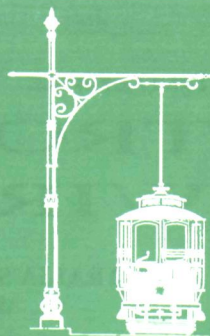


# TROLLEY WIRE



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## MELBOURNE ON THE BRINK OF CHANGE

# TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM  
MAGAZINE

MAY 1998

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*Members of the Steering Committee of the proposed  
Federation Line in Canberra, which included the  
Acting Chief Executive of the National Capital  
Authority and the General Manager, Core Operations  
of the National Museum of Australia, are shown with  
car C 290 at National Park. (See also back page.) The  
group also travelled to Sutherland on Phoenix car 548  
as well as inspecting all areas of the museum.*

Dale Budd

### Front Cover:

*X2 class 676, HTT No. 8 in Hawthorn Tramways Trust livery and toastrack V214 stand on the depot fan at  
Hawthorn Depot on 28 March 1998. Y1 class 610 can be glimpsed to the right of the line-up.*

Dale Budd

### Back Page Top:

*Sydney LRV 2104 displays its new promotional advertising for the tenth anniversary of the Darling Harbour  
development as it crosses George Street on 21 February 1998.*

Bob Merchant

### Back Page Bottom:

*Members of the Steering Committee of the proposed Federation Line in Canberra paid a visit to the Sydney  
Tramway Museum on 5 April. The purpose of the visit was to see and experience a heritage tramway in operation,  
and the Museum took the opportunity to show its restoration capabilities.*

Dale Budd

# MELBOURNE ON THE BRINK OF CHANGE

By Dale Budd

From October 1, 1997 Melbourne's tram system was corporatised and divided into two operations, Swanston Trams and Yarra Trams. It was planned that these two entities would be sold to the private sector by December 1998, but this date has recently been put back to March 1999.

Melbourne's trams are therefore undergoing the greatest organisational change since the formation of the MMTB almost eighty years ago. It is appropriate to document details of the operation as it was before this process began, to provide a record for future reference.

Apart from this major structural reorganisation, the tram system is already in the midst of change, with the introduction of ticket machines coupled with the phasing-out of conductors; the progressive conversion to pantograph operation; and the current overhaul program on Z1 & Z2 class trams, contracted out to Goninan. It is important also to record the status of these developments, as the system heads into the major organisational and ownership changes.

This article first records details of the tram fleet. It then documents operational aspects, including ticketing and driver-only operation.

## The Fleet

The following tables give details of the tram fleet, as it was in mid-December 1997.

### SWANSTON TRAMS: DEPOT ALLOCATION

| <b>BRUNSWICK</b>  | Quantity  |
|---|-----------|
| <b>Z3</b>   |           |
| 120,128,130,137,138,140,142,143,144,147,153,156,157,160,166,172,<br>179,182,183,185,187,196,197,204,205,209,210,211,214,218,223,230 | 32        |
| <b>B2</b>   |           |
| 2017,2022,2044,2048,2054,2056,2062,2064, 2066,2071,2072,2078,<br>2081,2086,2089,2091  | 24        |
| <b>TOTAL</b>  | <b>56</b> |

| <b>ESSENDON</b>   | Quantity  |
|---|-----------|
| <b>Z3</b>   |           |
| 116,125,127,134,139,141,145,146,148,149,152,158,159,161,162,163,<br>165,167,168,169,174,178,186,193,194,198,199,200,201,202,203,207,<br>208,212,213,216,219,221,222,225,226,228,229 | 43        |
| <b>B2</b>   |           |
| 2003,2004,2005,2007,2008,2016,2025,2030, 2033,2041,2042,2051,<br>2055,2070,2074,2084,2085,2087,2088,2092,2096,2099,2110,2113,<br>2114,2115,2116,2118,2120,2122,2128                 | 31        |
| <b>TOTAL</b>  | <b>74</b> |





*A waiter poses with restaurant car 937 at its Southbank Depot stabling point. The car carries air conditioning units on the roof.*  
Ray Marsh

