

# TROLLEY WIRE



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## BALLARAT'S CONDUCTOR 23

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
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### Front Cover:

A scene at the Sydney Tramway Museum. Sydney R1 class 1971 moves forward to load passengers for a trip to the Royal National Park as Brisbane dropcentre car 295 heads north towards Sutherland. **ROBERT MERCHANT**

### Back Page:

Top: The sole Y class car, 469 from Melbourne's historic fleet is seen at the Haymarket in October 1996 operating the Sunday City to Zoo service. **RAY MARSH**

Bottom: The model for Sydney's light rail vehicles is Chemnitz 601, the prototype ABB variotram built in 1993. It is seen here in winter conditions. **PETER GEMEINHARDT**



*Scrubber 10W is the first tram to cross the reopened railway crossing and flyover on Route 72 at Gardiner on 4 December 1996.*  
**RAY MARSH**

# CONDUCTOR 23

By H. P. James

Flegeltaub's mulberries had a particular attraction for me. Sweet and tasty, and whenever my mate Alfie Scarlett, who drove Wolf Flegeltaub's delivery van, offered me a trip around with him, I would call in at the homestead in Sturt Street West where we could regale ourselves in the spacious fruit garden in which he was given full freedom the year round. On an occasion such as this, and laden with parcels, the van would round the lake towards the tram-sheds and a consultation took place which was to decide my life's purpose until forty years at least had slipped away.

The fateful day was 1 November 1905. I said to Alfie, "I will go and see if there is a job to be had." So Alfie sat and wasted some of Wolf Flegeltaub's time whilst I interviewed Mr S.H. Smith, the Tramway Superintendent, whose office was in the depot yard, Wendouree. The superintendent, who wore spectacles, looked up over the rims and enquired my business.

I said: "I am looking for work and wondered if there was a vacancy for conductor's duty."

Mr Smith held a pen and began to write first my name and then my address. When I had told him these he said, "Whew," because Scott Parade near Russell Square was a fair distance away.

"Well," said Mr Smith, "all I can offer you at present is a car cleaner position, the rate of pay is ten shillings per week and you will be required to work night shift in your turn."

This I accepted.

On 2 November at 7.30am, I was handed a cane broom, and with two other boys commenced to clean the shed floor. Well, a new broom sweeps clean, so 'tis said, and then the next task, washing trams! Hot water, soap and scrubbing brush, now cleaning brass work; the driver's brake handle called a goose neck was a special job. This went on for the rest of the week and on the Sunday night I started three weeks night shift. Mr Walton, the foreman, instructed me to report to Mr Odgers at 10.00pm. I spent Sunday afternoon trying out a new routine of going to sleep in the daytime. This was an utter failure at the first try, for I had had my night's to the full by lying in bed Sunday morning. Being a working man, past seventeen years, I felt justly entitled to this labourer's right and therefore my afternoon's siesta was frustrated. There is a technique

to everything as I was to discover. Yes, even to sleeping.

On the 18th of August in the same year, the electric tram service commenced, rather well, considering. There were at first ten trams in service, then very soon, eleven; six on Gardens route, two on Lydiard Street North and one each on Drummond Street South and the Victoria Street routes, although the latter were termed Orphanage and Mount Pleasant. It would be recalled that a separate system of horse trams was retained on Sebastopol and Ballarat south in Skipton Street and Drummond Street South for some four years in the main, and in Sebastopol itself a horse tram continued until 1913 when this last remaining section was electrified with some elan and flagwaving.

I commenced night shift!

At nine o'clock on this Sunday night I sallied forth on my trek to the tram sheds. You may ask, "Why not take a tram". Ha, there's the rub, for at this time there were no concession fares or passes for employees, though councillors and press representatives were supplied with passes, and at the rates operating it would have taken almost all my night's earnings to travel by tram at one shilling for fares; more than half, anyway. Later on, penny fares were granted to employees and were gladly availed of. Of course, there was no fare at anytime if you were in uniform, but the car cleaner had no such apparel.

At 10.00pm, Mr Odgers gave me, with two other cleaners, Gordon Tait and Ned Whitla, the night's programme, scrubbing roofs to begin with. This scrubbing of roofs demands some explaining, and I have a very vivid recollection of the precarious footholds on slippery, soapy canvas surfaces sloping over the canopies. I have always had a high regard for slaters ever since.

In the days (and nights) of which I speak, the overhead pole connection with the trolley-wire had a wheel on a swivel-head attachment, and the wheel's lubricant was a frequent application of black oil, or at least, it soon ran black and spilled itself over our white tram roofs very freely. A ladder was kept at the Grenville Street terminus for motormen to oil the wheels. One early driver was so addicted to the application of the oilcan, he became known as 'Trolley-wheel Jack'.

My recollections of those days of the smell of kerosene and stinging knees on sloping tops are not happy. Some years later the wheels were kept functioning smoothly by Vaseline syringed into hollow axles, and even this advance was improved upon by graphite.

Before passing over this phase, I am compelled by fact to add that the old Electric Supply Company had, at times, to pay compensation to indignant ladies who, being seated on the top of the old horse trams, would get a splash of oil on a silk or muslin frock. A case of the good oil, not so good. The horse trams were drawn as trailers on busy traffic days behind the electric trams. Many tasks were allotted me in those far off days at the tram depot. I worked there for some months, assisting the painter, and the blacksmith as striker, and, somewhat crudely, the armature repairer, an American named Twist. Our very primitive methods bear retelling. The armature would be revolved, by Alf Twist twisting whilst I held the binding wire taut by having a hessian bag wrapped around my foot, round which the wire coiled and thence round another bag wrapped around my body and arm. I was 'In the Bag' well and truly. At various stages, Twist would seal the wire with his soldering iron. In such sundry ways I earned my ten shillings until came a day when the scene was rapidly changed.

I was in the smithy wielding the 12 lb. hammer, when about three in the afternoon, Mr Smith came for me and said I was to go conducting on the Sebastopol horse-tram temporarily. Now, I was rather fed up with blacksmith striking and complied more readily than usual. I was outfitted with a makeshift uniform coat, surely not passed by any judge, the shoulder and arm of one side being larger than the other, a vest with cross-rows of pockets, a pill-box cap, and a silver badge buttoned upon my coat. It bore the number 'TWENTY-THREE' and that was me. I had never been to Sebastopol in my life, and here I was at the corner of Sturt and Armstrong Streets, Snow's Corner was the popular term. (I know it sent a chill up my spine on this auspicious occasion.)

A conductor named Cochrane spotted me standing on the kerb and he made for me like a shot.

"Are you the chap James?" he asked.

I said "Yes".

"Well," he replied, "You are to do a trip with me then take over. I am working extra, the other fellow has tossed it in."

I boarded the tram, and received an outfit of tickets, which Cochrane arranged for me. Then, as the tram proceeded outward, he gave me a hurried series of

instructions, urging me through the tram, telling me which tickets to use, as I clumsily tried to keep my feet on the curves. The floor of the tram was, as was the custom on the horse system, covered with straw for comfort. Very often I fumbled the small change and was hard put to it to maintain a balance whilst bending to recover fallen silver coins; for a change when the tram gave an unexpected lurch I would fall upon some one's lap unless I was lucky enough to catch a strap in a hurried grasp.

Well, we got to Sebastopol and I was given a quick lesson in unhooking traces, throwing them over the horses' backs and removing the swingle-bars to replace them on the opposite end for the return trip. The journey back was a repetition of the outward trip - full of surprises. Then, at the city end, after one trip's experience, I was left in charge, passed as competent, although I did not feel it.

I learned that my driver's name was Bill McPherson, a dour Scotsman; he examined my trip journal to see if I had collected and issued tickets for all fares. The rest of the trip was a rare education - people calling out for me to stop, as I had no idea they were getting carried beyond their destination, the regular conductors being familiar with most patrons. Now and again the driver blew a shrill blast upon a whistle - this, I found out, was to warn cabmen and drivers of all manner of buggies and other conveyances, for Sebastopol, and Skipton Street in particular, were then busy localities - most of the mines being actively operated for twenty-four hours each day by three shifts of men.

The first shift I worked on Sebastopol was sometime early in the year of 1906, and, being a temporary hand, I was given instructions from day to day, and my duties were remarkably varied; one day I would be allotted to the grooms to assist in feeding the fifty-odd horses, and in the early hours of an evening it was a job to find one's way round the dimly lit stables. An odd kerosene lamp threw a pale glow round its own immediate vicinity, but if you got under a horse's heels that was your own business.

I can recall Mr Shelton giving me a warning about a horse named 'Midnight' and its viciousness. "Look here, boy," said the foreman, "he will bite your hand off, so whenever you fill up his bin, drop the chaff over from the next stall." I remembered the warning but so poor was the light, I must have made a miscalculation in distances, for one evening I heard a hoarse whisper calling to me to "Come out of there!" and I was filling from Midnight's stall a docile mare's bin over the partition dividing them. This gained me some status combined with much banter; all the time I appeared to be making friends by my mistakes. The other employees enjoyed a bit of fun immensely and I was providing merriment.





*A horse car at the bottom of Sturt Street, Ballarat. This card is postmarked January 1906.*

COMMERCIAL CARD

On one wet morning, being unused to the sway of the tram, I fell off the rear end and looked a sorry plight. I was aroused by a kindly voice calling me. This proved to be Miss Campbell of the Gem Hotel who had witnessed my upset. In a quick way she conducted me into her hotel, loaned me another coat, and told me she would dry and brush my own and have it ready next trip.

I afterwards ascertained that this lovely lady had been very popular at Craig's Royal and had herself become the hostess of the Gem in Armstrong Street, on the corner of Bath Lane. Miss Campbell was a lady.

I met many likeable folk on that Sebastopol run. Billy Hill of South Street fame was a regular traveller; he was full of quips and jokes and Dr Showman too was a genial man - in fact, amiability was the keynote. There were - old Dicky Pierce of the store and City Councillor, he was a noted Cornishman and a dictator in manner; Joe Matthews the mining contractor; the immaculate Mr Sewell of Darling Street; and Edward Hoossen the Sebastopol Welshman with face fenced in with whiskers.... When Charlie McGrath defeated Hugh V. McKay he exclaimed: "Dear me, has the good Lord deserted us?"

There was a strong Irish flavouring in the staff of the trams. Twinkling-eyes Charlie Conroy, a ruddy-faced Hibernian was very popular as a driver. Charlie would feel the heat and open his collar and shirt front on a blistering hot day and, sitting astride the three-legged stool provided for the drivers, would comment thusly: "T'will be a Godsend when evening comes, for the night is the best part of the day." Also popular were

Paddy Connelly and Jim Fitzgerald, Paddy Noonan, a conductor, and Tom Finucane. This latter chap lived next door to the Christian Brothers' School in Skipton Street, and he and I shared the rail-cleaning job which we did in conjunction with various tasks such as digging out drain boxes or adjusting rubbers in the loop points. The rail-cleaning device was a shovel with a long handle, on which was bolted an iron spike to run along the rail groove. Sometimes we rode on the rear of a tram with a leg over the handle to keep pressure on. This procedure was frowned upon and if caught we were apt to be dealt with severely.

The conductors' wages were fourteen shillings per week, and my week consisted of seven days because I was temporarily employed. Other conductors, like the drivers, had a full day off a month. Another task allotted me in my spare time between doing meal-trips for the regulars, was assisting the farrier, and I was a rather poor assistant at horse-shoeing being somewhat chary at close quarters, and a recollection of an unpleasant swish in the eye from Alarm's tail was a constant reminder of trouble. Yet I can say that there was some degree of regard I felt for the farrier himself. Without any ado or concern, he set about his job and adroitly adjusted the shoe; the tang of sizzling hoof had in itself an aroma all its own, and my brief stays in the smithy were, at least, changes from the hurly-burly of the track.

On the Railway picnic day in March 1906, the conductors, dissatisfied with their pay, which was eighteen shillings a week on the electric trams, made a somewhat hurried decision to strike, so a meeting with the management was held at the Wendouree Depot. Having to walk from my home to Wendouree Depot, and suffering from a bout of influenza was no light task, and I was in a bad way when I reached the scene. There was great excitement, and the manager, Mr Benjamin Deakin, made an offer of an immediate



increase to £1-0-0 a week. A red-headed conductor named Britt put the terms to us, making a speech to the effect that it was something gained, and the public had to be considered; so, after some parley we resumed. To my chagrin, the increase did not apply to those conductors operating on the horse trams, so we remained on fourteen shillings for some time after.

I continued on the Sebastopol route for a while longer and became conscientious eventually, and was able to do quite a good job. The jog-jog of the trams and the dimly-lit interiors at night were not enlivening, but there was a cheeriness in the atmosphere. The miners used the trams considerably, and were in the main jovial, but one recollection I have stands out. It was the custom for men to be paid in sovereigns (happy days) and the miners, off duty, would come in, and after being paid, do some celebrating on the way home. Each one in turn would offer a sovereign for his fare, knowing full well that after two or three had been attended to, the conductor's change would run out. The horse trams had accommodation on top, and up I went on one such occasion to collect. I was almost out of change. Then, from a smart guy I took his sovereign, pretended I had run out but making sure, all the time I was adding up the fares of those who still had to pay, then I took for the whole five from this one joker. He was in a rage and threatened to throw me over the side, off the tram. However, everyone joined in the fun and reckoned the thing a good act and I was able to carry on in triumph.

