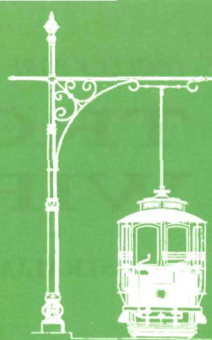


# TROLLEY WIRE



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## THEY'RE BACK! NEWS FROM SYDNEY

# TROLLEY WIRE

Very Late News

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

AUGUST 1997

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## They're Back!

At 9:01am on 11 August 1997, Sydney Light Rail's  
car 2105 departed the Railway Colonnade carrying the  
first fare-paying tram passengers through the streets of  
the city since 1961.

It was followed by car 2104 at 9:14am and 2102 at  
9:28am. Intending passengers had queued since  
7:00am to travel on the first tram and the service  
carried good loads all day.

Later in the day car 2105 was taken out of service  
and replaced by car 2101.

Operation was not entirely free of shake-down  
hiccups but these will be ironed out in the weeks  
leading up to the official opening on 31 August. Ticket  
issuing was slow as SLR personnel showed intending  
passengers how to use the new ticket machines.

A Sydney newspaper offered readers a free return  
ride on the new tramway by presenting a coupon  
clipped from the paper to SLR officials at any of the  
ten stops, and the offer was taken up by many riders.  
The paper's offer was available until 30 August.

The shake-down operations continued from 9:00am  
to 5:00pm until 30 August.

The last tram of the current order, car 2107, arrived  
on 17 August and was placed on the rails in Hay Street  
at 4:08am. Unloading was delayed when the crane  
used to set up the unloading ramp failed to appear on  
time. Car 2107 arrived with a side window missing,  
broken during loading at Adtranz' works at  
Dandenong. A crate containing ten spare windows  
accompanied the ramp on this delivery.

Light Rail Vehicles they may be, but Sydney is  
calling them trams, and they're back!

## Front Cover:

*Sydney Light Rail 2101 shares the limelight with the Sydney Tramway Museum's 98-year old D class scrubber car 134s following a media introduction to the scrubber car's duties on Thursday, 26 June 1997. Car 134s provides an interesting contrast to the new tram alongside. The Sydney Morning Herald reported "the 'old toast rack' car was remembered as noisy, wet and cold with hard wooden seats, but more reliable than the buses."* Dale Budd

## Back Page:

*The Sydney Tramway Museum's D class scrubber car 134s descends the western ramp from the Railway Colonnade on a wet afternoon during scrubbing operations on the light rail line in July 1997.* Howard Clark

# SHORT CAR, LONG HISTORY

By W.M. Denham

Most tramcars, it would seem, lead a very mundane existence. They are built, introduced into service, repaired and eventually disposed of with little more reference than several notations in official files.

Sydney electric tram number 102 certainly does not conform to this pattern. It was one of 24 clerestory roofed single truck 'California' combination cars, Nos 98-121, which were available for service during August and September 1899. A further car, 123, was built with an experimental plain arch, elliptical roof and was also added to the fleet at that time. From 1905 the cars were classified 'D'.

D 102 entered service on 2 September 1899 and appears to have spent its whole passenger-carrying life on the main Sydney and Rose Bay systems.

The first time the tram appeared in the official lists in a special capacity was in 1904 when it was released from the workshops on 11 March fitted with the first

Newell magnetic track brake. It was then transferred to Rushcutters Bay depot for trials on the Rose Bay line. These tests were carried out preceding the introduction of this safety feature on trams used on steeply graded lines.

Six of the D cars, including 102, remained in service as single cars. The balance were fitted with air and electric couplings. Each ran coupled, sometimes permanently, to a C class single truck saloon car.

Official records indicate that 102 was modified in March 1909 to be an 'observation car'. The nature of the change is rather obscure, as is the actual use to which the tram was put. It was withdrawn from service for a short time and reappeared on 7 June with driver's protection windcreens fitted. These took the form of short extensions to the underframe and a 'bay window' balcony type enclosure. Many coupling cars received this refinement at the outer (non-coupling) ends in the first instance. No. 102, being a non-coupling car, was fitted with protection at both ends at the same time.

It was returned to regular passenger use in October 1913 and appears to have been transferred shortly after to Ultimo depot where it joined a roster of older cars for specific routes. No. 102, along with sister car 103, may have been set aside for the Cooks River to Dulwich Hill cross country line.

*134s is prepared for unloading in Hay Street in the early hours of 26 June. The Entertainment Centre monorail station is in the background.* Tony Cody





The tram was finally retired from passenger service in November 1924 and placed in storage, probably at the Leichhardt depot. This depot had been built for the western suburbs lines between 1913 and 1915 but never opened as a running shed.

The official records indicate that D car 102 was dismantled on 24 November 1924. 'Decommissioned' may be a better word. Trams stored at Leichhardt depot and elsewhere were stripped of usable spare parts but were not generally completely dismantled there. The remains were usually towed to Randwick Workshops to be scrapped or sold.

The D class trams were relatively few in number and for most of their passenger-carrying days were hopelessly overshadowed by more numerous cars in the various high capacity cross bench classes. As a result some were considered redundant after only a few years in service.

The 'non-standard' D car, 123, was transferred to breakdown duty in 1904 as works car 43s. The first D class cars to disappear officially from the Sydney roster were three vehicles (Nos 98, 101 and 110) whose bodies were sold to the Victorian Railways' St Kilda to Brighton line in 1907 to run on broad gauge trucks after the disastrous Elwood depot fire. The balance were withdrawn and written off the books between 1913 and 1925.

On 13 May 1913, D car 117 had been released from Randwick Workshops as a trial track scrubber tram, carrying works car number 112s. It was joined by 131s (ex-D 99) in 1917. Most of the D cars had been stripped of some salvageable equipment before a plan was implemented to convert a number of the cars to track scrubber trams. Eventually seven more D class cars were restored and, including D 123 (as 43s), were converted to track scrubber cars in the 1929-30 period.

On 3 July 1930, D class car 102, now renumbered in the works car roster as 134s, was turned out of the workshops converted to a carborundum track scrubber. In this guise the tram was to see almost another 31 years of service pottering around the system grinding imperfections from the rail head.

After March 1956, D class scrubber car 134s may occasionally have been seen propelling the fire-breathing weedburner car 144s along the reserved track sections of the eastern suburbs lines.

Scrubber cars 134s and 137s (ex-D 119) were retained on the operating roster until the Sydney tramway

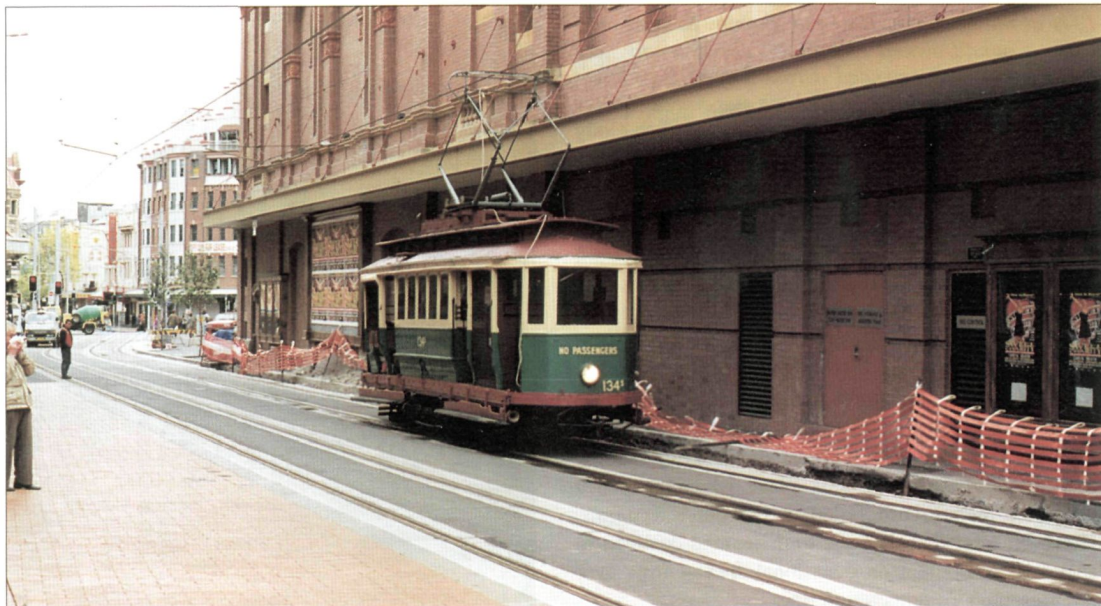
system closed in February 1961. No. 137s was sold to the Brisbane City Council Transport Department and transferred north during 1961. It saw occasional use in Brisbane before being withdrawn and dismantled in September 1968. The equipment was sent back to Sydney as spare parts for the Sydney Tramway Museum fleet; the body was burnt.

