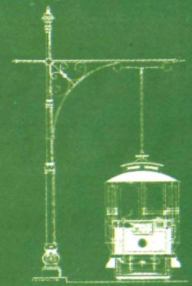


TROLLEY WIRE



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THE BALLARAT TRAMWAYS' WAR

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

FEBRUARY 1996

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Sydney C class car 290 is in the Sydney Tramway Museum's workshop for some much needed attention to bring it back to its passenger configuration. By early January, the end platforms had been removed for replacement of the platform timbers. The compressor, installed in the passenger compartment when converted to a breakdown car, has been removed and the floor is being degreased.

Bob Merchant

FRONT COVER:

The Sydney Tramway Museum's C class cars have changed places. Car 29, its restoration complete, is now on display and car 290 has been moved into the workshop for some well-earned attention.

Howard Clark

BACK PAGE TOP:

Freshly painted dropcentre tram F1 type 282 is being shunted into position prior to public operations at the Australian Electric Transport Museum at St Kilda on 29 October 1995, its first day back in service. It stands at the location where the main line enters the main depot fan.

Neville Smith

BACK PAGE BOTTOM:

Brisbane 'Phoenix' 548 passes Brisbane dropcentre 295 as it leaves Pitt Street on a trip to the Royal National Park. A scene at the Sydney Tramway Museum on Sunday, 7 January 1996.

Howard Clark

THE PORT ADELAIDE TRAMWAYS 1879-1935

Concluded

By Colin Seymour

Replacement Trolleybuses

Installation of the new trolleybus system took nearly three years. The tram tracks were removed, but much of the electrical equipment was able to be reused for the trolleybus service. As the Port Road has a dual carriageway however, double the normal amount of poles and wires were needed, so new equipment was used on the Albert Park section. The Rosewater route was not converted to trolleybus operation. Conversion was planned for a later stage but never carried out.

Twenty AEC trolleybus chasses were ordered early in 1936. Numbered 401-420, they received enclosed double deck bodies by J.A. Lawton & Sons, Adelaide. The overhead structure of the Jervois Bridge had to be raised by 2ft 6in. to accommodate these vehicles. A trolleybus service commenced to Tusmore in the eastern suburbs on 5 September 1937. The service was through routed to Port Adelaide, Semaphore and Largs on 3 April 1938.

The dual carriageway under construction in Commercial Road, Port Adelaide in December 1936. Garford 224 is heading to Port Adelaide and Largs. Stobie poles (left) have been erected for the trolleybus wires and the tram tracks have been removed. The tramway poles remain in the centre reservation. The former tram depot can be seen in front of the water tower at far right.

Advertiser 9/12/36

The former tram depot was converted for use by the trolleybuses and the depot remained substantially unchanged until the 1950s when the storage and office buildings were razed and replaced by a diesel bus servicing building. Soon after the service commenced, ten more double deck trolleybuses (421-430) were constructed. Trolleybus operation to Port Adelaide would continue until 12 July 1963.

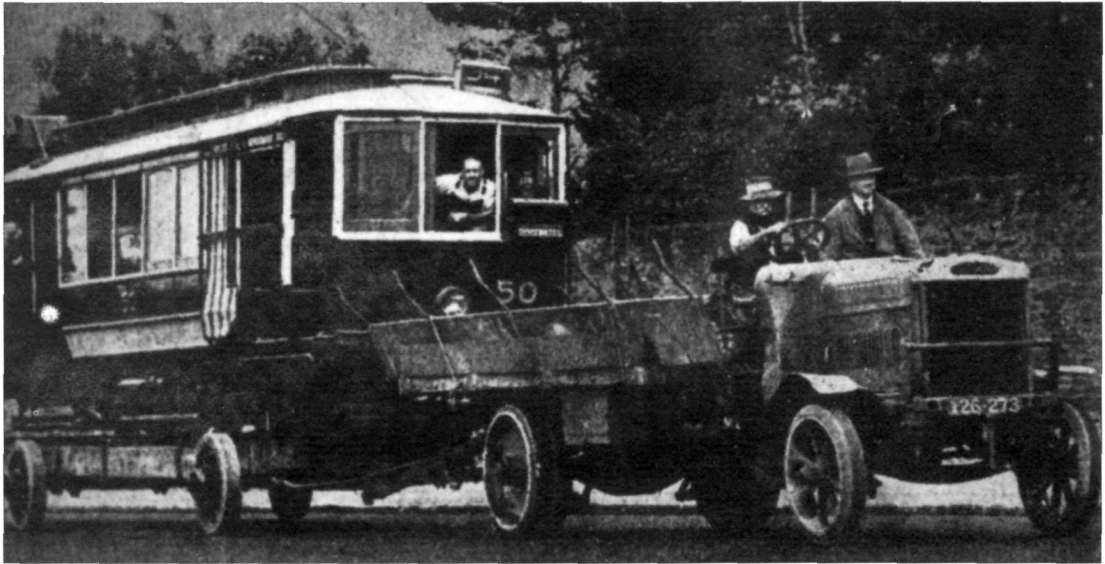
After the Closure

On 17 July 1935, the MTT replied to a request from the State Electricity Commission of Victoria (SEC) for information about the four Birney trams. Two similar Birney trams had been used on the SEC Geelong Tramways since 1924. The MTT reply included a photo of a Birney and mileage details. A follow-up letter dated 9 August 1935 offered the Birneys for sale at £1250 each plus spare parts for half price.

An SEC reply dated 9 September 1935 requested time to consider the offer due to financial difficulties. It also stated that the Birneys would not be suitable for Ballarat, but could be used in Geelong.

On 30 October 1935, the SEC offered £1000 each for the four trams. On 8 November 1935, the MTT made a counter offer of £1100 each. The SEC





telegraphed acceptance on 15 November 1935 subject to inspection. Mr Phipps from the SEC arrived on 3 December 1935 to inspect the cars and arrange transport. Correspondence from the MTT on 10 December stated that transport of the trams would cost £55 each by ship or £62/14/7 each by rail. A list of spares including trolley retrievers was included. "Birneys have 12ft poles, but 14ft poles are available if you want them."

A formal order was placed on 16 December 1935. The cars were to be loaded for transport by rail at Port Adelaide. Car 303 was to be sent first, followed by 304 and the other two in any order. Car 303 left Port Adelaide on 14 January 1936 with one 12ft pole and one 14ft pole. Car 304 followed on 21 January, 301 on 28 January and 302 on 4 February 1936. The order for spare parts was sent with the last car. They became 27, 28, 30 and 29 at Geelong. In 1947 they were transferred to the SEC's Bendigo Tramways, retaining their Geelong numbers. No. 27 (MTT 303) was scrapped in 1958 following an accident, while the other three cars remained in traffic until the closure of the Bendigo system on 16 April 1972.

On 26 August 1936, the MTT wrote to the SEC explaining that due to the closure of the Port Adelaide Tramways, 13 A type cars and 17 A1 type cars were available. "The A's have Brill 'Winner' reversible seats. The A1's have Hale & Kilburn non-reversible seats." The SEC acknowledged on 1 September 1936 that additional cars were needed, but a request for two combination cars was not made

A1 car No. 50 returning to Hackney Depot in 1937 following the closure of the Port Adelaide system. The body was mounted on the underframe and trucks of sprinkler car S2 in the early 1950s for intended use as a driver instruction car. The project was never completed.

Chronicle 21/1/37

until 21 September 1937. In reply to this request, the MTT supplied the following costs:

A car (Brill 'Winner' reversible seats)	£315 each
A car (Hale & Kilburn fixed seats)	£265 each
A1 car	£240 each
B car	£200 each

with a note that the A1 and B cars were not in good condition and needed painting.

The SEC inspected the cars on 26 October 1937 and stated that an additional A type body with seats but without electrical gear was required. The MTT provided mileage details for A cars 3, 10, 17, 69, 74, 76, 83, 90 and 92. The official order was placed on 24 November 1937 for A type cars 69 and 92 with Hale & Kilburn seats at a cost of £265 each. The body only of A 10 with Hale & Kilburn seats was also purchased for £200.

Interestingly, none of these cars was at Port Adelaide at the time of closure. The depot allocation

list of 15 January 1936 shows cars 10 and 69 in service at Hackney and car 92 stored at Hackney. Car 69 was forwarded to Ballarat on 7 December 1937 minus its pole base and route number boxes. Car 92 followed on 14 December and the body of car 10 on 21 December 1937. They became Ballarat 23, 22 and 21.

The A1 and A2 type cars returned to Hackney for storage where they remained for several years. They were retained at Hackney for possible wartime emergency use, though they in fact served as a source of spare parts. Nos 55/56 and 57/58 which were

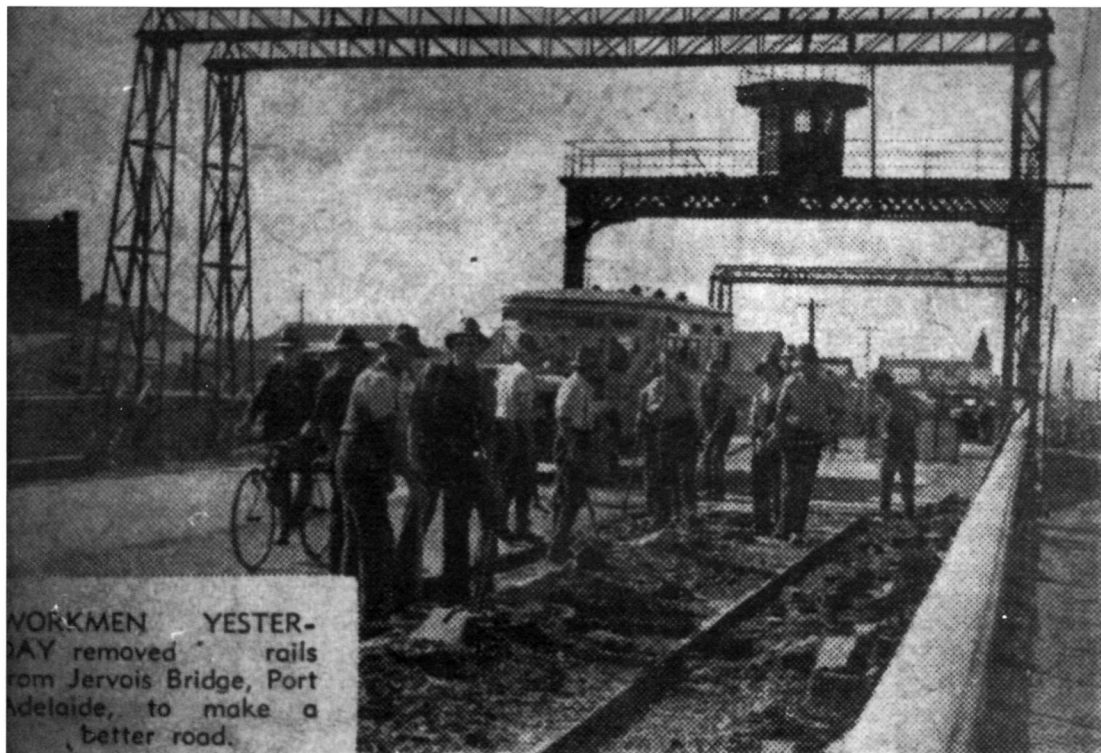
probably not used at Port Adelaide, re-entered service during the Second World War as "Bib and Bub" coupled sets.

Open storage took its toll and most were sold in 1946. Car 42 was retained for storing advertising material until 1958; the body of 44 was used as a first aid station between 1946 and 1961; cars 45, 48 and 52 were used as stores for parts of the proposed H1 fleet until 1954; car 47 was used for a while as a lunch room, while 50 was partially converted to a proposed instruction car. Cars 55-58 were scrapped in late 1950.

Much of the rail removed from the Port Adelaide tram lines had only been slightly used and was reused for extensions to the main system in the difficult post depression years. An extension from Fullarton to Springfield was opened in 1938 and another from Hilton to Richmond in 1939.

Removal of track from the Jervois Bridge in May 1937. Tramway overhead wires have been removed, but no trolleybus wiring has yet been erected.

Advertiser 21/5/37





A long single track extension from Kilkeny to Cheltenham opened on 12 April 1942 to serve wartime munitions plants. Ironically, this line terminated within a mile of the former Rosewater tram terminus. (The replacement Rosewater buses had been extended to Kilkeny via Cheltenham on 5 February 1939.) The new line also paralleled the Port Adelaide railway line, but on the opposite side to Port Road. (This had previously been disallowed by the SAR.) It also crossed the railway line on the level at Finsbury with no elaborate signals, although flashing lights were installed shortly before the closure of the line in 1958. This was certainly in contrast to the difficulties encountered crossing the Semaphore railway line in 1917!

Another tramway extension from Marryatville to Erindale opened on 5 January 1944 - Adelaide's last tramway extension.

Fleet Records

Unfortunately, no detailed records of cars which operated at Port Adelaide appear to have survived.

Erecting trolleybus overhead poles at the corner of Semaphore and Woolnough Roads (Largs route) circa 1937.

George Hutton

Although six A type cars were used to open the system, the only known car is 97 which was used to inaugurate the system. This tram was not at Port Adelaide at the time of closure, and was allocated to City Depot. Cars 71 and 75 were photographed at Port Adelaide in the 1930s. As well as A2 cars 41-43 and some of the A1 cars 44-60, B 40 was also stationed at Port Adelaide in the early years. B 39 was sent to Port Adelaide in the early 1920s. Although 17 A1 cars were constructed primarily for use at Port Adelaide, only eight or nine would have been in service at Port Adelaide at any one time. The 1921 statistics, which showed a total of 12 cars at Port Depot would suggest that there were one or two B cars (Nos 39-40), three A2 cars (Nos 41-43) and seven or eight A1 cars (Nos 44-51 or 52).

Correspondence about advertising contracts in the 1930s clearly shows C type cars 181-190 at the Port from 5 May 1930. This suggests that they may have commenced at Port Adelaide before their inclusion in the Working Timetables on 10 August 1930. Some reports mention that 15 C type cars were sent to Port Adelaide. However, a depot allocation list of 1930 shows ten C cars on the main system.

Advertising correspondence at this time also indicates A2 cars 41 and 42 and A1 cars 53 and 54 were still in service, as well as the four Birney cars 301-304. This suggests that some A1 cars were either

exchanged with or replaced by others from the main system. A1 cars out of service could have remained stored at Port Depot. Further advertising correspondence between October 1932 and August 1934 shows C cars 181-186 only, suggesting that 187-190 were returned to the main system following the reduced timetable of 7 June 1932.