So the days went, and the busy Saturday nights were a feature. Instead of three trams running on Skipton Street route, four would be introduced, giving a quarter-hour service in place of the twenty minutes headway, and in addition, the foreman would attach an extra horse to the team of two, to assist each loaded

*A two-horse car in Sturt Street, Ballarat, a location known as Shoppee and Alexandra Squares. The tram appears to be travelling in the wrong direction for this length of track.*  
COMMERCIAL CARD

tram up the Armstrong Street hill then return to help the next.

Ballarat was always a big draw on Saturday, the shopping night, when every man and his wife came to town and made for Bridge Street to parade, shop and talk. A small separate run, that of Drummond Street South, was operated by a single-deck tram with one horse. The regular driver was Tom Bambrick, later of the Earl of Zetland Hotel. Tom had no conductor and used a fare-receiver box. Mr Peter Hodgetts, who had been manager of the horse trams in Ballarat prior to the electric system, had been retained as a traffic inspector, but also acted as supervisor of the horse section for quite some time after.

Then came my order to leave the Sebastopol sphere and become a conductor on the electric division. This meant an increase in salary to £1-0-0 and very welcome. I found the work lighter and the hours far more reasonable; a straight-out shift of eight to eight-and-a-half hours being very acceptable. There was, too, more variety in routes; certainly not in duties, for my services in Sebastopol had been very mixed.

At last I was measured for a uniform of my own. Then better set up I went to work rather more satisfied. The winter came on, however, and it was a very long journey to the depot from my house, but a bicycle was quite out of the question just then to me, and although

the going was rough in many ways, such as straight-out shifts without a minute off, no meal relief, early morning trips (tried for the train traffic, but little availed of), stern inspectors; it seemed to be the way to encourage us, to inculcate fear into our hearts. Getting suspended for trifling breaches was a common experience, however, as there were many casual employees whose only chance of a shift was through the absence of a regular, these suspensions helped the needy extras to earn a crust.

On the 6th August 1906, an extraordinarily heavy snowstorm enveloped Ballarat. I was on early duty and when the time came to go to work at 6am on that crisp morning, a white world met my gaze. Bright glistening snow, and falling still, in a double sense. I was not taking any chances, so I donned an old overcoat, a heavy green top coat which had been my grandfather's, this over my own, and here too, was a chance I had been waiting for; I had a pair of brand new rubber goloshes! The snow was six inches deep in some places, but as I trod along Scot Parade the scene presented was supremely beautiful and majestic in grandeur. Trees with branches borne low with white mantles -- the whole earth carpeted with snow; unmarked, unsoiled. Bridges decked likewise, roadways covered, clean and undefiled by traces of hoof or wheel. The old Eastern Railway Station

*One of the original type electric trams and an ex-horse car trailer roll down Sturt Street towards Lydiard Street. Business is obviously brisk!*

COMMERCIAL CARD



appeared for all the world like a picture of a Russian fortress with its solid outline.

I trudged, absorbed with the splendour; all those little stores near the Humffray Street crossing glistened in their chaste adornment. I was belogged with the growing weight of my coats and the heat generated because of my efforts in rubber goloshes; each footstep became now laboured and I began to get steaming hot. (On fire in the snow, as it were.) I felt I would burst into flames, but the beauty of the scene kept me enchanted. I said the Eastern Station was transformed; so too were humble dwellings and I meditated here, -- as is my mood -- how the problem of distribution is solved by nature itself, whose bounty has fallen on all alike and in good measure.

I met only one person in my first two miles, a pleasant-faced girl going to her service in Nolan Street. We eyed each other suspiciously for a snowball attack, but we were both unarmed, and I required every ounce of my decreasing energy. Almost exhausted, I arrived at the depot but no tram had moved out, although quite a group of employees were standing around. The Chief Inspector, Mr Thomas Barnes was calmly smoking and looking about, noting our presence. He was a striking figure at all times and his waterproof coat with shoulder cape gave him a military bearing.

I asked what was the delay, and learned that the Postal Telegraph Department had requested not to put power on, as many of the telegraph wires were resting on the street trolley wires. The clearing up took some hours, and we had some fun snowballing passing folk, one man who came in for a pasting was our own Engineer, Mr S.J. Cochrane who drove to the depot. It was 12 o'clock before the trams were sent out and slow going even then, on account of the snow on the track. Quite a triumph over us had the Sebastopol division, because the horse-drawn section had run its full programme of trips and the 'Boys' down south had a great victory over the more modern transport.

One of the side-lines the old Electricity Supply Company indulged in was a water-chute, which was erected, and ran for a couple of summers on the Gardens side of the Lake. On holidays, many of the young picnickers had a ride and the fun was good, but so many got good dresses splashed and soiled that this means of attraction went out of fashion. Conductors from the trams were rostered to fulfill the duty of ticket sellers and threepence per trip was charged.

We had some busy times on special holidays, and long hours were the rule rather than the exception. Seven in the morning until nine at night would not be an exaggeration on Boxing Day. What a feature the old summer cars were, on the Gardens routes, numbers 19

and 20 often carried 130 people. Collecting fares along the foot-board was precarious, and yet it was better than scrambling through the saloon cars. The practice of pulling trailers, the old horse-trams converted, has been commented upon, and it was quite a sight to see the loading on a holiday, people crowded aloft and upon the stairways. The night traffic was also considerable as people would delay their departure from the Gardens until a late hour. I have seen few prettier sights than a summer car and trailer illuminated top and interior by means of an adaptor from the electric tram passing, crowded also, one of the steamers near Fairyland in its bowery days, and bells ringing a cheerio message whilst Bob Taylor replied with his whistle toot-tooting, all in holiday mood. Some citizens would take special trips on summer evenings to get the breeze. Mr Rehfish, the leather merchant was one such, and he would enjoy the ozone and a cigar for company.

Things began to happen to me in this year of grace 1907. I became a senior conductor, for which the remuneration was the princely sum of twenty-five shillings per week. I had had, also, a trip to Bendigo with the Tramway section of a combined inter-city sports gathering. Ballarat Senior Cricket Association sent a team to the sister city and I might have played with that team I was told, but I spent my time with the Electric Supply Coy and we defeated our sister Electric Supply. At a smoke-social at night the tram depot was decorated and we had a fine time. I recall the convivial tone, the mellowness of the air; men smoking long clay churchwarden pipes and quaffing ale without regard to quota.

Back to Ballarat and work.... Busy Band Contest crowds and the final night's marching down Sturt Street...and the famous Prout's striking up 'Waldermere', their masterpiece....

As a conductor, I saw quite a few come and go; the tram job lost its appeal very quickly for many -- working Saturday afternoons and Sundays never has been popular. And many times did I yearn to be free on weekends, yet perseverance had merit and we gave service to the community; and often-times when I look back I consider, maybe, I did not miss so much after all. We were always around and about seeing what was going on and taking part in the scheme of things. Changes kept taking place, men and boys moved on, one of them, Walter Simpson, a motorman, was to become Assistant Manager of the Melbourne & Metropolitan Tramways Board; Mr Quise from our office became Treasurer; Drivers Whittle, Ferguson, Williams, Cottrell, and Conductor Balhousen all early Ballarat tramwaymen, became Inspectors with the Board, good all-round training being at least one reason for their preferment.



*Car No.20, one of two open cars built in 1905 by Duncan & Fraser, in Sturt Street.*

COMMERCIAL CARD

We had to adapt ourselves to all sorts of conditions in Ballarat and it gave us some worthwhile education. All kinds of happenings occurred, such as derailments, and on one such event I got a shock; an electric shock which sent a million pins and as many needles through me. Harry Rawlings was my driver. Harry was a dry character if ever there was one. His quaint observations such as "Mind the curve," when a bow-legged man who used to travel with us was about to board, and again, a young woman who was always in a hurry and running late and who invariably wore a bright red hat - Harry would say, "Here's the Scarlet Runner". He was one of the horse tram drivers who had been drafted into the electric service when the change over at the Wendouree Depot took place and it amused me to hear him tell of his 'conversion'. As far as I can recall, the dialogue ran:

Mr Smith, Electrical Supt.: "Well, Rawlings, you have submitted your name to change over on to the electric undertaking."

Harry: "Yes, Mr Smith."

Mr Smith: "Your record is quite good, but you must understand that a stricter rein will be held and the occasional drink on duty must cease entirely; by the way do you drink, Rawlings?"

Harry: "Well, Mr Smith, I am not going to tell a lie. I take a drink at times, but not to success".

Harry served for many years on both horse and electric systems. He was a real 'trammie' and handled the public with skillful tact.



In those days of electric traction we had to learn a great deal by experience; I did. One very wet night, the points to go round, or the 'switch', to use the correct term, was blocked with silt, which I supposed was washed down from the lake; Rawlings' tram, of which I was conductor, ran back out of the rails on to the road. Everyone was ordered to stand clear, and during the efforts to right matters, some confusion in instructions occurred and I received the full 550 volts! I 'cracked hardy' but I had more toning-up than I required. Talking of electric shocks; not long ago I met an ex-Ballarat resident who had been having a reunion with his native city. He recognised me as a tram employee of his earlier residence.

"Hello, Jamesie," he greeted me; "you're still on! Gosh, you're getting to look old, it's time you retired."

I said, "You know me, boy?"

"Know you! Of course I know you. I was here when you started; in fact, I was on the trams the day Ballarat was electrocuted."

I replied, "Well, you must be touching wood, or else you're a non-conductor."

My old friend retorted, "I didn't say I was a conductor, Jamesie," he corrected, "I said I was on the tram. Come and have a spot for old times' sake."

*An electric car with a former horse car in tow crosses Lydiard Street and heads down Sturt Street. Another electric car waits across the square.*

COMMERCIAL CARD



I had to refuse, which I have done on hundreds of occasions, particularly at Christmas time. This Merry Christmas feeling was rather denied to tram crews. People who came home for Christmas and New Year were many, and usually in festive mood, but our work was more urgent still, and the traffic heavy; all trams were requisitioned, extras on all lines, all hands at it for the long night of Christmas Eve, and what a sight it was! Ballarat in glad array. The shop-keepers almost entirely had large branches of gums lashed to the verandah posts, people greeted one another, Santa Claus moved about in red and wadding, small Holly trees, Christmas trees in windows; commotion and stir, tin trumpets, lost children, tin whistles, drums, Christmas stockings, dressed poultry; each buggy having occupants holding bulky parcels; talk of goose and plum-pudding, friends wishing each and all the Compliments of the Year; and tram-bells clanging through Bridge Street, and the conductor's register punch ringing and running hot.

Almost all the fares in those conducting days of mine, were, in the main, threepence per journey, but it took considerably less of them to pay our wages then. Slip tickets at six for a shilling were bought by most regular patrons.

We had twenty electric trams and seven trailers by this time, 1907 and were still using the horses on Sebastopol though, and Drummond Street South, but during the year the electric system was laid down south in Drummond Street as far as Darling Street, where two trams ran a 1/4 hour service daily, but the Skipton Street route to Sebastopol by horse tram was maintained until 1909, when in October a disastrous fire occurred at the Sebastopol depot, destroying valuable horses and trams. Soon the Skipton Street route was abandoned and the Sebastopol end alone served by horse transport.

The most exciting day in each year was Railway picnic day, usually in March. Then we were extended to capacity, and full fares charged from 9am to 6pm causing much annoyance to regular users, but as thousands of Melbourne picnickers did not care what they paid, these people, released from the confines of Melbourne's crowded by-ways came in their noisy thousands and stirred old Ballarat out of its even tenor; drinking and singing and jocularly marked the day; all over the place people sat, lunched and made merry. Up to the Gardens, the City Oval, out to Sebastopol, everywhere, packing and clattering to get a day's fun for a dollar train trip -- We were always glad to see the last of Railway picnic day.

In a more sedate way Ballarat entertained visitors, and I can recall how our smoothest-running tram No. 7 was, on the occasion of visits from the Mayor and

Councillors from Geelong, and Bendigo, carpeted along the saloon floor and cushions, for special occasions, placed upon the seats, and also, for a final touch, the best-appeared motorman; the aforesaid Wallie Simpson more than once had white gloves on to operate his dignified tram.

White gloves for special occasions was a nice gesture, no doubt, yet it required something more substantial when Winter came, for it must be remembered there were no protective shields on the trams in the early years, and I have seen drivers, saturated, standing on the open platforms; nearly every man had oilers, some had none but their overcoats (their own) and it was some ordeal to put in a shift thus exposed. Things are very different nowadays, with thermos flasks, meal reliefs, and shields, overcoats and windscreen wipers too.

In the horse tram era, uniforms were not strictly enforced, so many men garbed themselves in accordance with the elements. Although my period with the Sebastopol section was not lengthy, I observed that the drivers who worked long periods wore oilers and leggings; in fact one Gerald O'Hara's leggings came up to his hips, buckled on like armour; felt hats with large brims were also favoured. Only McPherson and one other, bothered with full uniform, but the conductors were set out more in accordance with procedure -- one feature was, they were provided with hard straw hats for summer, (boaters). I never wore one of these; being a temporary hand, I expect, did not merit the issue.