*Malvern-based W7 class 1008 in 'heritage' green and cream livery descends the dive at St Kilda Junction bound for St Kilda Beach.*  
Ray Marsh





|   |            |
|---|------------|
| <b>GLENHUNTLY</b>   | Quantity   |
| <b>Z1</b><br>2,5,6,7,8,9,11,13,15,16,17,21,24,25,26,27,28,30,32,40,42,43,45,46,50,<br>51,53,56,58,59,61,66,69,70,72,73,74,75,76,77,78,79,80,81,83,84,85,86,<br>89,91,92,94,96,97,98,100 | 56         |
| <b>Z2</b><br>110,112,113,114  | 4          |
| <b>TOTAL</b>  | <b>60</b>  |
| <b>MALVERN</b>  | Quantity   |
| <b>SW5</b><br>785,843,845,846   | 4          |
| <b>SW6</b><br>852,854,864,865,869,870,881,883,884,896,899,905,907,908,916,918,<br>921,928,929,930,933,935,938,941,944,947,951,953,954,960,961,969                                       | 32         |
| <b>W6</b><br>971,975,977,981,982,984,998  | 7          |
| <b>W7</b><br>1005,1008,1010,1015,1022,1031,1036,1039  | 8          |
| <b>Z1</b><br>1,3,4,10,12,14,19,20,22,23,29,31,33,34,35,36,37,38,39,41,44,47,49,52,<br>54,62,63,64,65,67,68,71,82,87,88,90,93,95   | 38         |
| <b>Z2</b><br>101,104,105,106,107,108,111,115  | 8          |
| <b>Z3</b><br>129,132,150,164,176,177,189,224,227  | 9          |
| <b>TOTAL</b>  | <b>106</b> |
| <b>STORED AT PRESTON WORKSHOPS OR THORNBURY</b>   | Quantity   |
| <b>SW5</b><br>800,810,849   | 3          |
| <b>W6</b><br>851  | 1          |
| <b>SW6</b><br>861,874,880,885,891,893,895,901,906,949   | 10         |



*Double-ended Peter Witt type car Y class 469, in-bound on a Zoo service, passes West Coburg bound Z3 class 127 in Royal Park alongside the Melbourne Zoo.*

Dale Budd

*B2 class 2068 pauses at the South Melbourne light rail station on the St Kilda line.*

Ray Marsh





|  |   |            |
|--|---|------------|
| <b>W7</b>  |   |            |
| 1034   |   | 1          |
|  | <b>TOTAL</b>  | <b>15</b>  |
| <hr/>  |   |            |
| CLASS TOTALS   | B2 = 55 W6 = 7 W7 = 8 SW5 = 4<br>SW6 = 32 Z1 = 94 Z2 = 12 Z3 = 84 |            |
|  | <b>TOTAL</b>  | <b>296</b> |
| <hr/>  |   |            |
| COMBINED CLASS TOTALS  | B = 55 W = 51 Z1,2&3 = 190  |            |
|  | FLEET TOTAL   | 296        |
|  | STORAGE   | 15         |
|  | <b>TOTAL</b>  | <b>311</b> |
| <hr/>  |   |            |
| Scrubber car (based at Brunswick):   |   |            |
| 10W  |   |            |
| YARRA TRAMS: DEPOT ALLOCATION  |   |            |
| <b>CAMBERWELL</b>  |   | Quantity   |
| <b>A1</b>  |   |            |
| 231,232,233,234,235,237,239  |   | 7          |
| <b>A2</b>  |   |            |
| 271,290,291  |   | 3          |
| <b>B2</b>  |   |            |
| 2009,2010,2011,2015,2019,2026,2029,2031,2034,2037,2038,2040,<br>2045,2046,2050,2061,2063,2065,2079,2090,2093,2108,2129,2131,2132                                   |   | 25         |
| <b>Z3</b>  |   |            |
| 190,191  |   | 2          |
|  | <b>TOTAL</b>  | <b>37</b>  |
| <hr/>  |   |            |
| <b>EAST PRESTON</b>  |   | Quantity   |
| <b>Z3</b>  |   |            |
| 117,118,119,121,122,123,124,126,131,133,135,136,151,154,155,170,<br>171,173,175,180,181,184,188,192,195,206,215,217,220  |   | 29         |
| <b>B2</b>  |   |            |
| 2006,2013,2014,2018,2024,2035,2039,2049,2053,2057,2058,2060,2073,<br>2075,2077,2080,2082,2083,2094,2095,2103,2107,2109,2111,2112,2121,<br>2123,2124,2125,2126,2127 |   | 31         |
|  | <b>TOTAL</b>  | <b>60</b>  |
| <hr/>  |   |            |



*Tree-lined Royal Parade is the scene for this view of B2 class 2064, city-bound from North Coburg.*

Ray Marsh

*Z3 class 204, in an advertising livery for Toyota, is seen on a route 1 service from South Melbourne to East Coburg in Swanston Walk on 22 November 1997.*