*The first accredited tram with the first accredited driver on the light rail line. Sydney Tramway Museum member Geoff Olsen and his charge, 134s.*

Bob Merchant







*In a setting reminiscent of narrow European streets, 134s scrubs behind the Capitol Theatre. The tram drew an interested crowd of spectators when the crew stopped in this area for their lunch break.*

Tony Cody

*Scrubber car 134s swings from Hay Street onto the eastern access ramp to Sydney Terminal Station's tramway colonnade. The new trams will show this destination as Central Station, which actually refers to the suburban platforms only. From 1906 to 1961 this location was displayed on tramcar destination rolls as Railway.*

Bob Merchant



*134s at the corner of Hay and Thomas Streets. The City Council-owned Capitol Theatre, in the background, was extended across half of Hay Street some years ago to enlarge its back stage area for live productions.*

Tony Cody

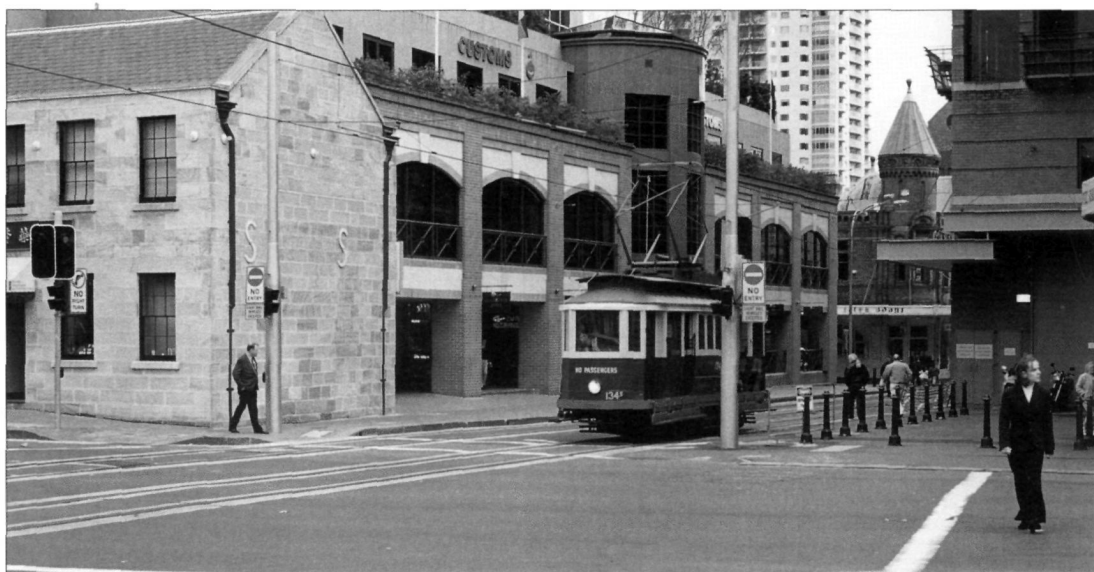
In August 1961 D class car 102, as scrubber car 134s, was sold for preservation, arriving at the National Park depot on the 14th of that month. It was not until 4 March 1962 that 134s was formally handed over the SPER. It was eventually refurbished and underwent electric trials on 16 August 1964. On 3 January 1965, some three months before the official opening of electric services, 134s was called out to perform the first electric passenger service on the museum tramway. This took place when the petrol railmotor then in use failed at the outer terminus. However, after that date the tram seemed destined to spend its retirement on occasional special trips over the museum's demonstration line.

In 1978, however, scrubber car 134s returned to active service in a rather unusual, if appropriate, role.



*An early morning scene at the corner of Hay and Pitt Streets. The tracks in this area received considerable attention from 134s.*

Tony Cody



In the 1920s, when the City Railway was nearing completion, gangs of workmen were employed to grind the rail surfaces by hand in the tunnels before electric trains could be run to test the automatic signalling system. On open tracks steam hauled passenger and goods trains could be run to clean the rail heads but steam locomotives were generally banned from operating through the city tunnels.

A similar situation existed with the Eastern Suburbs line, although this time goods trains were banned because of the nature of the line. The railway engineers went to Melbourne to see what the Victorian Railways had in the way of mechanised rail grinders. They were directed to the Melbourne and Metropolitan Tramways Board who had scrubber trams. The M&MTB could not release any of their trams so suggested that the New South Wales engineers approach the Tramway Museum at Loftus which had recently received an ex-Sydney track grinder back from the Board.

*134s in Hay Street at the Entertainment Centre stop. A newly installed ticket machine can be seen against the wall of the Market City building on the right.*

Bob Merchant

The engineers visited Loftus, viewed the grinder but decided that the scrubber car 134s would probably do the job more successfully. A deal was quickly struck.

On 13 September 1978, the car was transferred to the remaining section of the Randwick Tramway Workshops for mechanical and structural attention. Here it was coupled to its power trailer and test operated over a short length of track remaining in the workshops yard. Thus it became the last tram to operate in Randwick Workshops, its home for its life as a scrubber tram on the Sydney system.

On 13 October 134s was taken by road trailer to Erskineville to be placed on the Eastern Suburbs Railway. There it was used for track cleaning purposes. Power was supplied by a mobile generator on a tramcar bogie coupled to the tram. The Museum had sought Electrical Branch approval for the railway overhead to be energised at a suitable voltage but this was deemed impracticable for a number of reasons.

When electric trams were towed, usually by steam motor, over the main railway system on transfer up to 1937 special fittings were carried. These were designed to be installed in railway crossings, to be inserted before the tram passed to carry the narrow





ramway wheels safely over the coarse railway crossing grooves. Old details were located and a new set of fittings were constructed for 134s and returned with the car.

No. 134s returned to the National Park depot on 30 December 1978 but was re-hired by the railway authorities for a further period of use, from 24 March to 15 June 1979, immediately prior to the opening of the railway. It was then returned to the Park depot.

On 2 November 1982, the tram was among six cars transferred by road vehicle between the old museum in the Royal National Park to the new museum at Loftus railway station.

The scrubber car was recalled to service yet again on 15 July 1983 to perform a similar duty for the State Rail Authority after extensive re-railing on the Sutherland to Cronulla line. This had been part of major track works carried out during a lengthy railway strike. Had the strike not been settled about the same time, there is every possibility that car 134s would have been transferred over the rail system to other areas of re-railing. It would have lurched and swayed along at a top (permitted) speed of 20km/h towing its power trailer and no doubt loaded to the footboards with SPER members!

On its return from this task the tram was placed on road 8 in the Museum's display hall where it was powered, on occasions, for a short trip through the shed doorway to the end of the rails. It was not until the traverser rails were completed that 134s could be readily retrieved and brought over onto the main system.

After undergoing a thorough examination, service and adjustments, D car 102 (as 134s) was put back into service in April 1996 when it propelled / towed the newly commissioned museum weed control trailer over the system.

By the latter part of 1996 construction work on the new Sydney Light Rail line from Central to Wentworth Park was well advanced and an invitation to our chairman to attend that organisation's Christmas drinks at their new maintenance depot rekindled thoughts of the usefulness of the little car. The offer was made to the chairman of SLR to use either or both of our recently delivered Berlin cars to test the overhead system or our scrubber car to clean the new rails. Nothing further arose until after the delivery of the first car 2103 at the end of May 1997. Noise and ride

tests by ADtranz revealed unsatisfactory results and it was here that Bill Casley from the Department of Transport stepped in and reminded ADtranz of the existence of 134s and its attributes. A visit to Loftus by representatives of ADtranz and TNT Transit Systems, along with Bill Casley was hastily arranged for 11 June 1997 and a demonstration of the car's capabilities provided at National Park. All were convinced and it was then left to them to persuade the track contractors, ABB Engineering Pty Ltd of the need for the tram.

The Department of Transport stipulated a number of repairs to be carried out before the car could be accredited for use on SLR track and the Museum's workshop team set a feverish pace to prepare the roof to equip it with a pantograph from Berlin car 3007 and additional resistances as part of the process to step up its operating voltage from 600 volts DC to the SLR voltage of 750 volts DC.



*The tramway traffic signal turns red before 134s completes its crossing of George Street. The signal sequence is brief as 134s is not fitted with a signal transponder. Later a hand-held transponder would ensure the tram did not conflict with traffic at this busy intersection.*

Bob Merchant

In the early hours of 26 June, 134s departed Loftus for a two and a half hour journey via a circuitous route to cover the 30km distance from the museum to Hay Street, accompanied by a bevy of escort vehicles from Telstra, Optus and Energy Australia. Cables were required to be raised at no less than five locations en route even though the car on its trailer was below the stipulated 5-metre height limit. The car was quickly unloaded in Hay Street outside Paddys Markets and there it remained until later in the morning when specially accredited driver and Museum member Geoff Olsen conducted a few test runs in Hay Street in pouring rain.

At 11:00am amidst great fanfare the car was paraded alongside SLR car 2101 for the benefit of the media and in front of a large crowd. The coverage was extensive with favourable TV coverage that evening and photos next morning in both Sydney newspapers and The Australian, and on Saturday a colour photo in The Times, London.

For the next two weeks 134s performed its duties, always attracting favourable and constant attention.

*Scrubbing in Hay Street opposite Parker Lane. The original side and back wall architecture was replicated when the Capitol Theatre was extended across half of Hay Street.*

Tony Cody



*Lunch-time pedestrians accompany 134s across George Street. The heritage-listed Sydney City Library, a former bank building, forms the backdrop.*

Tony Cody

Noise tests at the Capitol Theatre on 9 July 1997 confirmed the success of the mission and so on the evening of 10 July 134s was loaded for the return journey to Loftus. There is every indication that 134s will perform occasional duties on the SLR again in the future, such was the impression it left behind with all associated with its use.

Quite a history for a tramcar approaching its centenary. A tramcar which probably should never have been built, which probably never fulfilled its intended purpose as a passenger carrier and which gave longer service as a minimally maintained works tram.

It should be noted that sister car 112s, the trial track scrubber car, was also privately preserved in 1961. After passing through the hands of different parties it ended up being made available to the Museum in May 1994 by Graham Beller. It resides in the top shed partially stripped and devoid of its scrubber gear, waiting major restoration as a passenger car, thus permitting the museum to retain 134s permanently as a scrubber car.



The trailer is in position in Hay Street for unloading car 2105 on 20 July. The tarpaulins are being untied and the rear of the trailer lowered under the glare of a Channel 31 camera team's lights.

Bob Merchant

Hay Street, 2:45am on 20 July 1997. OD Transport's big Ford prime mover has backed its long load from George Street. The steerable rear bogie unit assists in lining the trailer up with the unloading ramp.

Bob Merchant





# THEY'RE BACK! NEWS FROM SYDNEY

By Dale Budd, David Cooke and  
Bob Merchant

## The First Car Arrives

At 5:32am on Saturday morning, 31 May 1997, history was made when the first of Sydney's new light rail vehicles left the trailer that carried it from Melbourne and touched the rails in Hay Street.

The journey had started several days before when the tram left the ADtranz factory in Dandenong. Travelling via Echuca and Wagga Wagga to avoid sharp corners in Albury, the semi-trailer with its load slowly made its way to Sydney.

The 11:00am Friday news on the ABC reported that the tram had just left Marulan. Owing to restrictions on long wide loads travelling the highways into Sydney during daylight hours, the truck and its load were forced to wait in the outer suburbs until about 1:00am on Saturday. It followed a circuitous route to avoid sharp corners and low bridges.

*The tarps are off and the last of the bubble-wrap is being removed. Car 2105 is nearly ready to roll off the trailer onto the rails in Hay Street on 20 July 1997.*

Bob Merchant

Caution was the word and it took about 2.5 hours to off-load the tram from the trailer. The SLR's new Unimog towed the LRV onto the streets of Sydney. At 7:00am it was safely ensconced within the depot.