It was not always raining, and in the summertime quite a variety in headgear was worn. The drivers had small bucket-shaped white helmets, half a crown was the cost and there was some competition as to who had the shiniest helmet; a preparation of whiting and alum was a good paste. We conductors still wearing our pill-box caps, had neck-shades in all styles of pugarees, silk and cloth, but I, with some others, cut quite a dash with shaped honeycomb tape-laced shields. Later on, we were able to wear khaki coats, and gradually conditions in other ways improved; on busy days men would be relieved for a quarter of an hour to have tea and cakes, provided by the Company. Usually, J.M. Kline was the caterer. He was a noted East Ballarat Councillor and famed as a caterer for big functions. Later, Mrs Alf Haymes carried out those duties very thoroughly.

When the electric trams commenced, a good lady named Mrs Grubb (good name), was early on the scene and at 11am and 6pm a billy of hot tea was placed on her front gatepost. This she maintained for a long while, and the men were truly grateful. At Sebastopol, a similar service was performed by a Mrs Morrison, and equally appreciated.



*Single truck 'Sebastopol' type closed crossbench car 23 passing the Gardens in Sturt Street.*

COMMERCIAL CARD

Now we come to a lady, who not only thought of the inner man's material needs, but of his spiritual welfare, too; and that lady, together with a few of her friends, would visit us and hold a short prayer meeting. Mrs Murray, who had done much good missionary service among the poor classes, the Chinese particularly, was the widow of the late J.P. Murray, a noted citizen. She was a big lady with a tremulous voice. Her constant donations to us of cases of fruit from Gunn's market, were very acceptable. I expect some of us got more than our share, yet, on the whole, fair play was observed.

J.T. Walker, the genial furniture outfitter would give ten shillings at times, for a 'shout', but the strangest benefactor of all was Fritz Wilson, the proprietor of the Bucks Head Hotel. He was a curious old chap and no doubt about it. His private residence was in Mair Street, and he often went home on the last tram. He had curious moods, and made a practice of buying a ten shilling roll of threepences, then tossing the forty up in the air for the fun of seeing the scramble; another prank of this eccentric old gent was when the old Supply Company, for policy more than gain, ran trams until two o'clock in the morning for the patrons of the Mayor's Ball; scarcely anyone used the service, it was utterly unnecessary, because dancers had engaged cabs for the homeward trip, and the ordinary public was home in bed, but not Fritz Wilson! He would travel around and about on the otherwise unoccupied tram,



*An original type electric car draws away from the Lydiard Street stop in Sturt Street. In the background, two other cars pass in Lydiard Street as they cross Sturt Street.*  
COMMERCIAL

laughing about the special privilege he was enjoying, of a tram being run especially for himself. Those of us who were working this extra service were in no mood for joking, as the affair was such a terrible farce, and wearisome.

Regatta days were colourful events, and Lake View a magnet for all. We carried heavy traffic and the



*An electric car swings around the curve from Sturt Street into Lydiard Street in the early 1900s.*  
COMMERCIAL CARD

Police control was necessary to manage the road vehicles. A very prominent heavyweight Constable was Sergeant Barbour; he had charge at this point. I was on an extra tram for the return loading and a pm shift conductor asked me to ride his bicycle from Grenville Street to the Depot; I was not comfortable on the bicycle, but needs must go via the Lake View route, and there I ran right into Constable Barbour and sent him spinning, thus again I caused some diversion, and the constable was looking very angry, but his good nature asserted itself and all was well, but the cycle was punctured by the impact. Well, that was easily repaired.

So here we were, getting along very nicely when, in October of 1907 the then Superintendent, Mr Jinks, gave me an instruction to appear before the Engineer. I wasn't prepared quite for the surprise, for the purpose of the visit proved to be that my conducting days had come to an end, and I became Ticket-examiner James.

So much had happened in less than two short years, and I leave the story of 'Conductor 23' with mingled feelings.

Note:

Inspector James' scrap books have been donated to the Ballarat Tramway Museum archives.

The postcards used to illustrate this account of life on the Ballarat trams in the early 1900s are from the R.I. Merchant collection.

# HERE AND THERE

## NEWS ITEMS OF INTEREST FROM ALL OVER

### Sydney Light Rail

Overhead has been erected over a considerable portion of the route, catenary being used in the off street portions and double contact wire across Darling Drive into Hay Street. All overhead is constant tension with the weights being concealed within the the overhead poles. The last trackwork to be completed was on the western bridge over Eddy Avenue and through the Casino and Gateway sites. A low, four-wheeled trolley was the first railed vehicle on the street trackage.

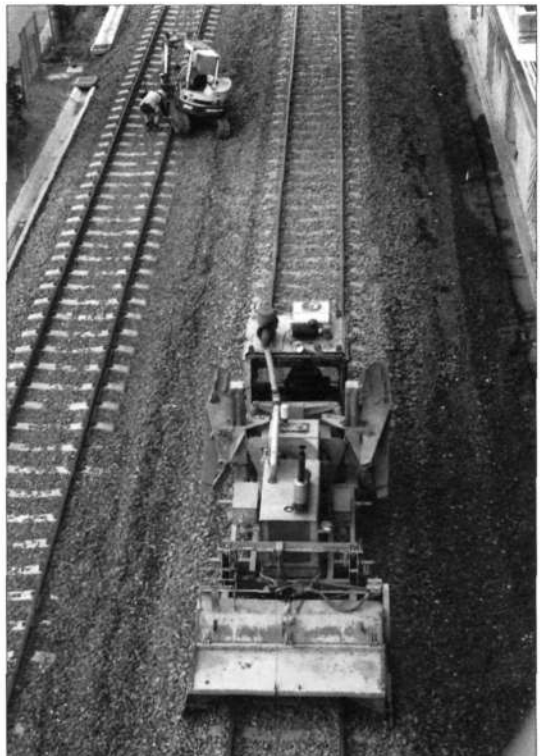
The Legislative Council has passed legislation providing a regulatory framework for the construction of light rail and closing a loophole which had complicated the approval process for light rail in Sydney's streets.

The newly appointed Public Transport Advisory Council is to prepare a light rail plan for Sydney and, if necessary, the Hunter and Illawarra regions within the next 12 months.

*A State Rail ballast tamper stands at the junction to the maintenance facility.* TONY CODY



*A State Rail ballast regulator at work on the section of the line behind Darling Harbour.* TONY CODY







*The light rail maintenance facility is located under the western distributor elevated roadway.*

**BOB MERCHANT**

*The platforms are under construction for the stop behind the Novotel and Convention Centre. It is next to the monorail station but there appears to be no physical connection between the two modes of transport.*

**BOB MERCHANT**





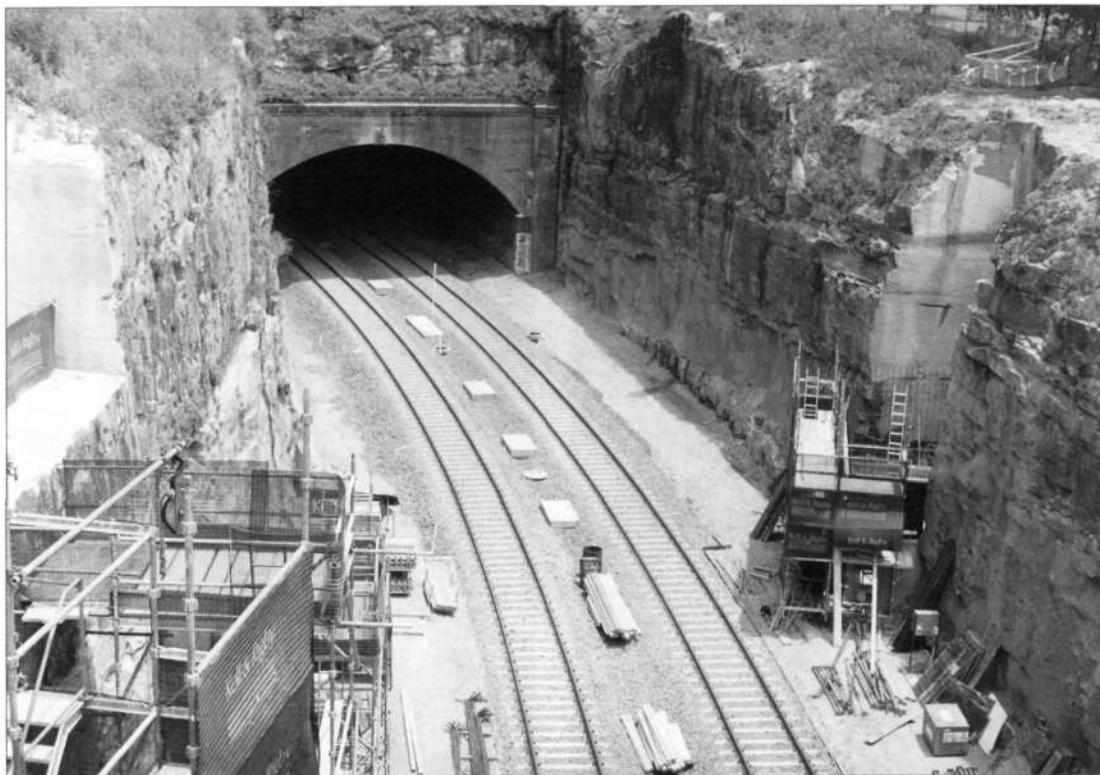
*The stop on the Gateway site under construction. This stop will also serve the National Maritime Museum. The pads for the rails are in position ready for track laying.*

**BOB MERCHANT**

*Overhead wiring being erected from the private right of way down into Hay Street on 13 January 1997. This is the first overhead erected over street trackage.*

**BOB MERCHANT**

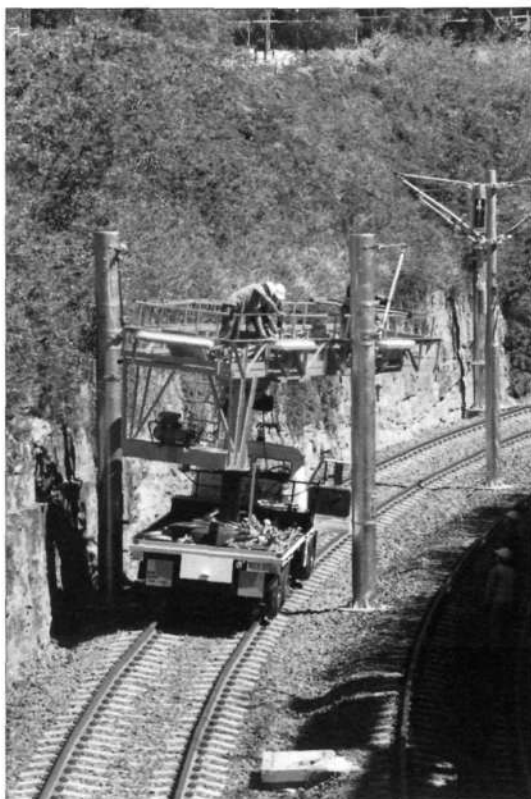




*The stop at John Street is being constructed in a cutting and will be accessed by elevators and stairways. The cutting is to be covered by a shopping complex.*  
BOB MERCHANT

*Laying rails in the colonnade at Sydney Terminal Station.*  
BOB MERCHANT





*An ABB road/rail tower wagon at work in a cutting near the Wattle Park end of the line.* TONY CODY



*ABB makes extensive use of road/rail vehicles on the off street sections of the line. This vehicle is being used to erect the catenary wire.* TONY CODY

## Melbourne News

Scrubber car 10W on Wednesday, 4 December 1996 was the first tram to use the track between Camberwell Junction and Gardiner railway station. This section of track along Burke Road has been operated by buses since 1995 during the construction of an overbridge across the Eastern Arterial road near Gardiner station. Regular tram services on Route 72 between Melbourne University and Camberwell recommenced on Sunday 15 December 1996 with Z class cars provided by Malvern Depot.

B2 class cars share duties with Z3 cars from Monday, 16 December 1996 on Route 55 between West Coburg and the Domain Road interchange. From the same date, pantograph-fitted Z3 class cars commenced operating between East Coburg / Moreland and South Melbourne Beach (Routes 1 and 22). Several trolley pole-fitted Z3 cars were sent from Brunswick Depot to Malvern Depot to operate Route 72.

Z1 class 67, which was fitted with modified front ends and a pantograph, has been refitted with trolley poles and ends which conform to the rest of the Z1 and Z2 fleet. Upgrading the Z1 and Z2 fleet continues and includes fitting new dot matrix destination and route number boxes.

All trams on Route 75 are now fitted with ticket machines. It is planned to introduce the ticket machines to the whole system during 1997.

Work on the new Southbank tram depot is nearing completion and the transfer of operations from South Melbourne to the new depot is planned for February 1997. The connecting trackage is complete and the overhead wiring on the adjacent Port Melbourne line between the new depot and Clarendon Street has been converted to accept dual (pole and pantograph) operation.