Ray Marsh





|   |           |
|---|-----------|
| <b>KEW</b>  | Quantity  |
| <b>A1</b>   |           |
| 236,238,240,241,242,243,244,245,246,247,248,249,250,251,252,253,<br>254,255,256,257,258   | 21        |
| <b>A2</b>   |           |
| 259,260,261,262,263,264,265,266,267,268,269,270,272,273,274,275,<br>276,277,278,279,280,281,282,283,284,285,286,287,288,289,292,293,<br>294,295,296,297,298,299,300 | 39        |
| <b>TOTAL</b>  | <b>60</b> |
| <b>SOUTHBANK</b>  | Quantity  |
| <b>SW5</b>  |           |
| 848   | 1         |
| <b>W6</b>   |           |
| 983,992   | 2         |
| <b>SW6</b>  |           |
| 855,862,892,897,932,946,963,964   | 8         |
| <b>W7</b>   |           |
| 1012,1019,1021,1027   | 4         |
| <b>B1</b>   |           |
| 2001,2002   | 2         |
| <b>B2</b>   |           |
| 2012,2020,2021,2023,2027,2028,2032,2036,2043,2047,2052,2059,<br>2067,2068,2069,2076,2101,2117,2119  | 19        |
| <b>CITY CIRCLE</b>  |           |
| 728,842,856,866,888,909,925,957,1000,1020   | 10        |
| <b>TOTAL</b>  | <b>46</b> |
| <b>STORED AT PRESTON WORKSHOPS OR THORNBURY</b>   | Quantity  |
| <b>SW6</b>  |           |
| 919,924,931,936,956,965,968<br>(car 968 is at Hawthorn)   | 7         |
| <b>W7</b>   |           |
| 1011,1013,1017,1018,1023,1032   | 6         |
| <b>TOTAL</b>  | <b>13</b> |

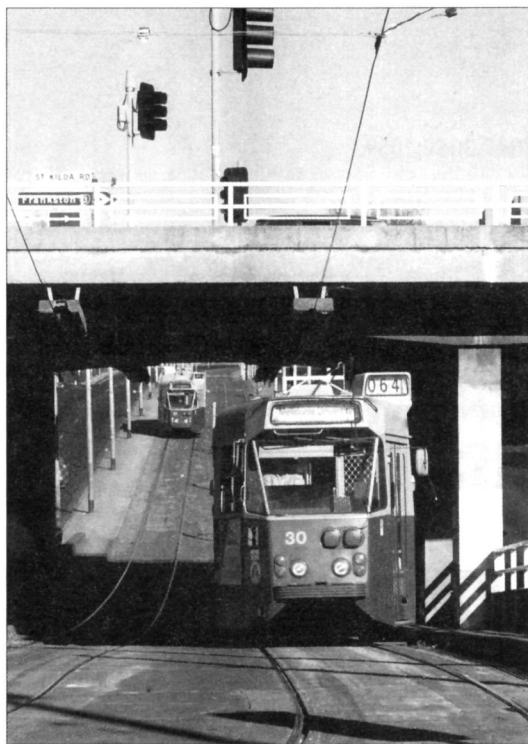


*Z1 class 30 rolls under the St Kilda Road underpass at St Kilda Junction en route from East Brighton to Melbourne University.*

Ray Marsh

*Bound for Bundoora RMIT, B2 class 2060 heads north along concreted private right of way.*

Ray Marsh



*A ticket-issuing machine in an A class car.*

Dale Budd



## CLASS TOTALS

CC = 10 SW5 = 1 SW6 = 8 W6 = 2 W7 = 4  
 A1 = 28 A2 = 42 B1 = 2 B2 = 75 Z3 = 31

**TOTAL 203**

## COMBINED CLASS TOTALS

A = 70 B = 77 CC = 10 W = 15 Z3 = 31

FLEET TOTAL

203

STORAGE

13

**TOTAL 216**

Scrubber car (based at Brunswick):

11W

**W Series Trams - driver-only, and repainted**

This table lists all W series cars allocated to Swanston and Yarra Trams. With the exception of the ten City Circle cars, all these trams are painted in MMTB colours.

**TRAMS CONVERTED FOR DRIVER-ONLY OPERATION****City Circle:**

728,842,856,866,888,909,925,957,1000,1020

**TOTAL 10**

**Others:**

845,846,848,854,855,862,864,869,870,881,884,892,896,905,907,

928,929,932,935,938,946,953,954,960,961,964,971,977,981,982,

983,992,1005,1010,1012,1015,1019,1021,1022,1027,1031,1039

**TOTAL 43**

**TRAMS REPAINTED IN MMTB COLOURS ONLY**

(no driver-only conversion)

785,800,810,843,849,851,861,865,874,880,883,885,891,893,895,

897,899,901,906,908,916,918,919,921,924,930,931,933,936,941,

944,947,949,951,956,963,965,968,969,975,984,998,1008,1011,

1013,1017,1018,1023,1032,1034,1036

**TOTAL 51**

The front and back of a typical machine-issued Met ticket.





