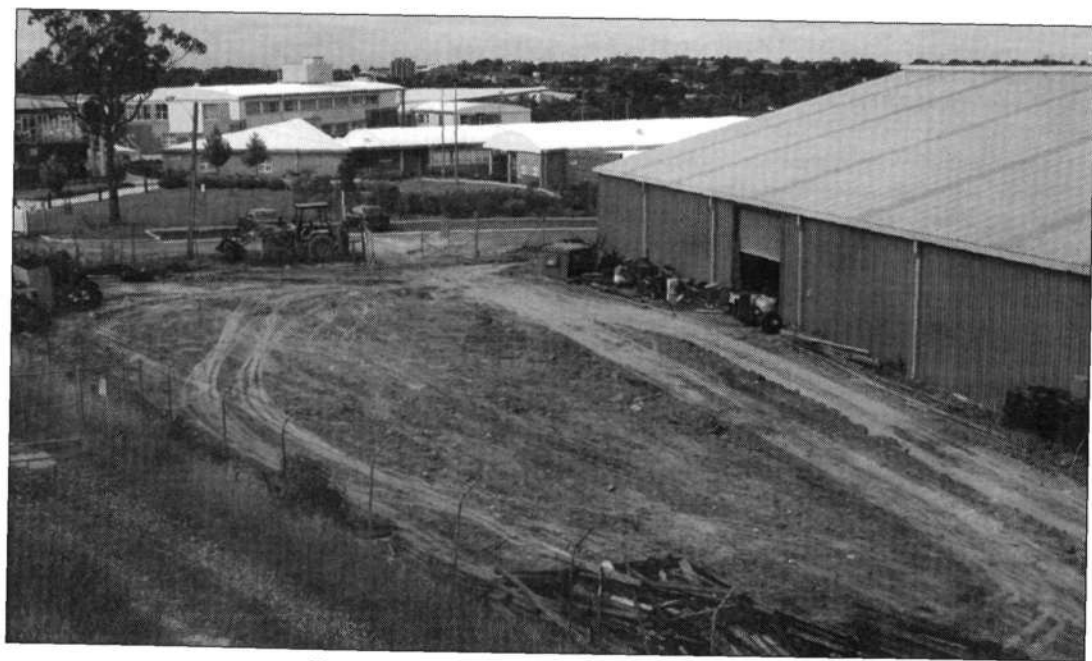
### New Storage Depot

During March, the last site clearing for our third building was completed and the foundations dug. Foundation concrete was poured, and erection by contract of structural steel commenced on 3 April. Sheeting the western wall in olive Colorbond was under way on 14 April.



*The counterweight dummy and cable trailer 23 stand on the traverser on 25 February 1995 during reorganisation of the display hall for the installation of the sprinkler system.*

BOB MERCHANT



*The site of the new depot building on 11 March 1995. Considerable clearing up had taken place over the previous months with much assistance from our CSO workers.*

TOM TRAMBY



*Construction is under way. Foundations have been dug and concrete poured; besser block and some steelwork is on hand. Foundation wall erection has commenced at right. The Loftus TAFE College forms the backdrop. TOM TRAMBY*

On 12 April 3000 bricks were delivered for the rear wall. It is to be bricked to a height of six feet. The bricklaying was completed on 14 April. Geoff Olsen has already commenced the electrical works required for this building.

The new building will provide undercover storage for an additional six trams on its three roads. An annex road is provided at a lower level, under the main roof on the eastern side, but shorter than the tramcar storage roads due to site constraints. It will allow our spare bogies to be stored under cover, yet provide floor space above. A toilet and shower, and paintshop facilities are also being provided.

### **C Class 29**

Progress on the reconstruction of this car is proceeding at a rapid pace under the control of our craftsman carbuilder, Geoff Spaulding who is working on the reconstruction during the week.

Freight car 24s and car 29 exchanged places in the workshop in January and work on the reconstruction commenced in earnest.

