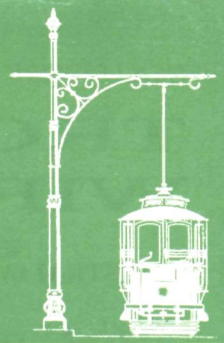


TROLLEY WIRE



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Inside: W2s IN THE UNITED STATES

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

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Front Cover:

The oldest trams operating in Melbourne today are the two ex-Sydney scrubber cars which were built as K class crossbench combination cars in 1908 and converted for scrubbing duties in 1952/3. In this night view scrubber 10W (ex K class 763 and Sydney scrubber 138s) is seen at St Kilda Junction on 7 June 1997.

Ray Marsh

Back Page Top:

Sydney light rail vehicle 2104 had over-side advertising applied for the Sydney Festival, January 3 to 26. It is seen crossing the Pitt and Hay Streets intersection in January 1998.

Bob Merchant

Back Page Bottom:

R class car 1892 at Rutherford at the nadir of its life. The sleepers on which the car rested have been eaten out by termites and the car has sagged drunkenly to one side. It was later restored to an upright position but had a distinct twist in the frame. The car gradually straightened out and is now being refurbished for use as a Harry's Cafe' de Wheels at Newcastle.

Dale Budd



Seattle was the first US city to use W2s in a transit-type service. This car is laying over at the southern end of the line near a station on the downtown trolley bus tunnel.

Van Wilkins

W2s IN THE UNITED STATES

By Van Wilkins

While an important part of the city transit system at New Orleans, Louisiana, the St Charles Avenue tram route had also become a great success as a visitor attraction. It used cars of conventional American pattern built by the Perley A Thomas Car Works of High Point, North Carolina in 1923. It was the last such operation in the United States, and in the 1980s other cities, seeing its success, wanted to imitate it. But there was a problem. They had closed their tram services in favour of buses, and no similar cars were available in the United States.

An enterprising Oregon businessman, Mr Paul Class, knew that 1920s trams were available overseas and acted to meet the demand. One source was Portugal. Another was Australia, where Melbourne still had substantial numbers dating to the 1920s and '30s. Mr Class and his Gales Creek Enterprises began importing W2s to a total of 29. The company had purchased more, but then was denied permission to export them based on their historical significance. The rationale for the denial was hard for Americans to understand, as mounting storage costs forced their scrapping in Australia*, so they were lost to both

countries. Those which made it to the US were sold, some to museums, some to heritage operations, and some to Gomaco Trolley Company of Ida Grove, Iowa. Gomaco is a skilled builder of replicas of turn-of-the-century trams, and used several as a source of parts, but also rebuilt a number for resale.

The first 'heritage' line to use W2s in service opened 29 May, 1982 at Seattle, Washington. Six W2s were purchased and five were restored and adapted for US service. Sides were closed in owing to the sometimes inclement weather. The line was on a former freight railway along the waterfront. For tram service new stations were all built on one side of the track, so entrances were removed from one side of the cars. The service replaced a bus route and was an immediate success, attracting tourists and proving useful to local residents. It was later extended to reach a station on the downtown trolley coach tunnel, giving a total length of 3.4 kilometres.

Next, a group of New Orleans businessmen and the Regional Transit Authority there created a similar operation along the Mississippi riverfront. Three W2s were secured, and three Perley Thomas cars which had been in the hands of organisations elsewhere were brought home. All were refurbished, and the line opened 14 August 1988, using 3.1 kilometres of an existing freight railway. The service connected Canal Street, the principal avenue through downtown, with the French Quarter and a new convention centre. As at

W2s at Seattle were completely enclosed because of prevailing weather conditions. This passing loop is on the short section of street running. Most of the line is on reserved right of way.

Van Wilkins



Seattle, the line was an immediate success, and soon a second track was added.

The W2s were especially useful, as the Americans with Disabilities Act had been passed by the Congress, and wheelchair users and others with impaired mobility had to be accommodated on public transit facilities. The low floor in the center of the car made wheelchair boarding from a low platform practical, so the W2s alternated in service with the Perley Thomas cars.

Today, however, neither the W2s nor the Perley Thomas cars run on Riverfront. The St Charles line uses a gauge of 1587.5mm, and Riverfront had taken the standard 1435mm of the freight railway. In September the line was shut down for widening to match St Charles, and a track connection was built to allow Riverfront cars to be serviced at Carrollton Station on the St Charles line. Riverfront is scheduled to reopen in early December, 1997 using new Perley Thomas replicas built at Carrollton. These are unusual in including a wheelchair lift and use of bogies and controls obtained from CKD in the Czech Republic.

The three W2s have been sold to the Memphis Area Transit Authority in Tennessee. The Main Street Trolley had opened there on 29 April, 1993 with a fleet of six Portuguese copies of a 1912 JG Brill 2-axle design from Porto. They trundled back and forth on four kilometres of double track newly built on Main Street to serve a convention centre and visitor attractions. The small cars could not handle the loads, and two W2s were acquired to help with peak demands. Both needed rehabilitation, so one was traded to Gomaco Trolley Company for M&MTB 353, which had been rebuilt by Gomaco and had seen use on the Platte Valley Trolley at Denver, Colorado. It had been completely enclosed, with a folding center door on each side, and bore the Gomaco shop number 1978.

Since then MATA has gradually built up its W2 fleet. Including the three from New Orleans there are now eleven, some from Gomaco, some directly from Gales Creek, and one from a museum at Green Bay, Wisconsin. Seven are currently in regular service. The car from Green Bay requires extensive rehabilitation. Those from New Orleans are in good condition, but require wheels of a different profile. When this change is finished, they are also expected to enter service.

On 1 October 1997 the Authority began service on one track of a double track but little used main line railway. The trams use 32 kilometres of the line running along the bluffs above the Mississippi River.



Three W2s served in New Orleans, Louisiana, from 1988 until 1997. They were retired when a decision was made to re-gauge the line to 1587.5mm, and were sold for service on another Riverfront line at Memphis, Tennessee. Here one awaits departure in company with a 1923 Perley A Thomas Car Works product.

Van Wilkins

Short connecting tracks were built at each end to link the line with the existing track on Main Street. Cars operate in a counterclockwise loop, using Main Street to complete the circuit. Plans are being prepared for another extension. This line will run east from Main Street to a medical centre and eventually will serve as a light rail entry into downtown. We are seeing here the transition of a tourist-oriented operation to an integral part of an urban transit system, but using vintage equipment.

The same phenomenon is taking place at Dallas, Texas. There a new and highly successful light rail operation has just opened, but a tram service predates it. This is the McKinney Avenue Transit Authority, a volunteer organisation which runs four vintage cars, including one W2, along 3.2 kilometres of line. It uses mostly track abandoned and covered with asphalt when tram service ceased in the early 1950s. Funds

have been secured to add 1.5 kilometres at each end of the line to reach light rail stations. While operated and maintained by unpaid volunteers, this is a true transit operation, providing service rain or shine 365 days a year. The W2, named 'Matilda', plays a major role.

At San Francisco and San Jose, California, W2s restored by private groups see occasional service. At San Francisco a W2 is part of a collection which also includes vintage cars from the United States, Europe, and Japan. These are used to supplement PCCs on the new F-Market Street line. At San Jose, another W2, also part of an historical collection, runs during the Summer over a portion of a new light rail line there.

One can also ride W2s at Chisholm, Minnesota, near Duluth, where two provide a circulator service within the Ironworld theme park during months the park is open. Yet another W2 sometimes appears on the tracks of the Western Railroad Museum at Rio Vista Junction, California, not far from San Francisco.

Memphis Area Transit Authority in Tennessee now has eleven W2s, with seven available for daily service. Car 1978 (formerly M&MTB 353) was the first, arriving after rebuilding by Gomaco and service on the Platte Valley Trolley at Denver, Colorado. Van Wilkins



The McKinney Avenue Transit Authority at Dallas finds 369 useful for handling large crowds. The car has been enclosed and modified to provide one folding door on each side. Texas weather can be unpleasant.

Van Wilkins



W2 CLASS CARS IN THE UNITED STATES

MMTB No.	Location	Restored	Notes
234	Memphis, Tennessee	Yes	
272	Seattle, Washington	Yes	
331	Memphis	Yes	Was RTA 445. Not yet in service.
353	Memphis	Yes	MATA 1978 (Gomaco shop no.). Once loaned to Platte Valley Trolley. McKinney Avenue Transit Authority.
369	Dallas, Texas	Yes	Partially stripped for parts.
403	San Jose, California	No	
417	Memphis	Yes	
478	Memphis	Yes	Was RTA 454. Not yet in service.
482	Seattle	Yes	
496	San Francisco, California	Yes	Occasional service on F-Market line.
503	Memphis	No	To be restored. Was static museum exhibit at Green Bay, Wisconsin.
512	Seattle	Yes	
518	Seattle	Yes	
525	Seattle	No	
531	San Jose	Yes	Occasional tourist service.
539	Memphis	Yes	
540	Memphis	Yes	
545	Memphis	Yes	
553	Memphis	Yes	
586	San Francisco	Yes	
601	Chisholm, Minnesota	Yes	Ironworld theme park circulator service.
605	Seattle	Yes	
606	Chisholm	Yes	Ironworld theme park circulator service.
626	Memphis	Yes	was RTA 452. Not yet in service.
648	Rio Vista Junction, California	Yes	Western Railway Museum. Originally imported by San Francisco Chamber of Commerce for first (1983) trolley festival.

Preservationists at Melbourne apparently want to keep the W-class trams exclusively as a sort of icon for Melbourne, much as the cable car is for San Francisco. However, enough escaped before the door was slammed to allow Americans to savour these durable cars of excellent workmanship. We are glad to have them.

* Editor's Note: The W class cars withdrawn from service have not been scrapped but are in storage at the former railway workshops at Newport following representations to the state government from the Victorian branch of the National Trust for the cars to be retained as they were Melbourne 'icons'. Cars are available to Victorian museums but none of the stored cars is permitted to leave the state.

General Notes:

Gomaco -- Gomaco Trolley Co., Ida Grove, Iowa.
MATA -- Memphis Area Transit Authority.
RTA -- Regional Transit Authority, New Orleans, Louisiana.

W5 class cars 756 and 799 have been imported by Gales Creek Enterprises and advertised for sale. Gales Creek Enterprises is reported to have imported 29 W2 cars. This list accounts for 25. Car 497 has been reported as in the US. Some have been used for parts.

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SAN FRANCISCO UPDATE

Trolley Wire has reported news from San Francisco from time to time, for several reasons. The city (with the nearby Western Railway Museum at Rio Vista Junction) is home to three Melbourne W2 class cars; it provided PCC 1014 to the Sydney Tramway Museum on permanent loan; and it has gathered a fleet of trams from around the world which is unrivalled in its size and variety.

The major development in San Francisco in recent years has been the reinstatement of a regular service on the surface tracks in Market Street, the city's main thoroughfare. These tracks became redundant in 1982 when the services using them were placed underground, but the rails and overhead were retained and used irregularly for events such as the Trolley Festivals. Then came the decision to use them for a new service, the F line, running from East Bay Terminal to the Castro district.

Boeing-built LRV 1265 passes former Melbourne W2 class 496 in San Francisco. The route box position on the W2 class has been changed to suit the right hand running in its new home town.

Dale Budd

It was originally intended that the F line would use some of the many PCCs which had been kept in storage since their replacement by the new Boeing-built cars in 1979-1982, but on inspection it was found that these cars had deteriorated to an extent that their rehabilitation would be uneconomic. A cheaper alternative was to purchase 14 redundant cars from Philadelphia. Thus it appeared that the stored PCCs would see no further service.

Happily, it was later decided to expand the fleet to include three of the double-ended cars, sisters to 1014 at Loftus. Cars 1007, 1010 and 1015 were added to the ex-Philadelphia cars to be refurbished, bringing the initial total of cars for the new F line service to 17. In the later years of their previous service life, these cars had been operated as single-enders, but this overhaul included restoration to double-ended condition. The refurbished PCCs were painted in the colours of a variety of cities which previously operated PCCs.

The F line service opened on 1 September 1995, and was an immediate and continuing success. The surface operation with PCC cars has proved very popular with users. Patronage has increased by 43% compared with the former bus service. Continuing work on the



upgrading of the Muni metro, running beneath Market Street, has meant that the PCCs have been utilised on other services, particularly the J line during evening hours while the subway has been out of operation.

The F line is to be extended down Market Street to the Ferry Building, a San Francisco landmark equivalent to the ferry wharves at Circular Quay. From the Ferry Building it will run north and east along the Embarcadero to Fisherman's Wharf, one of the city's major tourist districts. This would be equivalent to a line through the Rocks to Darling Harbour. Now under construction, the F line extension is expected to open late in 1999 or early in 2000.