At 2:30pm on the afternoon of 31 May, 2103 was cautiously driven out on the main line for a trial run at walking pace to the Casino and return, accompanied by watchful engineering staff. The scheduled start of 1:00pm was put back owing to delays in bringing the substation on line.

On Sunday morning, 1 June, the car made an early morning (6:30am) trial run to the Railway Colonnade to test clearances, again at walking pace and accompanied by engineers. Later that morning, the car was positioned at the Haymarket stop and fenced off while a camera crew recorded 'passengers' of various age groups demonstrating the clear interior and the easy low-step entrance, which is almost level with the slightly raised halts.

## Delivery and Unloading

The cars are delivered by OD Transport Pty Ltd of Dandenong. The convoy of tram on its special trailer, a semi-trailer with the unloading ramp and two support vehicles, pull off the highway near Ingleburn



on the outskirts of Sydney during the afternoon. From here, the tram will be accompanied by two additional support vehicles to assist with directing traffic. Around 12:30am one support vehicle and the

semi-trailer carrying the unloading ramp are sent ahead to Hay Street, where a mobile crane will unload and set up the ramp.



*This view shows the unloading ramp in position. The coupler pocket on the front of the tram is ready to accept a tow bar to connect it to the Unimog tow vehicle.*

Bob Merchant

*The multi-purpose road / rail Unimog is on the ramp and the tow bar is being connected ready for 2101's descent to the rails in Hay Street on Sunday morning, 15 June 1997.*

Bob Merchant



The entry into Sydney commences about 12:45am and the rear unit of the tram-carrying trailer, a 4 x 8 steerable, is manned when negotiating difficult or busy sections of the route. The convoy runs via the Hume Highway (Liverpool Road) to Chullora, then Centenary Drive, Homebush Bay Drive and Concord Road. At Rhodes the support vehicles position themselves to protect traffic and the tram crosses the 'new' Ryde Bridge against the traffic flow to avoid the low overhead steelwork of the old bridge. Once the Ryde Bridge is crossed, the remaining journey takes about 45 minutes, running via Church Street and Victoria Road, crossing the Gladesville, Iron Cove and Glebe Island bridges, tight turns into and out of Allan Street, along Harris Street, a tight turn into Broadway, then Railway Square and George Street.

The support vehicles block oncoming and following traffic while the long load is angled across George Street. Guidance at the rear is provided by an already on-scene support crew member using radio. The

30 metre-long trailer is backed down Hay Street to the unloading point outside Market City (Paddy's Markets) where the ramp is already in position at the Haymarket platform. The average time of arrival in Hay Street is 2:30am.

Ropes are untied and the tarpaulins and protecting bubble-wrap removed. The trailer is lined up with the ramp using the 32-wheel steerable rear 'bogie'. On-board hydraulics are used to lower the end of the trailer to meet the end of the ramp. The front of the trailer is lowered onto blocks also. While anchor chains are being removed and anchor points unbolted, the Mercedes Unimog 1300L, a four-wheel drive, road/rail multi-purpose maintenance and recovery vehicle, is positioned on the rails and backed up the ramp. A coupler/towbar assembly is placed in the coupler socket of the tram and attached to the Unimog. The rear chains and anchor points are removed and the tram is slowly rolled down to the rails in Hay Street and towed clear of the ramp.

The Unimog changes ends and propels the tram across Darling Drive and around the curve towards the private right-of-way. As the Unimog is unable to negotiate the sharp curve onto the right-of-way (its road wheels drop off the rails when rounding the curve), it takes up a position in the front of the tram before towing it to the depot.

*After its delivery on Saturday morning 31 May, 2103 returned to Hay Street for a passenger accessibility photo shoot using both still and video cameras at the fenced off Entertainment Centre halt on 1 June 1997. The Paddy's Markets building forms the backdrop at this location.*

Bob Merchant







The ramp is craned back onto the semi-trailer, the tarps are folded and tied to the tram-carrying trailer and the vehicles head back to Melbourne along Parramatta Road and Liverpool Road, again being escorted to the outskirts of Sydney.

### More Trams Arrive

Delivery of light rail vehicles has continued, with 2102 arriving on the morning of Thursday, 5 June.

Car 2101 arrived on Sunday morning, 15 June, and was on the rails at 3:27am. Contrary to some speculation, 2101 was repaired after its delivery accident, without using modules from later cars.

Car 2104 arrived on Sunday morning, 29 June, and was unloaded at 4:02am. While the car was sitting in Hay Street the packing blocks were removed from the bogies, small hydraulic jacks being used to relieve the weight on the packing. Instead of taking the car directly to the depot, the Unimog made a trial run towing 2104 along Hay Street and around the Railway Colonnade. The run was successfully completed by 5:30am. The trial was carried out to ensure the Unimog was capable of towing a disabled tram up the 1 in 18 grade of the colonnade approach ramp.

Car 2105 was delivered on Sunday morning, 20 July

*Car 2103 departs the Railway Colonnade during a trial run. The section of awning seen behind the pantograph had to be cut back to clear the passing pantographs on the trams.*

Tony Cody

and was on the rails at 3:43am. This delivery was recorded by a camera crew from Channel 31 Community Television.

Car 2106 arrived on Sunday morning, 3 August and was on the rails at 3:50am. The unloading crew had by this time become quite proficient and took just one hour from arrival at George and Hay Streets to putting the car on the rails.

Car 2107, the last of the current order, will arrive on Sunday morning, 17 August and will have the tarpaulins removed during its wait at Ingleburn. The car will cover the last kilometres of its delivery run uncovered for the benefit of photographers.

### Sydney LRV Numbering

The numbering of the new Sydney cars is a continuation of the numbering used for the former Sydney tramway fleet, with a break of 13 in the sequence. Sydney's last new tram was R1 class 2087, delivered from Commonwealth Engineering on 17 September 1953. It was the final delivery of an



*Car 2103 at Exhibition Centre during filming of a segment for Channel 7's Sydney Weekender programme with Mike Whitney on 4 June 1997. This location is also the lowest point on the Sydney monorail which passes under a low overbridge at this point. The monorail does not directly serve the Exhibition Centre.*

Bob Merchant

*At the maintenance facility, car 2103 is being loaded with sandbags for load testing. The yellow-liveried multi-purpose Unimog can be seen at right.*

Bob Merchant





*An interior view of the Sydney LRV. Note the uncluttered interior, with minimal obstruction between sections.*

Dale Budd

*Car 2101 at Wentworth Park terminus.*

Dale Budd







order for 250 cars of which the last 150 cars had been cancelled.

That the new cars continue the original Sydney tramcar numbering sequence was suggested to the General Manager of the Sydney Light Rail Co. by the Sydney Tramway Museum, and to the Museum's delight the idea was adopted.

Indeed, some say that the break of 13 in the numbering sequence does not exist as 13 cars have entered service in Sydney since 1961. These consist of four cars from Brisbane, four from Victoria, one each from San Francisco and Nagasaki, and three from Berlin; all of which are at the Sydney Tramway Museum.

### **Trial Service**

Saturday, 26 July was the first day on which three



*An SLR signal showing two white lights - full clear. The signals were originally installed at ground level but have been raised for better visibility.* Dale Budd

*A view looking down on the roof of one of the new cars. It is standing at the Exhibition Centre stop on the in-bound track to Central Railway.* Bob Merchant

cars (2101, 2102 and 2103) were operated, replicating the planned off-peak service. The trial was termed 'System Integration' by Sydney Light Rail.

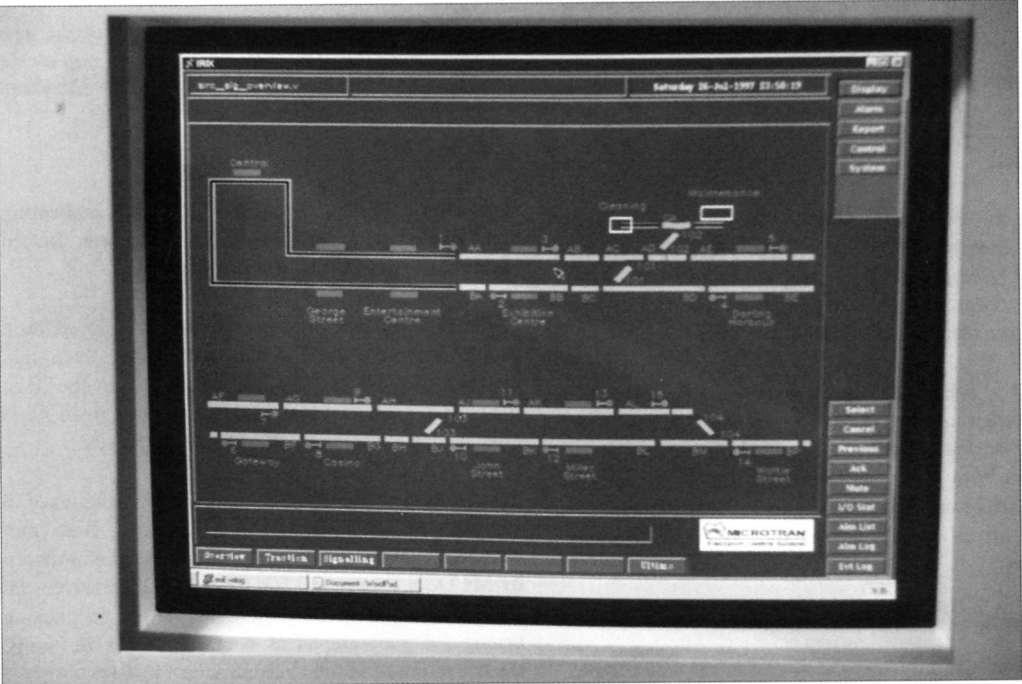
The first preview of the system was enjoyed by a group from the ACT Division of the Australian Railway Historical Society. These were the first travellers on the new system, apart from engineers and other commissioning staff, officials and VIPs.

LRV 2103 departed from the Railway Colonnade at 11:15am on 26 July, carrying Sydney's first tram passengers since 25 February 1961. The car was driven by Ms Dodi Buxton, SLR's first accredited driver and driver-trainer. After stopping at all stops and pausing briefly for photographs at Wentworth Park terminus, the car returned to the Colonnade at 11:50am.