Fleet details dated 20 December 1932 show 17 cars in service at Port Adelaide, but do not show the car types. However, it shows 34 A cars in service on the main system and 49 stored, with no distinction being made between A, A1 or A2 types. It can be assumed that seven A cars were available for service at Port Adelaide out of a total of 90 A cars altogether. The following depot allocation appears likely:

7 A, A1 and A2 cars, numbers unknown;
6 C cars 181-186;
4 G cars 301-304 (Birney);
17 total.

AEC trolleybus No. 411 in Rundle Street, Adelaide, near the Adelaide Arcade en route to Port Adelaide and Semaphore circa 1937. The destination "Semaphore & Birkenhead" refers to the feeder bus service from Port Adelaide to Birkenhead.

STA





tramways) shows 34 A cars in service on the main system and 23 stored at Hackney Depot, and includes car numbers. These figures do not include the following 13 A cars: 14, 15, 17, 18, 19, 65, 71, 73, 75, 82, 90 and 91. A letter to the SEC dated 26 August 1936 confirms that 13 A type cars (and 17 A1 cars) were available due to the closure of the Port Adelaide system. It is not clear how many of these 13 cars were used in service at Port Adelaide (cars 71 and 75 do appear in photos at Port Adelaide). It is probable that many of them were transferred to the Port Depot for storage along with all the A1 cars following the return of the C type trams to the main system.

Port Motorman Remembers

The following unusual incidents were recalled upon his retirement by former Port Adelaide motorman R.E. Peddey in the July 1954 issue of *Among Ourselves*.

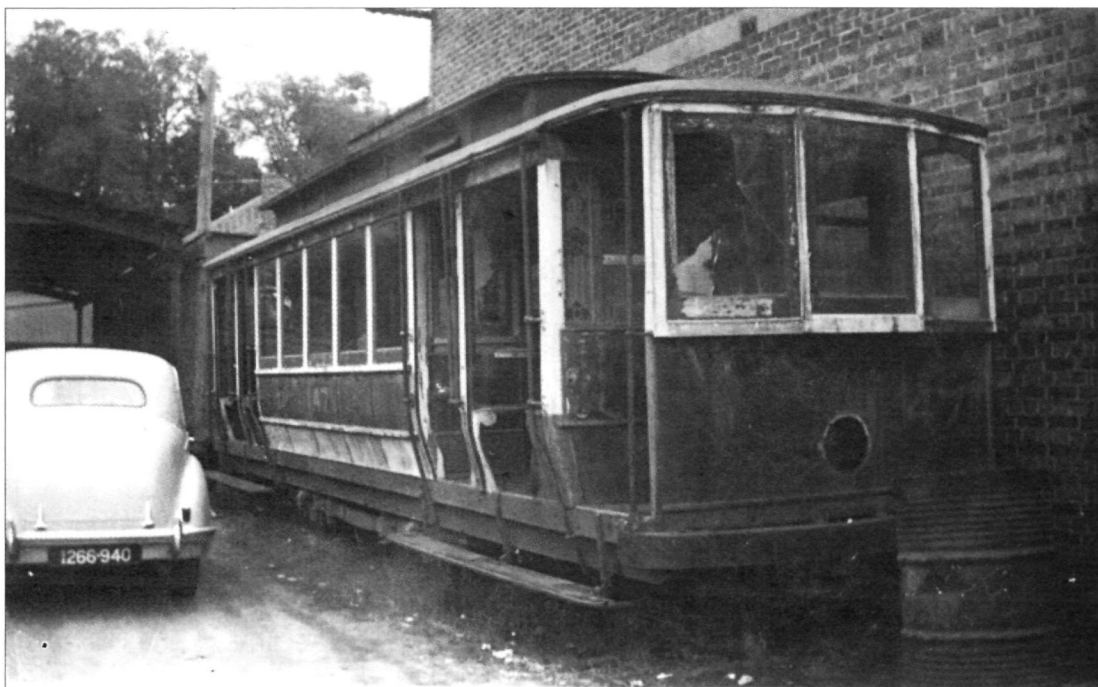
One night at Rosewater terminus, Motorman Peddey thankfully swung round the pole of his Birney and put up his DEPOT sign. An agitated party of men and women piles aboard. "We've got to catch the interstate boat for Melbourne. Can you help us?"

Trolleybuses in the original Port Adelaide electric tram depot in the mid 1950s prior to the depot's rebuilding for predominant use as a diesel bus depot. Port Depot is the only original electric tram depot still used by TransAdelaide.

John Radcliffe

Motorman Peddey thought sympathetically about their dilemma. It also meant a good number of extra fares. It was practically an express run to Port Adelaide and back to the depot. The Marshall couldn't think what to say to a motorman who insisted on doing an extra trip, so Motorman Peddey got his extra fares for the Trust - plus a 10 shillings reward which a thankful passenger pressed on him as they got off the tram!

One hot summer evening Motorman Peddey did it again. He stopped at Port Depot with his SEMAPHORE sign up. A traffic man off late shift grinned as he got on. As he got off at his stop, he paused, with a foot on the step: "Where do you think you're going, R.P.? You were supposed to go into the depot. It's Sunday!" Motorman Peddey had to go all the way to Semaphore before he could return! As it

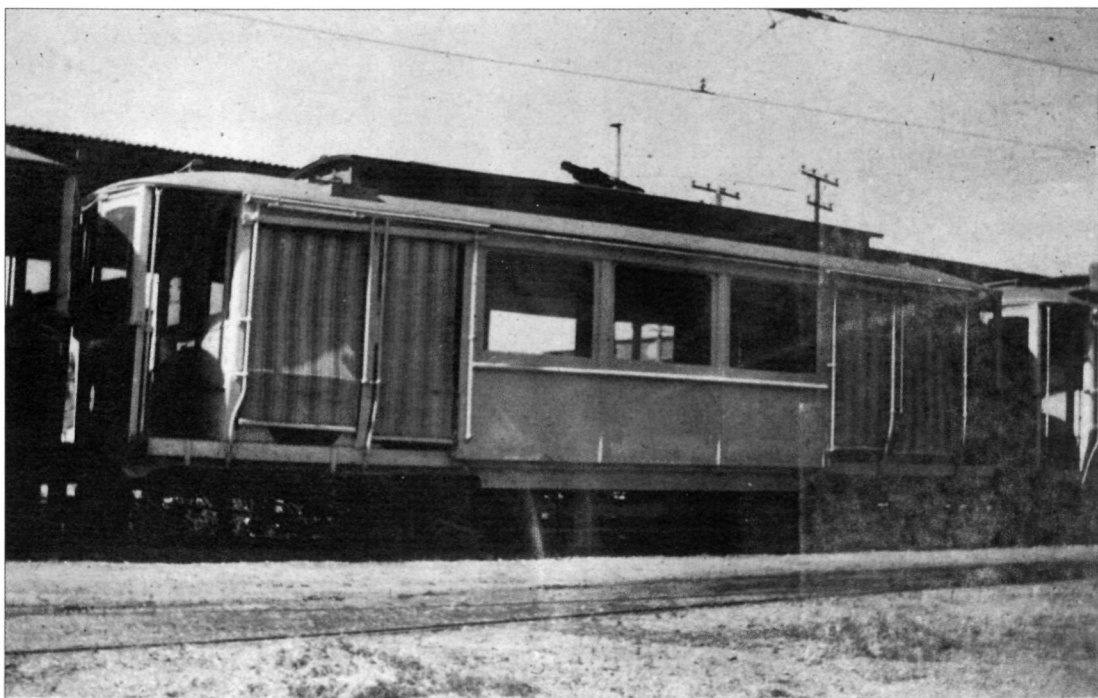


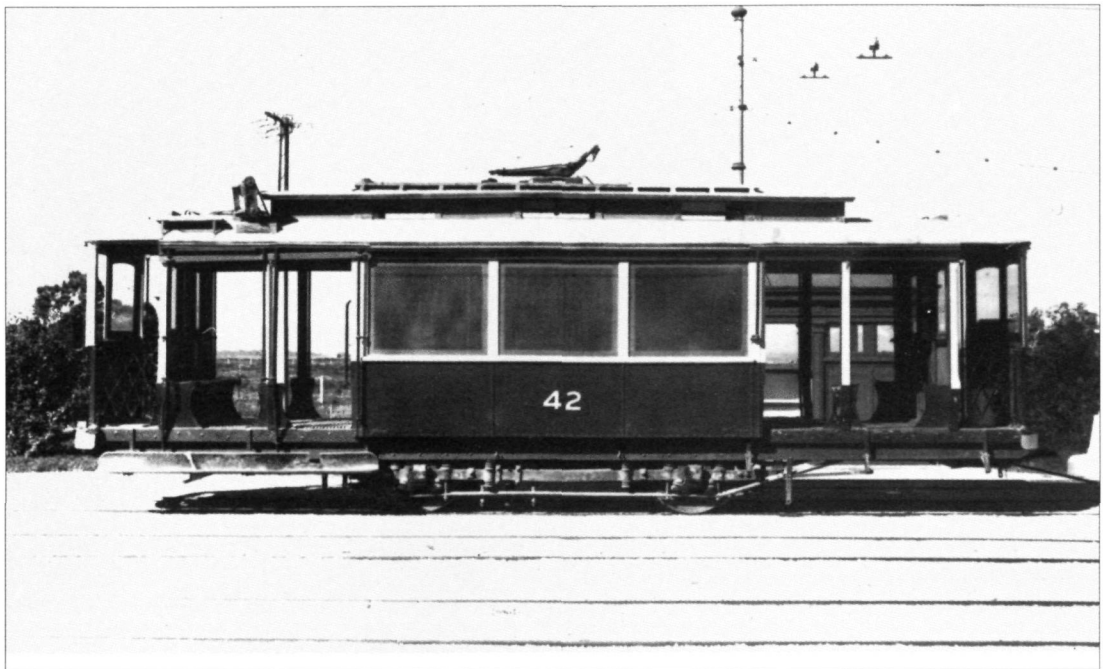
The body of A1 No. 47 at Hackney Depot in May 1954 where it had been in use as a lunch room.

John Radcliffe

A2 type No. 42 at Hackney Depot in the mid 1950s where it had been used for storing advertising material.

John Radcliffe



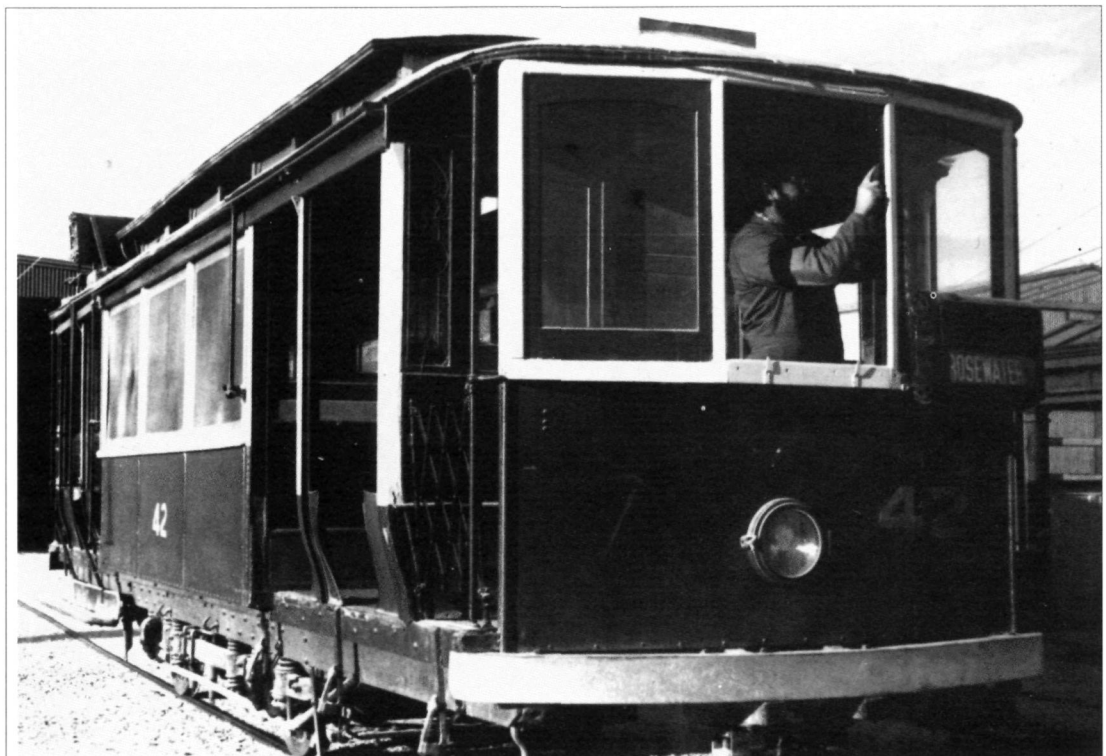


Car 42 at the AETM's St Kilda Tramway Museum in 1980 shortly before reconversion from its A2 configuration to its B type open crossbench style.

John Radcliffe

Another view of A2 tram 42 at St Kilda in 1980 prior to dismantling the saloon section. Note the straight sided panels of the centre saloon.

John Radcliffe





The four Port Adelaide Birneys in the Bendigo Trust's depot shortly before the return of car 303 to Adelaide. From left to right: 301 (30), 303 (27 - unnumbered), 304 (28) and 302 (29). Car 29 has since been repainted as Adelaide No. 302.

Bendigo Trust

happened, the exceptional heat had brought a large crowd to the beach. They rushed the tram, which carried a standing load back. The sequel to this incident was that next pay-day Motorman Peddey got paid overtime!

Motorman Peddey retired in 1954 after 30 years service, 27 of them at Port Depot.

Survivors

As mentioned at the start of this article, it is remarkable that at least six of the Port Adelaide trams survive in operating condition. Shortly after the closure of the Bendigo system in 1972, Birney cars 28 (304), and 30 (301) were repainted in the Bendigo Trust's livery of dark red and white for use on their tourist tramway. Car 29 was repainted by the Bendigo Trust in 1981 to its Port Adelaide livery of Tuscan red and renumbered 302. Birney 27 was scrapped in Bendigo following a serious accident in 1956. The body remained behind a service station at Maryborough, Victoria for almost 20 years until being retrieved in 1975. Fortunately its truck and major electrical components had been retained since 1958. The tram was repaired and returned to operating condition by the Bendigo Trust, and handed to the Australian Electric Transport Museum (AETM) on 26 July 1976 for operation at the

Tramway Museum, St Kilda, South Australia. The car was ceremoniously placed in service at St Kilda on 8 August 1976.