There is a further proposal for an additional service using historic cars. To be known as the E line, this would run along the length of the waterfront promenade, from the Caltrain depot and the new Giant's ballpark to Fisherman's Wharf. An interim E line service commenced in January this year, using

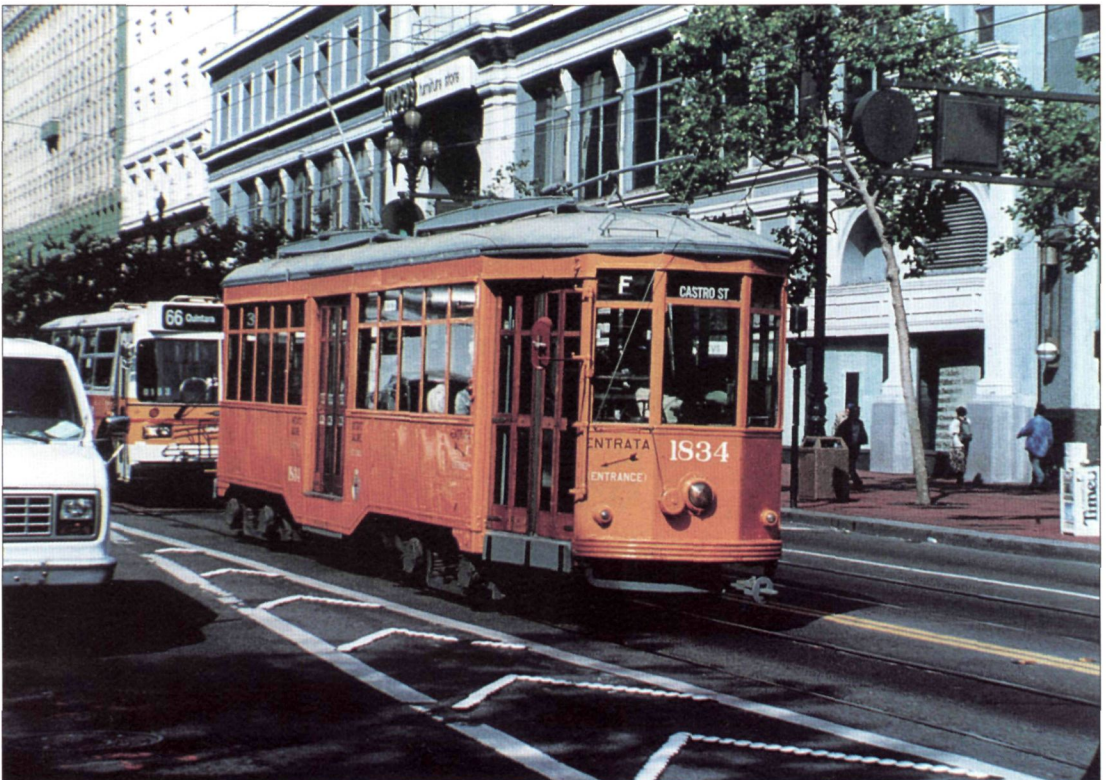


PCC car 1050 is one of the refurbished ex-Philadelphia cars now running in San Francisco. This car is in a variation of Muni's green and cream winged livery.

Van Wilkins

Milan Peter Witt car 1834 running on Market street in San Francisco.

Van Wilkins



modern cars running from the Caltrain depot to Market Street.

These extensions will require more cars. The intention is that the current 17 car F line fleet will be more than doubled in size.

The major element of the fleet expansion is expected to be the acquisition of nine Peter Witt cars from Milan. San Francisco already has one of these cars in its historic fleet, acquired in 1984. Like the PCCs, the Milan cars may be painted in a variety of liveries, reproducing those used in various cities in the US which operated Peter Witt cars.

The Peter Witt cars could come to San Francisco as early as this year. An interesting question: if there was not a ban on the export of W series trams from

Melbourne, could we have seen nine of these going to San Francisco, rather than nine Peter Witts from Milan?

Other cars being considered for inclusion in the F and E line fleet include Johnstown No. 351, Market Street Railway No. 798 and Osaka No. 151. And some or all of the four remaining double-ended PCCs - the remaining sisters to 1014 - may also be restored. Two of these (1009 and 1011) have been in open storage for many years and are completely derelict. Two others are operable, but require major rebuilding - 1006 and emergency car 1008. If all four cars are restored, a total of 8 of the original 10 double-enders will be in service - 7 in San Francisco and one in Sydney.

Finally, the historic fleet operated in San Francisco will at last be provided with covered storage. A shed covering 8 tracks is to be built at the Geneva yard, capable of protecting 40 cars.

W2 496 rests between two PCCs of the San Francisco Municipal Railway. The PCC on the left is in an old livery of the 'Muni', while the one on the right is painted in a Los Angeles scheme. Both cars actually came to San Francisco from Philadelphia.

Van Wilkins

Material for this report has been drawn from Inside Track, Journal of the Market Street Railway, which supports the operation of the historic cars in San Francisco. The MSR has an excellent web site, at <http://www.streetcar.org>



THE VERSATILITY OF CHRISTCHURCH 244

By Howard Clark

To cater for the increased demand from social groups and for other group bookings, Martin Mongan, the managing director of Christchurch Tramways Limited sought the Sydney Tramway Museum's consent to make some discreet alterations to 244 to meet this demand, without tampering with the overall integrity of the car. Martin continues to be pleased with 244's performance and reliability which just 'keeps on keeping on'. The need was to provide table and bench space for the provision of meals and drinks for the party groups.

The conversion needed to be simple so that the car could be configured for party use in a short time and be easily reconfigured with normal passenger seating, depending on demand.

The result is quite remarkable. Martin's engineer, Steve Lea, was responsible for the conversion.

For the dropcentre section, this entailed the fitting of small steel straps to the wall cavity panelling between

each of the seats which permits a small table to be fitted into place, secured by two wing nuts and supported at the aisle by a small wooden pedestal. This caters comfortably for eight diners seated two to a table or an extra person per table in drinks mode only.

The end saloons now have seat bases which are raised in a vertical position against the seat back. Each seat is held in this position by two steel posts which are secured to wall straps by bolts and wing nuts. These posts have a bracket fitted at right angles at the top which acts as a support for the three piece table, which rests on the window ledges, and fitted over securing metal thread with a brass cap. Narrower tables are being considered for a non-meal/drinks only configuration to allow greater circulating area in the end saloons. The original seat pedestals have been

A view of the dropcentre and the Share Investment group on board 244 for its inaugural lunch on 5 October 1997.

Howard Clark





Steve Lea fixes the brackets against the upturned seats in the end saloon.

Howard Clark



David Hinman positions tables in the saloon.

Howard Clark

cleverly replaced by hinged metal support brackets which neatly fold against the wall when in party/meal mode. Each bench can cater for up to six patrons although five per bench matches the windows and is more comfortable. Patrons in the saloons are seated on movable stools with splayed legs for additional stability.

As tablecloths are used, for greater stability of glasses and plates, the tables are made from timber material which avoided the need for an expensive timber finish to match the varnished interior of the car.

Only three of the end saloon seats have been converted until the low voltage equipment it is relocated beneath the seats in the dropcentre. The beauty of this arrangement is that the car can be configured, depending on the numbers required to be catered for with normal seating left in place if not required. The eventual capacity of the car will be 32 patrons although at the time of my visit in October 1997, this was 26 without the fourth bench.

The conversion process takes just fifteen minutes for three people to undertake. Portable shelving has subsequently been made for fitting in the offside

doorway cavity to provide greater space for the caterers.

I was pleased to be in Christchurch on 5 October 1997 for the inaugural lunch booking for a party of thirteen from a local share investment club. The catering arrangements have been made with Le Bon Bolli Restaurant, which is located adjacent to the tramline and which has just won the National Restaurant of the Year award for 1997.

Our patrons were picked up at Cathedral Square with Martin at the controls and a service waiter, with the restaurant owner and myself as observers. We made one circuit of the line for cocktails and pre-lunch drinks and on the second circuit proceeded the short distance beyond the bridge where we pulled up outside the restaurant. The timing of our arrival was coordinated with the restaurant staff who delivered the main course to the patrons in quick time. Two more circuits were undertaken to enable the patrons to complete their main course, sweets and beverages whilst the wine kept flowing at a healthy rate! As only twelve of the patrons arrived, I was invited by the group to join them as their guest. They were a jovial group who started out as a Mahjong club and branched



Martin Mongan and the service waiter in 244 before the lunch guests arrive.
Howard

into share investment in their later years. They were interesting people and it was a privilege to join them.

I can well see why the Le Bon Bolli won the award. The food which consisted of an individual pie with pastry topping in a ceramic crockpot, followed by a creme brulee was just delicious. The wine was fine New Zealand wine from the Marlborough region in the south island. I can certainly recommend the Oyster Bay Chardonnay! To those sceptics who question the stability of the stools in the end saloons I can say from first hand experience (and even after all of the patrons had enjoyed a few wines!) that they presented no problems for anyone; such is the smoothness of 244 on the new track. With the handrails just above your head there is a handhold in any event should the need arise. Even the wine waiter found his tram legs fairly quickly and was able to pour the wine without losing a drop!

Martin has advised that they have now secured a number of advance bookings including several from Japanese tour groups so the success of 244 in its new role seems well assured. These developments only enhance the interest and public awareness of heritage and tourist tramways to the benefit of all parties interested in preserving our tramway heritage.



A waitress from Le Bon Bolli delivers the main course.
Howard Clark



Car 244 at the Le Bon Bolli stop. Martin Mongan and the restaurant owner chat on the footpath while waiters attend to patrons on the tram.

Howard Clark

Diners in a relaxed mood in the end saloon of 244.

Howard Clark



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

'Return of the Trams'

This was the name given to a well attended evening seminar at the Museum of Sydney on Thursday 20 October 1997. The seminar was held in conjunction with a small exhibition and the launch of David Burke's new book, *Juggernaut! A Story of Sydney in the Wild Days of the Steam Trams*.

The speakers were David Burke, historian and author on the steam tram era; Howard Clark, Chairman of the Sydney Tramway Museum on the electric era; and Rob Schwarzer, Managing Director of the Sydney Light Rail Company on the current light rail system and plans for its expansion to Circular Quay, Leichhardt and beyond.

David Burke signed copies of his book for seminar attendees and the Sydney Tramway Museum provided a number of small items for the exhibition.

Sydney News

Sydney Light Rail carried 20,000 passengers between 4:00pm Wednesday 26 November and 2:00am on Thursday 27 November for the new Sydney casino opening celebrations. The casino has its own light rail station under the building and this has been renamed Star City.

Advertising for the Sydney Festival has been applied over the sides of car 2104. Route maps have also appeared on the drivers' bulkheads in all cars.

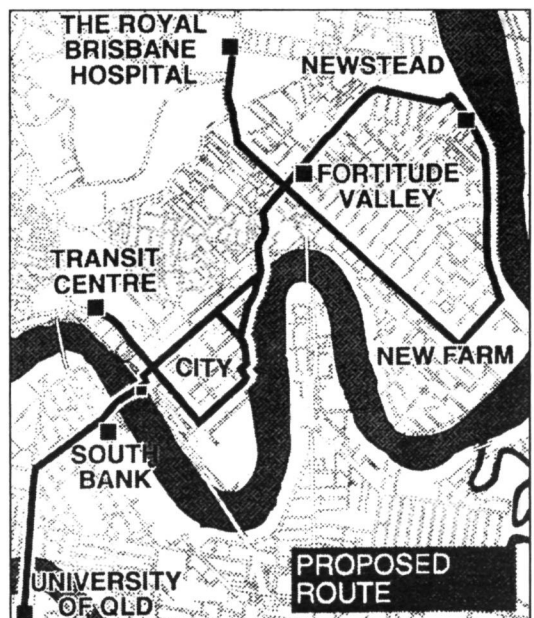
Name boards are being erected on the lamp posts at the halts along the line to assist passengers in identifying their destination. Poster boards displaying ticketing and fare zone information have been erected next to the ticket machines.

Brisbane News

Brisbane City Council began in November 1997 a detailed investigation into an inner city light rail system and the inquiry by a group headed by Transport chairwoman Maureen Hayes is expected to produce a feasibility study.

Councillor Hayes hoped the \$50 million 'new-age tram' system would be operating within 10 years and said "a new set of elements in Brisbane, such as the rush of people back to city living, means light rail would be an absolute goer and vital to the future of the city". Light rail was imperative for the future of Brisbane and required "forward thinking and enlightened planning" by all levels of government and the private sector. Councillor Hayes said a light rail system could not be installed in Brisbane until traffic-calming projects such as the inner-city by-pass were completed. The City Council could not afford to carry out the whole project alone and it will need private sector or State Government funding, perhaps a combination of both. Councillor Hayes added that "some of the 'new-age trams' available did not require overhead cables and could run on a single-line track with rubber wheels".

A likely route would span New Farm, Teneriffe, Fortitude Valley, the central business district, and the Queensland University of Technology. Stage two



Courtesy Sunday Mail

would extend the service across the Brisbane River to the South Bank and Cultural Centre, West End, and the University of Queensland. Should the proposal be implemented, it is predicted the system would take three years to construct.

Brisbane Lord Mayor Jim Soorley, who has completed an overseas study tour, said property resumption for the project was unlikely as the system would use existing roadways. He said the appeal of the system lay in its user-friendliness, safety and efficiency.

State Government representatives have been invited to take part in the group in order to achieve a coordinated approach. Recommendations to the Premier and the Lord mayor will be delivered in late April 1998.

Gold Coast News

In the second half of November 1997, the Queensland State Government approved a feasibility study for a proposed light rail system on the gold coast.

Z3 class 173 is seen in Victoria Parade wearing its new Australia Day livery.