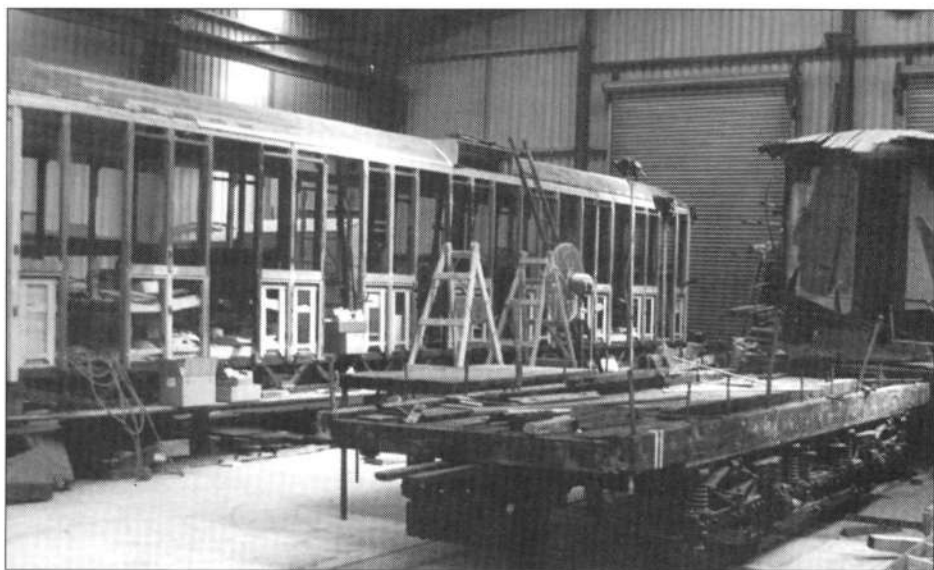
Its years under a tree in a Centennial Park back

garden had taken its toll on the timberwork at one end. The years spent at *The Old Spagetti Factory* restaurant at The Rocks also took its toll. Here, parts of the tram had been cut or removed and carefully hidden from public view or replaced with more modern material. Some of this work would have been in connection with providing a hygienic environment. Other parts were removed and stored for return to the Museum but had been lost or stolen over the years.

The damaged timberwork has been carefully repaired by Geoff Spaulding who has spliced new sections into the original framework. New solid timber side panels (it is a heritage restoration) have been steamed to shape using a museum-made galvanised-sheet steamer with steam provided by the mealroom tea urn. The panels were muslin-backed in the time-honoured manner before being fitted to the car.

End canopy rails have also been steamed to shape and attached to the car, and the fitting of roof boards is well under way. The trolley bridge and the window frames were also receiving attention by 7 April.





*C class 29 in January 1995 before work commenced on its reconstruction. The truck is still under the frame at this date. The crossbench seat under construction at right is for O/P 1089.*

RICHARD HALL



*Norm Chinn looks on as Geoff Spaulding and Howard Clark check a couple of timber panels for size. The framework of C 29 had reached this stage of erection by 4 March 1995.*

BOB MERCHANT

One surprise was the discovery of bright red paint on a corner pillar and the bulkhead beading. Subsequent research and examination of photographs revealed that the red dates from its service stock days in the olive, fawn and grey livery. In the photos, the red area had previously been accepted as being olive. No theory about why the red appears only on one end of the car has been put forward; the car has not received any obvious major accident repair to the other end.

The Peckham truck is also receiving attention. The cleaning down revealed the number "60s", car 29's service fleet number, painted on the motor support beams, and a grey colour under all the grime and black paint. The grey dates from the car's earliest days when tramcar trucks were painted a colour to hide the dust and grime picked up from unsealed road surfaces.