In November 1977, Birney 303 was withdrawn from traffic and its restoration completed in time for operation on the Glenelg line in June 1978 for the Centenary of Organised Public Street Transport in Adelaide celebrations. After 42 years, a Port Adelaide Birney finally traversed part of its parent system! In 1994-95, further refurbishment of the car was carried out to enable the tram to more closely resemble its Port Adelaide days.

During August 1958, A2 type tram No. 42 was transported to the St Kilda museum site with three other trams to form the initial AETM collection. Between 1967 and 1974 it was used as a display area. Reconstruction to its original B type open crossbench (toastrack) design, prior to being converted for use at Port Adelaide, commenced in 1980. The majority of the construction was carried out in 1993 and early 1994, allowing car 42 to officially re-enter passenger service as a toastrack tram on 10 April 1994 - 77 years after being converted to an A2 car for use at Port Adelaide and 59 years since it was last used following the closure of the Port Adelaide tramways.

In 1983 the body of C type tram No. 186 was retrieved from Woodlands School at Glenelg, its resting place of 30 years. Car 186 was officially launched at St Kilda on 12 March 1989 by the Premier of South Australia, John Bannon following its extensive reconstruction as a Bicentennial project. It has been restored to represent its Port Adelaide days.

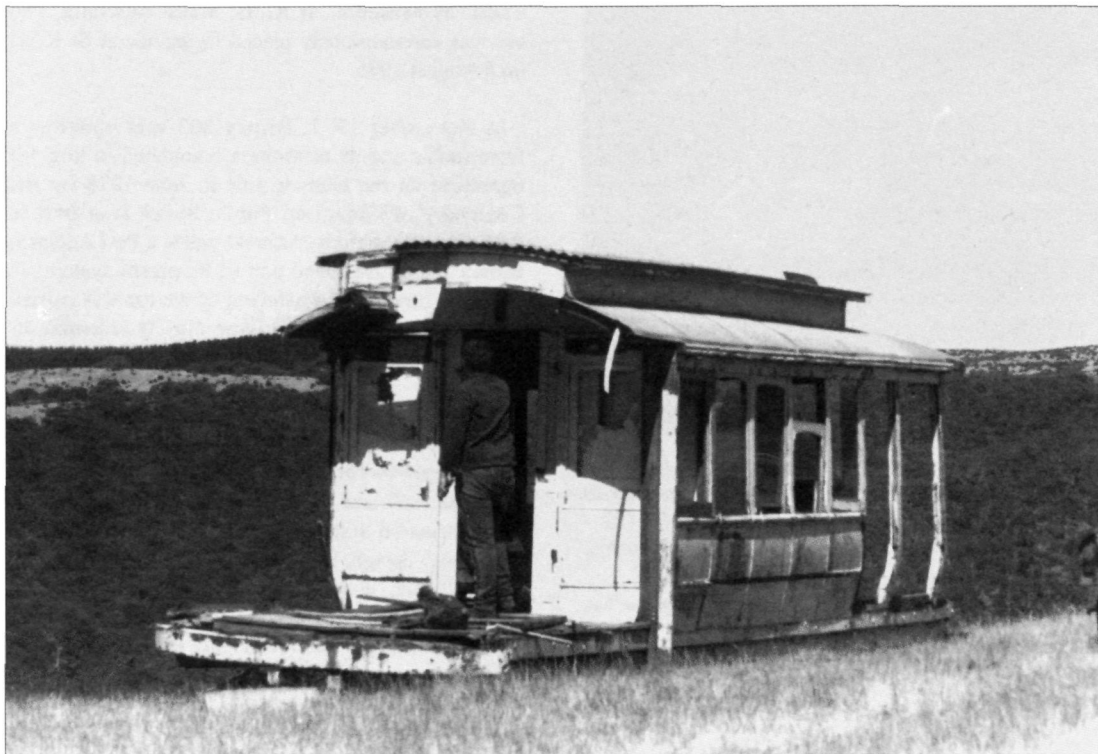
One of the surplus A type cars sold to the SEC in Ballarat in 1937 as a result of the closure of the Port Adelaide system, Ballarat 21 (ex Adelaide 10) arrived at St Kilda in operating condition on 24 September 1971.

Conclusion

And so, 60 years later, memories of the Port Adelaide tramways live on. In fact, it's possible to ride authentic Port Adelaide trams in two cities.

Author's Comments

The history of the Port Adelaide Tramways will not end with this article. Every year more information seems to turn up. The author would be very grateful if readers who have further information or



photographs of the Port Adelaide tramways could write to him c/o the AETM, GPO Box 2012, Adelaide 5001.

Personal thanks to Max Fenner, John Radcliffe, Trevor Triplow, John Morphet and Peter Keynes who assisted with this article. Thanks also to the Port Adelaide City Council.

Postscript

In the 1990s they are still talking about linking Port Adelaide with the City by electric tram (light rail). The *Adelaide Advertiser* on 11 August 1994 reported on a major urban renewal plan for Port Adelaide. One of the features of the plan is the conversion of the Port Adelaide (Outer Harbour) railway to a light rail line. It would possibly link up with the Glenelg line along King William Street. Instead of crossing over Commercial Road, the line would turn into this thoroughfare.

"A light rail link, based on systems operating overseas, would be capable of speeds of up to 80km/h.

"A similar system planned for Sydney comprises carriages 25m long and 3m wide, with seating for

The relic of former A1 tram 46 at Hindmarsh Valley near Victor Harbor in February 1994.

John Radcliffe

four people across, with a capacity of 170 people in each carriage.

"Unlike the existing rail link to Outer Harbour, which bypassed the shopping centre, the new service would be extended into St Vincent Street and go east to the docks as well as west, then north."

One wonders whether anything will come of the latest proposals?

Missing Caption

The caption for the top photo on page 8 of the November issue did not appear. The missing caption is reproduced below:

A1 type cars 46 and 47 arrive at Semaphore terminus with a load of passengers attending a beach carnival in January 1926.

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THE BALLARAT TRAMWAYS' WAR

By Alan Bradley

The tramway system in Ballarat was opened as a horse system in 1887, and was electrified in 1905. The State Electricity Commission took over the operation from the Electric Supply Company of Victoria in 1934, along with the tramway systems in Geelong and Bendigo. The Ballarat and Bendigo systems were both in poor condition, but the Commission rebuilt the track using unemployed relief labour and renewed the overhead wire. Robust second-hand trams from Melbourne and Adelaide were purchased to replace the original flimsy and lightweight trams used by the Company. After an extension from Gregory Street to the New Cemetery in 1937, there was 16 miles (25km) of track.

The rebuilding of the system coincided with momentous events in Europe. It commenced in 1934, one year after Adolf Hitler came to power in Germany. It was completed in 1938, the year that German troops marched into Czechoslovakia. War was declared on 3 September 1939 and Ballarat boys went to fight in Europe twenty years after their fathers returned from "the war to end all wars."

After the initial activity in Poland came the six months 'phoney war', where not much happened and life in Australia went on virtually unaffected by the events overseas. Tramways were reserved occupations. Arthur Maxwell, then a motorman and later an inspector, recalled, "I wanted to join up, but was told to go back to work." During mid-1940 came the invasion of the Low Countries, the fall of France and the Battle for Britain. Tramwaymen now were allowed to enlist, and so Arthur Maxwell and others like him joined up. Some, like Herb Knight, were rejected on medical grounds and had to remain on the trams.

In October 1940 petrol rationing was introduced, and private motorists were restricted to driving 3000 miles per year. In June 1941 this was cut to 2000 miles per year, and in August 1941 to 1000 miles per year. Some cars were converted to run on town gas, requiring the fitting of a monstrous gas bag on the roof. Others had a gas producer fitted on the back of the car. This burnt charcoal and the resulting gas

would drive the car several kilometres. However, the process was dirty and dangerous. Many motorists and taxi drivers gave up and left their cars at home. Bus services were restricted. In late 1940, the Ballarat City Council was given the responsibility of determining which local bus services would be reduced or closed.

During 1941 a guncotton factory was built in Ballarat South, near the cattle yards. The projected output from this factory, along with increased production from other factories, meant that Ballarat would have to be connected to the State power supply. This work had been scheduled to be completed by 1931, but had been delayed by the Depression.

In December 1941 came the attack on Pearl Harbour, and the beginning of the Pacific War. Australia was now under direct threat of attack, and the Federal Government took drastic steps to conserve energy and guard against air raids. Blackouts were enforced within 10 miles of the coast, and less stringent brownouts within 100 miles of the coast. This latter distance included Ballarat. Street lights were reduced to a minimum, shop lights and neon signs were banned, and the Town Hall lights turned off after 9:00pm. The use of petrol for recreation was banned. Motor vehicles still on the road had to travel with masked headlights at night, and were restricted to 20 miles per hour (32 km/h) after sunset. Sunday excursion trains were cancelled to conserve coal.

Trams had shades placed on headlights to direct the light downward. Funnels were placed over interior globes to prevent the spread of light. Visibility was greatly restricted, and the resulting reduced speeds made it impossible to maintain the pre-war timetable. Stops were placed further apart to reduce delays. Passengers found it difficult to distinguish one stop from another in the darkened streets, so motormen and conductors were instructed to call out the street names whenever a stop was made. If there was no conductor, it was virtually impossible to hear the motorman in his enclosed compartment, especially if the compressor was running.

Ballarat's first three conductresses. They are, left to right, E.A. Jakobi, J.L. Wightwick and M.C. Browne, and they commenced work in June 1942.

SEC News, September 1942



In May 1942, brownout restrictions were eased for public transport, but maintained for private transport. As the tide of war turned in the Pacific the threat of attack eased. The brownout restrictions were removed altogether in July 1943.

Petrol rationing continued for the duration of the war, and for some years afterwards. More people were now dependent on trams than ever before. Trams were packed, even on Sundays. People, denied the pleasure of a drive in the country, took tram trips around Ballarat using one shilling all-day tourist tickets. A camp, which had been set up for American troops in Victoria Park, catered for 5000 soldiers. They were totally dependent on trams for transport. Under these conditions tramway patronage soared from 2.7 million passengers in 1939, to 6.4 million in 1943. The Ballarat Tramways even made a profit in 1943, for the first time under SEC ownership.

With the severe manpower shortage caused by the war, there was no option but to encourage women to

enter the work force. The SEC employed women as lift drivers, chauffeurs, meter readers, cashiers, clerks and conductresses in Ballarat, Bendigo and Geelong. In Ballarat, the first three conductresses commenced work in June 1942, and by June 1943 there were 23 conductresses employed. All were wives of servicemen.

The attitude towards women workers varied. Women had been working on Melbourne trams since 1941, so by 1942 there was no resistance by the Tramways Union in Victoria. In the same year, the Sydney union resisted their employment. The conductresses were paid the same wages as male conductors. This was quite unusual for the times, as many women in other industries were only paid 60% of the male wage. The union's insistence on equality was based upon a fear that female employment at lower rates would depress male wages.

One of the first 12 conductresses appointed was Mrs Jean Maxwell. Her first husband, George Cheney,

died in a POW camp in Rabaul. She recalled the reaction of some men towards conductresses:

"We got abused sometimes because we were doing men's work. They'd say, 'Why don't you go home and look after your husband?' They used the wrong argument, because we all had husbands who were away... I think we had a couple of occasions like that. On the whole, the men accepted us very well. When they realised that we girls were going to be on throughout the war, they accepted us...."

One conductress, interviewed in 1943, said that men were always courteous and helpful to them on trams, but women were sometimes obstructive. Female passengers frequently kept them waiting while searching for coins in bags and purses; tried to board crowded peak hour trams with prams and luggage, or left luggage on the floor for others to trip over. Some women also attempted to emulate men in hopping on and off moving trams, but being less expert at the technique, risked injury.

Wartime was a period like no other in the history of the Ballarat tramways. Trams were crowded at most times during the day, and even wealthy businessmen who owned cars travelled by tram. Children would travel to and from Victoria Park, taking and returning marines' laundry for their mothers to wash. Servicemen recovering from malaria would sometimes fall off their seat, bringing unkind comments from fellow passengers about drunks. The conductresses would take them to the main gate at Victoria Park. Convalescent patients, from either the military hospital at Lakeside Mental Hospital or Convalescent Depot at Victoria Park, travelled on trams with their crutches and walking sticks, some of them missing legs and arms.

With few taxis available, marines from the American camp at Victoria Park were frequent travellers. They paid penny fares, compared to threepence for civilians. Conductresses found their cash bags weighed down with pennies, which, as coins, were considerably heavier than 'thrip'nces'. Jean Maxwell recalled helping marines sneak back to camp to avoid the Military Police. One marine hid under a seat when MPs got close to the tram.

During the war there was a debate about the morality of strike action during a period of national emergency. The Ballarat tramways were mostly free of the industrial strife that plagued the coal mining and waterfront industries at the time.

However, in 1943, there was unrest among Ballarat tramway employees about their working conditions. Motormen complained about eyestrain caused by driving under brownout conditions made worse by the lack of windscreen wipers. Loading on the trams was so heavy that crews found it impossible to maintain timetables, especially in one-man operations. Further, employees received three shillings a week "war loading", which was only half that received by Melbourne tramway personnel.

The union demanded the fitting of windscreen wipers, employment of extra staff (including a conductor at all times), and six weeks extra leave in lieu of a 'brownout loading'. When the SEC refused, the union threatened a 'work to regulations' strike. This would have meant a strict adherence to regulations, such as not allowing trams to move unless people moved off running boards, or unless all passengers were seated. Under wartime conditions this would have led to chaos.

Two months of negotiations followed and, in June 1943, the SEC agreed to install windscreen wipers on all trams, revise timetables, and provide extra staff. A claim for three shillings a week 'brownout loading' was to be heard by the Arbitration Court, but brownouts ceased altogether the next month.