*The first 'training trams' cross the rail square at Gardiner Station on 4 December 1996.*

RAY MARSH

*Modified (refurbished) Z1 class 81 crosses tunnelling work under St Kilda Road near Southbank Boulevard in December 1996. Motor traffic is diverted to the service lanes of St Kilda Road during the disruption.*

RAY MARSH





*West Coburg bound B2 class 2006 is seen in Peel Street, North Melbourne. B2 cars have worked with Z3 cars on this route since 16 December 1996.*

RAY MARSH

*Tram 67 has reverted to the 1970s look after having its pantograph removed and the old style standard front ends fitted. It is seen at Balaclava station in December 1996.*

RAY MARSH



Applications have been called for 'part time' tram drivers at all depots.

The modified W class cars are being progressively fitted with different trucks which incorporate roller bearings.

*The modified roller bearing trucks under car 862.*

RAY MARSH





*Car 217, seen in Collins Street, has yet another new look in anticipation of the 1997 Australian Grand Prix. 'QF 217' took off in Qantas advertising livery in 1994 and the change in livery reflects Qantas' involvement as a sponsor of the 1997 motor racing carnival.*

**RAY MARSH**

*The new Southbank tram depot viewed from the eastern end in December 1996. The depot is expected to commence operation in February 1997. The Port Melbourne light rail line is over the fence at left.*

**RAY MARSH**



## Corrections

A couple of errors crept into the November issue. In the lower photo caption on page 56, Ray Blackmore's name is spelt incorrectly. On pages 15, 17, 49 and 50 Joe Kirchberger's name is spelt incorrectly. The Editor apologises to both Ray and Joe for these errors.

On page 47 the F type car obtained by Portland is 230, not 203.

## Melbourne's 'Vintage Zoo' Service

Y class 469 is currently based at Essendon Depot and has operated the 'Vintage Zoo' service since October 1996. The reserve car is L class 104. Car 469 is carrying discreet advertising on both aprons for 'Siemens, Sponsor of this Historic Tram's Repainting'.

The vintage tram service to the zoo operates every Sunday, and on Public Holidays when West Coburg



*By December 1996, the sponsor's message appears in a tasteful gold and black on the aprons of Y class 469.*

RAY MARSH

services use Elizabeth Street. The timetable for the zoo vintage tram service is as follows:

Essendon Depot - car out 8:37am for City;  
 Depart Elizabeth & Flinders Streets 9:00am for West Brunswick;  
 Depart West Brunswick 9:30am for City;  
 Depart Elizabeth & Flinders Streets 10:00am for Dawson & Daly Streets;  
 Depart Dawson & Daly Streets 10:27am for City;  
 Depart Elizabeth & Flinders Streets 11:00am for Dawson & Daly Streets;  
 Depart Dawson & Daly Streets 11:31am for City;  
 Depart Elizabeth & Flinders Streets 12:00 noon for Royal Park Zoo;  
 Depart Royal Park Zoo 12:22pm for Essendon Depot, car in 12:35pm;  
 Essendon Depot - car out 1:54pm for Royal Park Zoo;  
 Depart Royal Park Zoo 2:09pm for City;  
 Depart Elizabeth & Flinders Streets 2:32pm for Royal Park Zoo;  
 Depart Royal Park Zoo 2:54pm for City;  
 Depart Elizabeth & Flinders Streets 3:17pm for Royal Park Zoo;  
 Depart Royal Park Zoo 3:39pm for City;  
 Depart Elizabeth & Flinders Streets 4:02pm for Royal Park Zoo;  
 Depart Royal Park Zoo 4:24pm for City;  
 Depart Elizabeth & Flinders Streets 4:47pm for Essendon Depot;  
 Essendon Depot - car in 5:10pm.

Normal PTC tickets are issued and accepted on this service.

## Berlin

The delivery of three Berlin trams to Loftus has generated considerable interest in the system from which they came.

The BVG - Berlin Transport Authority - currently serves, together with other transport companies, a conurbation of over 1000 square kilometres with 4.3 million inhabitants.

The tram division, as part of Germany's largest local public transport company, is at the same time the largest tramway system in the country. Some 1125 drivers carry over 150 million passengers every year over a network of 26 daytime and four night lines which is 173.3 route kilometres long. There are 731 halts which are on average 462 metres apart. As at May 1995, 441 of the halts had shelters with benches and timetable information. Berlin's trams undertake 4300 trips every working day, corresponding to 1.4 million trips a year.

In addition to the trams, the total BVG network consists of a 143 kilometre network of underground lines (nine daytime lines and two at night) with 168 stations, and 154 bus routes comprising 1750 kilometres and 6698 stops. In 1994, the BVG carried a total of around 1 billion passengers, and figures are going up.

The tram network consists of 398 single track kilometres, 98% of which is double track and with 100 kilometres on segregated right-of-way. There are 567 sets of points and an additional 332 sets in depots. They are equipped with 279 electric point mechanisms, 211 point control units, and 683 points heating units with 1366 heating elements to cope with Berlin's winters.

The majority of the trackwork was built new or replaced between 1970 and 1990. However, the construction methods used during this period, together with insufficient maintenance, mean that further extensive track renovation must be carried out.

The average costs (in 1995) for the replacement of one kilometre of tram route amount to approximately seven million marks, around 4.5 million of which is spent on building the track and 2.5 million for the electrical installations. There are 45 rectifier stations which provide an overall output of 130 MVA for running the trams. In 1994 the BVG consumed 124.6 million kWh of electric energy for running its trams, which corresponds to 3.46 kWh per tram kilometre.

The overhead line is borne by 5878 masts. The overhead system has a total length of 449 kilometres. The copper contact wire is 100 square millimetres and has a standard height of 5.30 metres. Every year, approximately 30 kilometres of damaged contact wire are replaced, mostly damaged by construction vehicles. In addition to supplying energy, the overhead line also serves to control points and traffic lights through 569 overhead line contacts.



Eleven signalling units for bi-directional single track stretches and 90 multi-aspect driving or points signalling units control the right of way, departure and stopping of the trams. The tram signals are in dot form, or in the case of newer signals, in block form, to distinguish them from motor vehicle traffic lights.

The tram system has (at May 1995) 741 tramcars and trailers. In 1994, Berlin trams covered a distance of 35 million kilometres at an average speed of 17.3 km/h. Between 1995 and the year 2000, BVG plans to purchase 285 new low-floor trams, and modernise 447 Tatra cars by the beginning of 1997. The BVG spends DM 3.7 million to purchase a GT6 low platform articulated tram; the modernisation of a Tatra tram costs between DM 425,000 and DM 720,000.

Extensions to the tramway network are planned and will firstly focus on completing the network in the city centre during 1997 and 1998. North and south of the city centre will also see extensions to the tram system. Further new routes will entail extensions of existing lines in the north-east of the city and in the area around Johannisthal/Adlershof to the south-east, although this last-mentioned project will not be realised until after the year 2000.

The paint colours of the TZ and BZ cars (as well as the TE/BE and KT4D cars) changed subtly from the red-orange and ivory-beige with black band mentioned in *Berlin's Last Four-Wheelers* (TW Nov 96) to the German Industrial Standard (RAL) colours of signal red (RAL colour 2101) and pearl white (1013) with grey-brown (8019) band and undergear, and traffic grey (7042) roof. Car 3008, now at Loftus, has one panel repainted in the former red-orange colour. Samples of this red-orange will be taken and retained for future reference.

### More Trams on the Internet

Seashore Trolley Museum:  
<http://www.biddeford.com/trolley/>

The New Electric Railway Journal:  
<http://www.nethomes.com/cityrail/>

PCC Trolleys on the World Wide Web:  
<http://subway.k2nesoft.com/pccwww.html>

Edmonton Radial Railway Society:  
<http://www.ualberta.ca/~reymon/errs.html>

Pennsylvania Trolley Museum:  
<http://www/pa-trolley.org/>

Ballarat Vintage Tramway:  
<http://www.ozemail.com.au/~amcoxy/links.html>

Australian Trams:  
<http://minyos.its.rmit.edu.au/~hoadley/tram/>

The [Memphis] Trolley:  
<http://www.memphisguide.com/Trolley.html>

Swedish Tramway Museum (has English pages):  
<http://www.ss.se>

TRAMWAY's Homepage:  
<http://www.genocities.com/~tramway/>

Trams in Belgium:  
<http://www.usingit.be/trampage/trams.htm>

### Book Review

#### **Always a Tram in Sight**

The Electric Trams of New Zealand 1900 to 1964  
By Graham Stewart.

Size 285mm depth x 210mm width, 208 pages, 637 black and white plates, six pages of destination blinds in colour, seven colour plates and ten sepia tone plates on jacket, Case bound with French folded laminated jacket, ISBN 1 86934 056 6, Published by Grantham House Publishing, Price NZ\$69.95 less NZ GST = NZ\$62.18 plus Economy International Post (10 to 15 days) NZ\$11.00, Total cost posted to Australia in stout carton is NZ\$73.50 Available from Best Collector Books, PO Box 17-256, Wellington 6033, New Zealand. Phone 0011 64 4 476 4625, Fax 0011 64 4 476 3048.

This book by well known New Zealand tramway author and historian Graham Stewart is based on lifetime study and research since the late 1940s and provides an excellent companion volume to Graham's previous books, *End of the Penny Section*, the social history of New Zealand's tramway days, and *When Trams Were Trumps in New Zealand*, the history of the birth and evolution of the tramcar in New Zealand. These books, however, only gave a brief and selective coverage of the trams themselves.

Tramcar design in New Zealand was a mix of English and American. Imports from Britain included classic English double-deckers and from the USA the famed Birney cars. Later designs, as elsewhere, became parochial as local builders were commissioned to build new trams for the city and provincial systems. They became identifiable with the city - the big red cars of Auckland with their masses of saloon windows, the double-saloons with two high step centre entrances and sleek Fiducias of Wellington, the green trams of Christchurch with two trailers bobbing behind and the Dunedin trams from overseas builders J.G. Brill and Meadowbank Engineering.

The trams featured in this book operated in Auckland, Gisborne, New Plymouth, Napier, Wanganui and Wellington in the North Island, and Christchurch, Dunedin and Invercargill in the south.

Brief statistics are used as an introduction to each city's tramcars and include the total number of trams used during the life of the tramway, gauge, population when tramway opened, suburbs and streets served by the trams, etc., all of which sets the scene for the tramcars themselves.

There are a number of appendices which give details of destination blinds, mechanical and electrical equipment, and electric tramway vehicles preserved by museums. And we are promised a further volume detailing the horse, steam and cable trams to complete the tramcar coverage, a book worth looking forward to.

For the Australian tramcar enthusiast who would like to know more about the tramcars across the Tasman, Graham Stewart's *Always a Tram in Sight* is highly recommended and will make an excellent addition to your library. -- R.I.M.

## COTMA

### Council of Tramway Museums of Australasia

Executive Officer, 5 Felicia Street, Mordialloc, Victoria 3195

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#### From Executive Officer Richard Gilbert

It is never too early to start planning and saving, and the following details are provided to assist prospective delegates to the 1998 Conference.

The 1998 Conference of the Council of Tramway Museums of Australasia will be held in Christchurch, New Zealand from 29 May to 3 June inclusive. A pre-conference tour will be held to allow attendees the opportunity to have a guided tour of both the North and South Islands with particular emphasis on railway and tramway attractions.

The conference itself will be varied in that it will be a shared event with the National Federation of Rail Societies Conference. There will be workshop discussion sessions and outings on trains, trams and a steam tug.

Regarding the outings, there will be a visit to the Weka Pass Railway, the Ferrymead tramway and associated attractions, and a cruise on the steam tug Lyttleton. The major outing will be of much interest. The plan is to have a steam excursion to Arthurs Pass and then have vintage and modern electric locomotives haul the train through the five mile tunnel to Otira.

The pre-conference tour will commence in Auckland on 17 May and take the group to the Museum of Transport and Technology where the tramway museum is operated. The following day sees transport by train to Rotorua and all the attractions there. Tuesday, 19 May takes in bus travel to Hamilton, then train to Wellington and overnight there. A free day in Wellington and on Thursday, 21 May join the inter-island ferry to Picton for overnight accommodation in

this pleasant town where there is a lot to see. Next day by train to Christchurch to join our conference hosts.

Across the country on Saturday 23 May, through the five mile Otira tunnel to Greymouth, then by bus through Hokitika to Fox Glacier. After a night in this tranquil area, we will continue by bus through magnificent rugged scenery to Queenstown. Whilst in this area, we ride the Kingston Flyer steam train and cruise on the former New Zealand Railways steam vessel Earnslaw on which the Captain used to hold the rank of Station Master!

To Milford Sound and Te Anau on Tuesday, 26 May. A cruise on the magnificent Milford Sound is not to be missed. Next day, continue to Dunedin and enjoy a ride on the Taieri Gorge Excursion train over the rugged railway running inland from this coastal port. After a night in Dunedin, travel by bus on Thursday 28 May to Timaru to visit the Pleasant Point Railway and take a ride behind a steam locomotive. Depart Timaru by train for Christchurch and overnight there for the commencement of the conference the next day.

An estimated price of the tour is in the area of \$2,200 per person twin share. The conference price is estimated in the area of \$500 per person twin share.