An interior view of the control room. The monitors are showing the traction supply substations. Dale Budd

A close-up view of the monitor showing the signalling and the line in diagrammatic form. Dale Budd





*Dodi Buxton, driver of the first passenger-carrying tram on 26 July 1997.*  
Dale Budd

Cars 2101, 2102 and 2103 were to be handed over by the commissioning engineers to the operators on 28 July, and a media preview took place at midday on that day. Other previews were scheduled for business leaders on 29 July, and for the tourism industry on 31 July.

The cars are designed for multiple unit operation and a coupled set has already operated on trial. The platforms at Railway Colonnade, Pyrmont Bay and Casino have double length platforms, ready for MU operation whenever required.

All trams will stop at all halts, at least initially. The vehicles have no buttons or cords allowing passengers to signal the driver to stop at the next stop.

The use of signals on the reserved track section is termed 'enhanced operation'. Two white lights signifies full clear; one red and one white light instructs the driver to drive on sight; while a single red light signifies stop.

*Car 2103 running on the private right-of-way alongside Darling Drive. The light rail line is paralleled by the monorail from Pyrmont Bridge to the Entertainment Centre in Hay Street.* Bob Merchant





*Car 2102 at the start of the reserved track near Hay Street. It is heading north towards Pyrmont.*

Dale Budd

*2105 at the depot on 27 July. A monorail service is passing, and parallels the light rail line from Pyrmont Bridge to the Entertainment Centre in Hay Street.*

Dale Budd







On the preview on Saturday, 26 July, the top speed noted was 67 km/h. The maximum authorised speed is 70 km/h although the cars are capable of 80 km/h.

The depot has capacity to house nine cars, and can maintain approximately 27. The proposed extensions to Lilyfield and Circular Quay will require a total fleet of 20 or 21 cars, necessitating an additional stabling location. Possible sites are alongside the Powerhouse Museum (preferred because of its closeness to the city); or in the railway yard at Catherine Street, Lilyfield.

The initial service from 11 August will operate between 9:00am and 5:00pm, using three cars to provide an 11 minute service. From 1 September the service will operate between 6:00am and midnight on Mondays to Saturdays, and 7:00am to 11:00pm on Sundays. The peak service will require six cars, providing a 5.5 minute headway. This means that each car must complete a round trip, and be ready for its next departure, in 33 minutes. Running times appear to be very tight. On the preview trips on 26 and 31 July, the round trip was taking some 35 minutes.

It is possible 24-hour operation will be introduced when the permanent casino is opened.

*A driver's view of the Convention stop. The elevated structure is the monorail station and concourse and hotel car parks line the western side of the line at this location.*

Dale Budd

The system will be officially opened at 11:00am on 31 August. NSW Premier Bob Carr will be present at a ceremony in Hay Street near the Entertainment Centre. Following the opening ceremony travel for the rest of the day will be free.

Ticketing will be progressively integrated with other Sydney public transport. The first stage of integration will involve tickets being purchased at CityRail stations available for transfer onto SLR services. Later, SLR will sell tickets which enable transfer onto CityRail trains.

The cars are likely to carry external advertising, near roof level. Advertising is to be concentrated on the centre sections of the vehicles, to preserve the appearance of the ends.



*An SLR ticket machine. This one is at Wentworth Park.  
Dale Budd*

The control room has video screens enabling the operator to survey all parts of the system, streets and stations. Under normal conditions the video monitors display each scene in rotation for a few seconds. If required, an individual camera can be zoomed or focused so that a particular situation or activity can be examined. The video images can be recorded if required.

Activation of the help button on the ticket machine at any of the stations automatically results in a video picture of that station being shown on one of the monitors in the control room, with an audio link enabling the controller to talk to the person seeking assistance. The position of each vehicle is displayed in the control centre at all times.

The controller can make PA announcements in any of the vehicles, and at any of the stops. In addition to voice communications, a system is to be introduced enabling printed instructions to be issued on board the vehicle, i.e. the drivers will receive printed instructions, perhaps in relation to a disruption or emergency, rather than relying on a voice message.

The names of some of the stops on the system have changed over the course of its construction. George Street is now known as Capitol Square; Entertainment Centre is now called Haymarket; Darling Harbour was initially renamed Convention Centre, and now simply Convention; Gateway is now named Pyrmont Bay; John Street is now John Street Square; Miller Street is now Fish Market; and the terminus at Wattle Street is now named Wentworth Park.

## HERE AND THERE

### NEWS ITEMS OF INTEREST FROM ALL OVER

#### Melbourne Notes

B class cars have been noted working on route 12 due to a shortage of W class cars for this service.

The B class cars are gradually being fitted with roof-mounted advertising boards.

Heritage fleet Y class 469 has been noted in regular

peak hour service on the West Coburg route when Essendon Depot is short of rolling stock.

The reserved track along Dandenong Road is being relaid west from Hawthorn Road. Work is carried out at weekends and route 64 trams are rerouted via Balaclava Road. A shuttle bus service replaces trams between St Kilda Junction and Balaclava Junction.



An almost complete Tuen Mun car at Preston Workshops in May 1997. Twenty cars are being completed by A. Goninan & Co. who have taken over a section of the workshops. The cars will be trialed on the test track before dispatch to Hong Kong. Ray Marsh

City Circle trams ran in Bourke Street instead of Flinders Street on Sunday, 8 June 1997 while overhead work was being carried out in Flinders Street.

Ray Marsh





*The 'H' crossing at the intersection of Collins and Swanston Streets has been renewed. The work is seen in progress on 8 June 1997.*

Ray Marsh

*B2 class 2058, fitted with roof-mounted advertising boards, is seen at Brunswick Street on 30 May 1997 operating on route 12 due to a shortage of W class cars.*

Ray Marsh





The closure of South Melbourne Depot and opening of Southbank Depot has resulted in a new departure point for restaurant tram patrons. The tramcar restaurant now departs from stop 125 in Clarendon Street, South Melbourne, near the corner of Normanby Road.

The latest charges for dining in luxury on this award winning service are:

#### Lunch

(4 course meal) 1:00pm - 3:00pm \$65.00

#### Early dinner

(3 course meal) 5:45pm - 7:15pm \$55.00

#### Dinner (Sun-Thu)

(5 course meal) 8:35pm - 11:30pm \$80.00

#### Dinner (Fri-Sat)

(5 course meal) 8:35pm - 11:30pm \$90.00

The set charge is fully inclusive of all food and beverages from the fully stocked bar. The service operates seven days a week and it is certainly advisable to book well in advance.

#### NTM 'Designated'

The National Tramway Museum at Crich has been 'designated' by the UK Secretary of State for National Heritage as one of only 26 museums (outside the public sector) in the UK which are pre-eminent because of the richness and variety of their collections.

The formal designation by government is a tremendous acknowledgment of the work of the Museum's members over the last forty years. It is a recognition of the vision of the pioneer members who believed both that the history of the tram was worth recording, at a time when virtually nobody else did, and that this history should be recorded in motion. It is above all a tribute to the immeasurable contribution of generations of members who have converted a derelict quarry into the world class operating tramway street scene, exhibition halls and library which exist today.

It is an achievement in which they can all take pride, as they are the only museum in the list which has been built entirely by the efforts of its own members.

COTMA and its constituent museums warmly congratulate our friends at Crich, as they also provided the vision for many of our own modest beginnings and continue to be an example to emulate.

#### Book Reviews

##### **Around Dunedin by Cable Car & Tram in the 1950s**

By author and photographer Graham Stewart.

Size 210mm depth x 285mm width large landscape, 48 pages, 75 black and white photographs

Four colour laminated cover with flaps,

Binding is sewn sections and drawn-on cover.

ISBN 1 86934 060 0

Published by Grantham House Publishing, 1997,

Price NZ\$24.95 plus NZ\$5.00 postage to Australia.

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 is a unique photographic portfolio of Dunedin as it was in the 1950s, with its cable cars swarming with commuters, its electric trams loaded with people. The tram crews are not forgotten, either.

The sight of prams hanging from hooks on the front apron or of baggage stacked on the fold-down racks at the front and rear of the cable cars are scenes from a past age.

We are transported back in time to the middle years of this century when Dunedin was recovering from the shortages of the Second World War. The municipal transport services were used by the majority of the citizens and everyone took a cable car or electric tram to town before the motor car reigned supreme. At each terminus was a cluster of small shops, a milk bar, a butcher, a grocer, a hairdresser, a tobacconist, a chemist and a newsagent. Hats were worn, smoking was universal and the pubs shut at 6:00pm.

These photographs were taken by Graham Stewart over 40 years ago and vividly illustrate to your reviewer, a visitor to Dunedin, how this city of dignified charm has changed. Dunedin's last electric tram ran in March 1956 and the Mornington cable line, the last rope-worked tramway outside San Francisco, shut down in 1957. This publication will not only be of great interest to the tramway enthusiast but will certainly interest those who know and love Dunedin.

This book is one of a series on the street tramways of New Zealand in the 1950s and follows the style set by Graham Stewart's *Around Auckland by Tram in the 1950s*. Others in this series will most certainly follow. All Graham's tramway books are highly recommended and *Around Dunedin by Cable Car & Tram in the 1950s* is no exception.

# ST KILDA

**Australian Electric Transport Museum**

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

## Around the Workshops

The roof of W2 class 294 has been recovered with Duram. The Colorflec has now been removed from both saloon ceilings and they have been varnished. The rusting gutters have been completely replaced. New D mould beading has been installed on the saloon panels to replace the advertising beadings. Exterior repainting has commenced.

Work has started to repaint D 192 in the 1927 livery as displayed not long after its arrival from Melbourne, ie. minimal linework but with cream rocker panels. Although it may seem strange to repaint it without the linework, the 1927 style of paintwork is not currently represented by our cars. The linework style of the 1910s is currently represented on cars 1 and 42. Car 118 will probably also appear in this style. It is 18 years since car 192 was repainted and the years have taken their toll in the paint and linework. To date, part of the linework has been removed and sanding, filling and undercoating has commenced.

A more organised method for servicing the running fleet has been introduced and cars are being run through the workshops at regular intervals.

## AGM

The Annual General Meeting was held at the Museum on Saturday 31 May 1997. The committee remained the same as last year. Members voted on a number of changes to the Constitution. Most of the changes are minor and merely update the Constitution with 1990s requirements. The major change revolved around ensuring greater protection of assets. After the meeting and barbecue tea, Jim Burke entertained us with film of the Museum in the 1970s and a film about unusual hobbies.