An important part of the war effort was the raising of patriotic funds. During 1944, a fund-raising competition was held amongst the conductresses from tram depots throughout Victoria, to support the Red Cross POW Fund. The winner was Ballarat conductress Mrs Sylvia Mitchell, who raised £3580 out of a total of £15,076. The fund-raising events included concerts, dances, boxing, wrestling, and dog racing. Gaining most prominence was the 'Treasure Tram', filled with toys, clothing, toiletries and other items which were used as the prize in a raffle that raised £998. The 'Treasure Tram' was exhibited in Ballarat, Clunes and Maryborough. The last angered the Mayor of Maryborough, who thought it detracted from the efforts of local fund-raisers.

During the war, the Ballarat Tramways, like many other systems world wide, suffered from a shortage of paint and other materials for the maintenance of trams. The shortage of bitumen meant that tar was used instead for patching jobs. Despite the shortages, in 1943 the SEC shifted the Haddon Street loop in Wendouree Parade further west to Martin Avenue to reduce delays. The Ballarat and Bendigo systems were better able than most Australian tramways to withstand deferred maintenance because of their

more recent rehabilitation programs.

Ballarat entered the war with 22 single truck passenger trams. These were short four-wheel types. There was also a scrubber car used for track cleaning. This number was reduced by one when tram 22 collided with an army truck in Drummond Street South on 28 July 1944. After impact the tram derailed, rolled across the road and hit a tree. The tram was severely damaged and twelve passengers injured. Being one car short was a serious handicap due to the heavy loading and maintenance difficulties. However, many tramways in Britain and Europe suffered far worse losses.

Parts were obtained for the rebuilding of car 22, but it was scrapped when surplus bogie cars were purchased from Melbourne. The first two were delivered in October 1945, two months after the war finished. More second-hand bogie trams were purchased in 1947 and 1951.

After the war many Australian tramways were badly in need of major renewal, but governments decided that it was easier and cheaper to replace them with buses. Between 1949 and 1962, eleven electric tramway systems were replaced in nine Australian cities, including the largest system, Sydney. The SEC closed the Geelong system in 1956, and additional trams and other materials went to Ballarat and Bendigo. This allowed the trams in the poorest condition to be scrapped, and kept both systems

going for several more years.

During the late 1940s, continued petrol rationing kept tramway patronage close to wartime levels. In 1949, the Ballarat system carried 5.7 million passengers, not far below the 1943 record of 6.3 million. In 1950, petrol rationing was abolished, and motorists took to the roads in Holdens or cheap British imports. By 1952, patronage had dropped to 4.2 million, and one-man operations were brought back. The introduction of television in 1956 meant that more people stayed at home, thus the heavy evening loading to and from cinemas dwindled. Patronage dropped to 3.5 million in 1963, and to 1.8 million in 1969-70. At the same time, operating costs increased.

Until the mid-1960s, the Bolte government was not prepared to risk the public backlash and close the Ballarat and Bendigo tramways. Increasing deficits led to an attempt to close both systems in 1968. This was originally defeated in the Upper House of the State Parliament, but was approved in September 1970. The Ballarat system closed during August and September 1971, and the Bendigo system in early 1972.

The 'Treasure Tram' during a Patriotic Appeal fundraising drive in Ballarat in 1944.

SEC News, October 1944,
courtesy Ballarat Gold Museum



Shortly before the Ballarat system closed, a voluntary society was set up in an attempt to preserve part of the system for posterity and a 1.2km section of track was retained in the Botanical Gardens reserve. The Ballarat Tramway Museum now operates regularly on weekends, public and school holidays. Of the 23 trams that ran in Ballarat during World War II, six were scrapped, and nine preserved as part of the museum fleet. A further seven have been preserved in other Australian tramway museums, and one was sold to a US museum.

To mark the 50th anniversary of the end of the war, the Ballarat Tramway Museum created an interesting exhibit by placing a headlight fitted with wartime brownout screening on a spare tram front. Tram 27 has been repainted in the early SEC colour scheme used during the war. The streetscape in the Gardens reserve, with the tram track and the overhead wires, has not changed much since 1945. The rest of the former tramway streetscape has seen vast changes in recent years: tram track removed, roads widened, buildings demolished, and verandahs removed. When

former American servicemen return to Ballarat, a ride on a tram is one of the few aspects of the wartime city that remains familiar.

References

Personal interviews with:

Arthur Maxwell, who commenced as a blacksmith's striker in 1927, and later became a motorman. He eventually rose to become Senior Traffic Inspector, a position he held when the tramway system closed in 1971.

Jean Maxwell (Arthur's wife), who worked as a conductress between 1942 and 1946.

Herb Knight, who worked as a conductor and motorman from 1937 to 1971, and was elected office-bearer in the local branch of the tramways union. He drove the official last tram in Ballarat on 19 September 1971.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Melbourne News

In early January 1996, all W class trams allocated to East Preston Depot were transferred to South Melbourne and Malvern Depots.

A further 50 W class cars are currently receiving the 'heritage' colours. This work is being carried out under contract at the Thornbury Depot adjacent to Preston Workshops.

The Z3 class cars attached to Essendon, East Preston and Camberwell Depots now have pantographs.

Two new cross-overs have been installed on the St Kilda light rail line — one at Middle Park station for use during the Melbourne Grand Prix, and one on the light rail reservation just before St Kilda station.

A new connecting line has been installed from Park Street into Fitzroy Street, St Kilda, which will allow trams from Route 12 to proceed into Fitzroy Street.

For two weeks commencing 2 January 1996, all trams using Swanston Street terminated at Queensberry Street to allow work to go ahead on the new tram shunt outside Melbourne University. The new arrangement will feature three tracks which will let East Coburg and Moreland services to pass terminating cars which will shunt on the centre track. Buses replaced trams during the work, with routes 1 and 22 terminating in Elgin Street near Lygon Street.

In off-peak periods, all southern suburbs routes are operated by Z class trams, with the exception of: Route 8 Toorak - worked by W class from Malvern Depot at all times; Route 12 Sth Melbourne and St Kilda Beach and Route 16 St Kilda Beach - worked by W class from Sth Melbourne Depot at all times.



The construction of the single track link from the route 12 terminus in Park Street into Fitzroy Street, December 1995.

Ray Marsh

B2 class 2027 shunts at the new crossover on the St Kilda light rail line near Middle Park In December 1995.

Ray Marsh





Site of the future 'South Bank' tram depot near Montague light rail station in December 1995. The depot proposed for this site will replace the present South Melbourne Depot. The Port Melbourne light rail line can be seen behind the fence.

Ray Marsh

Z2 class 105 waits at Gardiner railway station for its city trip, while the replacement bus will run along Burke Road to the Camberwell terminus of route 72. Bridge construction work, seen in the background, has cut the tramline at this point.

Ray Marsh





San Francisco News

The Market Street portion of the new F-Line began regular service on Friday, 1 September 1995. The new service proved to be an instant roaring success with both San Franciscans and visitors alike.

One neighbourhood is eyeing the success of the new service enviously. In public hearings in late November, the City was being called on to construct an F-line spur from the Embarcadero up Washington and Broadway to make it easier for visitors to reach Chinatown.

Initial operations saw few of the vintage historic cars in service due to a lack of operators trained in the foibles of antique equipment. Since the last Trolley Festival in 1987, many of the most experienced operators have retired. Crew rosters were also unfavourable for senior operators who have historic car training. These problems are gradually being overcome.

In the meantime there is a temporary shortage of PCC cars. While the cars are performing beautifully from a mechanical and electrical perspective, the paint and bodywork are not up to standard on 11 of the 17 Morrison-Knudsen rebuilds, including all three of the double-enders, which have yet to appear

Tramway sleepers are being uncovered and removed from Argent Street, Broken Hill, 69 years after the closure of the steam tramway system on 31 December 1926. The sleeper removal is being carried out in conjunction with drainage and resurfacing work which commenced in October 1995. This view is looking north from the corner of Argent and Sulphide Streets on 10 November 1995. Evidence of subterranean sleepers can also be seen in Thomas and Oxide Streets.

Allan Stevenson

in service. M-K is shipping the cars, one at a time, to Benicia for remedial work. To overcome this shortage Muni has returned its own 1040 and St Louis 1704 (ex Muni 1128) to service and is working on double-ender 1006. Prototype Philadelphia car 2133 is also receiving attention and will become Muni 1064 when completed — probably painted in an adaption of Muni's original grey and red scheme.

One of the existing historic fleet is closer to entering service. Johnstown, Pennsylvania 351, a 40ft double-ended arched roof car of 1927, has a new roof, wood, canvas and paint. It is hoped to have this car on the road in late 1996. Another historic tram may be on its way to San Francisco, with perhaps a trailer, from Munich....

- Inside Track, Market St Rly

BALLARAT

Ballarat Tramway Museum

PO Box 632, Ballarat, Vic 3353.

From Dave Macartney

Monday, 4 December saw the official launch of tram 671 back into traffic in its new corporate livery. This consists of Royal Blue body below window level with white above, Admiralty Grey roof and trucks, a broad gold stripe along the lower side panels, "Ballarat Tramway Museum" in gold on two of the side panels and the "City of Ballarat" name and logo in white on the car ends. As well, extensive

work has been carried out inside the car, which is in traditional M&MTB colours and style.

The work was masterminded — if that is the correct term — by Len Millar and Darren Hutchesson, assisted — if that's also the correct term — by junior members Simon Jenkins, Alastair Reither and Paul Mong. Despite the usual last minute panic, all was finished on the day, and City Commissioner Vern Robson and Sovereign Hill chief Peter Hiscock duly performed the official launch. While every effort was made to keep the cost of the function to a minimum, we are ever mindful of the old adage, "There is no such thing as a free launch."

Launching 671 at the depot on 4th December. Holding the ribbon is Paul Mong, Vern Rodson (City of Ballarat Chief Commissioner), Alastair Reither, while on the tram are: Richard Gilbert (BTM President), Len Milar showing local MLA Barry Traynor the controls, while MHR Michael Ronaldson is on the footstep.

Carolyn Dean

It had been planned to conduct a major resleeping exercise on the access track on the two days before the 671 function, but the backhoe operator was called on at short notice to put in the weekend working on the broad to standard gauge conversion of the Ararat



to Maryborough railway, so the tracklaying was cunningly rescheduled to take place immediately after the 671 launch, press-ganging all those willing to work, as well as a few not so willing!

In all, 45 sleepers were installed in the afternoon, and a fair amount of spiking and packing carried out before darkness (and exhaustion) finally set in. The bulk of the work was along 4 and 5 roads, replacing some of the jarrah sleepers ex the Trans Australian Railway, which we had acquired second hand — at \$4.75 each — in the early 'eighties. With the trackwork complete, a fair amount of tidying up is now taking place to restore the Gardens lawns to a more presentable state.

On Sunday, 29 October the Ballarat and Clarendon College organised a Springfest, which took the form of some 300 stalls completely circumnavigating the lake. We ended up running a service of almost Begonia Festival proportions, with the first car out at 9:30am to set out the usual array of barriers and witches hats to attempt to keep the motorists under control. Even at this early hour, things were becoming chaotic. Service car 33 was soon joined by bogie 38 to cope with the business on offer. Eventually car 26 replaced 33, and loading continued solidly until the last car ran in around 6:00pm. In all, around 400 passengers were carried, which is a good deal more than usual in late October. The organisers were reported to be well pleased with their activities, so it is hoped that this will become a regular feature on the annual calendar.

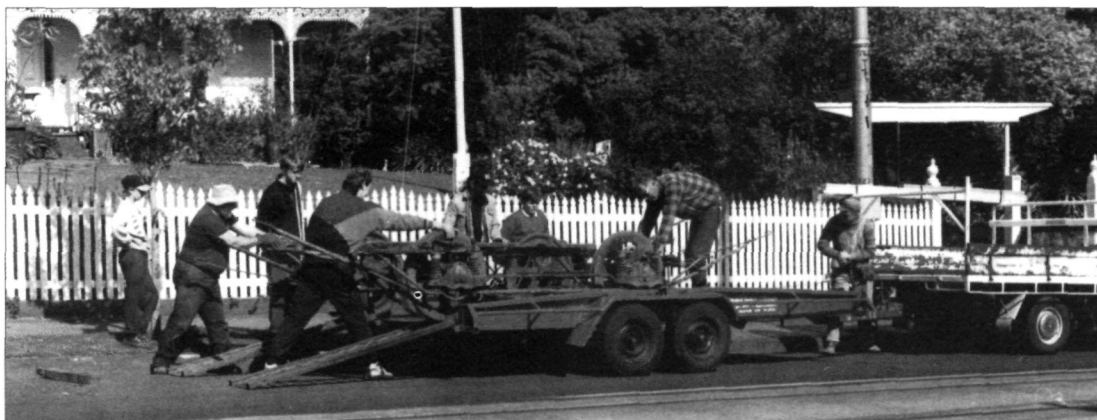
On Saturday, 11 November the much travelled Ballarat wrecking team descended on a house in Glenferrie Road, Hawthorn, where cable trailer 427 had been residing for the previous 70 years or so. In recent times it had fallen victim to extensive wood rot and was well on the way to disintegration. The owner had enquired at Camberwell Depot if it was of any use to anybody, and had been put in touch with Ballarat. Accordingly, the "usual suspects" turned up on the day, and in fairly short order had the car reduced to a few manageable components. A few pieces of internal timber were saved, including printed notices displayed on the quarter panels which indicated that 427 had spent its life at South or Port Melbourne. The major acquisition was the truck, which will be useful for moving small single truck bodies around. The steep driveway leading down to Glenferrie Road was negotiated without disaster, and the truck was despatched to Bungaree for storage.

The return of trams to the streets of Ballarat has been getting an airing in the local press in recent months. This is a personal dream of Peter Hiscock, Director of Sovereign Hill, and has been a favourite topic of his for the past couple of years. In recent months he has produced some rather more definite

A new sleeper being rapidly pushed into place, to be followed by minimal packing with a shovel. It makes sense to use judiciously machinery in this manner rather than to adhere to the old time-consuming ways of replacement manually.

William F Scott





Loading a former Melbourne cable tram wheelset onto a trailer in Glenferrie Road on 11 November 1995. From left to right are: Paul Mong, Alan Snowball, Simon Jerkins, Darren Hutchesson, Alastair Reither, Warren Doubleday and John Phillips. Out of the photo was Peter Winspur and Carolyn Dean.

Carolyn Dean

proposals, and chased up a couple of sources of funding. His first proposal was to link Sovereign Hill to the Gardens, via the downtown area. The financial magnitude of this has scared most potential supporters, and the more realistic option of opening a kilometre or so of track for something under a million dollars is currently doing the rounds. A connection between the railway station and

Sovereign Hill would be quite attractive, as there is minimal public transport for visitors arriving by train. The distance would be about the same as the old Mount Pleasant line from the city centre.