As there is some time to go before the conference gets under way, there may be changes to the plan as outlined. The conference is open to members of any tramway museum to attend and details can be obtained from the Tramway Historical Society, PO Box 1126, Christchurch, New Zealand. Information is also available from the Executive Officer, COTMA, 5 Felicia Street, Mordialloc, Victoria 3195, Australia. Further details will appear in these pages as they become available.

# ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

## Reunion Day

Sunday, 13 October 1996 was billed as a Reunion Day at St Kilda for passengers and crews who travelled on the Walkerville North - Hyde Park, Findon - Kingswood and St Peters - Glen Osmond tram lines. The purpose of the day was to encourage people who travelled on these routes to renew old acquaintances and travel on the trams again.

Guests included the Mayor of Mitcham (Kingswood and Glen Osmond lines) and the Deputy Mayor of Hindmarsh-Woodville (Findon line). Good radio publicity required a 12 minute service to be run for most of the day.

Arrangements were made with a bus company for a special bus service to the museum for the day. The Museum advertised the special bus service, passengers being encouraged to pre-book. This resulted in a good load of passengers for the day. The bus commenced at

*Cars 264, 282 and 192 display 'Walkerville North', 'St Peters via 6th Avenue' and 'Findon' respectively on Reunion Day at St Kilda on 13 October 1996. The best we could do for Birney 303, which never travelled on the routes commemorated, was to show 'City'.*

NEVILLE SMITH





Port Adelaide and travelled via the city and Gepps Cross to the museum. The bus service was considered a success and will probably be run again for similar events as there is no public transport to St Kilda.

Two convoys and a photographers' tram which made photographic stops were run during the afternoon. Organised tours of the museum were also conducted and a sausage sizzle was in operation.

### Bodyshop Activities

Scraping to remove the Colorflek from the eastern saloon of W2 car 294 has commenced. Final fitting of the steel strengthening to the chassis of car 111 has taken place. Two pieces of 16mm mild steel have been bolted to the transverse wooden beam at the eastern end of the car. This takes the load off the central spring-loaded body bearer on the Brill 22E truck. The steel will butt up to the longitudinal reinforcements previously installed to strengthen the wooden chassis where the side bearers rest. Angle of 200mm size will be used as corner brackets to bolt the longitudinal and transverse steel to each other and through the wooden chassis. The beam had fatigued due to age and water wash-up. A similar transverse brace has been constructed for the western end, which is in far better shape. The floor has been repaired and progressively installed. Exterior painting continues.

### Workshop Activities

The Niles Bennet Pond wheel press has now been placed at the rear of Road 2 against the southern wall of the workshop. It was previously stored outside near the back of the trolleybus shed.

*A scene not currently enjoyed by passengers at the Tramway Museum, St Kilda. W2 class 294 is receiving a repaint and minor refurbishment - its first since 1979.*

NEVILLE SMITH

*Glen Paull (top), the Museum's LEAP coordinator with the LEAP trainees and their supervisor and the reconstructed signal cabin, one of the LEAP projects, on graduation day, 29 August 1996.*

PAUL SHILLABEER







*One of the two new signs which are placed at the Playground and Terminus tram stops during operations. The reverse side provides details about the fares.*

PAUL SHILLABEER



*Toastrack 42 stands at the recently reopened Beach Terminus at St Kilda as indicated by the sea in the background.*

PAUL SHILLABEER

A Wilson lathe, which is 6ft between centres, has been purchased by Ian Seymour and installed against the northern wall of the workshop opposite the east end of the pit. Cleaning, unseizing and stripping down of various parts has commenced in order to determine the lathe's condition. Although originally operated with a water hydraulic pump, it is intended to use hydraulic oil.

#### Other News

Colin Wood has carried out further work on the signal cabin. He has completed final fitting of the sheet metal MTT emblems on the sides and is preparing the cabin for final painting. He has also scraped the eaves around the roof which is part of the original structure.

Two new portable 'A' frame signs have been professionally constructed for operations days. The signs are carried on the first tram for the day and

placed at the Playground and Terminus tram stops respectively. They provide information about fares and opening times to prospective passengers at the St Kilda Beach end of the line.

Treasurer, Glen Paull and Internal Auditor, Roger Wheaton have spent many hours transferring the AETM's financial records to a Windows-based accounting package called 'Quickbooks' on the museum's personal computer in the office. This should help to provide the museum with up-to-date financial records. Museum managers will notice the difference by being provided with current actuals against their budgets!

All Operations staff have been issued with a new Operations Manual. It includes Conductors Rules, Traffic Rules, Tramcar Controls, and Site and Safety Rules. The spring folder allows amendments and additions to be easily added.

# PARRAMATTA

**Steam Tram & Railway Preservation Society**  
PO Box 3179, Parramatta, New South Wales 2124

By Peter Stock and Cliff Currell

## Annual General Meeting

The Annual General Meeting was held on 2 November 1996 and Frank Millier was elected to the Board of Directors. The current Board positions are:

Chairperson and Principal Executive Officer - Peter Stock; Deputy Chairperson - Frank Millier; Secretary - Cliff Currell; Treasurer - Bruce Erwin; Works Manager - Craig Connolly; Assistant Works Manager - Paul De Vries; Public Relations - David Lewis. Frank Moag is the Society's Archivist.

Looking back over the past year, considerable progress has been achieved. The Stephenson is now virtually complete, the tram motor is nearing the end of its rebuilding, and N class tramcar 685 is being prepared for major attention next year.

Negotiations which will see the acquisition of two B class trailers plus one other tramway vehicle are continuing.

All in all a major achievement!

Negotiations regarding the re-establishment of the tramway in Parramatta Park drag on, with the saga continuing as it ever did using the same script. But negotiations are continuing in a friendly and cordial way with 'The Valley'. Reports on these items are given below.

## Valley Heights

Following reports given at the Annual General Meeting, it was resolved that we continue to negotiate with the Blue Mountains Division of the Rail Transport Museum regarding relocation to Valley Heights. The proposal is to operate the tramway in conjunction with the Valley Heights Locomotive Depot Heritage Museum located at Tusculum Road, Valley Heights, and agreement in principle between the parties involved has been achieved.

## Parramatta Park

A six page reply commenting on the Parramatta Park Plan of Management (as read out at the AGM) was forwarded to the Parramatta Park Trust.

The comments were finalised following a phone call to the Society's Secretary from the Manager, Parramatta Park on 29 October 1996, during which he apologised for not answering our previous correspondence. He explained that no southern boundary had been set, and that it was up to the Society to put forward a completely marketable and economically feasible plan to re-establish the tramway. The Society is loathe to waste money on a plan for a project where the parameters are not known and, from past experience, would have little chance of acceptance.

*Two steam tram trailers are built into this house at Berowra. The cars form the sides of the house and flank the front porch. Car 72B is on the left and 93B to the right.*  
BOB MERCHANT



The Manager further explained that should the Trust agree with a proposal, the final say was with the Heritage Council. As the Chairman of the Heritage Council has already stated, in a letter dated 6 March 1996, that he cannot advise the Heritage Council to support re-establishment in the park, the whole exercise appears to be a waste of time.

A further letter from the Trust dated 6 November 1996 called for a meeting to discuss the content, format and timing of the Society's financial reports. Whilst the odds are against us, the Society's Board took exception to this letter as the proposed action preempted the final report before time had been allowed for comments on the Plan of Management to be considered. The Society replied that it was considered prudent for the Trust to await the adoption of the plan by the Minister for the Environment before pressing ahead to implement draft recommendations.

During the course of the telephone conversation with the Park Manager, he informed the Society's Secretary that on that same morning he had received two further reports on aboriginal scatter sites and

archaeological zoning which were further reasons to remove the tram from the ridge line.

It seems that the only buildings to be built in Parramatta Park will be ones to house the proposed five managers and a warehouse to store the reports that mushroom with monotonous regularity. A tram museum to house moveable heritage items of great local historical interest is out of the question.

### Steam Trailers

During January the Society will be retrieving the bodies of two steam tram trailers that, since about 1932, have been incorporated into a house in Berowra, a suburb in Sydney's north. The two vehicles are 72B, built by Henry Vale and in service January 1891, and 93B, a Hudson Bros product of October 1889. Both were withdrawn and sold to a Miss King in April 1932.

Car 93B is structurally complete except for the interior bulkheads, while 72B has been altered to incorporate a kitchen fireplace.

## BALLARAT

**Ballarat Tramway Museum**  
PO Box 632, Ballarat, Victoria 3353

From Dave Macartney

### Springfest

Sunday, November 3rd saw the staging of the second Springfest Fair. The previous year's event had been quite a success, so the organisers made sure it was even bigger the second time around. Market stalls are set up around the entire six kilometre perimeter of Lake Wendouree, and the public shuffles around, looking for that item they can't live without. Ballarat people divide into two groups, those who walk around the lake on a daily basis (which includes the writer) and those who never do. Now it seems there is a group developing who make the journey once a year. The tramway is cashing in on the physically unfit, who find the 4.8km from terminus to terminus more acceptable than the full 6km. On the day, 441 passengers travelled, most of whom were single journey riders. Springfest lacks the traffic controls that the council imposes during the Begonia Festival, and tends to be chaotic. Given that the weather was not particularly welcoming this time, the crowds were up on the previous year. It would seem that Springfest is going to become a fairly major event.

### Playground

Another more permanent attraction which has impacted on tramway operations is the construction of a gigantic playground on the lake foreshore just to the north of depot junction. This had initially been proposed for an area to the south east of the tram depot, but was considered unsuitable for a number of reasons. It was constructed by some 900 volunteers over a period of five days in late November under the control of Apex. There is sufficient room opposite the playground for cars to park at right angles to the kerb. At any given time there seem to be a couple of dozen cars parked there, and tram crews are having to pass them cautiously as motorists have a habit of backing out first and looking afterwards. On busy days the dreaded parked cars start to encroach on the depot junction stop, so counter measures in the form of 'witches hats' have had to be resorted to in order to protect our hard won territory! Whether the playground has any long term effect on our passenger figures is yet to be seen, but it certainly brings more people to the Gardens, which can't be bad.



*The two reels of trolley wire arrived at the museum on 26 November 1996 where they are seen still on the truck.*

CAROLYN DEAN

*The new trolley wire was handed over to the museum at a small ceremony at the depot on 26 November 1996. Transport Minister Alan Brown is saying a few words and the local member for Ballarat West, Paul Jenkins is behind him. Waiting for his turn at the microphone is Society President Richard Gilbert.*

CAROLYN DEAN



### New Trolley Wire

No sooner were the Springfest and playground openings over than we were all back at the Depot to take delivery of 2kms of shiny new trolley wire. The negotiations for this had been going on for some time and entailed a State Government grant to the value of \$11,500. The existing wire in Wendouree Parade was

pretty much life expired when we started and could not have survived too many more years of normal wear from the trams. And abnormal wear, as when a bus backed into a pole, snapping it off at the base, which happened recently.

The wire itself was produced by Metal Manufacturers of Port Kembla. It is high conductivity copper wire





*The trolley wire was unloaded using a crane hired from Barry Jones.*

CAROLYN DEAN

*One reel is opened for the benefit of the cameras. From left to right are Paul Jenkins, Member for Ballarat West; Alan Brown, Minister for Transport; James Coghlan, Mayor of the City of Ballarat, and Richard Gilbert, President, Ballarat Tramway Museum.*

CAROLYN DEAN



without the cadmium content of the existing wire, cadmium having fallen from favour in recent times.

A handing over ceremony was conducted at the Depot on 26 November 1996 featuring all the usual 'suspects', plus Mayor James Coghlan, our local Member Paul Jenkins, and Transport Minister Alan Brown. It is planned to string the new wire in February. In the meantime a lot of preliminary work is taking place, particularly in the area of freeing up all screws in the ears to ensure that they come out first time on the day, and we do not spend hours wrestling with a couple of stubborn fittings. The original double wire overhead is being retained.

### Workshop News

Work on No.12 proceeds slowly with virtually the whole of the missing side of the body now in place. Little work has been done to No.28 as most efforts have been concentrated on the running fleet for the

onset of the summer holidays. A number of floors have been painted, while No.33 had the interior varnish touched up.

The junior members have been allocated the job of repainting the shelter at the loop, and succeeded in turning a minor job into a Cecil B. DeMille production. Despite all this, it is nearing completion.

### Tramway Proposal

Just when it seemed that the proposal to reintroduce trams to the centre of Ballarat had run out of puff, it was announced on 4 January 1997 that the Federal Government would put up \$10,000 for a feasibility study, provided that the local community matched it on a dollar for dollar basis. The local proponents of the scheme will now have to get themselves into a more cohesive group than previously and start some serious fundraising. Still a mighty long way to go before a single rail is laid, but the project still has some life in it.

## BENDIGO

### The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

By Len Millar

### We Like Visitors

At each of our museums, visitors are our 'life blood'. No visitors, no money, no preservation. We put effort into being nice to our visitors, and to providing them with a safe, interesting ride on a quaint old tram and showing them proudly through our museum.

We occasionally receive a visit from a VIP. Bendigo Tramways was honoured by a special visitor on October 18, none other than former Victorian Premier, Sir Rupert Hamer. It was 'Dick' Hamer who, in 1972, gave the go-ahead for a slice of the old State Electricity Commission tramway to be preserved. After strenuous representations from the Bendigo Trust and local parliamentarians, the state government of the day granted a stay of execution to give the local community group a trial at being tramway tour operators. The rest, as they say, is history and the Bendigo Tramways is chugging along just fine 24 years later.