Ray Marsh

A number of route options were to be investigated through six main coastal corridors including Labrador to Coolangatta, Nerang to Broadbeach, and Robina (southern terminus of the new railway from Brisbane) to Burleigh Heads.

The Gold Coast study, due to be completed in March 1998, is likely to result in a State Government invitation for expressions of interest from the private sector to build, own and operate the first sections of the proposed system.

Melbourne News

'Training tram' 890 has been converted to a mobile classroom for the instruction of staff in the operation of the automatic ticketing system.

'Night-link' (route 99) recommenced for the duration of daylight saving, from 31 October 1997 to 28 March 1998. It runs at 20 minute intervals on Friday and Saturday nights between midnight and 6:00am. The route runs from Melbourne University along Swanston Street, Batman Avenue, Swan Street, Church Street, Chapel Street, Carlisle Street, Esplanade, Fitzroy Street, St Kilda light rail line, Spencer Street, Collins Street, Brunswick Street, St Georges Road and terminated at the Fergie Street crossover. The service is operated by Yarra Trams (on Swanston Trams tracks!) using A class cars from Kew Depot.



The operating hours of the City Circle service have also been extended during the daylight saving period. The extended service will operate between 10:00am and 9:00pm on Thursdays, Fridays, Saturdays and Sundays only.

Swanston Trams routes 3 (East Malvern-University), 64 (East Brighton-University) and 67 (Carnegie-University) operating from Glenhuntly Depot are gradually being converted to dual trolley pole-pantograph operation. The other route operating from Glenhuntly is 78/79 St Kilda Beach-North Richmond which was converted in the early 1990s for pantograph fitted trams from Kew Depot. The route is now operated from Glenhuntly Depot using trolley pole fitted Z1 class cars.

To allow for the reconstruction of the entrance to Glenhuntly Depot yard over the weekend 15/16 November 1997, a total of 38 Z1 and Z2 class trams were transferred temporarily to Malvern Depot on Friday 14 November. At the same time 24 W class cars from Malvern were stored at Glenhuntly to make room for the Glenhuntly trams. The Malvern W cars were not needed as some of their routes use one person operated trams on weekends. Over the weekend, Glenhuntly crews were transported to and from Malvern Depot to run their services. The trams were returned to their respective depots on Sunday night/Monday morning to be in place for commencement of the am peak on Monday 17 November.



The single track terminus of the Port Melbourne line is being extended to terminate just before the access road to Station Pier. The former Port Melbourne railway station building is being redeveloped into a medical centre. A Safeway supermarket is also under construction to the west of the future light rail terminus.

Camberwell Depot became the first depot to have total operation with ticket machines on trams when route 70 commenced on 7 December 1997. It has been announced that tram system should have all trams totally ticket machine equipped by June 1998.

The last of the order of KCRC light rail vehicles for Hong Kong left Preston Workshops on 26 November 1997.

Tram 173 has appeared in an Australia Day livery and can be seen working the West Preston to City route.

LATE NEWS:

Heritage Tramway proposed for Canberra.

A proposal for a heritage tramway linking Canberra's key tourist attractions was announced by the ACT Government on 6 February. The plan is one of ten strategic initiatives in a discussion paper on the revitalisation of the central area of Canberra, known as Civic.

The heritage tramway proposal originated with the National Film and Sound Archive and the National Museum of Australia. The support of the Sydney Tramway Museum was sought and was quickly forthcoming. The Museum is actively involved in advancing and developing the proposal.

To be known as the Federation Line, the tram line would start from the new National Museum of Australia, to be built on Acton Peninsula. The route would take the trams past the National Film and Sound Archive and the Australian National University to the heart of Civic, providing access to car parks and city attractions such as the National Convention Centre and Glebe Park. At its eastern end the line would extend to the Australian War Memorial.

Further news of the plan will be reported in future issues of Trolley Wire.

A view of the new extension to the Port Melbourne light rail line showing tramway rails through the former railway station on 6 December 1997.

Ray Marsh

Valedictory - Noel Horace Gipps - 1926-1998

Born in Melbourne to Ester and Horace Gipps, Noel's early education was received at Geelong Grammar, followed by both Preparatory and Senior levels, at Melbourne Grammar.

On leaving school, Noel became an electrical apprentice at the Preston Tramway Workshops and after qualifying as an Electrical Engineer, he transferred to the Carlton Control Room, the supervisory control centre for tramway substations. After some ten years with the M&MTB Noel joined the Transmission Section of the SEC where he remained until retirement.

In 1943, Noel was one of the four foundation members of the Australian Electric Traction Association. When the Car Committee was set up by the AETA following the acquisition of S class car No.164 in March 1953, Noel became one of the first

involved in car restoration, giving of his time, practical knowledge and physical effort right from the outset. These endeavours continued with the formation of the Tramway Museum Society of Victoria and up until the formation of the Melbourne Tramway Preservation Association, when Noel became a member (and President) of the MTPA.

Another of his interests was music. Noel possessed a natural tenor voice and trained at the Melba Conservatorium. He joined the National Opera Singers in the 1940s and the Lyric Light Opera in 1978. Noel also sang with the Gilbert & Sullivan Society and was a life member. Church music being another passion, he was also in the choir of his local church.

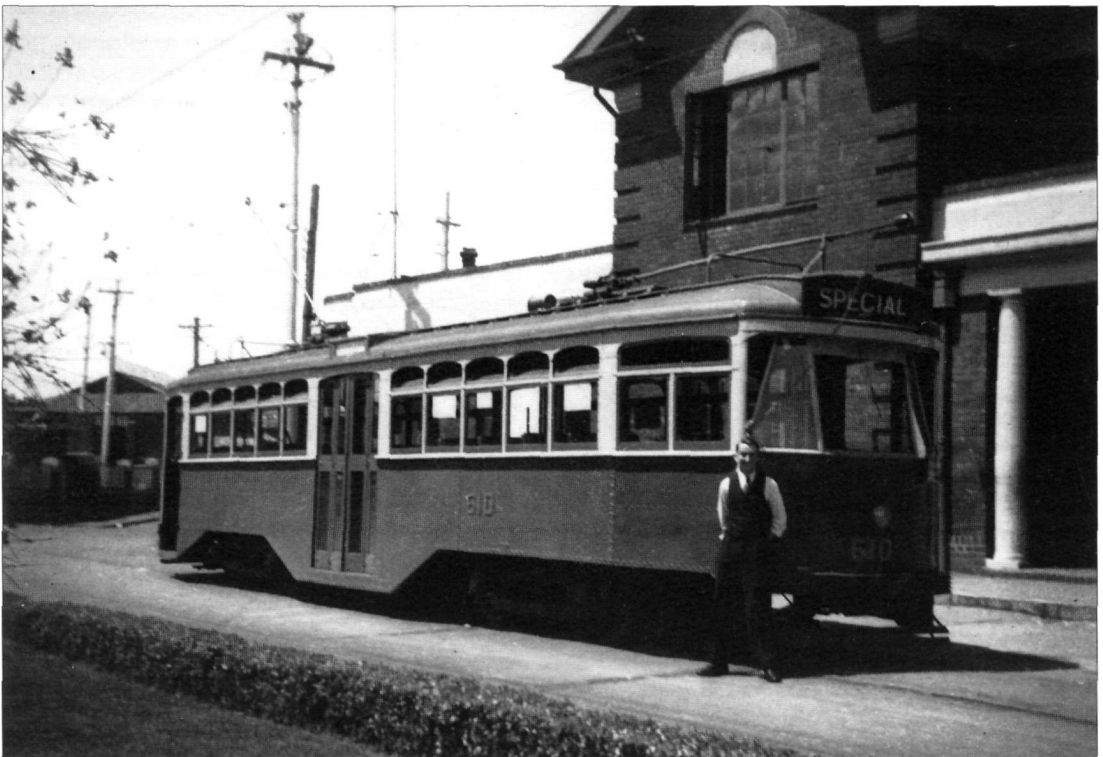
With a strong sense of community duty, Noel served twenty six years with the St. John Ambulance, retiring as a Divisional Officer. His wife, Mandy and two sons, Richard and Ben were also members.

Noel passed away peacefully in the Bethlehem Hospital, Caulfield, on Saturday 3 January. He will be greatly missed by a wide circle of friends and to Mandy, Richard and Ben, we extend our condolences in their bereavement.

P.W.D

The late Noel Horace Gipps with Y1 class car 610 at Camberwell Depot, circa 1950.

From P.W. Duckett collection



COTMA

Council of Tramway Museums of Australasia

Executive Officer, 5 Felecia Street, Mordialloc, Victoria 3195

From Bruce Dale

Conference '98 - The Way Ahead

The combined Conference of the Council of Tramway Museums of Australasia and the National Federation of Rail Societies (NZ) will be held in Christchurch from 29 May to 4 June 1998.

Highlights of the Conference include:

- Six day pre-Conference tour of the South Island;
- Keynote speaker - Phil A'Vard - Vice President of the Puffing Billy Preservation Society, Melbourne;
- Site visits to Ferrymead;
- Introduction to service of ex-Christchurch tram No.1 at Ferrymead;
- Conference dinner;
- Rail excursion to Arthurs Pass and on through the 8km Otira Tunnel to Jacksons. This trip covers much of the route of the Trans Alpine, one of the great railway journeys of the world.
- Trip to Weka Pass Railway;
- Steam tug trip on Lyttelton Harbour;
- New Zealand tramway slide evening at the historic Papanui Railway Station Restaurant;
- Museum presentations.

In a major breakthrough, it was confirmed on 14 January by Tranz Scenic and Main Line Steam that steam locomotive Ka 942 will haul the Conference excursion train between Christchurch and Arthurs Pass and return. Tranz Rail diesels will haul the train from Arthurs Pass to Jacksons and return.

Costs on a share twin basis for the six-day COTMA Conference (29 May to 4 June 1998) including six nights accommodation, share twin, six breakfasts, five lunches, five evening meals, all transfers, two rail trips and tug trip, and including registration fee will be

- \$860.00 (New Zealand dollars) at the Camelot on the Square Hotel. The Camelot is a friendly 3-star boutique hotel opposite the Cathedral and has excellent bathrooms, popular ground floor restaurant and bar.
- \$710.00 (New Zealand dollars) at the Windsor Private Hotel where a limited number of rooms are available. This is the city's best known private hotel (non-licensed property), share twin and share facilities (rooms do not contain bathrooms/ toilets). It is comfortable and homely, and situated on the tram route.
- In each case, single occupancy supplements, and savings for triple or four bedded rooms are available for early bookings. A partner programme is also available.

Conference registration forms were being forwarded to museums in January 1998. Further information can be obtained from the Conference Convenor, Tramway Historical Society, PO Box 1126, Christchurch, New Zealand.

LOFTUS

South Pacific Electric Railway Co-op Society

PO Box 103, Sutherland, NSW 2232

From David Cook

Harry's Cafe de Wheels

One of the items obtained from the Newcastle Tramway Museum was the derelict body of R car 1892. This body has now been sold and will be rebuilt

by the Museum for use as a Harry's Cafe de Wheels in Newcastle. Harry's became a well known institution in Sydney and his mobile pie stall was located in the vicinity of the Garden Island Dockyard.



R class 1892 was grit-blasted inside and out (even the timberwork!) and given an exterior coat of grey paint before it left Rutherford, greatly improving its appearance. It is seen here before entering the Museum's workshop for restoration and conversion work to be carried out.

Bob Merchant

The car was transferred to Loftus on Saturday, 22 November and its stay is expected to be fairly short. One problem arose when the car was off-loaded from the semi trailer. It was discovered that someone had removed the bolster plates necessary to keep the bogies in position, especially when going around curves. New ones had to be fitted before the car could be towed to the workshop. This delayed other activities associated with this vehicle.

The Museum has been contracted to replace the floors in the saloons and to carry out other repairs to make the car ready for its new role. Jim Jowett, Brian Hague, Derek Butler and the rest of our weekday crew have been working hard on the project. In the first week one saloon and the drop centre were stripped and our large blue refuse bin filled one and a half times. The grime had to be seen to be believed.

The layout of the R car makes it ideal for conversion to an eatery. One end will be the cold store, the other the food preparation area, while the drop centre will become the servery. One driver's cabin becomes a

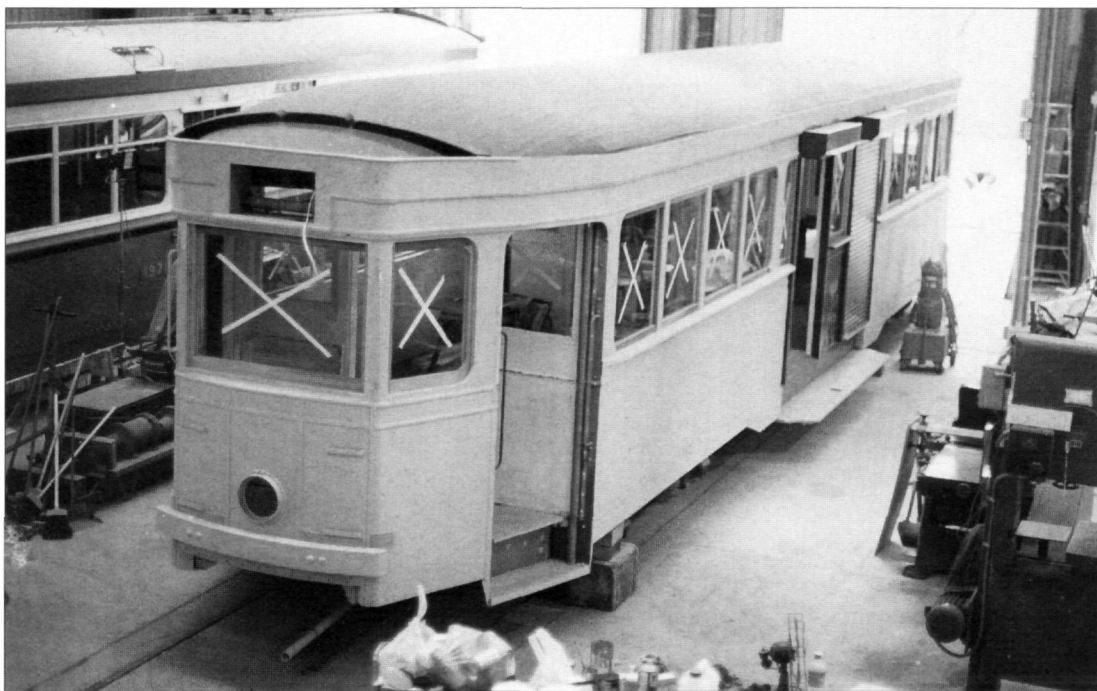
small office and the other will be fitted with a water closet.