An application was made for funds from the Federal Government under the Better Cities program, but was refused as the project was felt to be more oriented towards visitors rather than residents. Instead, the Government agreed to fund a feasibility study into the matter, so no doubt the town will soon be swarming with consultants and experts of every variety, all hoping to get their snouts into the trough. A public meeting was due to be held on 23 January, which should give the first indication of what the citizenry thinks of it all. The BTM will be watching developments with more than usual interest!

ST KILDA

Australian Electric Transport Museum
GPO Box 2012, Adelaide, SA 5001.

From Colin Seymour

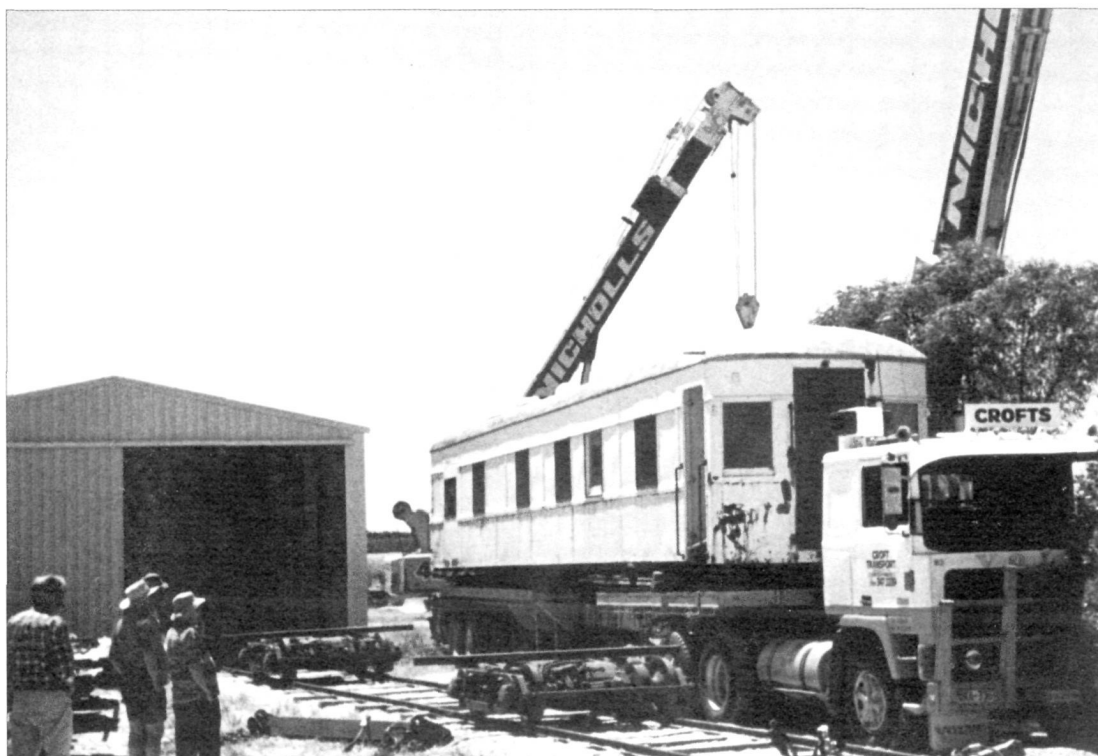
Brill Railcar at St Kilda

No, the AETM is not diverting into railway preservation. However, on 15 November 1995, the body of a 1920s Brill railcar trailer was delivered to St Kilda for storage and reconstruction.

The AETM has entered into an agreement with the Pichi Richi Railway Preservation Society at Quorn in the Flinders Ranges for the railcar trailer to be

housed at St Kilda for reconstruction by its members. The agreement enables the Adelaide members of the rail society to work on the trailer at a location much closer to home.

The railcar trailer arrived at St Kilda from storage at Port Dock Rail Museum and is stored on Road 6B of the new tram storage shed. Although destined for a narrow gauge railway, it currently sits on a pair of W2 bogies.



AETM workers watch the body of the 1920s Brill railcar trailer about to be lifted onto a pair of W2 bogies and placed in the tram storage shed on 15 November 1995. It is being reconstructed at St Kilda by members of the Pichi Richi Railway Preservation Society.

Ian Seymour

The opportunity was taken to relocate A type tram 14 from the main running shed to a position behind the railcar trailer on Road 6B which has no connecting pointwork.

Ian Seymour



Relocation of Trams

While cranes were on site, the opportunity was taken to relocate A type tram 14 from the main running shed to a position behind the railcar trailer on Road 6B. This was necessary as there is currently no pointwork to connect Road 6B to Road 6 in the running shed. Vehicles now located in the tram storage shed are:

- * H cars 360 and 355 on Road 6A;
- * Brill railcar trailer and A 14 on Road 6B.

There were several days with strong south-westerly winds at St Kilda in early Spring, blowing froth and foam from the Penrice salt lakes across the St Kilda tramway. On 22 October 1995, gale force winds whipped up so much foam from the lake that the tram service had to be terminated at Samphire Road. The visual effect attracted the attention of a passing newspaper photographer with the result that car 192 appeared in full glowing colour in the following morning's Advertiser. Here, Motorman Max Fenner surveys the foam over the tracks as he prepared to reverse 381 to return to the Museum.

John Radcliffe

Road 6 is slewed at the rear of the main running shed to form Road 6A.

There are now only two non-operations cars in the running shed/workshop area — A 15 and E 118. The extra space in the workshop area has allowed Ian Seymour to commence stripping down the maximum traction trucks received from the TMSV a few years ago for use under E 118, our next major reconstruction project.

Dropcentre Trams

F1 type 282 returned to service on 29 October 1995 after its repaint and minor refurbishment. The sight of gleaming Tuscan red was much appreciated by members and public alike. It was also a welcome sight to see an Adelaide dropcentre tram in service again (car 264 was still at Glengowrie Depot at this time).

F1 type 264 had its stay on the Glenelg line extended until the end of October 1995 to participate in the Glenelg festival. It took part in a street parade on Saturday, 28 October 1995 and was on static display in Jetty Road on Sunday, 29 October 1995.

Car 264 returned to the Museum on 24 November 1995 and has since entered the bodyshop for an



external repaint. The Glengowrie Depot overhead cranes were used to lift the tram body onto the lowloader while beam jacks were used to lower the body back onto its trucks in Shell Street, St Kilda, just past the Mangrove Street crossing.

Bogie Trams 111 and 118

With work completed on car 282, work has recommenced on the refurbishment of E1 type 111. Preliminary dismantling for car 118 has commenced to allow historical documentation to be made of its conversion from type E (half saloon and half toastrack) to type E1 (full saloon). Car 118 will be reconstructed to the original type E style. Car 111 remains in type E1 style.

October 29, 1995 was "Dropcentre Day" in Adelaide. F1 car 264 was taking part in an all-day street party in Jetty Road, Glenelg, which had been closed to all regular traffic including tram traffic. (The H cars stopped at Brighton Road.)

John Radcliffe

Other News

Work has continued on concreting the main depot fan, with a number of pours being made around the 2,3/4,5,6 switch.

Glenn Paull arranged for all of the fire extinguishers in the trams and around the Museum to be replaced or serviced to meet current government regulation requirements.

Christopher Steele has recently been conducting a general clean-up of the site, especially behind the sheds.

Meanwhile, at the same time on 29 October 1995, F1 car 282 was re-entering traffic on the St Kilda line after spending several months in the workshop for a complete repainting —its first since 1973. It is seen here returning up Shell Street to the Museum with a load of passengers from the Country Women's Association, whose members had come to St Kilda for a special visit. (opposite)

John Radcliffe





BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Vic 3550

From Len Millar

Portland Cable Tram Project

Melbourne's cable tram fleet was at its maximum extent in 1923, with 592 grip cars (dummies), 539 standard trailers (cars) and 58 bogie cars. Practically all of the dummies and most of the cars have long since departed this planet, but a few survive! Car 594 has been rescued from extinction by the Portland Vintage Car club in south-western Victoria, and has recently enjoyed some restorative Tender Loving Care.

Car 594 was one of the last trailer cars built, being part of an order by the then newly-created Melbourne and Metropolitan Tramways Board after it took over the extensive cable tram system in 1919 (along with

just a few electric Tramways Trusts). In 1940, car 594 was purchased by a Mr Moody of Portland and it was used for accommodation for a time. Then in 1985 the car was donated to the car club by the late Mr Moody's family. A very dilapidated car was restored in 1994 by a Federal Government-funded LEAP programme, and it is now on display at the Portland Power House Car Museum.

With funding from another LEAP scheme and help also from Victoria's Public Transport Minister Allan Brown, a dummy (grip car) has been "created" in 1995. It is known as dummy car 595, and is driven by a 4-cylinder Mazda diesel motor coupled to an Adelaide-built Dunstan hydraulic drive. Both axles

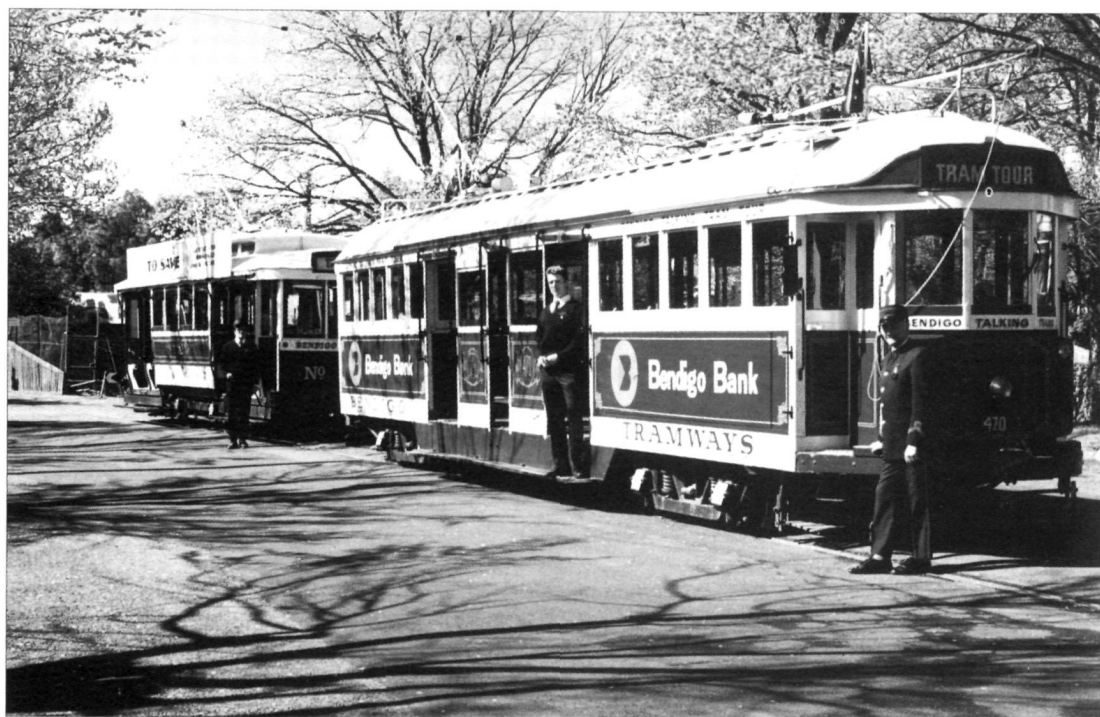


Restored Melbourne cable trailer 594 in the Portland Power House Car Museum on 18 October 1995.

Dennis Bell

Bill Kingsley and Matthew Bell form the crew on 470 with Len Millar on 21 in Tramways Avenue prior to commencing the days running. School holidays, September 1995.

Dennis Bell



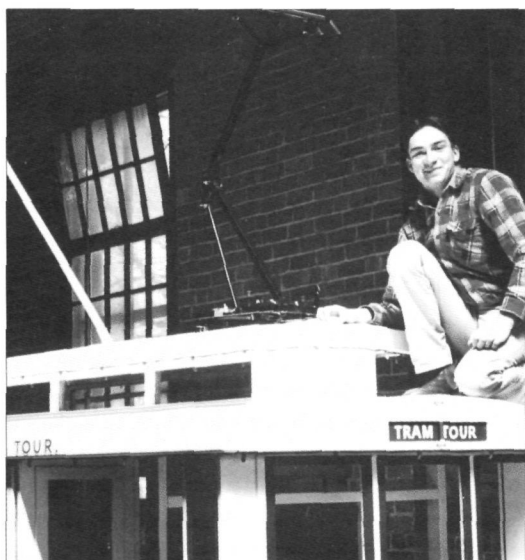


The second kilometre of trolley wire being erected in High street just south of the Charing Cross fountain on 10 December 1995.

Dennis Bell

Karl Penrose demonstrating his scale model pantograph on the roof of No. 10 in September 1995.

Dennis Bell



have duplex roller chain drive connected to the power source by a right-angle reduction box.

The joy for Bendigo in all of this is that the cable tram set may operate on the Bendigo Tramway early in 1996. Stay tuned!

Overhead, and a Pantograph

Our overhead crew have been busy stringing up the second kilometre of trolley wire donated by Public Transport Minister Allan Brown. The reel was strung up on 10 December south from the fountain. "Er, Mr Brown, have you got a surplus B2 down there? We would love the air-conditioning in summer, and our overhead is now pantograph compatible!"

Photographs never lie, we learn at an early age! So we hereby report that Bendigo tram 10 now has a pantograph. Well, it **did** have one for a few moments, and I only mean rubber-tyred half-scale tram No. 10 that we tow around the country promoting Bendigo's Talking Tram Tours. One of our overhead crew, Karl Penrose has constructed a quarter scale, operating pantograph and we couldn't resist the temptation to pose it on top of an unsuspecting No. 10.

Public Transport Union Visit

Bendigo Trust staff enjoyed a visit from Public Transport Union Tram and Bus Division Secretary



Lou Di Gregoriou and Health and Safety Coordinator Jim McCrum on December 18.

Lou and Jim kindly presented us with three framed photographs (of Melbourne trams, of course), which will be proudly displayed in the Museum and at the Ken Hesse tram terminal building at the Central Deborah Mine.

It was good to exchange news and views with our visitors, and we just had to let Lou loose at the controls of one of our trams. He was a former Essendon Depot driver, you know, and old habits die hard. So he got behind the controls of car 25, and we had a bit of trouble getting him out of the cabin again!