## It Happened Again

Paul Shillabeer got a shock on the first trip for the day on Sunday 22 June when he ran out of wire!

*D 192 shortly before being withdrawn for a repaint enters Shell Street, St Kilda, followed by F1 type 282.*

John Radcliffe





*The wheel press in outside storage prior to being located in the workshop. Notice the 'dunny' cover.*

Ian Seymour

*Kym Smith, Barry Fox, Kevin Collins and Alan Ziegler contemplate progress during replacement of the stolen overhead wire at St Kilda on Wednesday, 25 June 1997.*

Ian Seymour

Unfortunately, thieves stole three pole lengths (120 metres) of the overhead on the lakeside track near the loop during the previous evening. Trams ran only as far as Samphire Road (about one quarter of the distance) for the day. A small amount of wire was also taken from the roll in the overhead stores shed. This incident, coupled with a recent break-in which saw the welder and many tools stolen, has resulted in the expensive replacement of all locks and a further review of security. Kym Smith, Alan Ziegler, John Pennack, Ian Seymour and Barry Fox replaced the





wire on the following Wednesday. They were assisted by Kevin Collins from the St Kilda Progress Association.

### Other News

Further resleepering has occurred on the section of track reopened last year to the Beach terminus. Some long sleepers have been placed under the points at Mangrove Loop. Some of the overhead poles are being cleaned and repainted.

The Wilson lathe, the slotter and the vertical borer have been electrically connected and minor repairs carried out.

*The flat roof of dropcentre 264 makes an ideal platform for overhead work. Kym Smith and Alan Ziegler knock out dents in the replacement wire. The wire was reused wire from stock.* Ian Seymour

Most of the old rubbish bins around the Museum have now been replaced with two large wheelie bins. This has made the job of rubbish removal easier. Ian Seymour has also constructed a large wire container for empty soft drink cans.

Peter Letherby has fitted fly screens to the toilet block windows.

## WHITEMAN PARK

**Perth Electric Tramway Society**

PO Box 257, Mount Lawley, Western Australia 6050

From Michael Stukely

### Special Projects

Preparations for concreting the floor of the Spare Parts Storage Shed started immediately after Easter. On Friday 4 April, the concrete pour and finishing of the 'glass' surface was completed. Phosrock hardener has been applied to the floor by Bill Gilbert, and plans for the utilisation of the store and requirements for storage racks for the various sections are now being developed by Lindsay Richardson.

The double gates and fence between the Perway Shed and the Oketon Geddes Car barn were moved

about one metre towards the Sub Shed and a short section of fence was rewired by Lindsay Richardson, Bill Gilbert, Ric Francis, Martin Grant and John Shaw. This enabled the concrete pour for the floor extension of the Perway Shed to be carried out on 4 April also.

Preparations began on 8 April for the long-awaited laying of the reinforced concrete base slab of the pit, with a bobcat excavating a final quantity of sand. After further reference points were set by Noel Blackmore and the sheet-piling alongside the excavation was





*Noel Blackmore applies the finishing touches to a new rail bond in the carbarn fan on 15 June.*

Michael Stukely

*One of the new rail bonds installed on the carbarn fan using steel rod.*

Michael Stukely



checked, the slab was poured in May. Construction of the brick side walls began on 22 May. By late June the outer wall was 90% complete, the inner wall about 50% complete and the concrete infill between them had been started. Work was suspended at this stage pending the acquisition of the securing bolts for the rail, and fabrication of the lighting boxes and lintels for the inner wall of the pit.

A further 30-foot panel of track has been added to the eastern end of the bogie storage siding. Lining, levelling and packing was completed by Lindsay Richardson and Kevin Clarke. Lindsay has continued excavating limestone eastwards towards the pit for further installation of track, at the same time using the limestone to create a hardstand area between the siding and the Spare Parts Storage Shed.

## Operations

April and early May saw a rise in patronage of our trams, although wet weather over the Easter break and on Mothers Day meant that these occasions were quieter than usual. Power restrictions during a strike by power workers resulted in the loss of one week's services in May.

Our service cars are once again being kept spotlessly clean by Ron Calley, who has made a welcome return to the workforce after a bout of illness.

Trams ran seven days per week during the April School holidays, thanks to the efforts of motorman Brent Luscombe in addition to the regular weekday crews (Kevin Clarke, Martin Grant and Lindsay Richardson). Weekday visits to Whiteman Park during school holidays are becoming increasingly popular, and we aim to offer services each day provided that crews are available.

On Saturday 5 April, a thunderstorm passed over the Park and a direct lightning strike occurred on the overhead. In spite of three lightning arresters having been installed at the terminal points of the system, fuses and one diode in the rectifier cabinet were blown. After working all day Sunday, Noel Blackmore managed to restore the system to full operational capability. Noel has now installed an additional lightning arrester (ex-WAGT) at Stockmans Crossing, which is roughly the central point of the system.

W2 class car 393 was stranded near the Tractor Museum when the lightning strike occurred. It was returned to the carbarn the following day by Kevin Clarke and Michael Stukely - it was able to coast

gently down the grade to Stockmans Crossing, but then had to suffer the indignity of being towed home by the tractor. It was given a clean bill of health after being checked over by Noel Blackmore.

### Developments at Whiteman Park

The Society prepared a detailed submission on the draft Concept Plan for Whiteman park (see TW May 1997). Some 50 submissions from the public were received by the Whiteman Park Board of Management; these are being assessed and recommendations are expected to be presented by the Board to the WA Planning Commission in August. Some very interesting and exciting proposals are under consideration.

A Transport Heritage Committee was established by the Whiteman Park board soon after the release of the Concept Plan. Its main objective is to develop sound, practical ideas to assist the board in developing a unified transport heritage Precinct (proposed in the Concept Plan). The committee is chaired by Stuart Hicks (former Director-General of Transport in WA) and consists of the Presidents/Chairmen of PETS, WA Light Railway Preservation Association, Motor Museum of WA, Bus Museum of WA, Tractor Museum, and Stockmen's Hall of Fame, as well as the Park Manager.

### WA Trams

The eastern end-platform floor of Perth E class 67 has been dismantled and all four sub-floor beams removed for replacement or reinforcement as necessary. This now gives access to the end sub-floor transverse beam of the saloon, which requires major work. These beams are the principal points of weakness on the car body, with serious problems of dry rot and old accident damage, and represent the main obstacles to its restoration. Council has set 25 September 1999 (the centenary of the opening of the Perth Electric Tramway Company's operations) as the target for the completion of the car's restoration. Dismantling of resistor boxes has been started, with the aim of providing three for car 67 and one for W5 class 766, to replace the one broken in transit from Melbourne.

It is likely that the second pair of single-motored Brill 77E type trucks (ex Kagoshima, Japan) will be used initially under No. 67. Ultimately, we plan to build 39E maximum traction trucks for this car (and Fremantle 29) as originally used. To this end, Ric

Francis recently arranged the loan from Yarloop Workshops Inc. of a wooden pattern of a 20-inch flanged wheel suitable for use (with modifications) as the pony wheel on the maximum traction trucks. An aluminium pattern was made from it for our future use.

Noel Blackmore has reset the side-sway buffers on both 77E trucks under Fremantle 29 to improve the car's stability. This has resulted in a greatly improved ride.

### General

Another sixteen concrete poles have been purchased from the manufacturer, Delta Concrete. These will be used to replace rotting wooden span poles in wetter areas. We are grateful to Whiteman Park management for meeting half the cost. A further twenty surplus steel span poles have been acquired from Western

*The end platform of Perth E class 67 and its supporting beams have been removed to give access to the saloon end transverse beam at the base of the bulkhead. The front apron at right is fully supported on stands.*

Michael Stukely





*Service car SW2 class 426 passes through Stockmans Triangle on its way to the Village, as poles salvaged from the disused siding are loaded for removal on 15 June.*

Michael Stukely

Power thanks to the efforts of Noel Blackmore. They were used originally on WAGT (Perth) tramway and trolleybus routes on Mounts Bay Road, Crawley, and Newcastle Street, Northbridge. The latter were removed in conjunction with the construction of the Northbridge Tunnel.

Significant progress has been made by Ray Blackmore's team on the reconstruction of the overhead along the Bennett Brook Curve. On the 'sleepover' weekend of 24-25 May, all eight new concrete poles were installed in the curve and adjacent areas. The original wooden poles here have suffered badly from basal rot due to the wet conditions, in addition to severe termite infestation in some cases. On 15 June, the overhead on the now disused dead-end siding at Stockmans Crossing was dismantled and three poles were salvaged. This track will be lifted in due course.

Track maintenance work has been carried out on the Village Junction curve, Farmgate curve, and at the Bennett Brook tram stop by Trevor Dennhardt's team.

Further progress has been made on the refurbishment of the Albion truck by Vic Sweetlove's team. All the new radiator tubes have been fitted. The motor was fired up on 4 May and the truck was taken for a test run along the service road. It ran well, and the need for a number of adjustments was pinpointed. The auger (not the cherry-picker as stated in our last report) will be mounted on this vehicle; the cherry-picker is to be mounted on the ACCO 4x4, which currently carries the auger.

Refurbishment of the Chevrolet truck as a training exercise by the Narrogin Agricultural College is progressing well. The front axle and kingpins have been refurbished and fitted, rust has been cut out of the cab, and the chassis painted black.

Sponsorship from Swan Taxis, in return for advertising in our trams, has been arranged by Kevin Clarke.

An AEC Regal III bus, believed to have been operated by the Fremantle Municipal Tramways, is being stored temporarily in our rear yard for our neighbours in Whiteman Park, the Bus Museum of WA.

## Late News

Cooperation between museums is alive and well. We are very grateful to Les Stewart from Wellington, NZ, for sending drawings of Brill 62E trucks which could be used with our I class 63, the Hedley-Doyle stepless car.

# PARRAMATTA

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

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By Peter Stock, Cliff Currell,  
Craig Connelly and Paul De Vries

## B Class Trailers Recovered

It is a pleasure to report the successful acquisition and recovery of two B class steam tram trailer cars. One is being prepared for a detailed appraisal of its condition prior to a systematic restoration programme being formulated. The other car is in a worse condition than its sister and will be the subject of a long term restoration in the future.