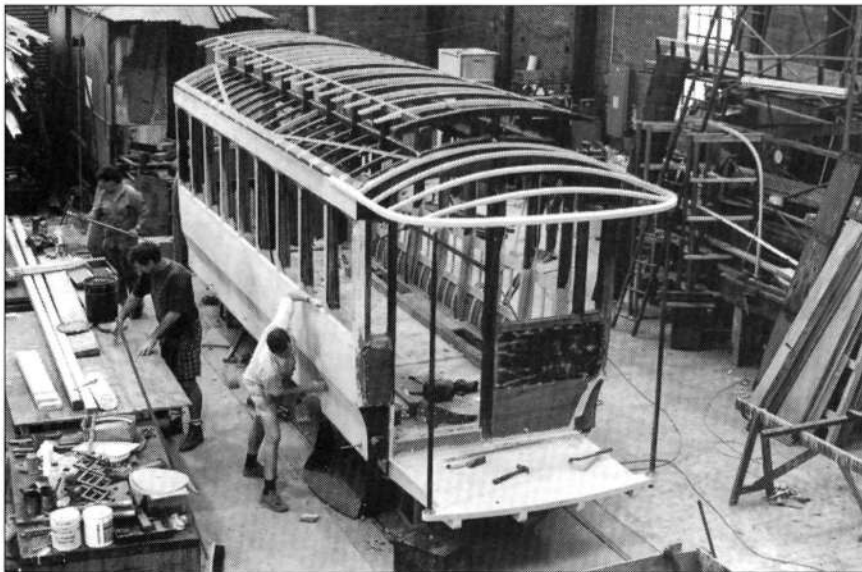
#### O/P Class 1089

Restoration continues on 1089, although C car 29 is taking most of the available time now. A compressor has been refitted under the car, and flooring in the centre of the car is now complete. The flooring is specially milled tongue and grooved boards as originally fitted. It is interesting to note that the tongues and grooves are off-centre to allow for wearing down of the floor surface.



*An interior view of O/P class 1089 on 11 February 1995. The newly fitted compressor is visible at the bottom of the photo. The new flooring is being laid with tongue and grooved boards as originally used in this car.*

HOWARD CLARK



*By 18 March the platform timberwork was complete and the canopy frame fitted. Howard Clark works on a tumblehome panel while Geoff Spaulding prepares another panel for the far side of the car. In the background, Frank Cuddy prepares handrails for 1089.*

BOB MERCHANT

## Quay Lamp Standard Erected

An historic lamp standard, which once graced the waterfront of Circular Quay in the days when it was still semicircular, was repaired some months ago by Joe Kirchenburger. The lamp standard has been erected at the top of the access ramp to the eastern side of the display hall by our CSO workers on 10 April 1995.

The top part of the lamp is missing and examination of old photographs show it has been fitted with several different lamp brackets over the years. A suitable fitting will be made in due course.

## LEAP Works

LEAP works have commenced on site. The Museum has attracted Commonwealth Government support in the form of a Landcare and Environment Action Programme (LEAP) grant. This grant means that the St George and Sutherland Community College are funded to provide job training for long term unemployed youth on community projects involving land care.

Currently two gangs are at work. One is working at the museum where the dry stone retaining wall constructed by Derek Butler has been extended

behind the Police box in Tramway Avenue. This gang is also working on the bank and spoon drain on the eastern side of the main line in Tramway Avenue, these are being landscaped. The other gang is in the Royal National Park where landscaping and tidying up the terminus is being carried out.

Robert Tickner, our local Federal Member of Parliament's assistance in this matter is greatly appreciated.

## Albion Double Decker 1619

One of our double decker buses, no. 1619, has been removed to Skillswest Training Centre at Penrith for restoration. Skillswest is part of the Hunter Valley Training Company, whose Maitland centre rebuilt 144s and 93u, and constructed a pair of O car bogies for us. Their Unanderra branch will be refurbishing up to twelve air compressors for the Museum shortly.

The actual movement of the bus to Penrith was a complex logistical exercise and the help received from Ken Butt is much appreciated.

The vehicle was built by Waddington Pty Ltd (later Commonwealth Engineering Co.) and placed in service with the Department of Road Transport and



*Under the supervision of member Ken Butt, the Museum's Albion double decker, former Department of Road Transport and Tramways 1619, is delivered to Skills West at Penrith in western Sydney on Friday, 17 March 1995, for body restoration. The bus is to be eventually restored to running condition.*

DENNIS O'BRIEN

Tramways in 1939. The seating capacity is 61 and it is powered by a six-cylinder Gardiner diesel engine.

The bus operated for all its time with the Government bus service on Sydney's northern suburbs routes. It was in the group of vehicles available to convert the Manly tramway services to bus operation in 1939. The vehicle was initially attached to Manly Depot (converted from tramway operation). On that depot's closure in 1952, 1619 was transferred to Brookvale Depot until withdrawn from service in 1960 and offered for sale. It was purchased by West Bankstown Bus Service and operated by that company until acquired for preservation in 1970.

This vehicle is one of several motor buses in the Museum's collection that represent the type of vehicle used to supplement and subsequently replace the Sydney tramway system.

### Open Day 1995

This year our open day was held on Sunday, 19 March instead of the usual last Sunday in February. The March date coincided with the commemoration of the 30th anniversary of continuous tramway operations and seven years to the day of commencement of revenue operations at the present site.