Sir Rupert was in Bendigo for a VicHealth Active Life promotional exercise, but he gravitated towards the tramway. We had some warning, so Birney 30 was got ready after a long rest, and used to carry Sir Rupert

down to the Central Deborah Mine terminus. The 'special' stopped outside the 3CCC studios because the radio station received his organisation's support to run some programs about exercise and an active life.

Down at the mine, Sir Rupert was reminded of the launching ceremony back on 9 December 1972, where he smashed a bottle of champagne across the apron of Birney 30 to put the Bendigo Talking Trams into business. On hand were Bendigo Tramway Committee Chairman Dennis O'Hoy, original preservation campaigner (and still active committee member) Edgar Harrison, and City councillor and Bendigo Trust President Daryl McClure.

It was good to entertain Sir Rupert and to again express our gratitude for his key approval for our enterprise in the first place.

### Letter to an Editor

Circulating around the Depot, at about the same time as 'Dick' Hamer visited us, was a reprint of a letter to the Editor of the Bendigo Advertiser and published on 2 December 1970. It was written by one Edgar Harrison



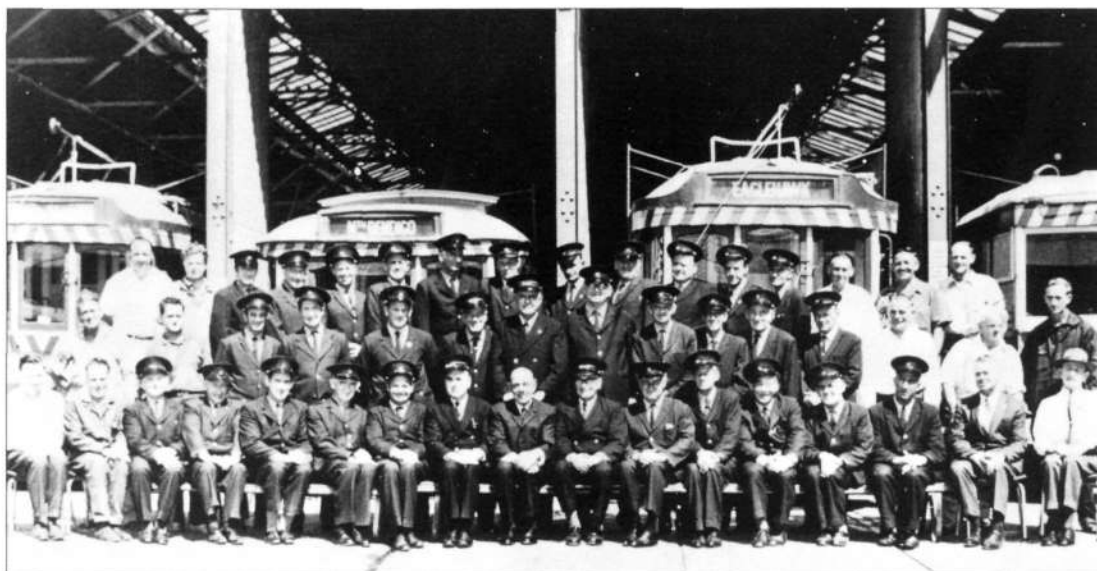
*Dennis O'Hoy, Chairman of the Tramway Committee, (left) with Sir Rupert Hamer, former Premier of Victoria on 18 October 1996. Sir Rupert is holding a bottle of Dalgourie Red, similar to a bottle he used on car 30's apron to launch Bendigo's tourist tramway 24 years ago.*

DENNIS BELL

*The Bendigo Trust's Executive Officer, Myra Potter, at the controls of car 19 outside the Mine terminus on 1 November 1996.*

DENNIS BELL





*Bendigo's SEC tramway staff on the final day, 16 April 1972.*

BACK ROW: D. Noble, L. Fitzgerald, B. Hopgood, N. Brockley, S. Palmer, T. Hulls, P. Knight, J. Shaw, R. Kurzke, S. Gregory, K. Caughlan, J. Williams, A. James, E. Bodilly, F. Clough, W. Snell.

MIDDLE ROW: B. Monro, K. Draper, G. Dole, M. Picker, E. Threfall, W. Hope, L.R. Brown, R. Nickson, A. Reed, D. Perdon, H. Harvey, E.R. Pollard, R. Cameron, A. Ball, K. Jones.

FRONT ROW: N. Atkins, C. Griffiths, J. Evans, J. Worth, A.J. Harrison, F.T. Wilson, H. Tueno, G.C. James, A. Moss, D. Hester, R. Worth, J. Hogan, G. Sang, K. Grenfell, J. Boston, K. Makepeace, V. Aitken.

of High Street, Bendigo and exhorted the paper's readers to write to or ring him if they were interested in preserving the Bendigo trams. He made the case that the tramline from the (Charing Cross) Fountain to the Chinese Joss House could be run on public holidays and special occasions. "It would not need very much capital to run such an idea as the tramlines and the overhead wires are already in place. The tram could be housed in the present depot. The tram could be donated by the SEC." Edgar went on to say that he was sure there were plenty of retired drivers willing to drive! History, folks, is living. Former SECV tram driver Jack Evans is still taking his turn to drive one of the Bendigo Tramways trams.

Edgar also observed, "this tram would pay for its upkeep and make money for charity. We could apply for a loan from the Government to get the idea started". It would be no use ringing Edgar's phone number as published in 1970. The 3-5603 has now been replaced a second time by one of those new-fangled eight digit monstrosities. Oh, and the trams are well and truly preserved. Thanks, Edgar, for your efforts back in 1970, and ever since!

### **Mrs Myra Potter**

The Bendigo Trust is ably served by its Executive Officer. Myra Potter retires from the position in July after 20 years at the helm, and we held a surprise 20th anniversary party for her recently. Myra grew up in the Bendigo area and used to travel out to Eaglehawk on the tram as a 10 year old to visit a friend. In her early working life she used to commute by tram from Golden Square. In 1976 she was appointed Secretary to the Trust's General Manager, but took over as Executive Officer the next year.

Myra has seen considerable growth and incredible changes in the Trust and its tourist oriented activities. In the early days, the Trust's philosophy was "just get the job done". Patronage has risen during her years at the helm from 30,000 to around 40,000. Myra observed to your correspondent that the organisation is very people oriented. Not only the people who pay their money for a talking tram tour or a visit down the mine, but the people who work together for the Trust. "We couldn't have achieved what we have unless we had people who got on with each other."





*Bendigo Trust's tramway staff and volunteers with cars 25 (left), 18 and 23 on 30 October 1996.*

*BACK ROW: Ashley Perrett, Alyson Willcox, Gary Hartley, Trevor Lamb, Tim Borchers, Bill Winn, John Penhall.*

*MIDDLE ROW: Alison Lamb, Ken Powell, Mick Hearn, Neil Murray, Bill Kingsley, Ted Bowles, Milton Tyter, Len Millar, Nicholas Lowther, Diana Ralph, Corrie Ambrose.*

*FRONT ROW: Jim Willcox, James Lerk, Julie Cain, John Bullen, Dennis Bell, Myra Potter, Dennis O'Hoy, Becky the Tramways dog, Edgar Harrison, Michael Lowther, Jill Moorhead, Keith Kings, Jack Evans.*

*Absent: Geoff Dean, Andy Hall, Mick Law, Justin Leech, Stephen Kirkpatrick, Phillip Knipe, Michael McGowan, Kim Moorhead, Karl Penrose, Kelly-Jean O'Connor.*

**ROBERT AULSEBROOK**

The Bendigo Tramways have received considerable help from the three levels of government over its years. Of late, the City of Greater Bendigo has provided tremendous assistance, and Myra was proud of the contribution local citizens had made (some \$350,000) to complete the Ken Hesse tram terminal building at the Mine.

Myra's EO role is to weld the diverse organisations within the Trust together, to represent the Trust in the community, and provide administrative support for the Trust Board. Myra has also helped rerail errant trams - and she has a high regard for the specialist skills of the Trust volunteers and employees. The various arms of the Trust generate an annual income of around \$1,500, 000, and of course assist in putting a lot of tourist dollars into Bendigo's business community. Myra is proud of her 'Buy in Bendigo' fervour.

This able and much respected administrator's two favourite sayings are, "Prevention IS better than cure" and "Do things, whenever possible, with dignity!"

Your colleagues salute you, Myra!

### **Car 808 Returns**

On 16 December, car 808 returned to Bendigo after a year in Melbourne promoting Bendigo as a tourist destination. It was almost as if it was part of the City Circle furniture, but now it can expect to run its share of the traffic duties in Bendigo. The smooth RC2 controllers, the sliding doors and the gentle rocking of the tram when in motion will be welcomed by our drivers.

### **Staff Photo - Then and Now**

It took some organising, but on a sunny afternoon in late October, virtually all of the current Bendigo's 'trammies' assembled outside the depot for a photo shoot. It was all vaguely reminiscent of an earlier photo shoot - the day the trams stopped running back in April 1972. One person, Jack Evans, is in both photos. Good on you, Jack!

# WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6050

From Michael Stukely

## Fremantle 36 Acquired

The body of Fremantle Municipal Tramways bogie car 36 has been acquired by the Society, and arrived at Whiteman Park on 1 November 1996. This represents a very significant addition to our collection of Western Australian trams, as No.36 was the last car built for any of the State's tramways.

Built in 1939 by the FMT, No.36 was regarded by many as the pride of the fleet. She ran until the system closed in 1952, with a relatively short service life of just 13 years. Along with the stripped bodies of several sister cars, 36 was sold to the Rose Park caravan park at Emu Point, Albany for use as holiday accommodation. These trams were sold off, mostly to farmers, in the 1970s and at this time, No.29 was acquired for restoration. However, subsequent whereabouts of many of them, including 36, remained a mystery.

During a tram-hunting trip to the area in November 1990, Michael Stukely heard that 'a tram' was on a property at Lower King, east of Albany. Further investigation revealed that the now-vacant property had recently been sold - but no tram! However, near the house was a bare patch of earth which measured

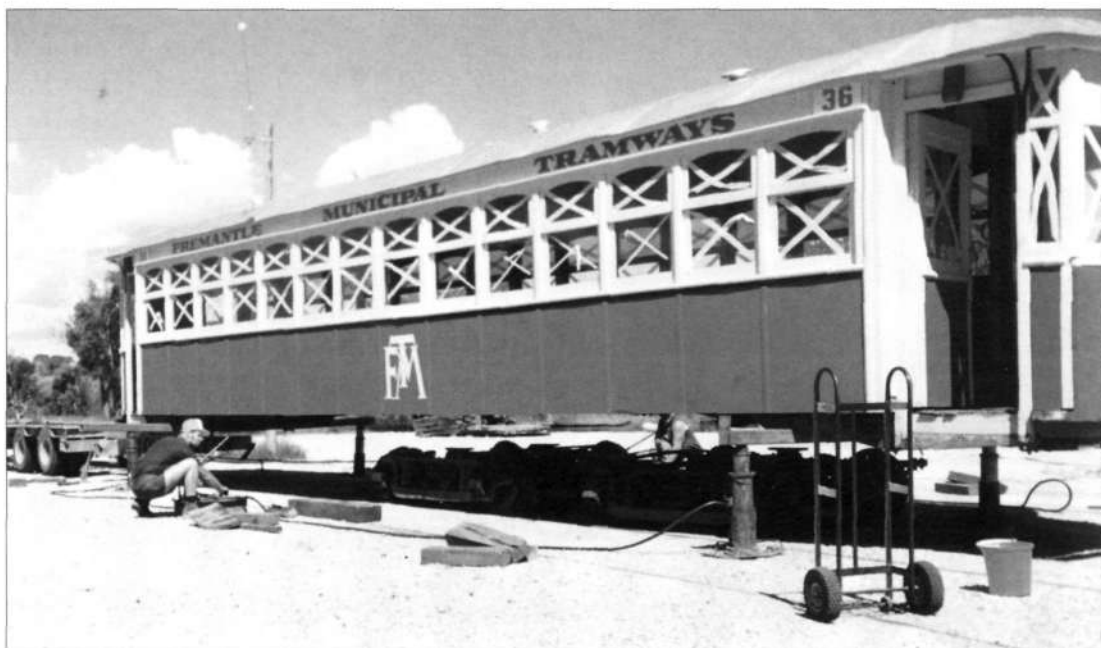
*The crane prepares to lift Fremantle 36 onto the low loader (at right) at the former 'Locomotion' miniature railway at Lower Kalgan, near Albany, on 31 October 1996. A concrete platform had been built around the tram and there was insufficient clearance for the truck to back under it. Masking tape has been applied to the windows for the journey to Perth. KEVIN CLARKE*





*Fremantle 36 is lowered carefully onto the low loader at Lower Kalgan on 31 October. KEVIN CLARKE*

*At Whiteman Park on 1 November, Trevor Dennhardt checks the position of the No.1 trucks as they are towed under the body of FMT 36 by Trevor Phillips' low loader. Car 36 is resting on hydraulic jacks. The very straight line of the body (minus its stress bars) is a very healthy sign. KEVIN CLARKE*





*Fremantle 29 (on the main line) poses beside FMT 36 (on the fan outside the Lindsay Richardson Carbarn) on 17 November 1996.*

*MICHAEL STUKELY*

*W2 class 393 developed a new personality for the 'Thomas the Tank Engine Day' organised by the Bennett Brook Railway on 13 October 1996. Here Lindsay Richardson prepares to depart Village for Village Junction.*

*KEVIN CLARKE*





roughly 48 x 8 feet, with some heavy wooden blocks towards the ends. Encouragingly, there was no ash or metal debris on the site. The estate agent, through whom the property had been sold, confirmed that a tram had indeed been there and that it had been moved several weeks earlier, and provided the name of the new owner.