*A view of the track relay works in Victoria Parade on 13 January 1998.*

Ray Marsh

*Victoria Parade on 15 January 1998 during the track relaying.*

Ray Marsh





**HISTORIC FLEET, STORED TRAMS AND MISCELLANEOUS CARS**

Following is a list of cars not allocated to Swanston or Yarra Trams. The historic fleet is the responsibility of the Department of Infrastructure (formerly the Ministry of Transport). Cars HTT 8, S 164, T 180 and X 217 are on loan from the TMSV.

In this list classes are indicated only when necessary, e.g. to differentiate L 104 from Z 104.

|   |                      |
|---|----------------------|
| <b>ESSENDON</b>   | Quantity             |
| L 104, 469  | 2                    |
| <b>HAWTHORN</b>   |                      |
| S 164, T 180, V 214, X 217, 380, 431, 504, 510, 600, 610, 611, 612, 646, 676, 759, 821, 840, 850, 900, 968 (Yarra Trams), 1040, 1041, 9W  | 22<br>(excl car 968) |
| <b>PRESTON PAINT SHOP</b>   |                      |
| HTT 8, L 106, 613, 774  | 4                    |
| Two privately-owned trams, 568 and 650, are stored in the Preston paint shop. They are not counted in the totals of these tables.   |                      |
| <b>SOUTHBANK</b>  |                      |
| Restaurant trams, leased to the Colonial Tramcar Company: 442, 937, 939   | 3                    |
| <b>MALVERN</b>  |                      |
| 8W  | 1                    |
| <b>BYLANDS</b>  |                      |
| 644,739,782,795,887,902,996,1001  | 8                    |
| <b>BENDIGO</b>  |                      |
| 808, 976  | 2                    |
| <b>NEWPORT</b>  |                      |
| <b>Z series</b>   |                      |
| 18,48,55,57,60,103  | 6                    |
| <b>W series</b>   |                      |
| 681,682,684,685,720,721,722,723,724,725,726,727,729,730,731,732,733, 734,736,737,738,740,741,742,743,744,745,746,747,748,749,750,752,753, 754,755,757,758,760,763,764,765,767,768,769,770,772,773,775,776,777, 780,781,783,784,786,787,788,789,790,791,793,797,802,805,806,807,809, 811,812,814,815,816,818,819,823,824,826,828,829,830,833,834,836,837, 838,841,844,847,853,857,858,859,860,863,867,868,871,872,873,875,876, 877,878,879,882,886,889,894,898,903,904,910,911,912,913,914,915,917, 920,922,923,926,927,934,940,942,943,945,948,950,952,955,958,959,962, 966,967,970,972,973,974,978,979,985,986,987,988,989,990,991,993,994, 995,997,999,1002,1003,1004,1006,1007,1009,1014,1016,1024,1025,1026, 1028,1029,1030,1033,1035,1037,1038 | 174                  |



*The junction for the tracks leading to the former South Melbourne Depot have been removed and replaced by plain ballasted track with concrete sleepers. Z3 class 163 is seen passing the former depot in February this year.*

Dale Budd

*The way it used to be. W2 class 577 passes the junction in May 1971.*

Dave Macartney



**Historical**

VR 20, W2 323, Brisbane FM 493, Sydney R 1845,  
two Melbourne cable trailers

|              |            |
|--------------|------------|
|              | 6          |
| <b>TOTAL</b> | <b>228</b> |

**Summary by location:**

|                       |                      |
|-----------------------|----------------------|
| Essendon:             | 2                    |
| Hawthorn:             | 22<br>(excl car 968) |
| Preston (historical): | 4                    |
| Southbank:            | 3                    |
| Malvern:              | 1                    |
| Bylands:              | 8                    |
| Bendigo:              | 2                    |
| Newport:              |                      |
| Z series:             | 6                    |
| W series:             | 174                  |
| Historical:           | 6                    |
| <b>TOTAL</b>          | <b>228</b>           |

Signs at the former South Melbourne Depot relating to the sale of the site. The four lots in the sub-division are shown diagrammatically on an aerial photo of the depot, apparently taken shortly after tramway operations ceased.

Both: Dale Budd





## Non-passenger cars

Cars 796 and 890 have been converted for ticket machine training, and are used at various depots in turn, as ticket machine operation is introduced. They are not counted in the tables above.

Of the scrubber cars, 10W is allocated to Swanston Trams and 11W to Yarra Trams, but both continue to operate from Brunswick Depot. 9W has been withdrawn and is in storage at Hawthorn. Another withdrawn car is 8W, at the rear of Malvern Depot in a stripped condition with one controller missing.

## Z Series Cars - Overhauls and Modifications

All Z3 class trams have been fitted for one person operation (OPO). All except those at Malvern Depot, and some at Brunswick, are equipped with pantographs, retaining a trolley pole at one end for emergencies.