808 - Going Round in Circles

At 10:30am on Monday, October 30, car 808 got hoisted up in the air, let down on a flat bed and swallowed diesel smoke for a few hours. It then got hoisted up again, lowered (on to someone else's wheels) and then took off for a few hundred rounds of Melbourne's City circle. To promote the Bendigo Cup Carnival, then Bendigo and its redoubtable

The Public Transport Union visited Bendigo on 18 December 1995. Union Secretary Lou Di Gregoriou is at the controls of car 25 with H&S Coordinator Jim McCrum at left. BT's Dennis Bell is keeping an eye on his camera from the right.

Dennis Bell

tourist attractions, car 808 was moved to Melbourne, receiving a spare set of PTC No. 15 bogies on the way.

With its white roof and no route number indicator boxes, the car stands out amongst the ruck of other City Circle cars, B2s and As in Flinders Street. Inside the car, promotional photographs fill the ad racks and the whole exercise does Bendigo a tremendous amount of good. More tourists means more monies in the coffers of the motels, shops and other tourist attractions, including ourselves!

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, WA 6050

From Michael Stukely

Tenth Anniversary Celebrations

Electric tram operations commenced at Whiteman Park on 30 November 1985. On that day, the first service cars, ex-Melbourne W2 class 368 and W4 class 674 broke through a banner at the door of the Oketon Geddes Car barn and ran to what was then the Mussel Pool terminus (this is now the Bennett Brook tram stop). Services ran each weekend over this 1km section until September 1986, when extensions via Stockmans Crossing to the Village/Village Junction Station and the Lord Street Entrance were opened.

On Sunday 3 December 1995, the tenth anniversary of this momentous occasion was celebrated by PETS members and friends. Following a brief welcome speech by the President, Michael Stukely, the first run was re-enacted with cars 368 and 674 (driven by Lindsay Richardson and Ric Francis respectively, as on the inaugural run) again breaking through a banner at the car barn, at about 2:40pm. A cavalcade

of all seven operational trams then ran to Stockmans Crossing where the first two cars shunted to allow a well-loaded Ballarat 31 (driven by Lindsay Richardson) to take the lead for the run up to the Village. Here another banner proclaiming PETS's ten years of tramcar operation was stretched across the track outside the Country Kitchen Restaurant, and was broken by 31. The cars then ran on to the Village Junction Station, and back to the Village stop.

For the remainder of the afternoon, the two cars in service were progressively changed over, with the other four bogie cars being stabled at Stockmans

Kalgoorlie 22 photographed at the Eastern Goldfields Transport Boards depot in Kalgoorlie on 27 June 1993. The body is incorrectly supported with sleepers under the end platform bearers (rather than at the bolsters) and has developed a severe sag at the centre. Car 3 is visible at right.

Michael Stukely





Unloading Kalgoorlie 22 at Whiteman Park on 20 October 1995. As the low-loader was driven out from below the body, which was supported by hydraulic jacks, the two 77E trucks were towed into position. Terry Verney monitors the alignment of the trucks below the bolsters.

Michael Stukely

One of two metal advertising signs still attached to the bulkheads of Kalgoorlie 22.

Michael Stukely



Crossing. Ballarat 31 ran a shuttle service between the Village stop and village junction Station for a short time. Special all-day tickets (kindly sponsored by McDonalds, Morley) were printed for the day, to allow Park visitors the opportunity to ride a variety of trams. The day was concluded with a sausage sizzle for members and friends at the Country Kitchen.

This is only the second time that all seven cars have run in convoy — the first was during the COTMA Conference in June 1992. Many members assisted in preparing the cars for the day in the electrical and mechanical areas, as well as giving each a thorough clean inside and out — and they looked immaculate. The day was a great success, with a good turnout of members and the general public to mark the occasion.

Acquisitions

The bodies of former Kalgoorlie bogie car 22 and single truck car 3 were offered to the society in response to our note appealing for memorabilia, photos and information on WA trams in the free "Can You Help" column in *The West Australian* newspaper in May (TW Aug '95).



Kalgoorlie 22 back on the rails on 20 October 1995 after 43 years, with its body sitting very straight over the 77E trucks.

Michael Stukely

On 18 October, the opportunity suddenly arose for our carrier, Trevor Phillips of Bunbury House Transporters, to bring car 22 to the Museum. A hurried reshuffle of car bodies and trucks in the Lindsay Richardson Carbarn took place on 19 October, and the tram arrived on the fan that evening. It was unloaded on the morning of the 20th and placed on the spare pair of 77E trucks (ex-Kagoshima, Japan). No 22 now resides on 7 road, alongside sister car 25, which was acquired by PETS in June 1993. We are most grateful to Trevor Phillips for his continued, highly generous support of the Society — he transported the body of car 22 over 600km from Kalgoorlie to Whiteman Park for no charge!

Cars 3 and 22 were acquired from Coolgardie by employees of the Eastern Goldfields Transport Board in 1992 for restoration to operating condition, and were stored at the Board's depot (alongside their old home, the original Kalgoorlie Carbarn). The planned

restoration did not proceed, however. Car 3 is now to remain in Kalgoorlie where it will be preserved by the Kalgoorlie Museum.

Two Melbourne No.1 trucks (ex-Newcastle Tramway Museum) were acquired from the Sydney Tramway Museum, and arrived in October. These make a most useful addition to our limited supply of running gear.

Operations

Spring brought a lift in patronage on both weekend and weekday services. However, football finals played in Melbourne on Sundays, with direct telecasts, had a noticeable effect. Two cars were used on all Sundays and public holidays from early September to 1 January.

Additional Swap-meets (see TW Nov '95) were held in the Park on 1 October and 5 November, when a dedicated service was provided using Fremantle 29 between Lord Street Entrance and a special stop adjacent to the camels' loading ramp at the northern end of the Village Mall. This arrangement succeeded in separating Swap-meet traffic from other Park

visitors, who boarded the regular service cars at the Village stop at Country Kitchen as usual. The Swap-meets were rated a success both for the Park and the Society, and we also benefited from their television promotions.

On 15 October, the inaugural Fremantle-Whiteman Park Classic Car Rally was held, with over 1000 classic cars and motorcycles converging on the Park. This was a very successful day with three trams in service and an extra conductor stationed at the Village stop to sell tickets and answer questions for the public.

Sales of tramway souvenirs have risen to a steady level since the display boxes were installed in service cars in 1995.

Around the Carbarn

Substantial progress was made in late 1995 with site improvements. A 'Payloador' and truck were hired for two days in November and achieved the following:

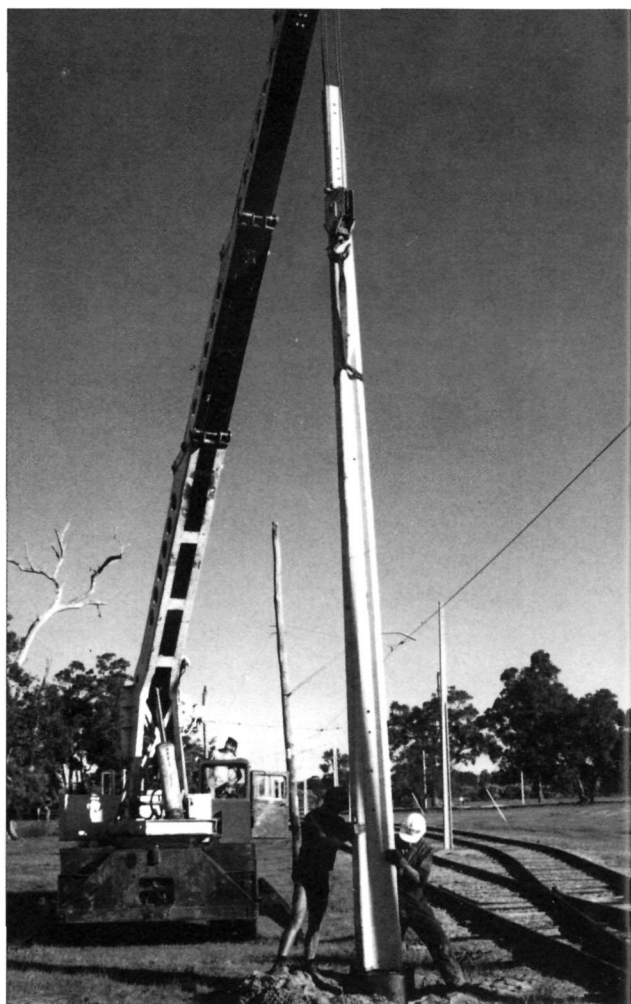
- * Removal of sand, levelling and paving with limestone and roadbase on the remainder of the Southern Block storage area in the rear compound;
- * Excavation and levelling of the site for the proposed spare parts storage shed, west of the engineering shed;
- * Construction of an access ramp and right-of-way from the storage area to the rear of the engineering shed;
- * Construction of a new hard-stand area for storage of per-way materials east of the Lindsay Richardson Carbarn, and
- * Removal of a quantity of accumulated rubbish.

Negotiations for the acquisition and plans for the erection of a 60ft x 30ft x 14ft spare parts storage shed were concluded in December. The shed was formerly used in a display at Canning Vale Markets.

A 1000 litre tank and stand has been purchased for the storage of diesel fuel for our motor vehicles. This will be installed at the rear of the engineering shed.

Work continues on the No.1 truck for W2 class 329, and on the preparation of trucks and motors for W5 class 766. Noel Blackmore has rewired the small lathe so that this can now be put to good use.

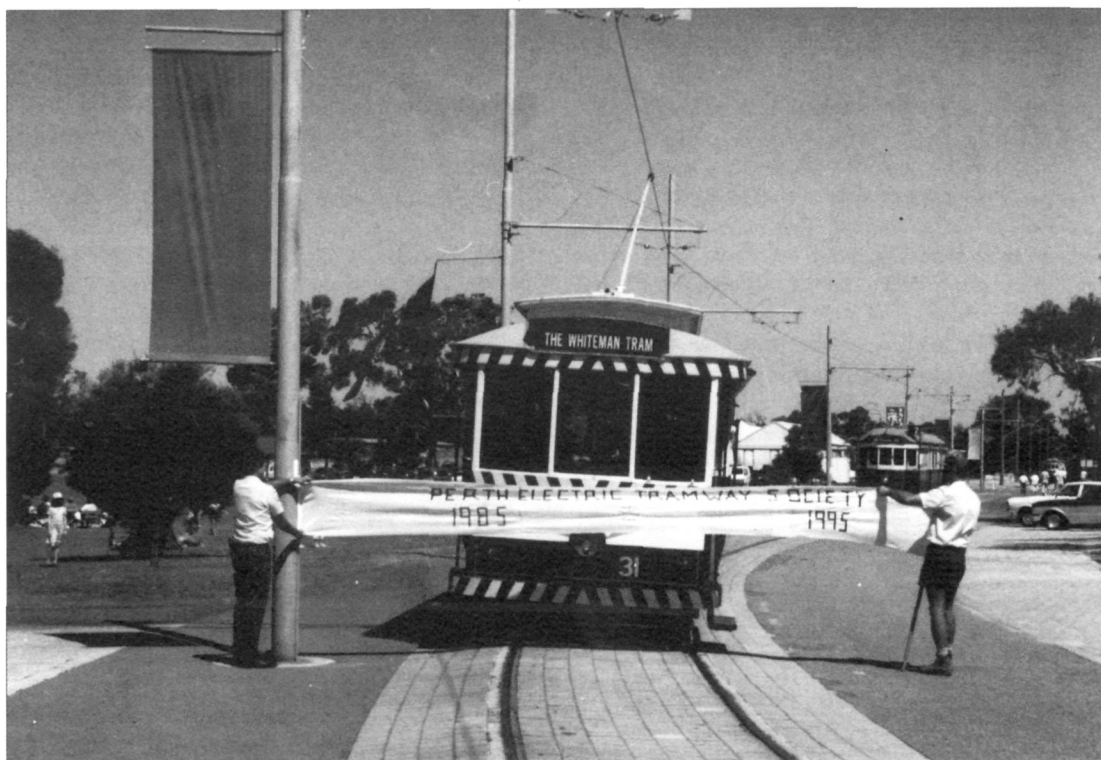
Fitting of the side destination box signs — "Perth



Ray Blackmore operates the crane, as Trevor Dennhardt, Vic Sweetlove and Mal Haines adjust the position of the final concrete pole at Stockmans Loop before it is lowered into the hole on 22 October 1995. The 44-gallon drum caisson can be seen below the pole.

Michael Stukely

Electric Tramway Society" — in the W2 and W4 cars was completed by Martin Grant in time for the celebrations on 3 December. Renewal of damaged green vinyl seat coverings in these cars has also been completed. Work will now proceed on the seats in the motor vehicles, and finally the cars with brown vinyl (SW2 class 426, W5 class 766 and Ballarat 31). Replacement of damaged and missing strap-hangers has started. Bill Gilbert has fitted new rollers for the side blinds in Ballarat 31 and installed them.



Ballarat 31 about to break through the banner held by Terry Verney (left) and Trevor Dennhardt, in the Village Mall during PETS' tenth anniversary celebrations on 3 December 1995. The next two cars in the cavalcade are SW2 class 246 and W2 class 368.

Courtesy Gary Merrin

Damaged sections of the roof timbers of WAGT E class 67 have been replaced and sanding of the roof surface in preparation for re-canvassing was in progress at the end of December. Ric Francis has been busy with the 39E trucks from under E class 66, taking measurements and making preparations for pattern-making. New trucks are to be fabricated for car 67, and the patterns will later be used for the restoration of other WA trams which require 39E trucks.

Perth Electric Tramway Society (Inc)

COMMEMORATIVE TICKET



*10 Years Operation in
Whiteman Park
3rd December 1995*

Valid All Day

Adult Return

00358

No.

Commemorative ticket produced for the Tenth Anniversary celebration on 3 December 1995.

Working on Perth G class 35, Ric has replaced and repaired the end platform bearers at the east end and fitted stabiliser bars. A spare drawbar assembly has been modified and fitted to replace the missing one.

Several years ago the decision was taken to dismantle the body of WAGT B class 81, as we also have sister cars 15 and 46 in the collection, both of which are in better condition. No. 81 was moved out of the carbarn to make room for Kalgoorlie 22, and dismantling began soon after. Its condition was found to be even worse than expected, with severe rot in the roof and the main sub-floor longitudinal beams which had turned to powder during its prolonged exposure to the elements. By the end of December, only the saloon floor remained intact.