Contact was then made with Les and Lorraine Wyatt, who were developing the 'Locomotion' miniature railway at Lower Kalgan, overlooking Oyster Harbour a short distance from Lower King. They had discovered the tram, which was under threat of destruction as the owners had no further use for it, and salvaged it for use as a tearoom. Its number was Fremantle 36. Over the next few years they put in a large amount of work to restore 36 as authentically as possible, and we were able to assist with information on various details. Rotten timber and broken glass were replaced, a new ceiling, pine floor and seating installed, the Fremantle livery and lettering reproduced (although it is a slightly different shade from our

No.29), and a fitted, sheet metal roof added for weather protection. It looked a picture.

Early in 1996, PETS Council became aware that an auction was to be held at 'Locomotion'. Negotiations for the purchase of No.36 by the Society were successful.

Arrangements to move the car were made with our carrier, Trevor Phillips of Bunbury House Transporters, and on 31 October Kevin Clarke and Trevor Dennhardt travelled to Albany to assist with loading. A crane, hired from Albany Plant and Hire at a generous discount, had to be used due to restricted access on the site. Welcome assistance was given by Jim Dougall (proprietor of the nearby Kalgan River Caravan and Chalets Park) and Les and Lorraine Wyatt. Loading was completed by about 2:15pm, and the tram was moved to Bunbury where it stayed overnight. It continued its journey to Whiteman Park on 1 November, and was unloaded onto motorless Melbourne No.1 trucks on the fan outside the Lindsay Richardson Carbarn. Trevor Phillips again gave outstanding support to PETS by charging only for his fuel for the trip.

### Operations

On Sunday 13 October 1996, a 'Friends of Thomas the Tank Engine Day' was held by our neighbours in Whiteman Park, the Bennett Brook Railway. We operated three trams on the day, two in regular service

*Lindsay Richardson (left), John Shaw and John Mitchell installing the posts for the final section of the new retaining wall on the south side of the Pennenburg Workshop (left) on 16 November 1996. The track is the new bogie storage siding.* MICHAEL STUKELY



between Village and Mussell Pool, the third (W2 class 393) under charter to the BBR and dedicated to a 'free' shuttle service between Village and Village Junction Station. Car 393 was suitably decorated for the occasion, with a 'face' attached to each end to complement the railway rolling stock. The day was a great success for both groups, and is likely to be repeated in 1997.

The third Spring Swap-Meet was held in the Park on 6 October and again proved popular with, at times, three trams required in service. The final Swap-Meet on 3 November was less well patronised, however, and this repeated the trend noted in 1995.

The number of group tours using the trams during October was high. On 13 October, 18 members of the Travel Enthusiasts Friendly Society (TEFS) from the UK visited the park and were given a ride on Fremantle 29 and a tour of the carbarn and surrounds.

### General

Final documentation of specifications for the pit is being prepared by Craig Richardson, so that quotes can be obtained for the construction of the pit and the remaining concrete floor of the engineering shed. A further three loads of sand have been removed from the pit and added to the floor of the spare parts storage shed.

The final 11 metre section of the concrete retaining wall between the rear compound storage area and the Pennenburg Workshop was completed in November, and gives the area a very tidy appearance. Backfilling of the upper level with limestone and topping with roadbase was in progress in late December. Two new soakwells beneath the downpipes on the workshop were installed and concreted by Lindsay Richardson in

early December and further sleepers were then laid for the bogie storage siding.

Track maintenance work has been done at Farmgate curve, on the carbarn fan, and near Village Junction. On 5-6 October, 100 metres of track between Horse Swamp curve and Stockmans Crossing were lifted and packed by Lindsay Richardson, John Shaw, Trevor Dennhardt, Kevin Clarke and John Mitchell. Rail bonds have been replaced at Stockmans Crossing by Trevor Dennhardt, and rail joints on the carbarn fan were exposed so that Noel Blackmore could weld new bonds in place.

Noel has completed the electrode replacement on the earthing system, which has been tested to meet the mandatory requirements.

Cleaning the second motor and wheelset has been completed for the No.1 truck being overhauled.

The badly worn leather strap-hangers have been replaced in W4 class 674, SW2 class 426, and W2 class 393 and 329 by Martin Grant with assistance from Noel Blackmore.

New wooden slatted seats have been manufactured for Kalgoorlie 22 through the Ministry of Justice at Canning Vale Prison. The work is of a very high quality. On 6 August, new stress bars were welded beneath the saloon. This car body is to be transferred to the Sydney Tramway Museum early in 1997, with Brisbane 550 coming to Whiteman Park on the return trip (see TW May 1996).

Following the resignation of Ray Webster as President of PETS in October, Michael Stukely was elected to the position on 16 November.

## BYLANDS

**Tramway Museum Society of Victoria**  
PO Box 27, Malvern, Victoria 3144

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From David White

### DEET Scheme

This New Work Opportunity employment scheme, funded by the Federal Government under the auspices of the Department of Employment, Education, Training and Youth Affairs, finished on 12 November 1996. During the course of the scheme, significant work was carried out at Bylands.

The scheme initially supplied employment for eight long term unemployed people, together with a supervisor for a period of 26 weeks. During the course of the scheme, the number of participants dropped to five and the supervisor stepped aside, allowing us to appoint one of our own members as supervisor. Under the exceptional guidance and leadership of this supervisor, the whole project achieved all its initial aims and objectives.

The flooring in the new kiosk building was installed under the direction of the first supervisor. The second supervisor directed the team of participants in completely erecting the vehicle storage shed. Now trams VR 52, Ballarat 40, Geelong 9 and 22, M&MTB F class 46, and cable trailer 336 are all under cover. The garage from Monument Creek was re-erected on the eastern side of the bus shed, the track at the southern terminus was removed in preparation for regrading, and a substantial amount of preparation and painting of the caretaker's house was also achieved. In addition, regrading of the southern terminus area, the car park and roadways within the Museum grounds took place.

Some work to complete the vehicle storage shed, such as the fitting of roof sheets and inserts to waterproof the building, still remains for Society members to carry out. However, the project has advanced the Society the equivalent of two years in fulfilling its plans for the Bylands museum. Since the conclusion of the scheme, some of the participants have been successful in obtaining employment. This was a major goal of the scheme.

### Elwood Troughing

The troughing removed from the former Elwood tram depot has been re-erected over roads 4 and 6. Additional troughing constructed by member Graham

Jordan has been erected over road 1. This has been an outstanding achievement by our troughing erection team. With the hanging of overhead wire, all our running shed roads will be wired and we can finally put our much used wandering lead into semi-retirement.

### Sydney Bus Tour

The Society successfully held the long-awaited tour to Sydney in our Volvo 850. This carefully planned tour departed Melbourne on Saturday, 19 October and returned a week later on Sunday, 27 October.

The first night was spent at Gundagai in southern New South Wales. The next day a stop was made at the famous 'Dog on the Tuckerbox' monument outside the town. Lunch was at the pleasant southern highlands town of Bowral, right next to the railway station through which several trains passed during our stop. After lunch our party travelled across to Thirlmere, where participants had an escorted inspection of the Rail Transport Museum.

After two free days in Sydney, our group boarded 850 on Wednesday morning for the run down to the Sydney Tramway Museum. En route to the museum, we inspected the former Kogarah-Sans Souci and Rockdale-Brighton Le Sands tramways and depot sites. At Loftus, our party was welcomed with a tour of the museum and rides on the National Park line in R1 class 1971, O class 1111 and PCC 1014. One of the highlights of our visit was being able to inspect the newly arrived Berlin trams which had only been delivered a few days before.

*A view of the new vehicle storage shed at Bylands, which is now home to six trams.* ROD ATKINS

After leaving Loftus, we inspected the former La Perouse and Maroubra Beach lines, followed by a visit



to the State Transit Authority's maintenance facilities at Sydney Buses' Randwick Bus Depot. Here the Maintenance Manager was most helpful and gave our tour group an excellent overview of how this facility operates.

On Thursday morning, the former eastern suburbs tramlines and termini at Coogee Beach, North Bondi, Bondi Beach, Campbell Parade and Watsons Bay were covered. After lunch, the former line to Railway Square, George Street and Circular Quay was followed, before the long run up to Palm Beach via Northbridge and the old suspension bridge. The return from Palm Beach was via Narrabeen, Manly Wharf, The Spit, Balmoral Beach, Athol Wharf and Taronga Park Zoo. The long day finished with a run back over the Harbour Bridge to Mrs Macquarie's Chair.

Friday saw the group follow several former southern tram routes to the former Tempe Tram Depot, where the Historic Commercial Vehicles Association's Bus and Truck Museum is housed. Several hours were spent there inspecting each and every vehicle in the magnificent and extensive collection.

Departure from Sydney was on Saturday morning, travelling via Canberra where our tour party lunched in a W2 class tram at the Canberra Tradesmen's Union Club. This club features an extensive display of Australian trams inside the complex. Photo stops were held outside the new Parliament House and the Australian War Memorial before continuing on to Holbrook for the overnight stop.

On Sunday we visited the Submariners' Memorial in Holbrook, the Ettamogah Pub of cartoon fame near Albury, and the Hume Weir on the way back to Melbourne and Bylands.

This was the longest tour in time or distance undertaken by the Society and was most successful. The bus attracted attention everywhere it went, especially in Sydney's city centre, and the bus performed faultlessly.

### Annual General Meeting

The Society's Annual General Meeting was held on Friday, 23 August 1996 at the Malvern Tram Depot. The main items of business addressed at the meeting were to receive the 1995-96 Annual Report, and to declare the election of the following office bearers for the ensuing year: Chairman - Rod Atkins; Deputy Chairman - Andrew Hall; Directors (for two years) - Geoff Dean, Richard Lamprill and Alan Tovey.

The number of nominations equalled the number of vacancies. Keith Kings retired as a Society Director after an exceptional contribution to the running of the Society almost from its inception. However, Keith will continue to be a regular attendee at Bylands on Sundays.

*On tour with the TMSV, M&MTB Volvo bus 850 is seen at the Sydney Tramway Museum with O class 1111 and San Francisco PCC 1014 on 23 October 1996.*

ROD ATKINS







*X1 class 467 has a dark sky as a backdrop at Bylands during the visit by the Bus and Coach Society and the Historic Commercial Vehicles Association on 25 August 1996.*

DAVID WHITE

At the conclusion of the formal part of the evening, the members present enjoyed a superb supper prepared by Aileen Jordan.

### Public Events

The Society continues its participation in public displays and events away from Bylands, as well as hosting visiting groups at Bylands.

#### Groups Visit:

On 25 August 1996, the Bus and Coach Society and the Historic Commercial Vehicles Association visited Bylands, travelling up in a variety of buses and trucks. The visitors inspected our tram collection, had a barbecue lunch, and went to Kilmore for a ride on our cable grip car and trailer in Hudson Park. Our AEC Regals Mk VI 776 and Mk IV 622 were parked outside for inspection, and tram rides were given in X1 class 467 and SW2 class 644.

#### Kilmore Festival:

Although several of the regular volunteers were away on the Sydney tour, the annual event was again successful for the Society thanks to the efforts of those members who ran the Bylands Museum and Kilmore cable tram for this important event. The replica cable tram dummy and original trailer provided rides in Hudson Park as in past years, fresh from an overhaul

for the intensive festival running. Our AEC Regal Mk IV 624 again provided a tour of the Kilmore area as in recent years. Both the cable tram rides and the bus tour attracted good patronage.

#### 'CANTEEN':

The Society, in conjunction with the PTC (Met Bus Division), arranged transport sponsorship on Sunday, 3 November 1996 for the Australian Teenage Cancer Patients Society (CANTEEN). A large party of teenagers and officials from CANTEEN, and athletes who participated in the 1956 Melbourne Olympic Games were picked up at Parkville by bus, including our AEC Mk IV 624, and taken to Barwon Park at Winchelsea via Geelong for CANTEEN's major fundraising activity for the year. This comprised a large display of vintage, veteran and classic motor vehicles, live bands and entertainment, and helicopter rides, while community service organisations catered for the gastronomical needs of the crowd. The Society is proud to have been associated with the day's events for this very dedicated and successful organisation.

#### HCV Display at AFL Park:

This annual historic commercial vehicle display at AFL Park saw our AEC Regal Mk IV 624 share the car park with 54 other buses and coaches, both historic and modern. Also on display was a large collection of commercial and military vehicles dating from the early decades of this century to the latest truck models. This was another successful day for the Society.

These events are very important in helping to spread awareness of our museum to the general community and will continue to be so in the future.