It is pleasing to record that many members turned up each weekend for many weeks to assist in the demolition of the house at 3 Hillcrest Road, Berowra, a northern suburb of Sydney. The house fully enclosed the cars since its construction in 1932, thus preserving them for 65 years. Number 3 Hillcrest Road was formerly owned by Mae Ward, who passed away in November 1995. She and her husband had bought the house in 1954, the third family to live in the house. Mae's husband had died some years previously. The house was sold at auction in October last year. The Society negotiated with the new owner, whose intention was to demolish the house and build a new one, to obtain the tramcars for preservation. A deal was struck in which the Society agreed to purchase the tramcars, demolish the remainder of the house and leave a clear block for building.

The work started on 4 January 1997, once council demolition approval had been obtained. Demolishing a house seemed to bring out a destructive urge by members attending the site! The house was systematically dismantled from the inside out, keeping the walls and roof intact until the very last moment. This strategy kept the secret of the steam trams away from all but the astute passer-by.

The cars were fully exposed for only two nights and were lifted and removed on Monday, 10 March. The two semi-trailers called into Parramatta Park and picked up two works bogies. By mid-afternoon the cars were safely placed in temporary storage at Valley Heights. A total of 497 man-hours was expended on this project.

Upon arrival at Valley Heights depot, 93B was

lowered onto the railmotor trailer bogies that were brought up from Parramatta Park, tied to the semis behind the trams. This is to allow 93B to be moved around the depot during reconstruction. Car 72B has been placed on wooden blocks out the back of the roundhouse, under tarpaulins for the time being.

The two cars were placed at Berowra during 1932 and for the last 65 years had been part of the house. They must have been complete except for bogies, brake gear and draw gear, as the truss rods are still in place under the cars, and about half the doors are in place, some being operational. Some have been converted to hinged opening. A couple of bulkheads and seat backs are there, and during removal of the concrete bathroom floor in 72B, several handrails were recovered, being used as reinforcement in the concrete!

Former shipwright Ted Stevens has offered to oversee the restoration work for the Society. Ted's former association with the Society goes back to the '70s when he restored 191B in Parramatta Park.

Car 72B was built in 1891 by Henry Vale and car 93B was built in 1889 by Hudson Bros. Both cars were withdrawn in April 1932 at Randwick Depot. A more detailed history will appear in these pages later.

## Motor 103A

The front and rear aprons have been removed, disassembled and sent to Silverwater to enable two new aprons to be manufactured. Once these are complete and refitted to 103A, final cosmetic work can be completed to allow the fitting of the cab. It is anticipated that 103A should be finished during the latter half of 1997.

## Stevo in Steam

Our Stephenson locomotive CPC 2 was used on 2 March as part of the Rail Transport Museum's Steamfest. 'Stevo' was coupled to several veteran goods wagons and trundled around the yard for all to see. The day's highlight was when our loco was used to



shunt the van off the rear of the train which arrived at Thirlmere from Sydney about 11:00am. With compressor panting and siderods a blur, 'Stevo' was practically dwarfed by the van. It is significant in that it means that we are well on the way back again. Minor pipework is still to be completed, along with final painting and linework, but this is due to be completed by mid year. It is a very exciting time to be actively involved with our Society.

### Double Decker

The society has been fortunate in obtaining another tramcar for our collection. We deem it an honour that the Powerhouse Museum has donated the replica double deck steam tram trailer from their collection to us, and entrusted our Society with its restoration and upkeep.

The double decker was delivered on Thursday 5 June. Kingston Heavy Haulage of St Marys, who

*Steam trailer 72B loaded on the trailer in Hillcrest Road ready for the journey to Valley Heights. The movement of the trams created much excitement at the school opposite the site.*

Frank Moag

most efficiently handled the transfer of the B class cars from Berowra, were again contracted to do the job, this time from the Powerhouse Museum's Castle Hill storage facility, the destination again being Valley Heights.

The Valley Heights Locomotive Heritage Museum have once again come to our rescue, and granted permission to store the car at that location pending final agreement of our relocation negotiations. We are most appreciative of the cooperation by the Valley Heights Heritage Museum.

### 93B Update

Things have really started to shape up on the B car scene lately. Consistently once a fortnight, we have been putting in a concerted effort in restoring 93B, one of our Berowra cars mentioned above.

Timber for the car's restoration has been sourced mainly from the Rozelle Recycled Building Centre and has been of the highest quality. Many thanks to the owner, David, for assisting with our Assistant Works Manager's many inquiries. So far we have on hand two completed headstocks, new bogie bolster timbers, tongue and groove flooring, and two bumpers, one for each end of the tramcar.





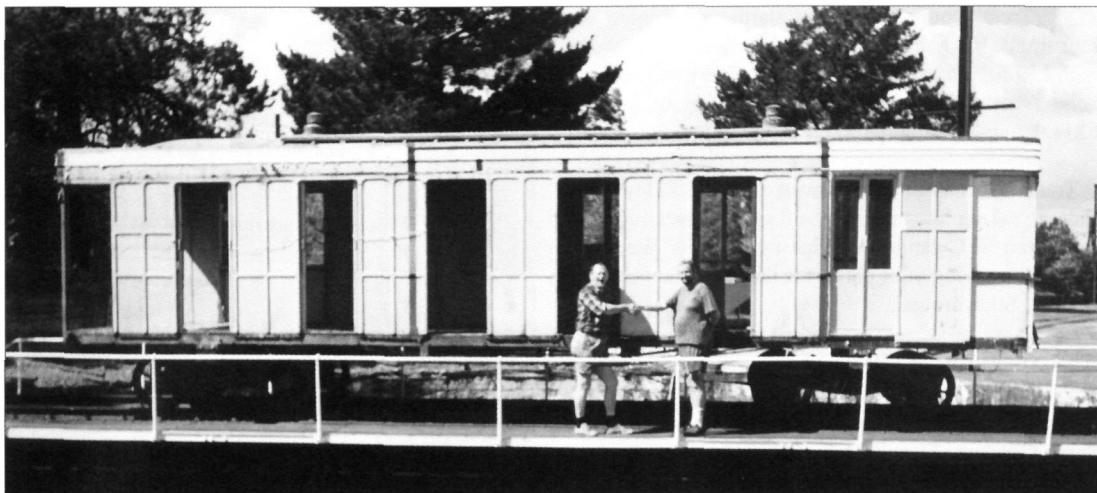
*On arrival at Valley Heights Locomotive Heritage Centre, the railmotor bogies were placed on rails ready to receive the body of 93B.*

Frank Moag

*At last! Back on rails after 65 years as part of a dwelling, 93B comes complete with its original lamp ventilators still in place on the roof. They had been hidden from view since 1932.*

Frank Moag





*Congratulations are indeed in order. 93B stands on the turntable at Valley Heights, marking the end of the two month recovery operation.*

Frank Moag

The timber needed to replace a badly deteriorated sole plate was finally acquired via Frank Moag's next door neighbour. Thirty-five foot lengths of 5in. by 5in. dressed Oregon just doesn't seem to grow on trees any more! What an exercise it was trying to find this piece of timber!

Hopefully by the end of the year we should have a B class car that is nearing completion. I can see it

already, resplendent in its fully varnished interior, and olive and invisible green exterior. Many thanks must go to Ted for his expertise on this project, and to the 'they' team as well, who keep on keeping on!

### General News

Member David Burke contacted the General Manager of the Sydney Light Rail Company regarding the possibility of running steam tram motor 103A during the official opening of the new system. It was found not to be feasible as the new line runs through the Casino building and there are no crossovers to facilitate a shorter run.

## BENDIGO

### The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

### Doesn't Time Fly!

April 16, 1997 marked the 25th anniversary of the closure of the tramways in Bendigo - and it seems like only yesterday! The State Electricity Commission brought the system to an end and the buses took over - a story that has repeated itself around Australia and the world.

Perhaps as a punishment for presiding over yet another 'destruction of an asset', even the SECV

doesn't exist any more. Your correspondent does concede that privatisation by the State government may be closer to the mark.

*The Bendigo Advertiser* marked the anniversary by a two photo article in the next day's edition. Bendigo Trust Executive Officer Myra Potter was quoted as saying the tramway closed down because the public had other alternatives. "Most people at that stage had cars, or thought the bus service was a better option."

"The (Trust's tourist) tramway started with three or four trams, but has now built up to a fleet of 33 trams with 25 of the trams able to be used. The tramway has gone from strength to strength with approximately 62,000 people riding the trams last year."

Tramway committee chairman Dennis O'Hoy was shown 'taking the controls' of car 19 wearing his regulation SEC cap with badge number 50. We look forward to taking your photo for the 50th anniversary, Dennis! Stick around.

### And Speaking of '50'...

June 3 marked a special day for our Tramway Superintendent, Dennis Bell. He notched up the big 50! His depot friends arranged for a special sign to be painted up and it was affixed to the side of the service car for the day, Birney MTT 302.

Motorists steered well clear of Dennis and his tram, and the Bendigo Advertiser had a sharp-eyed photographer on hand to record the event.

Happy birthday, Dennis. You're remarkably well preserved (for 50)! Congratulations.

*A very empty South Melbourne Depot before rail removal by the Bendigo Trust and the TMSV.*

Dennis Bell



*Dennis Bell, Tramway Superintendent extraordinaire, beside the incriminating sign on the side of MTT Birney 302.*  
Simon Desborough





## Car 44 Loses its Voice

Quite a few years ago, car 44 was restored to its original Prahran & Malvern Tramways Trust form, minus the old Malvern-style destination boxes. The full width dropcentre seats and acres of varnish-work were a delight, as was the howl as it trundled up and down Pall Mall. Car 44, you see, had a particularly noisy set of maximum traction bogies.

Alas, no more. John Bullen and his depot staff have jacked up one end of the tram and determined that worn bearings have resulted in the pinion not meshing snugly with the gear wheel on the axle. After some remounting of bearings, the tram is expected to purr along the Bendigo streets soon. Maybe our passengers will hear more of the commentary tape. To this tramway enthusiast at least, the quietness is a mixed blessing. We do have to satisfy our customers. But it did make the most magic howl as it trundled along!

The exercise has been a fast learning curve for John. What is he going to tackle next? Resilient wheels on a single trucker? I'd like to see that!

*Karl Penrose and Ted Bowles survey the noisy bits of one of car 44's maximum traction bogies.* Dennis Bell

## Hibernation?

People love giving nicknames to trams. Bendigo people dubbed the single truckers 'Leaping Lenas' after the characteristic lurching ride one gets in a short wheelbase tram with a lot of body overhang.