To enable the R car to enter the workshops, O/P 1089 had to be temporarily relocated to the Display Hall.

Car News

The O/P has been in the workshops to enable Brian and crew to bodily complete this car. During the week ending 8 November, half of one side had the tongue and groove panelling installed below window level. This side was completed by the following week. The car was then turned on the Cross Street connecting line to enable the other side to be completed. The turning enabled the side being worked on to be closest to the timber working area. It also proved to be a good test of Cross Street.

The move was not without its hassles as a considerable number of items, such as bogies, had to be moved prior to the day. The opportunity was also taken to move L707, 'Gentle Annie', to the top shed, taking the place of Phoenix 550, which was temporarily stored in the Display Hall prior to its dispatch to Perth on Saturday, 22 November.



C 290 is now complete and looks a treat. Those myriad of little tasks that most people don't give a second thought about have been attended to mainly by Brian and Derek. Brian has been busy casting window catches and fabricating mechanical arms for the clerestory windows. In the meantime, Mal MacAuley has been busy working out the intricacies of the Peckham truck brake mechanism. This is nearing completion and the car will soon be ready for service.

The NSW Heritage Council has presented the Society with a certificate commemorating car 290's restoration and the restoration received a full page write-up in their newsletter *Heritage NSW*.

Our CSO workers are progressing on repainting the timberwork of the D series Bedford tower wagon.

Members' Day

*The morning star paled slowly,
The cross hung low to the sea,
And down the shadowy reaches,
The tide came swirling free...*

And while this was happening at Cronulla, Tom Tramby and his band of workers were stirring after a hard night's work. Toiling until near midnight, these workers had cleared and stored all the surplus tram

Work on R class 1892 had progressed to this stage by mid January 1998. New fixed windows, footboards and roller shutter doors have been fitted, together with new ceiling boards in the saloons and dropcentre.

Bob Merchant

parts located in Brisbane single truck crossbench 71. Just how many O class windows do we need, was the question raised? After breakfast it was back to the hard slog.

Laurie Gordon was responsible for getting trams out and in position for the day's activities. One sometimes wonders if the non-working members realise how much coordination and effort is needed to stage events such as Members' Day.

While all this activity was going on, Tom, Greg Sutherland, Chris Olsen, Vic Solomons, Mark Wallace, Tony Cody and others were clearing the final saloon of the Harry's Cafe R car. Years of accumulated dirt and grime were removed and the workshop floor was then cleaned and made presentable for visitors.

At the appointed hour activities commenced. The major change to the programme occurred when it was announced that the Royal National Park was closed to



Luke Cowing (left) and John Matts wash the dust from C car 29 before it is returned to the display hall.

Bob Merchant

To make room for R class 1892 in the workshop, O/P class 1089 was moved out and has been placed in the display hall for the duration. It is seen here during shunting operations with O class 1111. David Cook



all visitors due to the very high fire danger. This limited events to the Sutherland line only, but none-the-less things proceeded smoothly throughout the afternoon. Until, that is, the Grand Parade of tramcars was returning to the Depot. With 15 cars moving at the one time, including six climbing the hill in Tramway Street, Murphy's Law intervened. All power was lost when a fuse blew on the supply side of the transformer. Energy Australia was summoned to rectify the problem and after about an hour or so, services recommenced. Reminiscent of days of old, there were tramcars lined up as far as the eye could see.

David Burke signed copies of his new book *Juggernaut!* for museum members during the afternoon. Murphy's Law intervened here as well. An additional carton of books ordered for the occasion failed to arrive in time (and was still being searched for by the publisher's courier a fortnight later). The stock of *Juggernaut!* held by the Museum quickly sold out.

Invited guests from various organisations commented favourably on our setup. One guest in particular was very pleased with the day and he commented approvingly on the fact that we had so many operable cars. He was quite interested to be able to look at the underneath of the PCC car, which was

located over the pit in the Workshops. Congratulations to Bill Parkinson for having the foresight to remove covers, thus exposing the equipment located under the car and enabling members and visitors to more appreciate the workings of this vehicle.

A special thanks to all who participated and helped make the day a success.

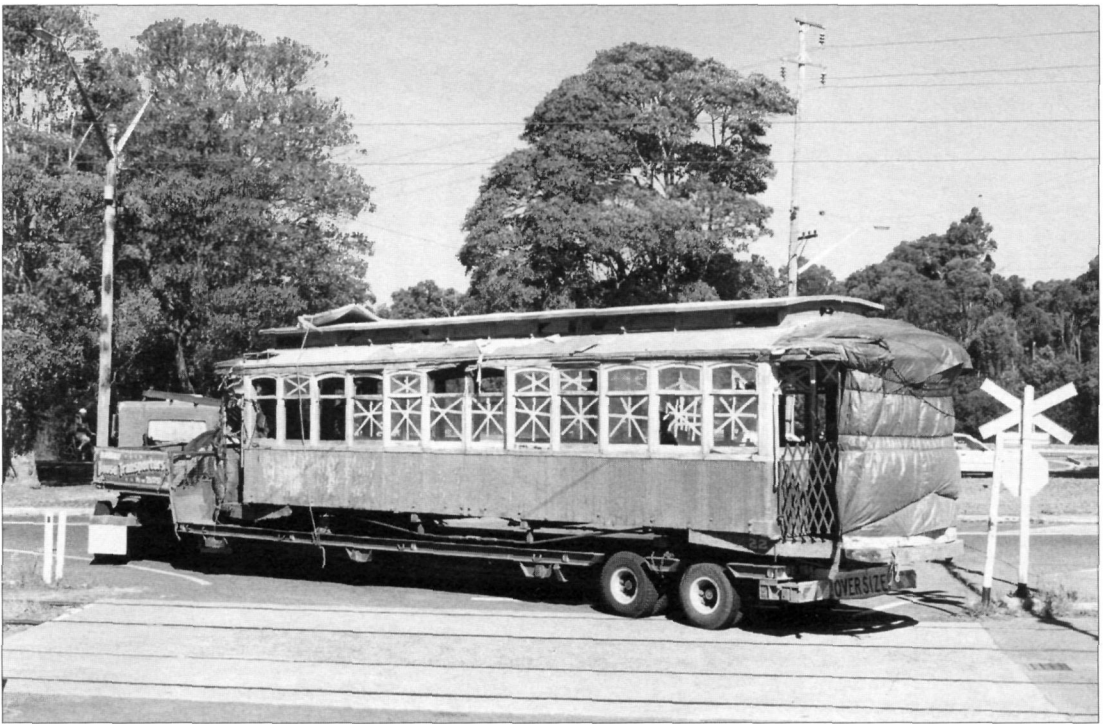
Kalgoorlie No. 22

The long expected arrival of this car from the west has occurred, and consequently the departure of Brisbane 550 has also happened. The move took place over the weekend of 22 November 1997. We now have a genuine Brill car in the Museum and despite first appearances the car is in remarkably good condition.

R1 class bookshop 1933 is being lowered onto sleepers in its new location in Tramway Avenue on 22 November 1997. The car still retains the corrugated iron roof, guttering and downpipes fitted whilst in use as a first aid room at Randwick workshops. A crane assistant (left) assists Tom Tramby and Bob Cowing to position the car.

David Cook





The end of the long road from Perth. Kalgoorlie 22 is backed across Pitt Street into Tramway Avenue on 22 November 1997.

Bob Merchant

The peeling paint will be closely examined by the paintshop staff and others to see what secrets it holds. The intention is to restore the car to as near to its original condition as possible, thus providing us with both an example of a tram from a privately owned Australian tramway and a representative of an early American car.

The following article appeared in the *Street Railway Review* of 15 April 1902 under the heading 'Brill Cars for Western Australia':

The J.G. White Co. of London, which is largely interested in electric tramway systems in the rapidly growing cities of Western Australia, is sending to Kalgoorlie 25 cars built by the J.G. Brill Co. of Philadelphia.

Situated about a hundred miles (sic) inland from Perth, in a rich gold district, Kalgoorlie has lately become one of the most important cities of the colony.

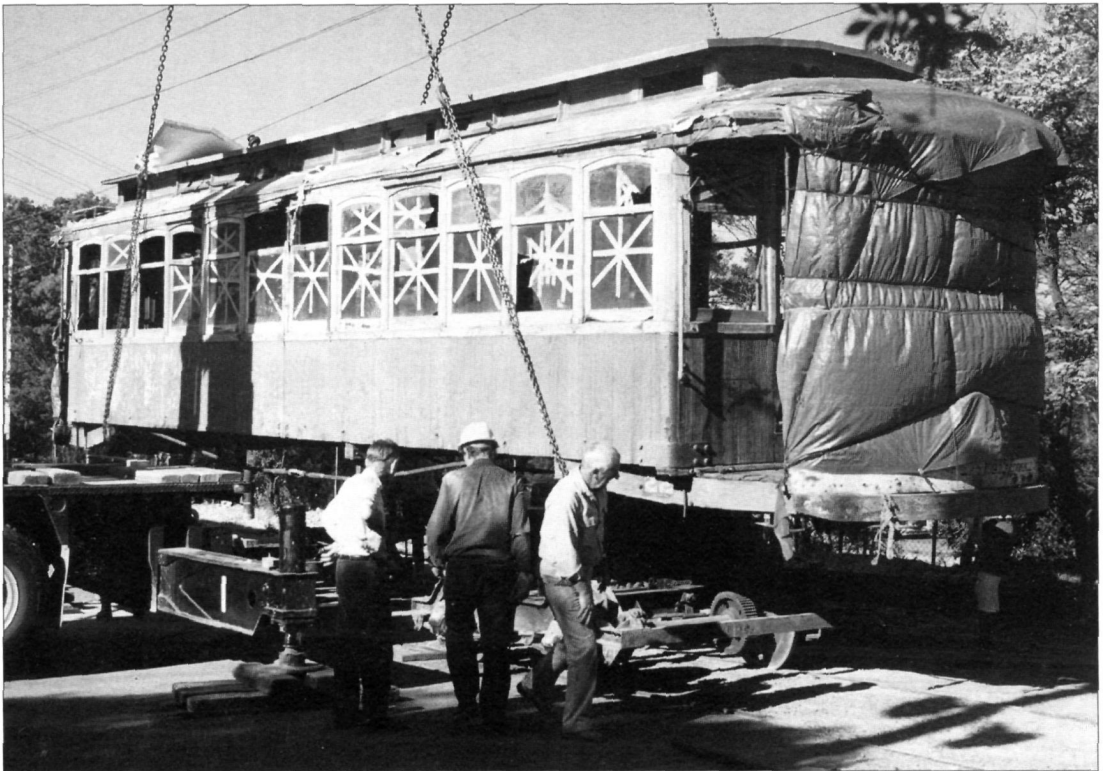
...The cars are of two types; 10 of them are 41 ft. long

over the crown pieces, and 8 ft. 2³/₄ ins over the side sills; the rest are 28 ft. long over crown pieces, and 7 ft. 9¹/₂ in. over side sills. The windows in both types are extra large and the window rails low, with the intention of making the cars suitable for summer, as well as winter, service. The upper sections of the windows are made stationary, while the lower portions slide into pockets in the walls. This arrangement includes end windows.

The large cars have a seating capacity of 52, there being 13 reversible-back seats to a side, the sides of these cars are of straight up and down construction, giving space for the sash pockets, without much lessening the floor width. The shorter cars are seated for 28; these have curved side panels, protected by a metal-shod guard rail.

The interiors are finished in natural ash, with white birch ceilings handsomely decorated. The windows are provided with roller curtains, the rollers of which are concealed.

The platforms, besides having supports reinforced with angle irons, are strengthened and protected with Brill patent angle iron bumpers. Among other patented specialities which make the Brill cars singularly complete, are radial drawbars, "Dedenda" gongs and ratchet brake handles.



The long cars are mounted on Brill no. 27 trucks, for which it is claimed there is practically no limit as to the top speed capacity, and their absorption of shocks and vibration and the well cushioned side motion in rounding curves, add greatly to the comfort of the passengers.