# HADDON

**Melbourne Tramway Preservation Association**  
PO Box 324, Prahran, Victoria 3181

From Craig Tooke

The past few months have seen considerable progress made on projects around the museum, particularly the restoration of L class 103 which has reached a very advanced stage. It is therefore appropriate that we begin with a report on the work carried out on 103.

Extensive work has been undertaken to ensure that the appearance of the interior of the tram will be up to the standard we set with the restoration of W2 class 407 and W4 class 670.

The No.1 end saloon bulkhead and all the internal window cover straps have been removed, stripped back and varnished. This was not the most interesting or enjoyable job, and we thank Tony Smith for his many hours spent on this thankless task.

All the wooden dropcentre seats have been removed and stripped of accumulated varnish and grime. As an experiment, these seats were chemically dipped to strip the varnish off rather than the usual sanding and scraping method. This work was carried out commercially in Melbourne. The results are extremely impressive and gives us a great time saving. We will no doubt use similar techniques in other restoration work.

Car 103 is fitted with a lined ceiling which is to be retained. The paintwork on the ceiling is in very good condition and was given a complete wash. It came up very well and no additional work or repainting should be required.

The saloon at the No.2 end has had all the windows removed in preparation for restoration and repair work, while the windows from the No.1 end saloon are ready to be refitted.

John Withers has been very busy overhauling the GE K35 controllers from L 103. This involves stripping, cleaning and repairing various components inside the controllers.

Car 103 was received for preservation without an air compressor and there is a lack of Westinghouse DH16 compressors available for fitting to the car. After some investigation, it has been decided to fit a Westinghouse DH10 compressor, an ideal second choice and quite

*The new bracket arm being erected adjacent to the lower terminus as reported previously. TONY SMITH*





*A wooden dropcentre seat and controller covers undergoing overhaul for car 103.* TONY SMITH

Gipps and John Withers. Thanks are extended to all those involved in this most interesting and rather unique project.

suitable for the job. An overhaul of the compressor is being carried out prior to fitting to the tram.

### General

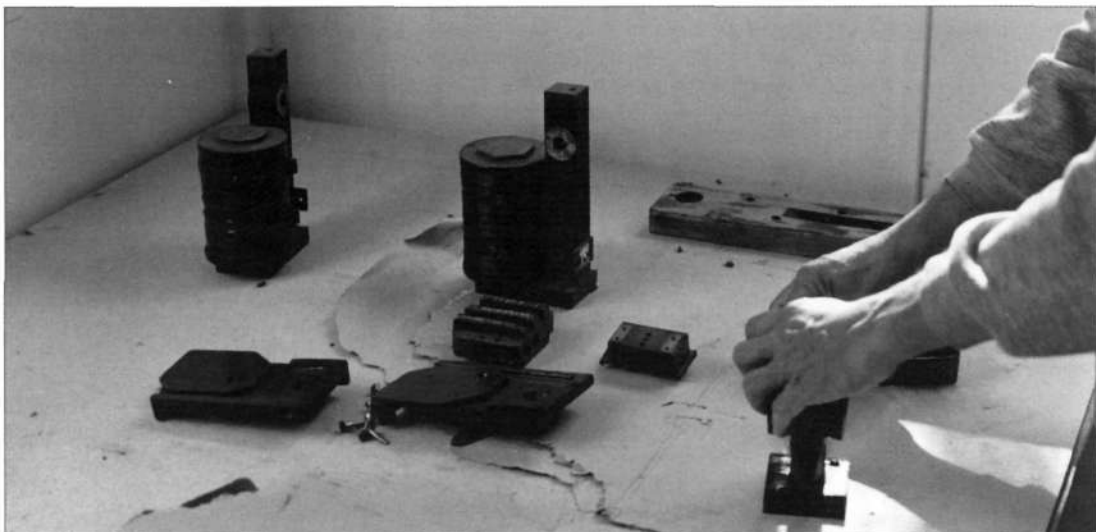
Designing, installing and testing the level crossing lights has been completed by Noel Gipps, Richard

As L 103 is to be lifted to fit the air compressor, Tony Smith and Frank Schroeder have been busy repairing and overhauling the tram body lifting jacks we obtained through COTMA a few years ago. This work includes the repair of broken gear teeth, and making and replacing two shafts in the winding mechanism.

Special steel body stands have been made for use with the jacks and will allow a tram body to be jacked up and the jacks removed. The body stands are large

*GE DB276 contactor components being overhauled.*

TONY SMITH



enough to allow work to be easily carried out underneath a tram body. The stands were also designed with the future restoration of VR 41 in mind.

Frank Schroeder has taken on the summer task of grass cutting around the museum property.

Tony Smith and Con Schroeder have constructed a new cable and signal store building. It is situated adjacent to the former Victorian Railways B van on the

south side of the museum. This new storage facility has enabled us to consolidate our stocks of cable and spare signalling components in one location and allows for easy access when this equipment is required.

Work on overhauling the spare components for our tram fleet has begun. Tony Smith and John Withers have been overhauling spare GE DB 276 contactors which are used under the trams as line breakers.

## LOFTUS

**South Pacific Electric Railway Co-op Society**  
PO Box 103, Sutherland, NSW 2232

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From David Cooke

### Sutherland Tramway Festival

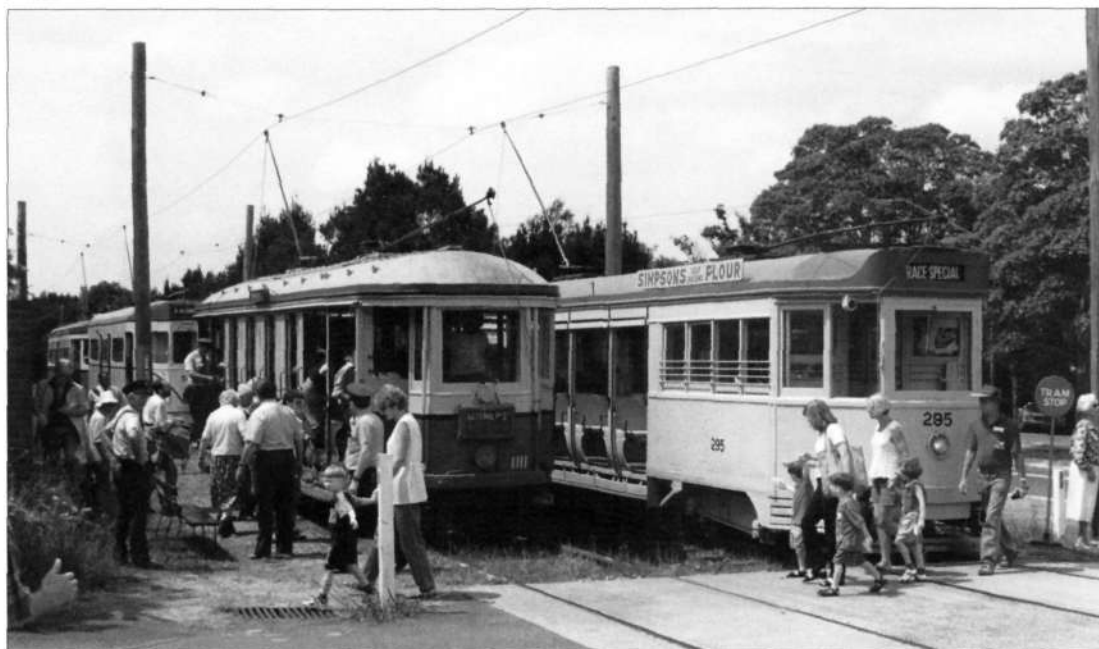
A Tramway Festival to raise funds for the extension of the Museum's tramline into the Sutherland CBD was held over the weekend 16 and 17 November 1996. The festival was promoted by the Sutherland District Chamber of Commerce & Industry, Sutherland Rotary Club, Sutherland Civic Rotary Club and the Sutherland Shire Council.

All over Sutherland events of one kind or another took place, from food and drink stalls, buskers, guided walks, boat hire, movies at the United Services Club and Royal Hotel, and Army Depot open day.

*Berlin 3007 is put through its paces on Members Day, 30 November 1996. O class 1111 and 0 breakdown 141s operated as a multiple unit set during the afternoon.*  
BOB MERCHANT







*Passengers transfer from Brisbane 295 to O class 1111 at Pitt Street for a trip to the Royal National Park during the Sutherland Tramway Festival. A second car, Brisbane 548, will follow 1111 into the Park with the overflow of passengers.* **BOB MERCHANT**

For the Museum's part, we ran our normal Sunday operations on both days, augmented as required by additional trams, ran heritage bus rides with our Tiger, and raised over \$5000.

At press time, it was not known how much had been raised in other areas and this would not be known until the Chamber of Commerce meets in January.

### Members Day

Our annual Members Day was held on Saturday, 30 November. Attendances were down on previous years but for those who turned up a pleasant surprise was in store.

It started early in the day when Bill and Craig Parkinson, assisted by Laurie Gordon, shunted Berlin trailer 3717 out of the way. Using O breakdown car 141s, Berlin motor 3007 was moved from its position in front of the Railway Square waiting shed to over the pit in the running depot. Thanks to the efforts of both Parkinsons and Mal MacAulay, the pantograph was connected and the couplers fitted. It doesn't sound much but was a time consuming piece of work.

About mid afternoon, in front of a crowd of enthusiastic onlookers, Bill mastered the German language, worked out which foot control operated the gong, rang it with much gusto and drove the car along a short section of track within the depot. The smile on Howard Clark's face had to be seen to be believed. R1 class 1971 was coupled to 3007 and both proceeded to Tramway Street where, over a short section of track, 3007 was put through its paces.

Because the pantograph is not compatible with most of the overhead within the museum grounds, reconstruction will be necessary before the car can run on a regular basis. The section between the depot and the northern terminus will be relatively simple due to the straight track. The major work involves the modification or replacement of the ears on the span wires which support the overhead. The ears are former Sydney fittings which curve down below the contact wire. However, the National park line will be more complicated because of the curvaceous nature of the track. Redesign of the overhead to accept both pantographs and poles will be necessary.

For the record, 3007 had no problems in negotiating the scissors crossover.

### Site Report

Work is progressing on the curved track in Cross Street. Mike Giddey has been the main worker on this project and has been ably assisted by Tom Tramby,



*Ballast motor and overhead line car 99u is prepared for service following completion of its overhaul in November 1996.*

**BOB MERCHANT**

*Following a lot of hard work by Mike Giddey, the first portion of the Cross Street curve was concreted on 7 December 1996.*

**BOB MERCHANT**





*Greg Sutherland gives Tom Tramby some light-hearted advice during the construction and concreting of the traverser pit walls and footways. BOB MERCHANT*

Chris Olsen, Craig Parkinson, our CSO workers, and anyone else who has an idle pair of hands. On 9 November the completed section was tested by rolling bogies around to check that all was clear and no fouling occurred on the check rails. About half the track was concreted in place on 7 December. Several trams have since made it part way round, the first being San Francisco 1014 on 4 January. It was followed by Melbourne 392 and Brisbane 295. All traversed the track without too much difficulty, the major problem being the height of the surrounding ground, which has to be lowered, and some overhanging trees, which have been attended to.

When this track is commissioned, the link will provide access to the depot, allowing reconstruction of the present line beside the railway fence.

Work continues on the construction of the wall around the traverser pit under the supervision of Greg Sutherland. At mid January, two and a half walls had been completed, with concrete trucks being moved to

the work site on the traverser. One truck driver commented that it was the first time his truck had moved sideways to get to a job site! Greg has been ably assisted by Tom Tramby and our CSO workers.

### Berlin Cars

The last car to be tested on the Cross Street curve was Berlin 3007 on Saturday 18 January. Some minor adjustments had to be made to the car and the opportunity was taken to test it on the curve. It passed with flying colours. After this, under the watchful eyes of our Chief Engineer Dick Clarke, Bill Parkinson eased the car, with interested members aboard, down the main line and off to the northern terminus. Clearances were checked along the way, mainly with trees at pantograph level, to ensure no problems would exist when the cars enter regular service.

It has been decided, as a temporary measure until the overhead is converted, to fit 3007 and 3008 with poles to aid movement around the museum grounds and permit the cars to enter traffic. This will enable the cars to move freely without the possibility of pantographs snagging the overhead fittings.

### Car News

Freight car 24s moved from Depot 3 where it had been painted, back to the workshop on 14 December. Sandboxes and other drivers cab equipment has been fitted to freight car 24s. For the first time in decades a trolley bridge has been placed on the roof. The original bridge was bolted to low risers and consequently provided problems with access to nuts holding the trolley base in position, water ingress, etc. The new bridge is mounted on slightly higher risers and will alleviate these problems.

Progress on C class 290, which also moved back to the workshop on 14 December, has been slower. Reassembly of truck suspension and brake parts have to be completed before final painting takes place. The interior seats have been constructed and are to be fitted shortly.

### Overhead

Following its re-entry into service, 99u has been utilised in overhead work on the main line to Sutherland. David Rawlings is very happy with the new tower platform.

### New Addition

A J class car has been rescued from a Sydney suburban backyard after a long period of negotiation with the owner and family. Full details will appear in the next issue.





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