Four-wheel toastrack car 17, the oldest operating car in the fleet, and the only one thereof built directly for Bendigo, was known as the 'Summer Car'. Not much fun on a cold winter's night, no doubt, but a real delight to drive or ride on one of Bendigo's sunny warm days. One could say that she is 'fully air-conditioned'.

Right now, car 17 is to be found having a rest on road 6. It's winter hibernation time!

## A Met Bus in Bendigo

Transport Minister Robin Cooper has generously donated a 1977 Volvo bus, surplus to Met Bus's requirements, to the Bendigo Trust. A chance conversation between Dennis Bell and the Met Bus's Greg Dower led to a 32-second decision making process by Dennis before saying "yes".



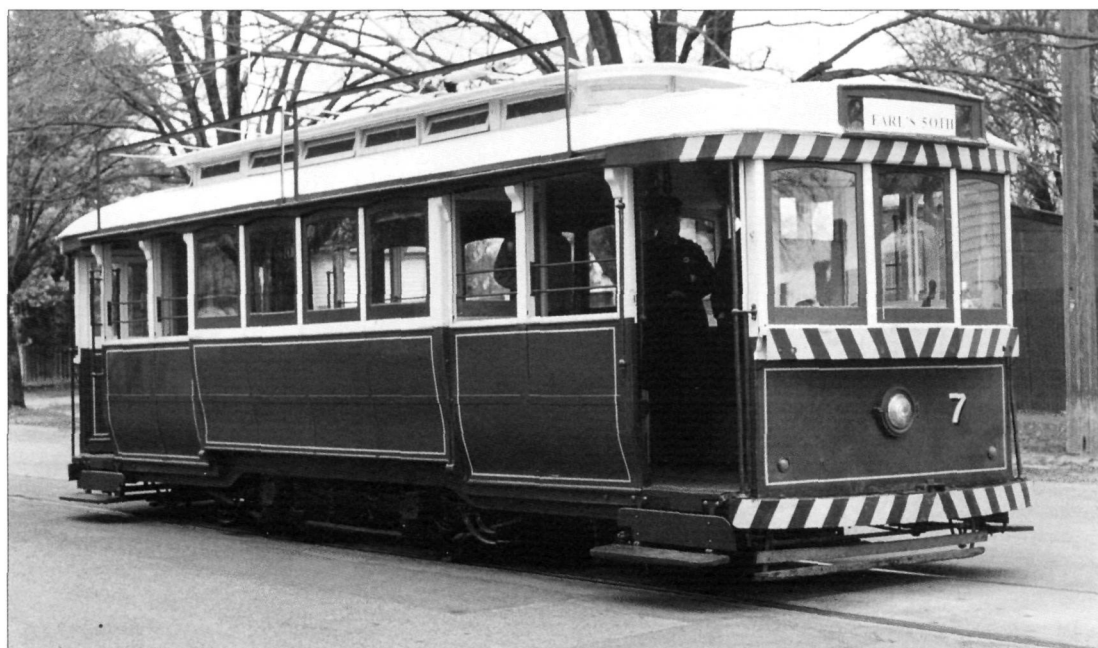


*The handover of Volvo bus 895. From left to right are: Dennis O'Hoy (Trust Vice President); David Wright (Administrator); Cr. Barry Akerman (Mayor); Hon. Robin Cooper (Minister for Transport); Cr. Daryl McClure (President) and Greg Dower (Manager, Met Bus).*

Dennis Bell

*Bendigo No.7, Earl Ewers' 50th birthday charter tram.*

Dennis Bell



The white beauty, No. 895, saw service most recently on the former Victorian Railways Sandringham routes. Over the last 21 years it has run up more than one million kilometres.

The Volvo will be used as a support vehicle for Trust staff or to transport passengers in the highly unlikely event of the failure of a Talking Tram. Its automatic transmission will make it most popular with the driver when compared to the other 'fleet' bus, the Walker Brothers 1972 Hino which helped replace the SECV trams, and donated to us a few years back. Its crash box is a brute! Trams give a magic carpet ride in comparison. It is proposed to repaint the Volvo in the Bendigo Tramways corporate livery of crimson and white.

Robin Cooper handed 895 over to us at the Central Deborah Gold Mine whereupon the party adjourned on 895 to the paint shop at the depot for lunch. The two buses live now in the paint shop, but since it is planned to reinstate the curve off the depot fan back into the paint shop, your correspondent can foresee storage problems.

## BYLANDS

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

From David White

### Off Site Works Projects

The first half of 1997 has seen our regular work party, augmented with other Society members, spend many hours off-site working on three significant projects. There have been many long hours committed and unfortunately there have also been some disappointments, but the end result for the Society has been the acquisition of many valuable and useful items for the Society's long term development plans for Bylands.

### Bristol Building at Noble Park

Since 1992, the TMSV has been obtaining, dismantling and re-erecting at Bylands Bristol school buildings from Castlemaine and Monument Creek. The buildings from these two locations have provided the Society with a large kiosk building which is still

### Trucker No.7 Turns a Wheel

It usually lurks around the back of the depot, but car No.7 had its moment of glory on 3 July. Canberra supporter Earl Ewers had clocked up 50 years (it's an epidemic!) and to celebrate the event, he chartered a car that rarely sees the light of day.

Ex-Melbourne J class car No.76, built in 1915, went to the SECV tramways in Ballarat in 1931 and ran as its fleet No.19 until it was transferred to Bendigo in 1960. The car retains its Ballarat one-man configuration, and the interior varnish-work disappeared under pastel-coloured gloss enamel many a year ago. No.7 is not considered part of the Trust's day-to-day operating fleet, although it is always ready for service if need be.

Earl and his party enjoyed a tour of the system, dodging in and out of the way of the two service cars, it being school holiday time! Many happy returns of the day, Earl - and car 7.

being developed, and a valuable vehicle storage building for long term restoration projects and other valuable items. For some time the Society has been on the lookout for a smaller sized Bristol building to extend the vehicle storage shed to the original intended length. We were very fortunate to locate the ideal building at the former Noble Park English Language School. The school site was due to be sold by the City of Greater Dandenong.

After receiving council permission in principle to remove the classroom building, we were unable to start dismantling work until 2 February. This was due to several points of detail within the administration and the need to furnish Council with information about our insurances and work schedules.

The building had been vacant for some time and a clean-up of broken glass, rubble, and hazardous

material was required before ceiling plaster, timber battens, carpet, lights, wiring, doors and other fittings could be removed. In the weeks that followed, internal walls, external cover strips, flashing, eaves panels, roof sheeting, spouting, down pipes, and buttresses were removed. By the end of Sunday, 30 March, we were ready to remove the end wall the next weekend and begin dismantling the roof trusses and wall panels, planning to be off-site by the end of the weekend of 19 / 20 April.

We were stunned the following Saturday morning to find the building gone and a contractor with a large excavator digging up concrete and bitumen on the property. Phone calls and letters to the City of Greater Dandenong, and attendances at several council meetings followed. At all times discussions with Council and its Chief Executive Officer were carried out in a cordial and constructive manner.

The investigation into the demolition of the Bristol building was carried out by the City of Greater Dandenong's Corporate Services Manager who found that the former Special Projects Officer had directed a contractor to demolish the building on 5 April without consulting senior management or the Society. This former officer had the view that the society was

making insufficient progress on the building's dismantling.

The Society has since been compensated by the council for the expenditure the Society incurred in the dismantling work it had carried out. The matter has now been resolved to the satisfaction of all parties. Although we did not obtain the building whose components were in the best condition we had seen, the project was not a complete waste of time or resources as we did obtain many useful components and other items that did not come with the building from Monument Creek. We will continue to look for another Bristol building to complete the vehicle storage building.

### South Melbourne Tram Depot

The Society had been interested in obtaining access to South Melbourne tram depot for some time since

*TMSV chairman Rod Atkins presents the Minister for Transport, the Hon R. Cooper with his Patron's Certificate at Bylands on 2 July 1997. X1 class car 467 provides the backdrop.*  
Keith Kings







*A scene in South Melbourne tram depot on Friday, 9 May 1997. In a spirit of cooperation, some of the Bendigo team are using the Bylands tower trolley to retrieve overhead fittings from the troughing over road 3. Rail has already been removed from roads 1 and 2.*

Keith Kings

finding out that a new depot was to be built at Southbank to replace the South Melbourne facility. Both the TMSV and the Bendigo Trust had approached the Ministry of Transport to obtain permission to remove track and other items from the depot after its closure.

Work commenced in the closed depot on Monday 2 May. The task of removing the rail from all nine roads was carried out in the main by Tim Borchers and his assistants who worked day and night during the project. The work was completed in just twelve hectic days with the help of members from both organisations who spent many long and hard hours, including after work on week nights, removing items and loading them onto trucks for transfer to both museums. Some of the dedicated workers worked many twelve or eighteen hour days.

The Society is grateful to the Ministry of Transport and the Public Transport Corporation for providing assistance to both organisations and the opportunity to recover tramway material for both preservation and reuse at both museums. This preserves the spirit of South Melbourne tram depot for the future and further advance for both museums' developments. The rail, pit supports, and many other items will be invaluable to the TMSV's future development of the Bylands Museum site.

*Loading rails for Bylands on Wednesday, 14 May 1997. The yard is covered with retrieved rail, span poles and scrap trolley wire. The wire was condemned by The Met as too badly worn for further use.*

Keith Kings



## W2 class 248 at Somerville

The opportunity to remove items from this tram was taken to provide us with many W2 spare parts to aid in future restoration and maintenance. Over several weekends starting on early June, controllers, seats, panels, and other parts were removed by a small party of workers. Although this activity was on a much smaller scale than our other projects, it was no less useful in providing the Society with many valuable items for the future.

## Ministerial Visit

On Wednesday, 2 July, Victorian Transport Minister, the Hon. Robin Cooper, visited our museum at Bylands to inspect our museum and meet Society members face to face. The Minister was given a comprehensive tour of the museum and our exhibits, followed by a ride on W1 class 427 before being presented with a society Patron Certificate by Society Chairman Rod Atkins. Society members and the Ministerial party then had morning tea in the kiosk. The Minister showed great interest in our museum and clearly enjoyed the visit. The visit was a part of our

continuing good relationship with the Ministry of Transport and the Public Transport Corporation.