HADDON

Melbourne Tramcar Preservation Association

PO Box 324, Prahran, Vic 3181.

From Craig Tooke

A busy productive few months have seen work carried out on various projects in and around our museum at Haddon.

Overhead

As previously mentioned, the overhead at the museum is constructed around a light-weight catenary suspension utilising steel-cored aluminium conductor for the catenary cable. Overhead cables *stretch slightly when placed under tension* and it takes some time for them to settle after erection. The catenary cable was run and tensioned some time ago. Now that it has stretched and settled, John Withers and Tony Smith have spent considerable time retensioning and adjusting the position of the cable.

Additional span wires have been made to provide additional permanent anchoring for the catenary wire.

Additional filling has been obtained, spread and levelled around the lower terminus area to provide level access for the tower wagon and bucket truck.

Track and Overhead

The never-ending job of track maintenance by Trevor Dennhardt's team continues, with attention being given to Farmgate Curve, Bennett Brook stop, Bennett Brook East Curve, the carbarn fan and Village Junction Curve in November-December.

On 22 October, the final four bearer-masts for the overhead at Stockmans Loop were erected by Ray Blackmore's team. This was not done without difficulty due to either "coffee-rock" impeding the auger or high water levels causing the collapse of the sand into the holes. Old 44-gallon drums were used as caissons which were knocked into the holes as they were excavated. Backstays have now been attached to most of these concrete poles.

Tensioning and anchoring the trolley wire along the main line will commence shortly. This is expected to take two working days.

Signalling and Automatic Points

Noel Gipps completed the upper terminus signal control panel and it was transported to Haddon, installed and wired by John Withers.

A major milestone has been achieved with the *successful testing and operation of the entire signalling system*. All possible operations were simulated and checks made to ensure the correct signal indications were received. It is a credit to all involved that the system operated correctly.

Extensive work has been carried out on the signalling equipment which is to provide protection for the level crossing near the museum entrance. Design work has been completed, signal posts installed and cables run. John Withers and Richard Gipps are busy constructing the unit to control the operation of the crossing signals.

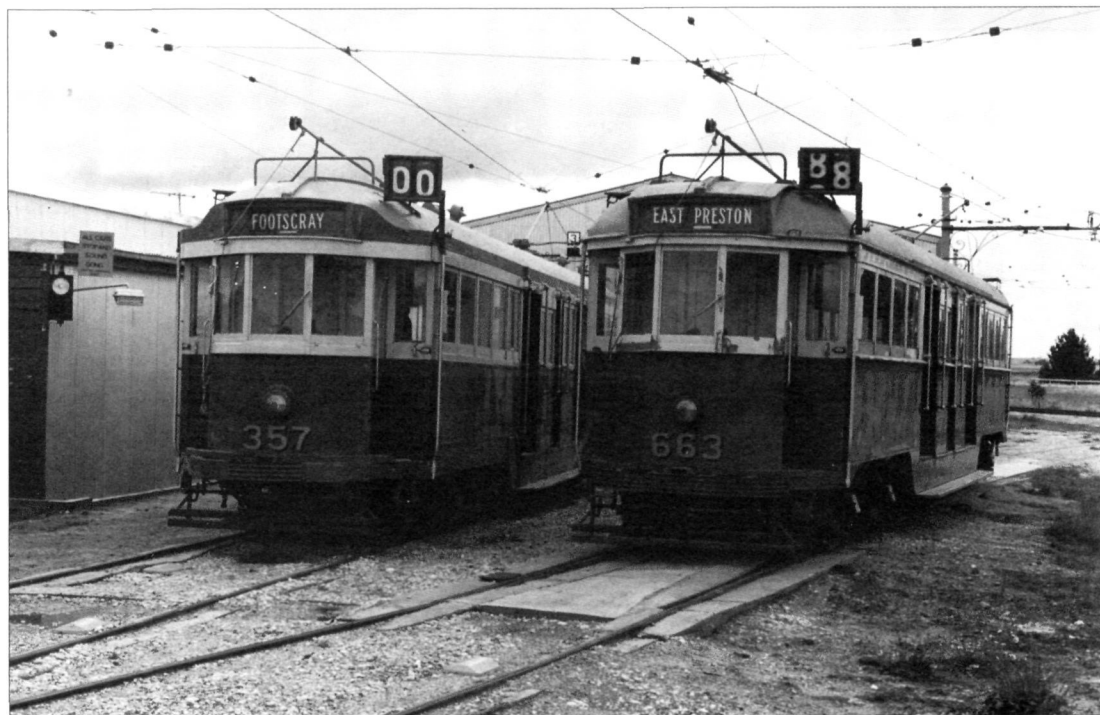


Retensioning and realignment work being carried out on the overhead catenary cable.

Tony Smith

W2 class 357 and W3 class 663 at the depot main line junction.

Craig Tooke



The signal lights for the crossing have been overhauled and await installation on the posts and connection of cables.

Rolling Stock

Work has focused on the restoration of L class 103. Arthur Ireland continues to work on the tram and steady progress is evident. Recent work included the complete rebuilding of the destination boxes which were in need of considerable work.

Sanding down the exterior side panels is complete and they are ready for undercoating. The trolley bases displayed considerable wear and they were stripped down, rollers replaced, repacked with grease, painted and reassembled. The overhauled bases have been reinstalled on the new trolley bridges fitted to the roof of the tram.

Both saloon bulkheads were in poor condition and the timberwork has been sanded back in preparation for revarnishing.

General

Tony Smith recently acquired three trailer-mounted portable Lincoln DC welders which will be made available to the Association. Two of the welders are being overhauled, with the third unit providing spare parts for the overhauls. The welders are powered by Holden car engines and will prove to be a real bonus for outdoor fabrication work without the need for an electricity supply.

A new 140mm PVC water main has been installed and awaits connection at both ends. It will replace the original galvanised pipe installed in 1981 which is showing signs of considerable deterioration.

Con Schroeders and Tony Smith have installed the gantry crane inside the truck shop. The installation of the gantry seemed, at first, to be a simple matter. In order to manoeuvre the steel beams for the gantry into position, the entire shop roof had to be removed! Life wasn't meant to be easy! The installation is now complete, much to the relief of all involved.

BYLANDS

Tramway Museum Society of Victoria
PO Box 27, Malvern, Vic 3144.

From David White

Tour with HTT 8

A very successful tour was run with Hawthorn Tramways Trust 8 on 25 November. This was the first tour by any group with this tram. The tour started at Preston Workshops with member Doug Prosser driving. After a brief stop at Preston Depot, the tour headed out to the new RMIT Bundoora terminus. The Society is the first group to run an enthusiast tour to this new tram terminus. We travelled back into the city via Smith and Nicholson Streets, and then via Bourke, Spencer and Flinders Streets out along Bridge Road to Camberwell Depot for a short break. No.8 then proceeded to Wattle Park and back to Camberwell Depot.

After a lunch stop at the Depot, the tour headed out to East Burwood and back to the city via Swan Street.

After travelling via Swanston and Latrobe Streets, No.8 failed in Victoria Parade outside St Vincents Hospital. We were fortunate to fail in the only section of city trackage with no regular service on weekends. Breakdown vehicle R10 was called to tow No.8 back to Preston Workshops. Tour participants continued on a regular service car back to Preston Workshops to pick up their motor cars.

In spite of mechanical problems late in the day on the homeward leg, it was a very enjoyable tour for the Society. We thank our driver Doug Prosser for his efforts on the day.

Trams

The Society has approached the PTC with a view to adding SW6 class 887 to our collection of sliding door trams at Bylands. This tram has been selected as it is an example of an SW6 that was originally fitted



SW5 class 808 on the City Circle service following HTT 8 along Flinders Street — two trams which first ran in Melbourne, later ran in Bendigo and have now returned to Melbourne.

Graham Jordan

with tip-over seats, Tram 887 has been placed in storage in Melbourne pending transfer to Bylands in 1996.

A reshunt of the sheds has taken place as preparatory work for changes to take place in the new year. An earlier reshunt has allowed us to make more regular use of X1 class 467, W1 class 427, W2 class 509 and SW2 class 644 at short notice.

Buildings and Grounds

The ex-railway C van which had served as the Society's kiosk for over fifteen years has gone. The van was removed on Wednesday, 18 October. It was sold to a railway enthusiast who plans to restore it for use as a shed. Since the van's departure, the area around the substation has been cleared, presenting a much neater view for visitors.

Meanwhile, work on the kiosk building has continued steadily with the fitting of guttering, and roof sheeting on the breezeway completed in September. The fitting of roof sheeting to the high part of the building is progressing as weather conditions permit.

Buses and motor Vehicles

The Society has been involved in three public events over the past few months, utilising our bus fleet to increase public awareness of the TMSV and our museum site at Bylands.

Puffing Billy Old Time Festival:

The Society participated in this bi-annual event again, providing two buses for this big event which takes place along the whole length of the Puffing Billy Railway. In addition, the Society's sales counter was present with other display and sales stands in the hall opposite Menzies Creek railway station.

The festival features intensive train services, displays at each major Puffing Billy station, and a supplementary bus service along the railway using



historic buses. The Society intended to run AEC Regals 537 (Mk III) and 624 (Mk IV) on the bus service. Unfortunately, 624, which was to attend for the first time, became unavailable at the last minute due to minor mechanical problems, leaving 537 to run along the bus route. No. 537 performed well on the day as usual. Volvo 850 was used to transport the Metropolitan Transit Band from Hawthorn Depot to Lakeside and return.

Members Alan Tovey and Graeme Farrar also had their own buses present as part of the bus service alongside the train service.

We would like to thank Rod Atkins, Richard Lamprell, David White, Peter Leek, Graeme Bennett, John Turnbull, Geoff Dean and Vicki Goodall for their work on the day.

Albert Park Classic / Peoples Day:

This day was part of the publicity for the 1996 Melbourne Formula 1 Grand Prix. Our AEC Regals 537 and 624 were taken along for static display at the event, which also attracted over 1000 vintage and veteran motor cars. While we made good use of the opportunity to advertise our museum to the general public, wet and windy weather made the day less enjoyable than had been hoped. We thank Rod Atkins and Richard Lamprell for their efforts on the day.

HTT 8 at the Greensborough Bypass bridge under construction over the new Mill Park (Bundoora RMIT) extension during the TMSV tour on 25 November 1995.

David White

Kilmore Festival:

This is always a very busy event for us with the cable car running all day on both Saturday and Sunday in Hudson Park with a three-man crew. This year was no different, and we carried good loads even though we had more competition from other introduced rides in Hudson Park than in previous years.

In addition, for the first time, we provided a free public shuttle service from Hudson Park in Kilmore to Bylands utilising Volvo 850 and AEC Regal 624 at various times of the day. No. 624 also provided historical tours of Kilmore, while 537 represented the Society in the grand parade along the main street in Kilmore.

It was a very successful day for the Society, and we would like to thank Rod Atkins, Richard Lamprell, Peter Leek, David White and Mark Lamprell for all their work on the day.

FERNY GROVE

Brisbane Tramway Museum Society

PO Box 94, Ferny Hills, Qld, 4055

From John Lambert

Grants

Following discussions between the Society and the Brisbane City Council, the Society was pleased to receive a grant of \$5000 from the Civic Cabinet in June 1995 to assist with capital works at the museum. These funds are to be expended on several projects and these are:

- * The extension of the security fence on the eastern side of our site;
- * The electrification of road 4 in depot 2;
- * The water-proofing of both tram depots which have been suffering the ingress of ground water for the past several years, and
- * The installation of smoke / fire detectors to the security system.

The Society has also received 'approval in principle' for a Cultural Facilities Grant from the Queensland Government's Arts Department, this being a 50% reimbursement for funds expended on capital works.

The Society was also successful in obtaining a grant of \$1520 from the Grants to Local Museum Activities Scheme operated by the Queensland Museum at Southbank. These funds are to be expended on 12 additional PIR detectors for the security system to cover the remaining blind spots within buildings and the purchase of steel cupboards for the storage of tramway uniforms in the archives room.

Restoration

There has been very little activity in the restoration area since the completion of dropcentre 341, with all manpower being diverted to other projects around the museum. Several motor vehicles in the workshops buildings have been rearranged to alter the actual display of the workshops, while a motor vehicle restoration area is being set up in the northern end of the building near where the Scammell is located. The

southern end of the building will still remain as a tram restoration and workshop area.

1996 AMRA Display

Nicholas Clark is constructing a portable display unit of approximately 20 square metres area that will be able to be disassembled and transported to the Australian Model Railway Association Exhibition in 1996. The Society has been absent from these exhibitions for the past several years and only returned with a temporary stand in 1995, hence the construction of a new display for 1996 and for other future displays relating to the museum.

Grounds and Gardens

Following installation of the flagpole base by John Lambert and his father, the new flagpole was erected with the assistance of the tower wagon on Sunday, 13 September. It looks quite impressive and completes the landscaping around the display and archives building. Peter Hyde is liaising with the office of our local Federal member, the Hon. Michael Lavarch, regarding the acquisition of a new flag for the flagpole as the old flag is starting to show its age.

Denis Crump, the grounds supervisor, is very impressed with the ability of the museum's Kubota tractor mower and is now able to mow the entire site in just over one hour. The mower was presented to the museum late in 1994 by our local Councillor, Ann Benison from the Brisbane City Council.

An additional garden bed is being created outside the substation to cover where the six new electrical conduits enter the building. It is expected that the new garden will contain Australian native plants.

The water pipes throughout the museum have been upgraded to increase the flow and pressure. They have been extended and additional taps installed around the site. There are now 18 outside taps located around the site and several of these located near garden beds are fitted with micro sprinkler systems. All museum garden beds are served by these

micro sprinkler systems and they assist greatly with the upkeep of the site, which has been a considerable drain on manpower resources.