102 Z1 and Z2 series trams are being overhauled by Goninan at Preston Workshops. By mid December, the program was at its mid point, with 51 cars overhauled (43 Z1s and 8 Z2s), and a further 51 scheduled (47 Z1s and 4 Z2s), with the program due to be completed in about June 1999. Z1s and Z2s being overhauled are not being converted to OPO. Conductors' consoles are being refitted (but are removed when ticket machines are installed - a separate program from these overhauls). Provision is being made for the easy fitting of pantographs at a later date.

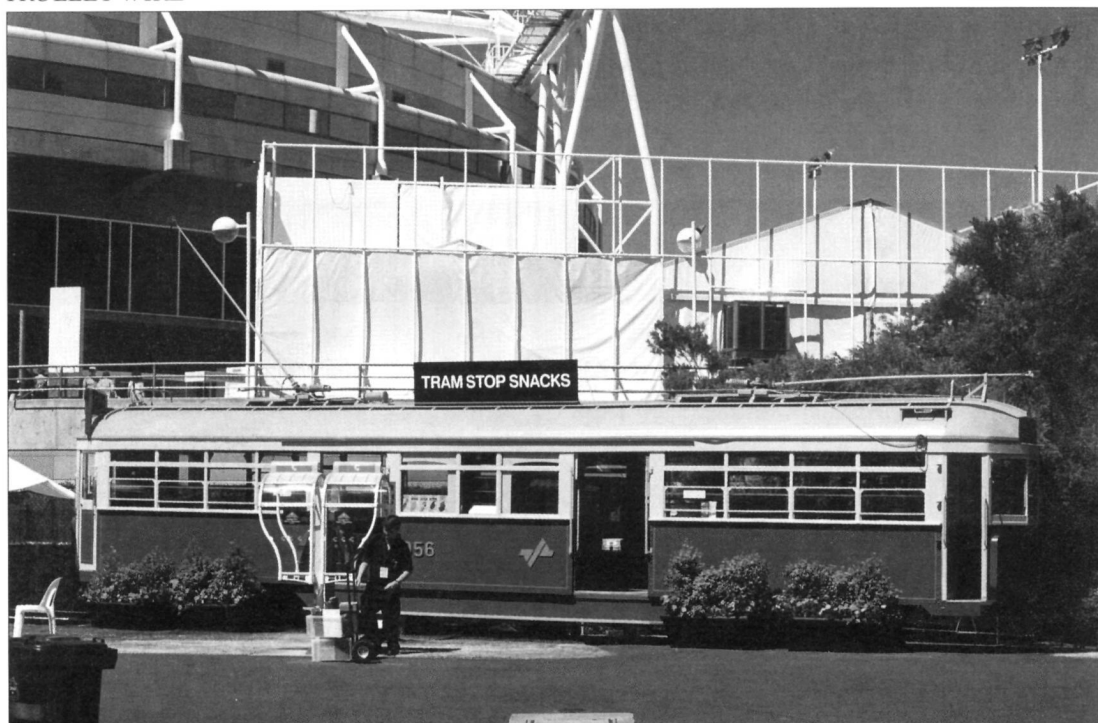
Of the 13 Z1 and Z2 trams excluded from the program, cars 99, 102 and 109 have been scrapped following fires; six cars are stored at Newport in a stripped condition, and four cars (5, 53, 75 and 83) are excluded because the planned number of cars needed for traffic operations from these two classes is 102 and no more. Originally car 70 was among the group to be excluded, but this car was added to the overhaul program in lieu of 109, following its destruction by fire. Car 67, experimentally modified some years ago and fitted with a pantograph, has been converted back to the normal Z1 configuration, with two trolley poles and conductors' consoles, during its overhaul.

The overhauls of Z1 and Z2 cars include extensive modifications to their trucks, to improve the cars' riding qualities. The truck overhauls and modifications are undertaken at Goninan's Maintrain facility at Clyde in Sydney.

*A view of the temporary deviation in Sturt Street during construction of Melbourne's Citylink underpass. Trams are diverted to a single ballasted track on the western side of the road. This picture is taken from the southern end. At this end the existing crossover near Grant Street is used to enable the resumption of double line running. Automatic signalling using conventional traffic lights controls the single-track operation. Road traffic through the diversion is one-way southbound.*

Dale Budd





*Stored SW6 class 956 had an outing in January to act as a snack food kiosk at the Australian Tennis Centre. It was taken off its bogies for the occasion.*

Ray Marsh

*A view inside SW6 class 956 during its role as a snack food kiosk at the Australian Tennis Centre.*

Steven Altham



Details of the operation of the system, and the status of developments such as OPO, ticket machines and the use of pantographs, can best be provided in tabulated form. The following presentation gives this information for each depot and the services provided by it, as at November 1997.