The four-wheelers have Brill 21-E trucks. Both of these Brill trucks are well known on account of their original and distinctive features; solid forged frames, spring arrangement and brake system.

Although ten cars were built for service in Kalgoorlie, five were sold in March 1903 to the Perth Electric Tramways, allegedly to overcome financial difficulties. These five were quickly replaced by five additional four-wheel cars, again from Brill.

The seating capacity stated in *Destination Subiaco* (Traction Publications, Canberra City, 1967) is 56. This matches the apparent seat layout still visible in the car. It would appear that there were eventually twelve reversible seats with four corner seats for two people each. The official drawing issued by the WAGR (operator of the Perth system from 1912), shows that the cars acquired by Perth had the seat pitch altered and two sets of non reversible seats were placed against the bulkhead.

Kalgoorlie 22 is lowered onto a set of shop trucks after its arrival from Perth on the afternoon of 22 November 1997.

Bob Merchant

Bookshop

The arrival of the Kalgoorlie car provided the opportunity for our gift and bookshop, currently housed in R1 class 1933, to be moved. As this tram has a domestic style hipped roof and appropriate guttering, it has been relocated to the grass strip beside the restoration building and adjacent to our refreshment kiosk. This move not only freed up space inside the main building, enabling one of the Melbourne W cars to be stored under cover, but has moved the bookshop to a more prominent, and hopefully profitable, position in Tramway Street. A rearranged interior has reduced the appearance of a vast open space (it never was vast!) and will allow for better stock supervision, storage and display. Further retail shelving is proposed.

Site Development

Thanks to member Allan Sewell, sketch plans have been prepared for the shop frontage on Tramway

Street. These will be displayed in due course and comment from our members will be sought.

Works Report

Following the concreting of the main line attention has turned to other areas that need attention. Drains are being repaired and cleaned, enabling run-off to disappear more quickly.

Geoff Olsen has installed another electrical box at the southern end of the Railway Square Waiting Shed.

Mike Giddey is busy repairing pointwork needed for the extension into Sutherland. The local Council has set aside funds for the road reconstruction. The points and associated trackwork will be installed when this work commences, although it will still be some time before trams will actually operate into Sutherland itself.

To permit the overhead to be correctly aligned and adjusted, a new piece of equipment has been made in

Hello and Goodbye. New arrival Kalgoorlie 22 stands beside departing Brisbane 550 before the latter car is loaded for the long road journey to Whiteman Park. The forklift was used to position the bogies on which the Western Australian tramcar is now sitting.

Bob Merchant

the Museum's Workshop. Bob McKeever has also been busy at home making an implement to remove kinks from secondhand overhead wire.

Engadine Show

The Museum's K series Bedford tower wagon was entered in the recent Engadine Lions Annual Parade. It won first prize for the best float. Congratulations to Geoff and Chris Olsen for entering the vehicle and further advertising the Museum, and to Chris for preparing the Bedford to a high standard for the parade. Geoff thinks the judging panel was so mesmerised by the vehicle, they just had to award it a prize.

E Cars 529 - 530

These unique vehicles will be celebrating their centenary in December 1902. The E cars represent the most numerous four-wheel car built for service in Sydney, with some 200 examples entering service over a sixteen month period from October 1902 to March 1903. The two prototypes predated the production cars by about two years. There were more E cars than R class trams and they ranked fourth in the total number built, being exceeded only by the O class (626), P class (258), F class (251) and L/ LP class conversions from the F (250).



The cars were unique in design, being the only permanently coupled tramcars in Sydney (the G class could and were separated on occasions to run as single cars). As such they were Sydney's only single ended tramcar design. The cars were mounted on Maguire trucks, again something unique in Sydney and Australia.

The design represented yet another variation of the standard early Sydney cross-bench design. The others in this group are the J and N class cars. Currently only the bogie N class is in operable condition.

Despite the gloomy interior this type of car has a fascination for the public. Ugly? Yes. But perhaps because they are so ugly they have a special charm about them.

Another fact about the E class is their longevity. They remained in service for 55 years, the longest time span for any four-wheel Sydney passenger car.

N Class 641

The body of N class car 641 which resided for many years in the back yard of a house at Helensburgh south of the Museum was offered to us on a 'remove or break up' basis by its owner. A inspection revealed the body was not in good condition as it was resting on a tree stump which was infested with termites ('white ants'). The termites had eaten out the roof ribs, but had not touched the doors or a couple of cedar seat backs. The seat backs and some metal parts were removed.

Brian Hague, Jim Jowett and others of our weekday work team went back on 24 and 26 November 1997 to remove doors, door mechanisms and other parts which can be used in the restoration of our J class car. The car, which was being propped up following removal of the doors, gave a creak and our lads decided it would be a good time to break for lunch. During this break the car literally collapsed in a heap! It had been hoped to save the car-length cantrail, but these were found to have been infected by the termites as well and broke when the car collapsed. The resulting mess was raked up and stacked for removal by the owner and the underframe was turned over so it could be gas cut later.

This final work was carried out on 10 January 1998, enabled the sanding gear metalwork, rubbing and radius plates to be retrieved. When the hardwood underframe was cut through prior to gas-cutting the side plates, it was found that the termites had actually eaten their way through the centre of the hardwood side sills, timber which is not normally attacked by these pests.

Sydney Light Rail

The Museum has commented on the Environmental Impact Statement for the Sydney Light Rail extension. More details next issue.

N class car 641 at Helensburgh before the demolition began. The stump under the car is termite infested and the car already has a lean to one side.

Bob Merchant



WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6050

From Michael Stukely

Kalgoorlie 22 - Brisbane 550 exchange

The eagerly-awaited exchange of these tram bodies between the Perth Electric Tramway Society and the Sydney Tramway Museum was successfully completed in November.

Our carrier, Trevor Phillips of Bunbury House Transporters, arrived at Whiteman Park on Sunday 16 November to load Kalgoorlie 22 for its transcontinental journey to Sydney. The car body, together with newly fabricated saloon window frames and a full set of new Brill-style wooden-slat seats and backs, and sundry other parts, was loaded using hydraulic jacks with assistance from Michael Stukely, John Stone, Scott Parker and Frank Edwards. The low-loader left the Park for Kewdale at dusk. After servicing the prime-mover on the Monday, Trevor departed Perth early on Tuesday 18 November bound for Sutherland in NSW.

All went well until Saturday morning 22 November, when Trevor was 'sidelined' by a NSW heavy haulage inspector and advised that his paperwork did not give an exemption for an over-length load, which meant that he was not supposed to travel on a weekend and could have been impounded! After explaining the situation, Trevor was sent on his way after being issued with a fine, arriving late that afternoon at STM which enabled the crane which was on site for other tram body lifts to unload 22 and reload with 550.

Farewells - Kalgoorlie 22 and Fremantle 36 at Whiteman Park, 16 November 1997. Michael Stukely



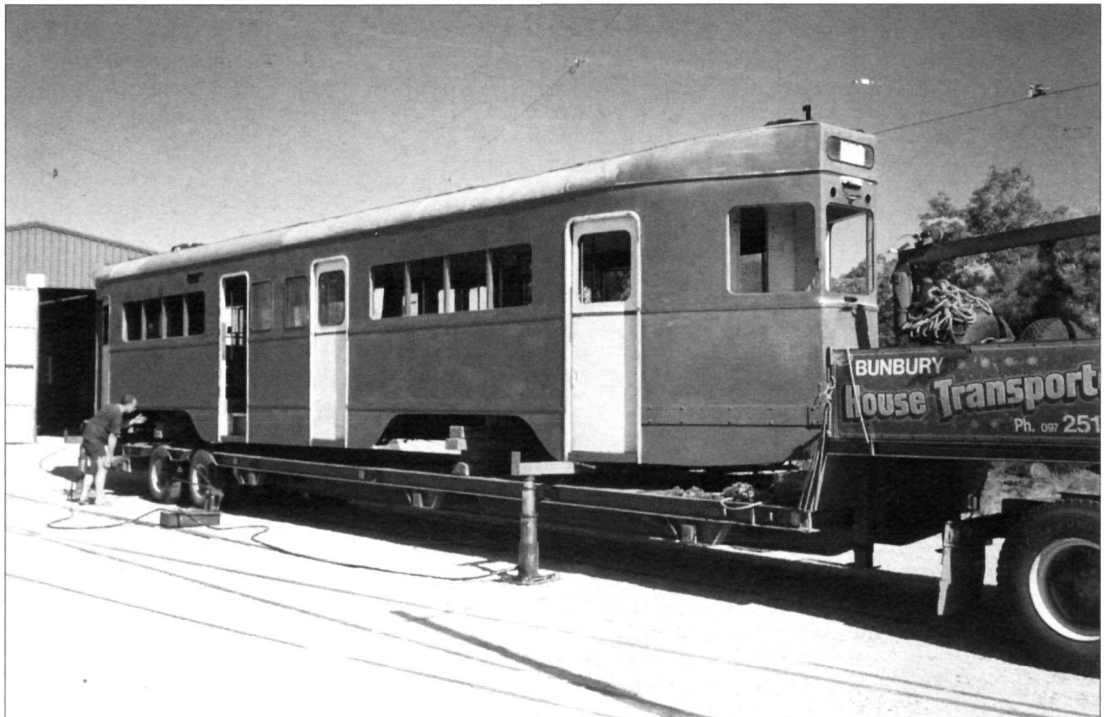


Kalgoorlie 22 being towed into position for loading for the journey to Sydney, 16 November 1997.

Michael Stukely

Brisbane 550 at Whiteman Park after its arrival from Sydney on 29 November 1997. The hydraulic jacks and steel beams are being positioned ready to lift the body off the low loader.

Lindsay Richardson



Trevor spent the following Monday chasing around Sydney to ensure that his paperwork was in order for the return trip to WA. This time, all went well in the four states through which he passed, and he arrived at Whiteman Park early in the morning of Saturday 29 November. Trevor Dennhardt, Ric Francis, John Stone and Lindsay Richardson were on hand to assist with unloading. The two Melbourne no.1 trucks (ex-Newcastle) were positioned under the car but as suitable king-pins could not be found, it was left perched on two steel beams above the trucks. On Sunday 7 December, Noel Blackmore made up two temporary pins to permit the body to be dropped onto its trucks. This was achieved on Wednesday 10 December, and the car was placed in the L.C. Richardson Car barn on No.6 Road. Ballarat 31 had already been moved (under protest, Lindsay reports!) from here to the spot previously occupied by Kalgoorlie 22 on No.7 Road.

Under the agreement between the two Museums, extensive refurbishment funded by PETS was carried

out on 550 by STM members prior to its departure. This included large-scale replacement of badly corroded steel framework and panels on both sides and ends, replacement of stepwells, and replacement of interior wood panelling and fittings including new window springs. Joe Kirchberger, who carried out the metal work, and Brian Hague and his team who did the woodwork, are to be congratulated on the quality of their work and the obvious care that was taken. The car has attracted many highly favourable comments at Whiteman Park.

A very special thank you to our carrier, Trevor Phillips for carrying out what must be the longest move of trams in Australia (a 7000 km round trip) and charging a price around cost to be shared by both museums. Trevor's continued support of our activities is very much appreciated. The work of Howard Clark (STM) and Lindsay Richardson (PETS) in coordinating the project must also be gratefully acknowledged.

Changes at the Entrance

Steel traction poles being loaded onto the Albion truck - its first payload - to be taken to the Lord Street entrance on 5 October 1997.

Michael Stukely

As reported last issue, the granting of a five-year lease by the WA Planning Commission to the Riverlands School of an area at the Lord Street



Ray Blackmore dropping the running wire from the troughing on the inside road at the entrance terminal, watched by Noel Blackmore (left). Trevor Dennhardt is driving the tower wagon, 26 October 1997.

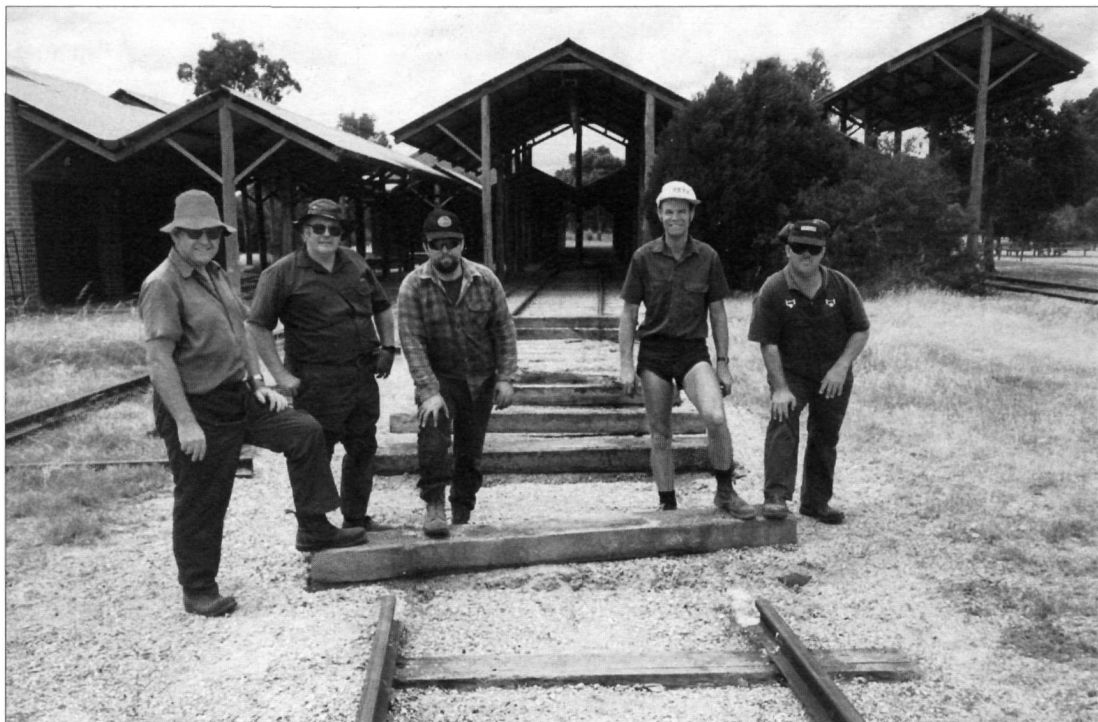
Michael Stukely

Entrance has necessitated the removal of the inner (northern) tram road at this terminus.