Electrical

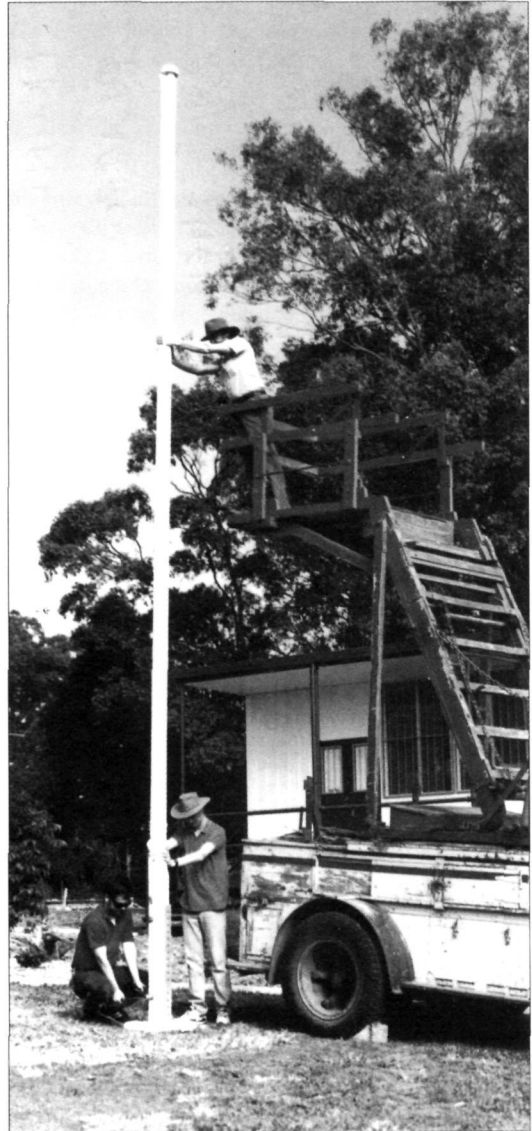
The electrification of road 4 in depot 2 has commenced with the installation of several 'new' span poles in the depot areas. These poles were recovered from the area near the Bowls Club on Sunday, 10 December 1995 and moved into position using a crane truck. On Monday, 11 December a borer lifter was used to bore holes with a diameter of 0.6m and a depth of 2m and then stand the 'new' poles with the correct amount of rake. Later on Monday afternoon, a concrete truck arrived and about 0.6 cubic metres of concrete was installed around the base of each pole.

Two span poles have been placed between roads 3 and 4, and tram crews have been advised to be extra observant when passing these poles as they are close to the side of the trams. The reason for these two central poles is that the depots are constructed at different levels (due to the slope of the site) and the overhead is also at different levels, with the result that it is impossible to span the full width of both depot fans without changing the height of the overhead wiring between roads 3 and 4. A total of five poles were installed in the depot area. An additional benefit is that, following rearrangement of the overhead outside the depots, the massive weight and tension will be removed from the Stobie poles in this area, three of which have bent during the past several years. Bracket arms obtained from the Ascot-Doomben line will be installed on the central span poles outside the substation, thereby providing another item of interest to our visitors and fellow enthusiasts.

Concurrent with the previous work, the opportunity was also taken to install three additional span poles, bringing the total to eight that have been relocated from the area near the Bowls Club. One pole has been installed in the old driveway near the signal cabin to replace the one in the garden bed which keeps moving forward under the tension of the overhead. This particular pole was installed several years ago at the cost of a carton of beer and without any concrete around the base. This pole will be removed for reuse around the museum. Two other poles were installed behind the Armco railing near the entrance gate to the recreation reserve, to enable the overhead in the terminus area to be properly tensioned according to BCC Tramway practice.

Connection of the overhead to these eight new poles will be carried out during February and March.

The electrical display project in the Display Room started quietly some months ago. Another section was recently completed with the installation of six



Wayne Chaseling tightens the mounting bolts on the new flagpole while Nick Clark (on ground) and Mick Topp (on tower wagon) keep it aligned and steady.

John Lambert



Glen and Jenny Reynolds were married on 20 May 1995. After the ceremony the bridal party visited the museum for the official wedding photographs on Combination 47 (seen above) and Dropcentre 341 before travelling on to the reception.

John Lambert

new conduits between the workshops and the substation building. Until recently there were no spare conduits available between these two buildings to allow additional electrical cables to be installed. This had brought the project to a standstill.

The final result of this project will be a working display of tramway electrical equipment, complete with an operational voltmeter and ammeter fed via underground cables from the 600v dc main rectifier output busbar in the substation. Visitors and enthusiasts will be able to see what the substation output is doing, while at the same time watching a tram climbing the hill to the depots.

The traction power switch has been relocated from inside the workshop building to the lunchroom,

adjacent to the security system codepad, in the members' facilities building. This has relieved members of the need to open the workshops to switch on the substation for traffic operations, as well as providing indicator lamps to show the status of the switchgear. The switch is key operated to prevent unauthorised operation.

Engineering

The waterproofing of both tram depots to prevent the ingress of ground water has also commenced. A bobcat was used to construct the necessary earthworks for new spoon drains between and on each side of the two depot buildings, as well as the initial seepage / rubble drain within depot 1 on the southern side of road 1. This project is still continuing, with the next stage being the repairs to the guttering, downpipes and roof of both depots.

Following many years of exposure to the weather, the road numbers on the front of depot 2 were in need of repainting. The tower wagon was used for their removal and Noel West has done a fine job of repainting them. They are awaiting refitting to the depot front.

A Brisbane City Council work gang, under the Jobskills program, was utilised at the museum to repaint the members' facilities building, the new display building and the signal cabin. The Jobskills gang also constructed several concrete paths around the display building and the stairs at the northern end of the building.

Smorgon Fencing has installed an additional 90 metres of 1.8m high security fencing on the eastern side of the site between the old Milton Tramway Workshops gates (the "Alan Marment Gates") and the track in the terminus area. The fence is to be extended again in the future when final alignment and arrangement of the trackwork at the north-east corner of the museum is known.

Acquisitions

Robert Thomson alerted the Museum to the existence of two cylindrical perspex display cases in the lift foyer on a floor of the building in which he works. The fittings were being stripped following the relocation of a company that had occupied that floor. Robert made enquiries and the Museum was informed that the display cases could be taken on an 'as is, where is' basis. Arrangements were made to move them to a safer location to prevent them from being dumped with the other rubbish. Peter Hyde organised to have them moved to a safe storage area (the foyer at Peter's work office) awaiting transport

to the museum where they will be used to display historical items in the Museum's display room.

Just prior to Christmas, Alan Marment from the Brisbane City Council's Transport Department contacted John Lambert and informed him that they were having a clean-up and was the Museum interested in an old Lincoln welder that was to be dumped. John made a quick inspection and, yes, it was an old tramway 'bullet welder' and it was useful to the Museum. Alan made sure it was put aside and not dumped, and is arranging transport of the welder to Ferny Grove.

It was also through the assistance of Alan that the Museum was able to obtain from the City council's Traffic Services Section, several historic vintage parking meters for the proposed period street at the front of the museum, as well as a complete set of early metal traffic signals that will also add character to this area.

Through Mr Neil Cagney, the manager of the Council's Transport Department, the Society was donated the "Fatal Book" which records all deaths associated with trams (and buses) from 1897 to 1974. The first entry is a fall from a tower wagon in Roma Street in 1897. The book makes interesting reading; one tram killed three people on three consecutive days!

LOFTUS

South Pacific Electric Rail Co-op Society
PO Box 103, Sutherland, NSW 2232.

548 Restoration

After more than eighteen months in the workshops, Brisbane Phoenix 548 has been returned to service. The extensive overhaul performed on this tram will see it operating safely over our system for many years to come.

The overhaul required the services of our regular workers and specialised assistance from our trades people. Car 548 was placed at the end of No.1 Road in January 1994, where the car body was lifted off its

bogies. The bogies were taken to the restoration workshop where they were completely dismantled. This arduous task was undertaken by Mal McAulay and Wayne Armitage who carried out a thorough inspection and service of all bogie components. Many bogie parts were replaced with new items, the latter, in most cases, having to be specially manufactured. Additional parts required were retrieved from our spare Brisbane bogie. New parts made include bushes and swing link pins. Dick Clarke gave assistance in this area.



Three C class cars. C cars 29 and 290 stand at the entrance to roads 7 and 8, while C 33, one of the two double deck C cars trialled in 1907/8, sits on a trolley at the entrance to road 1.

Howard Clark

Meanwhile, the car body was attended to by our body gang, who dismantled the car for component renewal. Bill Parkinson removed the trolley poles and bases whilst Ken Stockdale and Tony Cody dismantled the interior. The air system was completely dismantled and most of the seating and timberwork removed. The window sills were in poor condition and these were restored by Ian Hanson. All interior woodwork was revarnished. Laminex panels were removed to enable the bare internal steel plates to be treated with rustproofing solution. It was found that much of the steel panelling had no primer or corrosion prevention applied to the inside, except for a few places where bitumen had been used.

All windows were removed and safety glass installed, including those in the end doors which

were previously perspex. The whole of the interior was rubbed back by John Matts and Ian Hanson. Ken Stockdale and Tony Cody removed all the stair pans and door tracks. New ones were fabricated by our boilermaker, Joe Kirchenburger, who also made new steel plates for the dropcentre sides. Joe carried out panel beating in many places, and making and fitting new lower fairings at each end, not an easy job to get right with those tricky angles and curves.

Tony Cody replaced all the rubber door strips and managed to remove an end door which was binding on the body frame. This end of the car had been bent years ago in a collision in Brisbane or when the car was struck by a railway wagon at Petersham before its transfer to Loftus.

Car 548 also received attention to its roof. Steel strapping was resealed (water had been getting in) and the entire roof was treated with Emerclad. Fibreglass repairs were made where required to the end destination boxes as well.

Paintshop staff spent a great deal of time researching the colour scheme to enable the shades of



the colours to be as accurate as possible to those originally applied. The research was greatly helped by Graham Maynard who supplied original colour samples obtained from the BCC's Milton Workshops in the 1960s.

These samples were checked with original paint uncovered on the tram itself. One problem was to get paint of the correct colour and shade. The expertise provided by Norm Chinn and Bob Merchant proved invaluable. The "River Blue" used on the car was a bit tricky and it seems this colour was specially mixed by the painters at Milton Workshops. It became easier when we realised that the blue had grey in it and the grey had blue in it. John Matts mixed the colours and recorded the proportions. He can now exactly match the colours any time they are required.

The painting of the car was done by John Matts and Ian Hanson, with Bill Parkinson carrying out additional work and the application of monograms and numbers.

One of the dirtiest jobs was scraping the underside of the body and much of this was carried out by Vic Solomons and Ken Stockdale. Years of grime have now been replaced with paint. Vic and Ken also assisted with the replacement of the body parts.

The retaining wall behind the substation has reached a stage where backfilling could be carried out. Completion of this work to this stage permitted the extension of the traverser rails and access to the display hall's road 8.

Bob Merchant

During November, the resplendent body was lowered onto its virtually new bogies. It was placed over the pit and refitting the air system was undertaken. Testing and trials commenced on 6 December 1995. It is planned to use 548 on the Royal National Park service while R1 class 1971 is sent to workshops for bogie maintenance.

All the "548 Team" involved in the overhaul (including those who may not have received mention above) are to be congratulated for their dedication and attention to detail. Whilst refurbishments are time-consuming and costly, the end results reflect well on our visitors. A fully equipped workshop working a five day week would normally take several months to perform a heavy overhaul. Relying on volunteers working at weekends only and doing the same work does take longer, but the work on 548 is

still a pretty hard act to follow by most standards.

- Ian Hanson

Works Report

Good progress is being made by our workforce on many projects. On Saturday, 25 November, the traverser was operated across its full travel range for the first time. Roads 7 and 8 and the second track in the workshop building are now fully accessible for tramcars without the need for cranes or skidding plates and other previous ingenious temporary arrangements.

Achieving this has involved the completion of the retaining wall behind the substation and its backfilling, the provision of a pier structure for the traverser rail in this area and the installation, levelling and concreting of the extension traverser support rails in front of 7 and 8 roads. The installation is a credit to all those who planned, laid out and worked so hard to achieve completion of this milestone project. The next stage of the work in this area will see the provision of access to the traffic office above the substation building. This office will then become the operations centre for traffic and administration, a marked improvement on the current arrangements.

Our old Bedford, as opposed to the "new" Bedford, tower wagon is now mobile again thanks to a major engine overhaul under the guiding hand of Tom Tramby with considerable help from Chris Olsen. The renewed availability of this important piece of maintenance equipment is greatly appreciated.

Progress has been made on the extension of the paved area outside the entrance to the display hall and the useable area now extends some 10 metres along the side of the building.

The availability of ready-mixed concrete on 11 November for the traverser pit also enabled the pouring of the foundation to support a Sydney Municipal Council street lamp base in Tramway Avenue at the south-eastern corner of the workshop building. The subsequent installation and backfilling of the pole base has enabled a complete clean-up and landscaping of this area to be undertaken. At the same time the area between the pole base and the kiosk was also given a long overdue tidy up, greatly improving the appearance of Tramway Avenue.

A concentrated effort by Bob Cowing and his band of helpers has seen the completion of the wall

cladding on the north-eastern side of the main building. Not only does this greatly improve the overall appearance of the building and open the way for the completion of roads 7 and 8 and extension of the display area but also means no more pigeon fertiliser is deposited inside the building. The installation of the sprinkler system pipes in the roof ridge had, much to our discomfort, attracted a number of feathered non-rent paying tenants. Eviction notices have been served, although one pair still wait outside until a door is opened and fly in. Does anyone have a stuffed eagle we could borrow?

- Greg Sutherland

W2 Class 244

A full report on the restoration of W2 class 244 by the Sydney Tramway Museum for Christchurch Tramways will appear in the May issue of this magazine. It left Loftus on 10 January. The car is to enter traffic in Christchurch after a ceremony to mark the Tramway's first anniversary.

Car Movements

C class 290 has been moved into the workshops for an overhaul in preparation for its 100th anniversary. The overhaul will cover returning the car's interior from a breakdown car with greasy benches and compressor to passenger configuration. Its place in the display hall has been taken by newly restored C class 29. Ballast motor 99U has also been moved into the workshops for some overdue attention. An inspection of the underframe has found it to be quite sound.

N class 728 has been moved to the running shed and Ballarat 37 has taken its place in the display hall. D class scrubber 134s has also been moved into the running shed. K1296 has been returned to the display hall following its Australia Remembers parade. Ballarat 12 has been moved from road 8 to road 7 and cleaned out. The interior of the car is now open for inspection by visitors. The space previously occupied by 134s and 12 is to be filled by 'R/R1' 1933, still acting as our temporary bookshop. It is at present located in 'Cross Street' behind the workshop building. This move was expected to take place on 20 January. 42U (alias L707) has been moved under cover on road 4 but is not accessible to public view.