## Farewell Met Bus Tour

With the impending privatisation of Met Bus later in the year, the Society took the opportunity to operate a tour over the remaining Met bus routes utilising a MAN Mk II for the first time on a Society tour.

The tour departed Sandringham Met Bus depot just after 10:00am on Saturday, 5 July with chartered MAN number 323 made available thanks to Met Bus. After checking for passengers at the adjacent Sandringham railway station, we headed into the city to pick up the majority of passengers waiting outside Flinders Street station. After waiting for late passengers, we proceeded across the Westgate Bridge to Altona North via route 232 with photo stops in the fog on the way. We continued via route 220 and 216 to Deer Park West and on to Melton for lunch.

After lunch, we returned eastwards via route 216 to Footscray Met Bus depot for photos of bus 323 amongst white or green and gold Mk I MANs and white Mk II MANs as well as two operating B59 Volvos. With late running, we reluctantly had to drop our visits to Sunshine Park via route 219, and Highpoint West shopping centre via route 223, and head back via route 216 to the city. From the bottom of Queen Street in the city, we made our way via Canterbury Road to St Kilda railway station to follow

*Bus 323 at a Williamstown Road bus stop en route to North Altona during the TMSV Farewell Met Bus tour on Saturday, 5 May 1997.*

David White



route 600 to the terminus at Southland shopping centre. On the way we stopped at Sandringham Met Bus depot and Sandringham railway station for photos. From Southland shopping centre, we headed northwards to the Gardenvale terminus of route 216 before following it back into the city where most passengers disembarked and the tour officially ended.

Some passengers rode 323 back to Sandringham Met Bus depot.

The tour was very relaxed and enjoyable, and a good time was had by all. The bus ran well all day and proved to be an ideal vehicle for a Melbourne bus tour on a cold winteris day.

## LOFTUS

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

From David Cooke

### Leyland 2520

For some time the Board has been concerned about the deteriorating condition of Leyland 2520 parked behind the Railway Square waiting shed. This historic vehicle was the first underfloor engine bus owned by the NSW Department of Road Transport & Tramways.

Three alternatives regarding the future of this vehicle were considered, Scrapping, retention or disposal to a similar organisation. Because of its significance, scrapping was not a viable option. Retention would mean that valuable resources would have to be committed to its restoration in the near future. Transfer to another organisation was considered the best option. In mid May 2520 left for its new home with a Canberra-based bus enthusiasts group.

### Site Report

With the removal of 2520, the sleeper stack and bogie farm have been relocated. As a result the area south of the Railway Square waiting shed is now much tidier, especially when viewed from the adjacent railway.

Joe Kirchberger has been busy fabricating new steps for the traffic office located above the substation and these have now been installed and primed.

The Cross Street trackwork has been finished and tested. Thanks are due to Mike Giddey and Tom Tramby for their efforts in completing this work. Many others also assisted and thanks are expressed to them also. The first car to traverse the completed track was R1 class 1979 on 17 May.

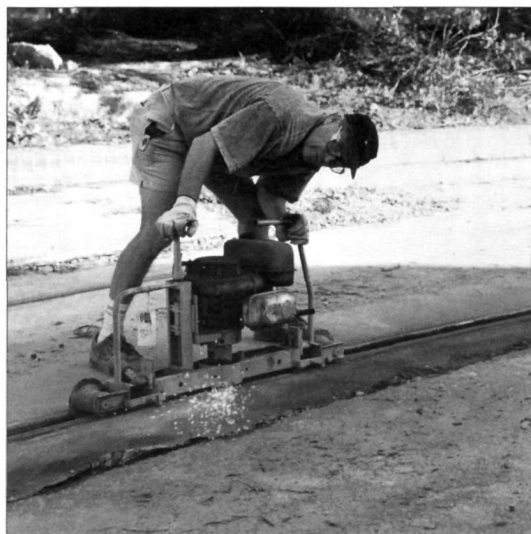
Attention has now turned to the main line near the junction with Cross Street. Earth has been removed preparatory to concrete being placed.

Hangers have been put in place above road 4 in the display part of the depot to enable overhead wiring to be erected. This will make movements within this part of the building easier.

The completion of some minor earthworks has made it possible for Ballarat 12 to be moved from the display hall if needed. The PCC car can also now use road 4, a necessity if it has to enter the workshop.

*Tom Tramby pushes one of our portable grinders over the newly completed Cross Street trackage on Saturday, 17 May 1997.*

David Cooke



## New Equipment

Bob Cowing was passing an auction site recently when he noticed an auction of rail equipment taking place. The result is that the Museum obtained additional tools and equipment which will be useful for trackwork. One item, a small petrol-driven grinding machine, proved its worth when it came to cleaning the track in Cross Street. Tom Tramby spent most of the day pushing the grinder along the track, cleaning rust and hardened concrete dust from the rail surface. Tom's back has now recovered and suggestions have been put forward for ways of making the machine easier to use.

## Car News

John Matts spent much of his annual leave at the Museum applying the final colour coats to C car 290. The gold and buff lining has been professionally applied. Brian Hague and Derek Butler painted the truck and Ian Hanson applied the finishing touches of varnish to the interior. The car is looking magnificent.

Work on Brisbane 550 is almost complete. The exchange with Kalgoorlie 22 has been delayed due to the illness of the driver who is to carry out the cross continent transfer.

## Fleet Additions

Tramway enthusiast Norm Boxall suffered a debilitating illness and is now in a nursing home. Prior to his illness, Norm kindly agreed to cede his two trams, six-window C class 12 (Hudson Bros, 1899) and K class 1295 (Meadowbank, 1912, and sister to our 1296), and other tramway artefacts to the Museum.

Led by Howard Clark, a team of willing volunteers including Vic Solomons, Laurie Gordon, John Matts, Geoff Olsen, Brian Hague, Jim Jowett, John O'Malley, David Wilson, Wayne Dempsey, John Burgess and others assisted in gathering together much of the material. This collection has yet to be sorted and catalogued.

A history of the two trams will appear in these pages at a later date.

## Other News

A new bus depot has been opened at Leichhardt and the Museum was invited to participate in the opening ceremonies. Trolleybus 19 was selected for display. It was towed out of the display hall on Tuesday night,

*Two views of K class 1295 (Meadowbank, 1913) and C class 12 (Hudson Bros, 1898) in the backyard of 26 Henson Street, Marrickville, on 24 April 1997.*

Ken Stockdale







*C class 12 is raised from the trailer which delivered it to Loftus. It will be swung around the workshop building and lowered onto the rails in Cross Street.*

Bob Merchant

*K 1295 in Cross Street after being delivered to Loftus on 26 June 1997.*

Bob Merchant



6 May and left for Leichhardt the following Friday. Saturday 10 May was wet and cold, but those who attended were impressed with the array of government and former government buses on display. No.19 returned to Loftus about ten days after the event.

Students in their final year of Management Diploma at Gympie TAFE have selected the museum as their project for study. Greg Sutherland showed them around and explained the operations of the museum. The students will act as 'consultants' and make recommendations on the museum's management structure, operations and future direction.

On Wednesday, 4 June, Mike Whitney and the Channel 7 show Sydney Weekend visited the museum. The coverage included interviews with Howard Clark on the Sydney Light Rail line in the morning and with Brian Hague at the museum in the afternoon. The program went to air on 21 June and provided excellent publicity for the SLR and the STM.

*Bobs McKeever and Cowing check the progress of R1 class 1979 as it completes the traverse of Cross Street from the depot to Tramway Street on 17 May 1997.*

David Cooke



## BALLARAT

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

From Dave Macartney

The month of June saw the tramway on the receiving end of a few bits of good news. A grant application to the State Government for computer software to assist in the ongoing project of archival cataloguing was successful, with \$5000 being promised. Over the past twenty-five years the Museum's growing collection of tramway memorabilia has languished in various localities of variable suitability, but over the past couple of years, with the construction of a room exclusively for the purpose, much of this material has been assembled in the one spot, and a start made on producing some order out of the chaos. The computer, these days, is an indispensable part of this process, and the grant will enable the next phase of this task to proceed.

The next bit of good news followed a request to the Ballarat City for some financial assistance towards the repair of the blown motor on No. 13. The timing of the request, apparently, was perfect. The City was in the process of finalising its finances before the end of the financial year, so an amount of \$9000 was promised for the motor repairs. This was more than we had hoped for, and, according to a source at the Town Hall, had been increased from \$7000 in order to dispose of all the grant money! With a bit of good housekeeping and a modest contribution from the Museum, it is hoped to overhaul two motors with the money.

It was the need for the City to round out financial matters before 30 June that led to the third



going on about resurfacing Wendouree parade, and in mid June the City suddenly decided that it could devote some resources to this project as long as it was completed before the books closed. The Museum requested that the job be done before the school holidays to avoid disruption to tramway services, but this proved to be impracticable. The first excavation took place on Sunday, 22 June, which disrupted that day's operations considerably - we told them to avoid school holidays but did not anticipate Sunday work! This section was sealed with hot mix the following day, while the second section was excavated on Tuesday, 1 July and sealed the following day, during the holiday period but with less interference to tramway business.

The first length the writer paced out at 103 paces, while the second was 138 paces, in the section immediately to the north of Depot Junction. (There is no official conversion rate published for the length of the writer's stride. The whole tramway operates on measurements such as this.) The upgraded section of

the Parade now looks better than it has done in many years, but an old problem re-emerged just to the north of Depot junction, where the track used to be over gauge but was corrected some time back. During the work the gauge has crept out again, causing some of the check rail on the inner leg of the curve to fracture. The worst of it has been removed, but over the years some three metres of this inner check has either worn away or been removed where the out of gauge exists, though it will be many years before the wear reaches the point where replacement will be required.

Around the depot, No. 28 has had its problem diagnosed. A longitudinal timber bearer between the top chord of the truck and the underside of the body had started to split along its length, causing the corner of the saloon to sag down for want of support, and for the whole body to twist out of square. A suitable piece of timber has been obtained, and is being prepared for installation. During June and July a minor repainting programme is being undertaken on Nos 27 and 26, which have had a dozen or so years running since their last general repaints. All the power, telephone and water lines have been encased in new conduit and buried under the floor in the workshop area, which it is hoped to asphalt in the near future.

*Flashback to 1969: few passengers are aboard on a cold May afternoon as Ballarat 30 makes its way alongside Lake Wendouree, bound for Victoria Street*

Dale Budd





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