| SWANSTON TRAMS         |       |               |                    |                       |                        |                         |                 |
|------------------------|-------|---------------|--------------------|-----------------------|------------------------|-------------------------|-----------------|
| Depot                  | Route | Class of Tram | Class when OPO     | Weekend and night OPO | Trams with Pantographs | O'head fitted for dual  | Ticket Machines |
| Brunswick              | 19    | B             | -                  | No                    | Yes                    | Yes                     | -               |
|                        | 22    | Z3            | Z3                 | Yes #                 | Some                   | Yes                     | -               |
|                        | 1     | Z3            | Z3                 | Yes #                 | Some                   | Yes                     | -               |
| Essendon               | 59    | B             | -                  | No                    | Yes                    | Yes                     | -               |
|                        | 57    | Z3            | Z3                 | Yes                   | Yes                    | Yes                     | -               |
|                        | 55    | B, Z3         | B, Z3              | Yes                   | Yes                    | Yes                     | -               |
|                        | 82    | Z3            | Z3                 | Yes<br>(Note 1)       | Yes                    | Yes                     | -               |
| Sunday and Public Hols | Zoo   | Y or L        | -                  | No                    | No                     | Yes                     | -               |
| Glenhuntly             | 3     | Z1, Z2        | Z1, Z2             | Yes                   | No<br>(Note 3)         | ) Being<br>) fitted for | -               |
|                        | 64    | Z1, Z2        | Z1, Z2             | Yes                   | No                     | ) dual now              | -               |
|                        | 67    | Z1, Z2        | Z1, Z2<br>(Note 3) | Yes                   | No                     | ) -                     | -               |
|                        | 78    | Z1, Z2        | Z1, Z2             | Yes                   | No                     | ) Yes                   | -               |
|                        | 79    | Z1, Z2        | Z1, Z2             | Yes                   | No                     | Yes                     | -               |
| Malvern                | 16    | W (Note 4)    | -                  | No                    | No                     | -                       | -               |
|                        | 5     | W, Z1 - Z3    | Z1 - Z3            | Yes                   | No                     | -                       | -               |
|                        | 6     | W, Z1 - Z3    | Z1 - Z3            | Yes                   | No                     | -                       | -               |
|                        | 8     | W (Note 4)    | -                  | No                    | No                     | -                       | -               |
|                        | 72    | Z1 - Z3       | Z1 - Z3            | Yes                   | No                     | -                       | -               |
|                        | 69    | W, Z1 - Z3    | Z1 - Z3            | Yes                   | No                     | -                       | -               |

### Ticketing and One Person Operation

At the time of introduction of Swanston and Yarra Trams, three ticket systems were operating in parallel, as follows:

- 1 Conductor issued tickets - daily, two hour and short trip tickets, validated by conductor's punch
- 2 Scratch tickets, purchased from retail outlets and validated by the passenger scratching the appropriate date and time - inspected by conductor or OPO driver
- 3 Ticket machine tickets - only on route 75 trams. Passengers purchase validated tickets from on-board

ticket machines. Drivers on trams fitted with ticket machines do not sell tickets or issue change.

As is well known, the introduction of OPO and on-board ticket machines has been a very long drawn out process, caused by technical problems with the machines.

At the time of the division of The Met into Swanston Trams and Yarra Trams, ticket machines were in use only on route 75, East Burwood. The machines had been fitted to all or most Z, A and B series cars. Of the 53 W series cars fitted for OPO, 43 are also scheduled

| YARRA TRAMS  |                                |                      |                |                       |                        |                        |                 |
|--------------|--------------------------------|----------------------|----------------|-----------------------|------------------------|------------------------|-----------------|
| Depot        | Route                          | Class of Tram        | Class when OPO | Weekend and night OPO | Trams with Pantographs | O'head fitted for dual | Ticket Machines |
| Camberwell   | 70                             | A, Z3, B<br>(Note 5) | A, Z3, B       | Yes<br>(Note 6)       | Yes                    | Yes                    | -               |
|              | 75                             | B                    | B              | Yes                   | Yes                    | Yes                    | Yes<br>(Note 7) |
| East Preston | 11                             | Z3                   | -              | No                    | Yes                    | Yes                    | -               |
|              | 86                             | B                    | B              | Yes<br>(Note 8)       | Yes                    | Yes                    | -               |
| Kew          | 109                            | A                    | -              | No                    | Yes                    | Port Melb panto only   | -               |
|              | 48                             | A                    | A              | Yes                   | Yes #                  | Yes                    | -               |
|              | 99<br>(Daylight Saving Period) | A                    | A              | Yes                   | Yes                    | Yes                    | -               |
| Southbank    | 12                             | W, B                 | -              | No                    | No                     | Yes                    | -               |
|              | 96                             | B                    | B              | Yes                   | Yes                    | panto only             | -               |
|              | 35                             | City Circle W        | City Circle W  | Yes                   | No                     | Yes                    | -               |