On 5 October the Albion truck, driven by Victor Sweetlove, carried its first payload when it was used to move three ex-Westrail (East Perth) steel poles from the Car barn to the Lord Street Entrance terminus, piloted by the crane. On 25 October these poles were erected along the outer (southern) road by Ray Blackmore, Trevor Dennhardt, Scott Parker and John Stone. On 26 October with the overhead having been attached to the new bracket arms, clearances were tested with Fremantle 29 and W2 class 329. The overhead was removed and recovered from the inner

The work crew look pleased with their progress in removing the track on the inside road at the entrance on 22 November 1997 - Kevin Clarke (left), Dave McCormack, Scott Parker, Trevor Dennhardt and John Shaw.

Lindsay Richardson





The bare trackbed of the inside road at the entrance at the end of the day on 22 November 1997. New steel poles support the overhead on the outside road (right).

Lindsay Richardson

The set of points at the Entrance is still to be removed, and some realignment of the track will also be done at that time.

General

road, and over the following weekends the redundant wooden traction poles were taken out. Following the installation of an extra pull-off, Sunday Swap-meet services were able to continue to use the outer road without problems.

On Saturday 22 November a special workday was organised to dismantle the track from the inner road, with a team of six in attendance: Lindsay Richardson, Trevor Dennhardt, Kevin Clarke, Dave McCormack, John Stone and Scott Parker. The day proceeded well with fishplates unbolted and stacked, rail dragged out and stacked, steel sleepers recovered and stacked and also wooden sleepers from inside the terminal building and outside for one track panel. This allowed the tower truck to be used to recover the three sections of overhead troughing. On the following Wednesday, a bobcat with forks was used to remove the remaining wooden sleepers back to the points; the bobcat was then used to recover the track-bed roadbase. About 8 cubic metres of this material was used to extend the platform on the outer road to permit two-car running, whilst the remainder was trucked back to the Car barn and added to the perway hardstand area.

Following backfilling of sand around the walls of the maintenance pit by John Shaw, Trevor Dennhardt and Martin Grant, final topping and levelling was done by Lindsay Richardson on 24 September. The whole area was then compacted by Lindsay (see photo in last issue) and Ric Francis. Bill Gilbert has progressed the formwork for the lighting recesses, while Noel Blackmore developed plans for the drop bolts to be anchored in the cavity wall. Orders have been placed for rail bed-plates and anchor bolts, and for special rail clips to secure the rail to the top of the walls.

The Speno ultrasonic rail-testing unit was on site on Friday 19 September, and successfully tested sufficient lengths of grooved rail for use on the pit. Noel Blackmore arranged for this to be done free of charge, courtesy of Speno Rail Maintenance Australia Pty. Ltd., while the equipment was down from Karratha.

Further limestone was removed towards the rear doors of the engineering shed by John Shaw and visiting Victorian member, Richard Gilbert, and ten sleepers have been laid to enable another panel of rail to be added to the bogie storage siding.



The Perway shed was slewed to its new east-west alignment, parallel to No. 4 Road, on 12 November. Previously it was at right angles to the track.

A new special event, entitled 'Country Capers Come to City Slickers', was held successfully in the Park on Sunday 16 November. Three trams were used and loadings were good. It is expected that this will now be an annual event on the Park's calendar. School holiday traffic was very good again in October, the ideal weather being a key factor.

A wildfire occurred in the Park on Wednesday 10 December. It started in dense scrub south of the Village Junction Station and burned rapidly around to

The repositioned perway shed (centre), alongside the fan outside the Oketon Geddes Carbarn (right) on 19 November 1997.

Lindsay Richardson

the south of the Village and through the Snake Flat area, crossing the tram line between Red Dam and the Tractor Museum. It then continued south and crossed the line to Entrance before it was brought under control in the Horse Swamp area. Several sleepers were damaged north of Red Dam, and thanks to the prompt action of Kevin Clarke, Geoff Morrison, Dave McCormack and Lindsay Richardson in damping them down, only six required replacement. Services were suspended the following day for assessment and repairs.

FERNY GROVE

Brisbane Tramway Museum Society
PO Box 94, Ferny Hills, Queensland 4055

Workshops

Refurbishment of Combination tram 47 was completed in early June 1996 and she was relaunched into operational traffic service by Councillor Maureen Hayes from the Brisbane City Council. Councillor Hayes is chairperson of the City Council's Transport

Committee and was representing the Lord Mayor of Brisbane, Mr Jim Soorley who was on holidays at the time. The relaunch was held on Saturday 21 June, which was the 100th anniversary of the commencement of electric tramways in Brisbane.

Following a shunting accident in the tram shed, dropcentre 341 entered the workshops and is presently undergoing minor body repairs to some damaged panels together with some associated repainting. When 341's repairs have been completed, Baby Dreadnought 99 is to come in to enable repairs to its minor accident damage to be carried out.

Museum Site

Following the major outdoor clean-up in early 1997, the site now resembles a well laid out tramway museum with good grounds and interesting static displays rather than a junk pile or bus graveyard. Denis Crump has been busy in recent months with new plantings of shrubs and trees to continue the improvement of the appearance of the museum site. The summer rains and heat have arrived and the grass is being kept tidy by Denis and his trusty Kubota mower.

The Scammell is preparing to tow bus 68 to another location during the clean-up of the museum site.

G.Prideaux

Track Extension/ Engineering

The Society's consulting engineer, Mr Bill Kingsley visited Brisbane in early May 1997 to assist with the design of the tramline extension through the parkland on the northern side of Tramway Street to the proposed terminus in the vicinity of the Ferny Grove railway station. Bill has assumed the role of engineer in charge for this project, with John Lambert as senior surveyor/cadet engineer, and Wayne Chaseling as surveying chainman in charge of the weather. Peter Hyde assisted with clearance of foliage as required. The entire alignment was laid out during Bill's visit and a site meeting was also held with officers and engineers from the City Council, who were very receptive to the overall project. Further design work is being performed by John Lambert, this primarily being the longitudinal gradient survey of the alignment.

Facilities Building

In early December, a building task force attacked the old members' house and totally revamped the building layout. The lower area has been altered to create two large toilets for members of the public visiting the museum. Both rooms are identical and are large enough for parents to assist children and contain a toilet and wash basin. A kitchen sink donated by Bob Deskins is located in the entry area to enable people to



was up after using the picnic area. For added safety only cold water is available in the public area to prevent scalding, particularly to children. The upper area of the building has been made into a formal meal room for members, members' toilet, shower and change room together with a number of donated lockers. The entire project was completed in five working days with minimum interruption to members and visitors,

General

Following many months of negotiations with the City Council, the Society was successful in obtaining a lease on the site for the next twenty years. Twenty years is the maximum lease able to be held with the City Council. As a result of a meeting between the Society and the Council's Transport Department in early May 1997, the Society received notification from the Brisbane City Council that ownership of the trams, buses, ancillary vehicles and other equipment had been transferred to the Society, effective from early April

1996! This now means that we no longer hold the items on trust and they are now the property of the Society.

Briztram

Readers may be aware that the Queensland State Government is proposing to construct a fifteen kilometre light rail system in the inner Brisbane suburbs. Part of this proposal involves the possible operation of heritage trams on this system, most likely on weekends, possibly similar to Bendigo and Christchurch. Discussions and briefings are presently being held between the representatives of the Society and other interested outside authorities. However at this point in time, no concrete information can be released to *Trolley Wire*.

The Internet website address for Briztram (note the 'z' in the spelling) is www.briztram.qld.gov.au

Updates on the Society's participation in this project will be published in future issues of *Trolley Wire*.

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

Around the Depot

Summer car No.17 has had a new lease of life, due to the fitting of a rewind armature. The toastrack's winter hibernation is well and truly over, tests have been satisfactorily completed by Foreman John Bullen, and by all reports the old girl scorches along!

Now that the fine, sunny and warm months are with us again, 17 will do its good share of revenue trips.

Single trucker 21 is now ten speakers heavier, and sister car 19 is due to get the same upgrade, and a repaint, too.

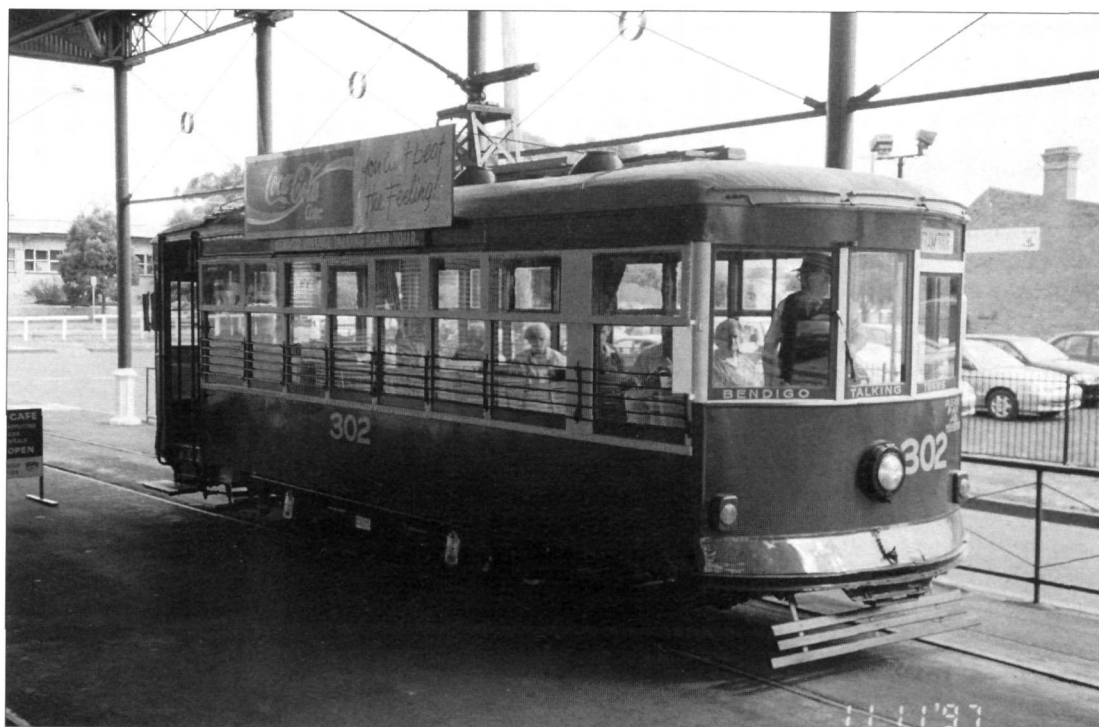
Birney 30 helped open the service for the Bendigo Trust in 1972, and later provided the vehicle (pardon the pun) for Prince Charles to show what an adventurous (fast) tram driver he was when he visited back in 1974. As part of the 25th anniversary of the opening celebrations, 30 received some attention recently. Some minor repairs were carried out, some

repainting done, numerals and lining redone and the brass-work got a bit of a polish. The tram positively gleams!

Birney 302 of Adelaide MTT fame also got in the way of some deftly-wielded paint brushes. For many years the body panels have looked a bit sad due to some paint defect. Now the distinctive livery is of uniform colour throughout, and it means that the repainting and signwriting are something for us to be proud of. However the dead-man's handle equipment still poses a threat to dozy motormen, not that we have any with Bendigo's motorists.