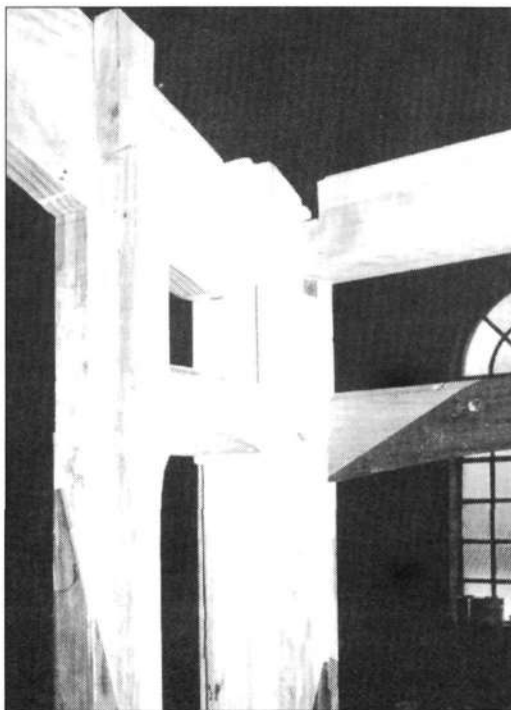
Good loads were carried on most trips, with at least two return runs having standing passengers. Once patronage justified it, trams ran in convoy on the museum line, with O class 1111 and Brisbane dropcentre 295 alternating with L/P class 154 and Nagasaki 1054.

At 2.55pm, five trams ran in convoy from Railway Square to the northern terminus. These were 1111, 154, 1054, 295 and R class 1740.

Although patronage appeared down from previous open days, the day was still a success. Thanks are extended to all those members who worked hard to ensure that the 19th March was a memorable day for our visitors, our fellow members, families and friends.

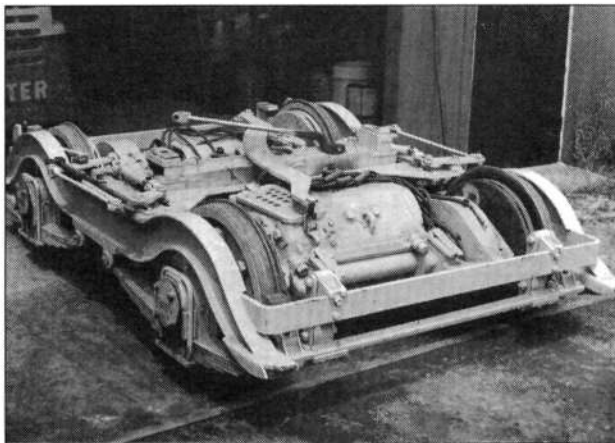
### Around the Site

Laurie Gordon completed the construction of steel shelving along part of the western wall of the main depot on 18 February. He moved the remaining



*New and spliced timber framing in a corner of C 29's body.*

HOWARD CLARK



*The first of Brisbane 548's overhauled trucks is moved into the open from the workshop on 11 February 1995. It has been placed in the display hall until the overhaul of the second truck is completed.*

BOB MERCHANT

stores from breakdown car 141S to the more appropriate storage location.

A large fireproof safe has been purchased and delivered to Loftus. The secure document storage provided by this facility will enable our archives staff to centralise and safely store important archives and photo negative collections, an important facet of our museum function.

Having a travel tower on site for sprinkler

## BENDIGO

The Bendigo Trust

From Len Millar

### Trolley Wire, and Other Electrical Matters

The passage of countless thousands of trams under any given section of trolley wire eventually takes its toll on the said trolley wire. Since taking over our portion of the SECV tramway in 1972 we have been painfully aware of the thinness of the wire over parts of the tramway.

Recently, a kilometre of new 0.2 (of a square inch)

installation enabled some tidying up of overhead cables to be undertaken in Tramway Avenue by Bob Cowing and Chris Olsen. The refitting of the globe in the SMC lamp standard, which is too high to be reached from a tower wagon, was also attended to at this time. The installation of droppers in the shed over Road 4 was also undertaken and will enable permanent overhead wiring to be installed. This will help reduce the use of wandering leads for future tram movement in the display hall.

trolley wire was donated to us by Public Transport Minister Alan Brown. During January and February preparations were made to place the new wire - which involved taking down one of the existing two trolley wires, attention to span wires and ears, and installation of a new section insulator purchased from the PTC. On Wednesday 22 February, the overhead power was shut down for the day (with a ..Gasp!.. talking bus replacing the talking tram), the new section insulator installed and the wire steadily unrolled from a trailer towed by our utility. The tower wagon supplied the "lift" and Karl, Darren,



*The overhead crew erecting new overhead wire in Nolan Street on 22 February 1995.*

DENNIS BELL



Justin, Ted and David tied the new wire to the old one, anchoring it all from the new section insulator. The old wire was subsequently removed, the new wire fitted to new "butterfly" ears and, by the following Tuesday, trams were completing the full journey to North Bendigo again.