## NOTES:

# Indicates OPO after 8pm weekdays and all day Saturdays and Sundays

1 Footscray - Moonee Ponds is always OPO

2 Glenhuntly routes are currently being converted to dual overhead (leaving only Malvern routes)

3 Carnegie line has conductors 7 days a week from first car to 8pm. OPO after 8pm - 7 days a week

4 Z cars occasionally run on combined routes 8 and 16.

5 B class are used on Wattle Park route 70 when extra loading is anticipated (eg Australian Open etc)

6 The Wattle Park line has conductors: Mon - Fri only in AM and PM peaks, OPO at all other times

7 As of Nov 1997, only Route 75 has ticket machines

8 Bundoora line 86 has conductors Monday - Saturday until 8pm and is OPO all day on Sunday.

to be equipped with these machines. The remaining 10 are the City Circle cars which operate a free service.

Shortly after the division into Swanston and Yarra Trams it was announced that the ticket machines had achieved an acceptable standard of performance. The phased introduction of these machines, and the withdrawal of conductors, has since begun, and is scheduled to be completed by mid-1998.

At the time of the division into Swanston and Yarra

Trams, the application of OPO was inconsistent across the system. Some lines had OPO throughout weekends, while others had it after 8.00 pm on weekdays, and all day on Sundays. Details are given in the tables. Public holidays, when traffic is light and wage costs high, saw total two man operation, with the exception of routes 70, 75 and 82. Each depot, except Camberwell, had at least one route operated by two person crews at night time and weekends. This was understood to be part of an industrial agreement in the implementation of OPO, made at the time of introduction of scratch tickets.



## Pantograph Operation

Melbourne is in the midst of system-wide introduction of pantographs, except on W series trams. Details of the progress of infrastructure modifications on the various routes are given in the tables. Details of the equipping of trams were given in the earlier section on overhauls and modifications of Z series cars.

It appears that most routes will ultimately be equipped for dual operation, with the East Brunswick line, the most recent extension of the Bundoora line and the Port Melbourne and St Kilda light rail routes being the only lines on which cars with trolley poles cannot run. This is a change from earlier plans, which would have seen only those routes regularly used by W series cars remaining available for trolley pole operation.

## The unanswered questions

Current information on the system and on the plans for privatisation leaves many questions unanswered. Here are a few.

Will new owners be allowed to replace trams with buses, either on a part-time basis (off-peak, weekends) or permanently?

What is the future of Preston Workshops? This facility is not part of either Swanston Trams or Yarra Trams, and therefore presumably will not be included in the forthcoming sale.

Transport Minister, Robin Cooper, has stated recently that private operators will be required to invest in rolling stock, improve services and invest in infrastructure. What incentives will there be for such investment - or penalties - and how will decisions be made on route extensions, including those currently being discussed in near city areas?

The Minister has also stated that current trams with their high floors do not meet current accessibility standards and will all have to be replaced. He has stated that the special needs of passengers with disabilities should be recognised and respected. At the same time he has stated that "Melbourne's full operational fleet of 53 W class trams will be kept in service".

What is the future of the 51 W Series trams not fitted for one person operation? At present 23 of these cars are in service at Malvern and Southbank depots.

Will the new owners be happy to keep them in service with conductors? Will they be fitted with ticket machines? Will the new owners improve fleet availability so as to phase these cars out of service?

What is the future of the historic fleet - and the unrestored potential additions to this fleet at Newport? And what is the future of the 174 W series trams at Newport? Will new private owners have any interest in them? Does the Government have any interest in them?

What is the future of the four Z1 series trams (5, 53, 75 and 83) not currently scheduled for overhaul? Will they be withdrawn - or added to the overhaul program?

Answers to these questions will no doubt become apparent as the privatisation of the system takes place - or possibly not for some months or years, as the new arrangements settle down. Only one thing is certain: Melbourne's tram system will never be the same again.

## A Brief Update - March 1998

Since the period to which this article refers, around the time of the advent of Swanston Trams and Yarra Trams, the introduction of ticket machines and validators, and the phasing-out of conductors, has proceeded rapidly. By late March 1998, trams operating from Camberwell, Glenhuntly, Malvern, Kew and Preston depots (introduced in that order) were using these machines. The planned order of remaining conversions is Southbank (route 96), Brunswick and Essendon.

Routes 5, 6 and 72 are always operated OPO with Z series cars. Routes 8, 16 and 69 are always rostered for Ws with conductors - but some Zs may also operate on these routes, with conductors. The use of Ws on Route 69 is an unusual reversion. Scrubber Car 11 W has been transferred to Southbank depot.