Treasure Under the Ground

An interesting relic from the old electric tram system dating back to 1903 has been unearthed. Buried only one metre out from the building line of View Street, some long forgotten feeder cabling has come to

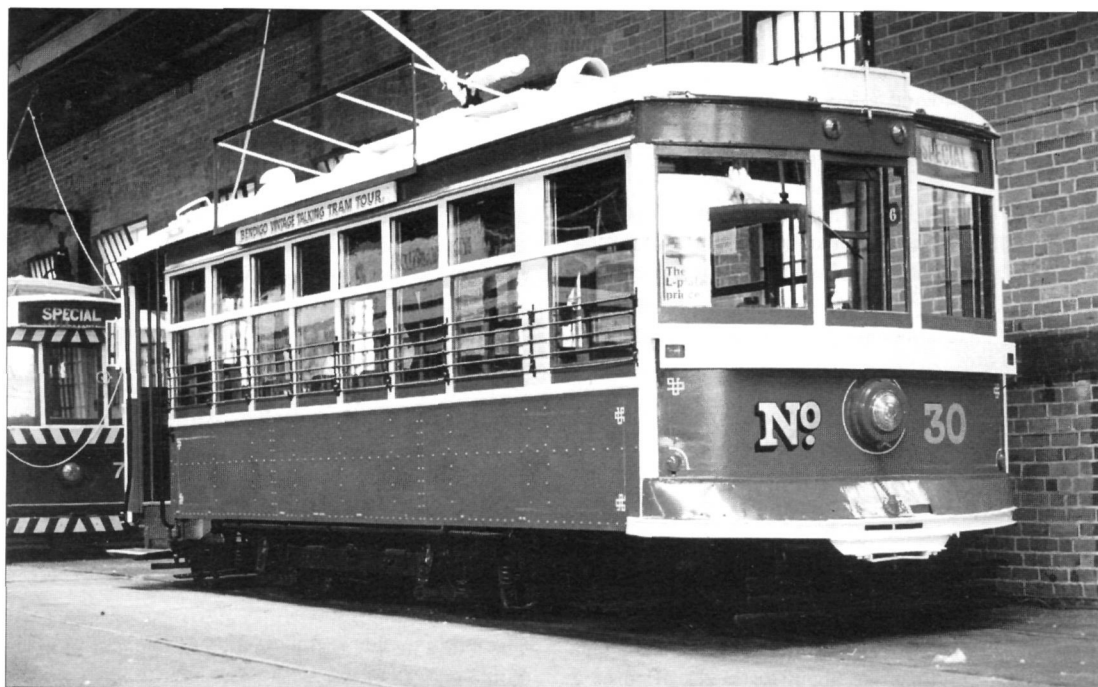


Birney 30 being prepared for the 25th anniversary of tourist tramway operations in Bendigo. The picture was taken in the depot on 16 October 1997.

Dennis Bell

Birney 302 at terminus outside the Central Deborah Gold Mine. Neil Murray is at the controls ready to commence another tour on 11 November 1997.

Len Millar





Approximately 50mm in diameter, the cabling unravels in a fascinating way. Heavy duty tar paper covers a lead sheathing, which in turn encircles stranded copper strips. More tarred paper under these strips covers 8mm by 6mm copper segments, more paper, and then the heart of things - a final core of copper 25mm in diameter and also segmented.

Apart from the contribution to the Tramway's coffers of the scrap value of the copper and lead, the magnificent soldered joints (as artfully done as the jointing of the haulage cable under Melbourne's streets in the cable tram era) were a delight to see.

Depot Foreman John Bullen recounts that not only were the SECV's trams sold to the Trust in 1975 for the magnificent sum of \$1.00, but in 1992 the trolley wire system, poles and rails were sold to us for the same amount. Part of the deal included the underground cabling, if any.

Our worthy volunteers extracted the old cable, and the proceeds are to be spent on the trams and on facilities for volunteers. A most welcome airconditioner is top of the shopping list.

Victorian Heritage Council Visit

We have been honoured by a visit from representatives of the Victorian Heritage Council. Our three main buildings are about to be classified as a

Aussie Rules mascots with car 470 dressed for the local football final on 19 September 1997.

Dennis Bell

result, and that will hopefully lead to some funding to repair the tram depot's clerestory roof. Some overdue attention could also be paid to some aspects of the depot's guttering and downpipe system.

Grand Final Fever

It's happened again! Car 470 decked out in outlandish decorations and suffering the ignominy of football fans cheering and carrying on as the tram goes about its business talking to its tourist passengers as it rolls quietly down Bendigo streets.

September sees the fever of the Australian Rules football final reach a climax around Australia (well, Victoria, but it is spreading) and the local Bendigo competition is no exception. Golden Square (the mighty Bulldogs) and Kyneton (the magnificent Tigers) did mortal battle on some green oval in town on 19 September. Poor old 470, as gentle readers will see from the accompanying photograph, was bedecked with heaps of coloured fol-de-rol, and two ugly sub-bozos came along for the ride.

The things people will do to a tram! Oh, and Kyneton won!

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

History Trust Accreditation

The Museum has been advised by the History Trust of SA that we have retained our Full Accreditation for another five years. Accreditation recognises the high standards of the Museum in terms of Facilities, Administration, Collections Management, Conservation and Restoration, Exhibition, Education, Security, Training, Marketing and Publications.

40th Anniversary Dinner

A dinner was held at the Royal Coach Motor Inn on Friday 10 October 1997 to commemorate the founding of the AETM in South Australia. Members attending had a very enjoyable time. The food was good and John Radcliffe, with some assistance from Christopher Steele, gave an excellent slide presentation of the formation of the Museum and of the first 10 to 15 years.

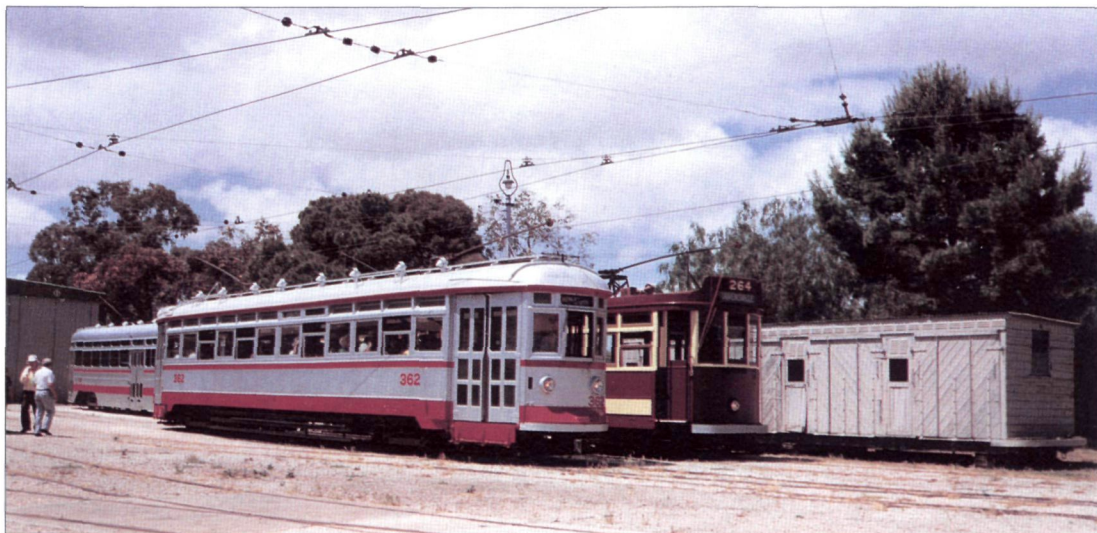
Henley Beach Day

On 26 October 1997 a Special Event Day was held to remember the Henley Beach and Richmond tram routes. »

A special feature of the day was a concert by the TransAdelaide Band (previously Australian National) which was hosted by David Sabine from Radio 5DN. The Drum Major used the original Tramways Band mace. A special trumpet piece was also written for the event by Mark Smith. Three graduates from Adelaide University joined with the band for various pieces of music. A number of historical societies from the Henley and Richmond areas set up displays. Ballarat 21 was positioned on Road 2 outside the depot and was used successfully as an alternative publications sales outlet. The MTT tower wagon was also brought out on display.

The H, H1 and dropcentre trams were familiar sights on the Henley Beach line in the 1950s. H 362 displaying 'Henley North' departs the Museum on the Henley Beach and Richmond Day. F1 car 264 displays 'Torrensville', an intermediate destination on the Henley line.

Neville Smith





The TransAdelaide Brass Band arrives at the Museum in Toastrack 42 on the Henley Beach and Richmond lines special day on 26 October 1997. Drum Major Kurt Erdman carries the original Tramways Band mace as he re-enacts the role carried out by Drum Major Bill Symonds from 1909-25. Neville Smith



Drum Major Kurt Erdman of the TransAdelaide Brass Band (formerly the Australian National Brass Band) proudly holds the original Tramways Band mace in front of Toastrack 42 which is displaying the destination 'Henley Beach'. Neville Smith

The TransAdelaide Brass Band departs the Museum on Toastrack 42 to prepare for its entrance a short time later. Neville Smith



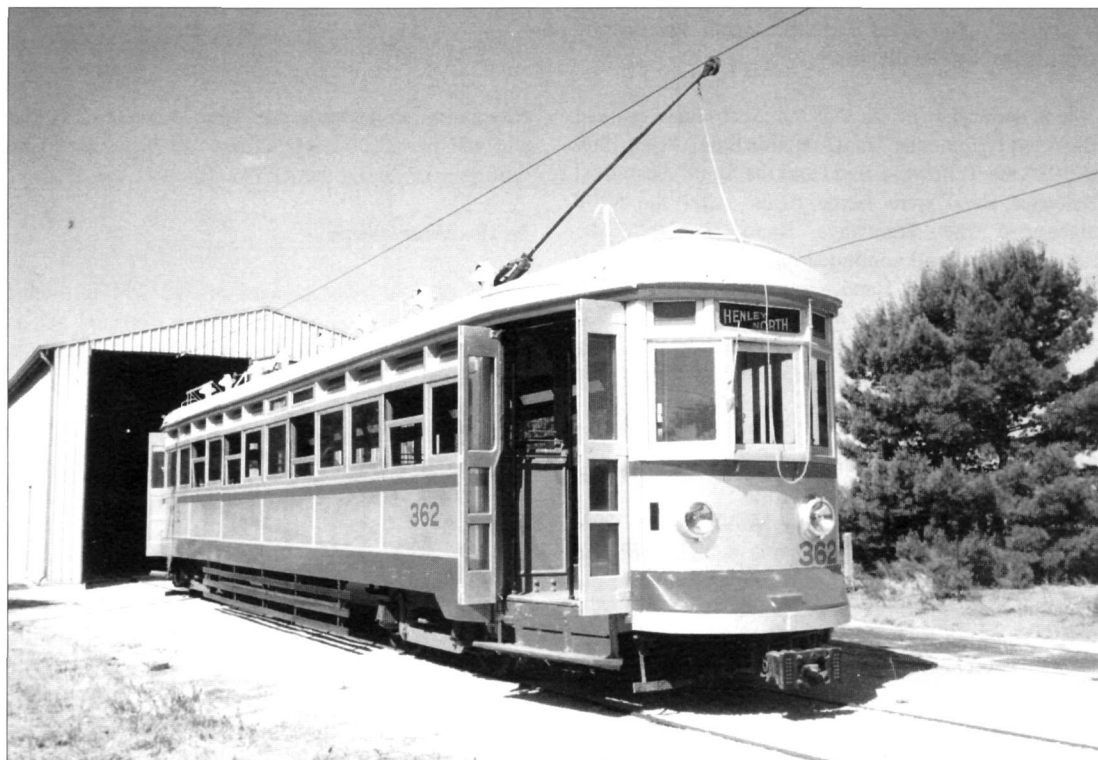


The H cars were used on the Henley Beach line from the 1930s until its closure in February 1957. Silver and carnation red liveried 362 displays 'Henley North' while stabled on Road 7.

Neville Smith

TransAdelaide Brass Band accompanying the three guest trumpeters, Tom, Mark and Andrew during the concert performance.

Neville Smith





The 12 minute service continues to be refined and works well. The event was once again successfully coordinated by Neville Smith.

It is somewhat ironic that the Australian National Band has become the TransAdelaide Band. From 1909 to 1925 the Tramways Band and the South Australian Railways Band were fierce rivals. After the MTT disbanded the Tramways Band in 1925 the SA Railways Band continued on, later becoming the Australian National Band. However with the recent demise and privatisation of Australian National it is now the TransAdelaide Band, and TransAdelaide is the government operator of suburban buses, trains and TRAMS!

Over the Viaduct to Henley Beach

Our new booklet compiled by Neville Smith, *Over the Viaduct to Henley Beach* was launched on the 26 October special day. It has a similar format to the *Parade to Kensington* booklet launched last March. It covers the Henley North and Richmond tram lines. Cost is \$5.00 plus \$1.00 post and packing.

The Museum has also produced a series of historic photographs of Adelaide's tramcars in service in the

Pole replacement in progress at St Kilda. The overhead will be transferred to the new pole erected to the left. The old pole is then cut down.

Ian Seymour

City and metropolitan areas. They are in sepia colour and sell for \$2.00 each. A list can be obtained by writing to or faxing the AETM (Fax 08 8280 8528).

In the Workshops

The current refurbishment of W2 294 is almost complete. The exterior paintwork is finished and is awaiting sign writing and re-installation of brass work. The ceilings are finished.

Car 294 has been moved from the bodyshop to the workshop to allow serious reconstruction to commence on E 118. Car 118 now resides in the bodyshop with D 192.

Ian Seymour has carded out a major servicing program on nearly all operational trams. All brake cylinders are being cleaned out, new buckets from Westinghouse installed and cylinders greased with water resistant grease. Motor bearings of the white metal type are having their wool replaced, sumps cleaned out and oil replaced. Journal boxes are having



An example of the historic photographs available from the AETM. Two F type dropcentre trams and two E type bogie trams in King William Street in the 1930s.

AETM Archives

The AETM's next major reconstruction project, E 118 being transferred to the bodyshop. The western saloon side panels have already been removed giving some indication of the tram's eventual appearance when returned to its half saloon and half open crossbench configuration.