The new trolley wire commences from the Lakeview Hotel Loop (just south of Tramways Avenue in McCrae Street) and ends halfway up Bridge Street towards Tysons Reef Hotel. Maybe after each day's work our crew enjoyed a choice of watering holes - purely to stand back (under the hotel verandah) and admire their handiwork, of course.

On 3 February, Craig Tooke presented his report entitled "Bendigo Tramways Supply and Distribution" to the management of the Tramway. Craig had devoted some 140 hours to the investigation and production of the report, for which professional and magnificent effort we are truly grateful.

Several of Craig's recommendations have already been implemented, including such diverse matters as trolley pole retensioning, the fitting of a superior type of fuse and a new wire mesh cage around the transformer. Many thanks, Craig!

### Communications Made Easy

We have recently purchased a pair of mobile phones, one for Tramway Superintendent Dennis Bell, and the other for the tram driver on duty.

Of course, the instruments are designed to help us keep in touch. They constitute a marvellous form of communication and safeworking (shades of "Car 54, where are you?") but Dennis has found that now he is *never* out of reach for the many phone calls he cops each day.

From experience, may your correspondent advise that it is most disconcerting when navigating through Bendigo's erratic traffic, and you're about to 'tap' the commentary tape on again while gliding through an intersection on the amber light, when the phone goes off! But all is well. Advice from Bendigo constabulary has it that we *can* talk on the mobile phone whilst the car is in motion. There, Veronica, I told you trams were different to mere automobiles!

### Take a Can of Bituminous Black

Julie Cain and Ted Bowles recently took to the trucks, bogies and associated undergear of our fleet with the black paint brush, and the results look great - to say the least. In most cases, the job was capped off with judicious use of silver paint on axle box lids.

### 470 and 217

Readers will remember that Melbourne Birney 217 has been holidaying in Bendigo while our car 470 has been slaving away on the City Circle service down in Melbourne.

Well, the promotion of Bendigo by 470 is to continue for a while longer - until after Easter at least. Car 470 is in daily service on the City Circle, and it is good to see a W2 trundling around the City in actual revenue service....er, make that just "service". Travel on the City Circle trams is, of course, free!

When the time comes, our usual tram transporters, Beamish of Wantirna, will bring 470 home for a well deserved rest, Birney 217 having returned to the Big Smoke again, just before Easter.



Lee Heath at work on the roof of Birney 15 in January 1995.

DENNIS BELL

## Birney 15

Lee Heath has been busy on the roof of Birney 15, the McFun tram. He has removed the roof hardware and patiently stripped off the badly cracked and leaking roof canvas. He then applied a sealant, new canvas and a nice top-coat of gleaming white gloss.

It doesn't take long to write down the gist of the basic project, but the many hours actually taken to carry out the whole job is a credit to Lee. And to show just what a glutton for punishment this volunteer is, he's now tackling the same territory on Birney 11! Good on you, Lee!

## Australia Day 1995

The grand-parent of our operating fleet, Summer car 17, was the feature of Bendigo's Australia Day street parade back in January. Specially painted apron signs were affixed, and the old girl (now a venerable 82 years old) carried a highland pipe band.

I'm not sure whether it was the yellow and black tartan kilts of the pipers or the sound of the massed

bagpipes, but 17 needed to have her circuit breakers recalibrated afterwards.

## A Turn for the Worse (or should that be "Better")

Maximum traction car M&MTB 122 joined the rest of our fleet recently by receiving a set of turning indicators. Our drivers feel particularly vulnerable turning from one street to another at times with 122, because Bendigo (and visiting) motorists seem to be of the hazardous notion that trams only go in straight lines.

Given that we like all our cars to "do their turn" in traffic (to spread the load, so to speak), 122 has been the odd one out until new volunteer Toney Morris got to it, and fitted the necessary circuitry, switches, light fittings, globes, etc.

May be that Mr JG Brill, late of the US of A, and Messrs Duncan and Fraser, late of Adelaide may smile on the fitting of the new-fangled technology. After all, Veronica, it just may stop some dopey turkey running into the tram!



*Australia Day, 26 January 1995 in Bendigo. Open crossbench car 17 with the Clan McLeod Pipe Band on board.*

DENNIS BELL



a sper magazine