Ian Seymour



their white metal bearings checked and noted for condition. Tram 111 has had its bearings at the western (Beach) end of the tram remetalled using barbecue rings for the jig and the casting pot (cast iron frying pan!). The Willson lathe shown in the November 1997 Trolley Wire was used to machine the bearings to the required radius. The boring bar is set to the radius and the various cuts required are done by shims under the bearing in the vice being added, 2mm at a time. The wool is from Creswick Mills in Victoria. Cardium in plastic bag form (rather than ladled in with a stick) is now used on our gears (Caltex TMGL). Stainless steel dip sticks have been installed in armature and motor

suspension oil wells, notched to high and low levels, Compressor and in-line filters will have their horse hair replaced, a supplier in NSW having been sourced.

Track and Overhead

Work continues to improve the Museum's overhead. Pole 28, near the loop has now been replaced. Seven poles have been replaced and an additional pole erected in the past few months, and the overhead reconnected. The overhead fittings for each pole were also replaced. After nearly a quarter of a century, some of the thinner poles have finally given way.

BALLARAT

Ballarat Tramway Museum

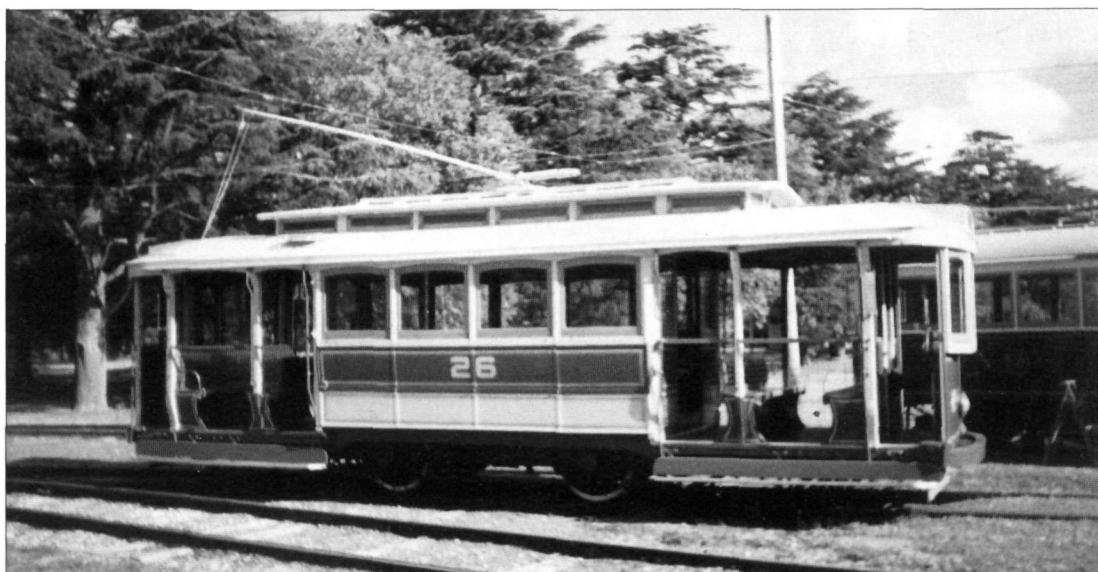
PO Box 632, Ballarat, Victoria 3353

From Dave Macartney

The second phase of the Wendouree Parade overhead renewal took place over the 9th and 10th December. A new section insulator was installed just south of Depot Junction, and both wires from there to Carlton Street renewed. As usual, the actual running of the wire was preceded by many weeks of preparation to ensure that all the trolley ears would be cooperative on the day. The sight of new copper overhead glinting in the evening sun was very satisfying. Only the section between Depot Junction and the loop now remains to be done.

Wednesday, 19 November saw the commencement of a trial period of weekday running in order to gauge the size of the market. It is planned to run each Wednesday from November to May. The service is

Car 26 in the depot yard after its recently completed overhaul.
Alastair Reither





This view of No. 28 shows the recently completed new front apron.

Alastair Reither

An evening charter of car 671 as a 'restaurant' tram finds a convivial crowd on board as it trundles along Wendouree Parade.

Alastair Reither

currently operating from the Depot on an 'as required' basis, with appropriate signage out in the Parade. This enables the Museum also to be operated with minimal staff. Early results would indicate that a presence out in Wendouree Parade may be required, though only a full season's running will answer this question.

Another initiative recently undertaken is the provision of on-tram catering/entertainment for charter bookings. Traditionally, charters have been daytime affairs for school groups, which have become part of the routine. The market being pursued is for social groups and the like to spend some time on the tram, possibly before going on to further activities. This enterprise is bringing us into closer cooperation with Lake Lodge Pavilion, who may provide nibbles and possibly provide the venue for the evening's sit down meal. Alternatively, the Tramway might provide a tram while the organiser of the charter provides their own refreshment. Both style of charter have been run in recent months. The favoured cars for this are the two Melbourne trams (661, 671) which have had purpose built cabinets manufactured for storage of supplies, and which have both had temporary wiring installed for the provision of music to entertain the masses. Certain prominent members have delved into their personal collections to provide appropriate music, which reveals what a total lack of taste exists out there!



The Museum was once again represented at the Central Highlands Historical Association's History Fair. With the emphasis this year on law and order, the centre-piece of the Tramway exhibit was an account of the tram hijacking of 1971. An exhibition of Ballarat-built machinery is to take place in late February at the Showgrounds, and it is hoped to have Horse Tram No. 1 on view there for a couple of days.

More computer equipment has been acquired through Government Grant money for use in the Archives. This area of activity has now taken on a life of its own, with items not seen for twenty years emerging from various members homes to be catalogued.

HADDON

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

From Craig Tooke

Vale - Noel Gipps

It is with deep sadness that we report the death of the Association's President, Noel Gipps aged 71, on 3 January 1998 following a period of illness.

A foundation member of the Association, Noel Gipps will be remembered for his outstanding contribution as Electrical Superintendent and service as a committee member, filling the roles of Vice President and more recently that of President.

His magnificent contribution to tramway preservation in Australia for over 54 years will be remembered and appreciated by us all.

The Association offers its condolences to Mandy, Richard and Ben.

No. 2 Road

Several test runs have been made over No. 2 road following completion of the overhead and the bonding of the track, and it is now in service.

The car washing plant previously located on the main line near the upper terminus has been relocated onto No. 2 road. The relocation also allowed for improvements to be made to the system. These

In the workshop, the motor ex No. 28 has now been installed in No. 13s truck with suitably modified bearings. The body has been lowered onto the frame, and No. 13 should re-enter service shortly. The extensive work on No. 28 will continue for some time. No. 33 was briefly sidelined with a bearing failure, but is now back in service. No. 40 is due to be jacked up shortly, as further modifications are required to enable it to run satisfactorily. A recent acquisition from Ballarat University was the old SEC motor testing apparatus. This machine looks like one of those penny-in-the-slot machines of yesteryear, but instead of 'What the Butler Saw' there is a maze of copper segments, wires and resistance coils. Nobody has yet been game to plug it in.

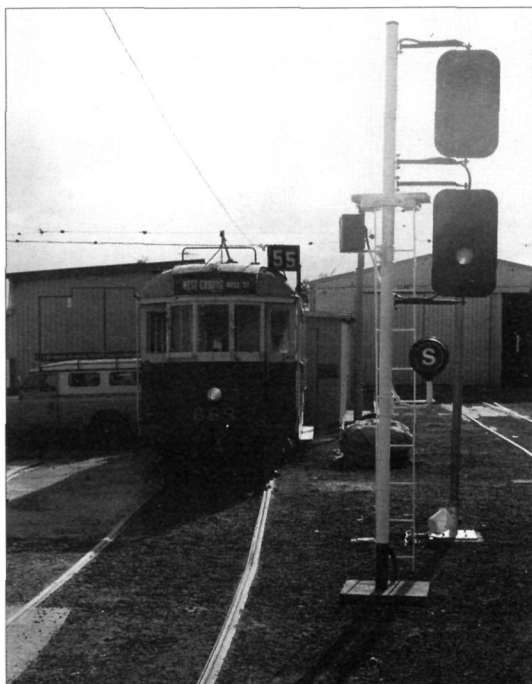
included the installation of a 100 litre water tank with an improvement in the spray pressure. The car washing plant has been in regular use cleaning the exterior panels on our trams and to date we have found no problems with its operation.

Car Barn

A recent problem inside the car barn has been the high level of dust from the unsealed floor. This dust has been finding its way into just about everything from the trams to the electrical equipment located inside the car barn. To overcome this problem, finance was made available and the floor has been given a coating of bitumen. Completed over two days, the whole of the floor inside the car barn is now fully bituminised, totally eliminating the dust problem.

Extensive building extension works have also been undertaken to the car barn. On the west end of the car barn an extension of the building has allowed a walk way to be created which allows better spacing of the trams in the shed and thus better viewing by the public.

Storage shelves have also been erected along the west wall of the car barn. Along with most other items in use at the museum, we have taken the time to obtain an extensive collection of spare parts for the signalling equipment as it has become available. These shelves



W3 class 663, the first tram on No.2 road since it was wired and the track bonded and concreted.

Tony Smith

Bituminising the car barn floor in progress.

Tony Smith



will be used to house the spare parts for the signalling system.

A small roller door has also been installed in the western end of the car barn to provide an additional emergency exit door.

Planning is also under way to locate emergency equipment such as jacks in a central location near to this door for use in any derailment problems we may face in the future.

Recent overcrowding inside the workshop building due to increased tram restoration work has caused us to rethink our original plans to construct a machine shop inside this building. The northern side of the car barn has been extended to allow the construction of a machine shop in which we will be able to install a range of small engineering machines.

Lathe Acquisition

The Association has recently been pleased to acquire a metal turning lathe for a nominal cost. This lathe has now been installed inside the machine shop. It is an extremely valuable acquisition and is in excellent condition, requiring only relatively minor work to become fully functional.

Work has begun on the overhaul of the lathe. This includes the installation of a special phase converting electronic device to allow the three phase motor on the



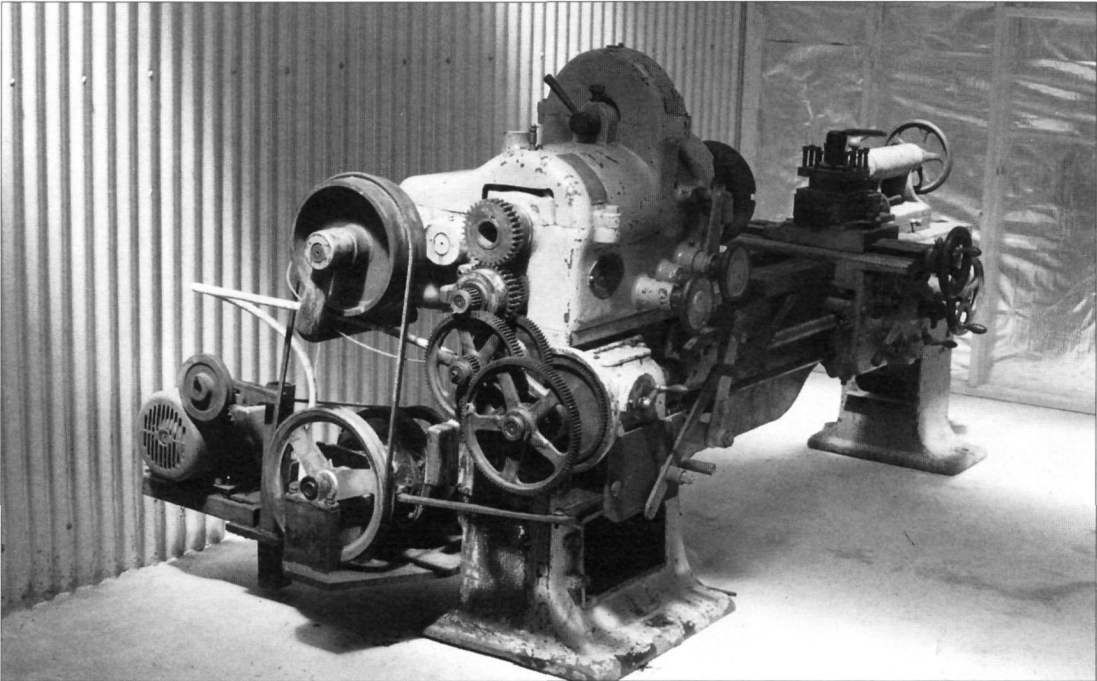
lathe to be operated from our existing single phase 480 volt electricity supply.

Site Improvements

With the hot weather now well and truly upon us, we are ever mindful of the high fire risk and steps have been taken to reduce the risk of fire by cleaning up long grass and other combustible material in and around the museum.

This aerial view from the upper terminus at Haddon shows four trams and the tower wagon which have been moved to allow the car barn floor to be bituminised. Improvements to the entrance driveway can also be seen in the foreground Tony Smith

Work on improving the entrance to our museum has now been completed with the installation of the driveway and the erection of a new sign at the museum entrance.



The recently acquired lathe being installed in the Machine Shop.

Tony Smith.

A very busy few months have seen a number of major projects completed, particularly to our infrastructure. These improvements will no doubt allow us to make further progress on a number of projects over the next few months.

W2 class 407, W4 class 670 and VR 41 outside the car barn.

Tony Smith





a sper magazine