Car 956, without bogies, was used as a kiosk at the Australian Open tennis championships at the tennis centre in January 1998. In March it was noted at Preston Workshops on shop trucks.

Thanks are expressed to Graham Jones and other Melbourne correspondents for their substantial contribution to the compilation and checking of this article.

# HERE AND THERE

## NEWS ITEMS OF INTEREST FROM ALL OVER

### World Transport Museum Conference for Adelaide

The International Association of Transport Museums (of which COTMA is a member) has announced that its 30th Conference is to be held in Adelaide from 4 - 9 October 1998. The theme, "The World Turned Upside Down - Coping with Change in Transport and Communications Museums", will encompass a high quality technical program addressing issues faced by all specialist museums. It will be the first occasion that members of the IATM, founded in 1968, have assembled in the Southern Hemisphere.

The Sub-themes for the Conference will include Changing audiences; Changing technologies; Changing expectations of visitors, patrons, sponsors, workforce, governments; Economic changes - winners and losers; Social change - museums' responses to collections, exhibitions and volunteerism; and a special presentation on Indigenous Peoples' transport and communication.

A number of well-known overseas transport museum identities will be attending and have already offered papers for the conference. The IATM Conference will be followed in the next week by the International Council of Museums (ICOM) meeting in Melbourne, which is expected to attract 2000 delegates.

The Transport Museum Conference is being organised by a committee chaired by Dr John Radcliffe. Other members include Dr Peter Cahalan (History Trust of South Australia), Tony Kaukas (Museums Australia), David Byrne (South Australian Aviation Museum), Jon Chittleborough, (National Motor Museum), Steve Yorke (Port Dock Station Railway Museum), Malcolm Thompson (Australian Railway Historical Society - 'SteamRanger'), Glen Paull, (St Kilda Tramway Museum), Alan Taylor (Australian Museum of Technology): Geoff Speirs (History Trust of South Australia) and Dieuwke Jessop (South Australian Maritime Museum).

The meeting will be held at the Waite Campus of the University of Adelaide, one of Australia's leading universities, and represents a rare opportunity for Australian transport museum participants to interact with colleagues from overseas

There will be opportunities to enjoy the Australian countryside during session visits to the National Motor Museum at Birdwood, the Riverboat Interpretive Centre with paddle-steamers on the River Murray (Australia's longest river) at Goolwa, SteamRanger's railway to Victor Harbor and a ride on the Victor Harbor horse trams. Other options will include visits to Adelaide-based telecommunications collections and modern telecommunications research facilities, the St Kilda Tramway Museum, the Port Adelaide complex of museums including the Port Dock Station Railway Museum, the South Australian Maritime Museum, the Military Vehicles Museum and the South Australian Aviation Museum. There will also be opportunities to ride Adelaide's O-Bahn Busway and the 1929 Glenelg trams.

Suggestions from people wishing to give papers are welcomed. Presentation can be on the main theme or on the sub-themes. It is assumed that those authors whose papers are accepted will personally attend the Conference to present their papers. Authors are asked to bring a full printed copy of the paper together with the text on a computer disc at the time of the Conference. Further details will be sent to those whose papers are accepted. The language of the Conference will be English.

Those who would like further information and to receive copies of the registration papers or to suggest paper titles should contact the Conference Organisers, Hartley Management Group Pty Ltd, PO Box 20, Kent Town, South Australia 5071, Phone: (08) 8363 4399, Fax: (08) 8363 4577, Email: sgt@ozemail.com.au

Further details and a form for expression of interest are available on the internet at - <http://www.nasma.com/iatm>

Contacts for further details: John Radcliffe (08) 8303 8580, or Ainslee Hooper (08) 8363 4399.

## Review

### Time-Line History of Melbourne's Government Cable and Electric Trams and Buses

By Don Storey, Barry George, John Birch, et al.  
 Association of Railway Enthusiasts,  
 PO Box 8, Market Street, Melbourne Vic 8007.  
 130 pages, A4, full colour card covers.  
 RRP \$29.95 plus \$8.00 postage.  
 Trade Enquiries to The Railfan Shop,  
 40 Market Street, Melbourne Vic 3000  
 Phone / Fax (03) 9621 2238

This is a tram enthusiast's history of Melbourne's trams and government buses and features a complete time-line chronological listing from the founding of the Melbourne Omnibus Company in the 1860s to the splitting of Met Tram into two corporatised entities in 1997. It lists opening, conversion and closing dates of electric lines, opening and closing dates of the cable lines, dates of all sections of line, changes to the infrastructure, fare rises, changes in personnel, operational procedures, strikes, and much, much more. This book is an ideal addition to the library of the serious tramway enthusiast and anybody interested in the history of Melbourne's government street public transport.

## Corrections

Two errors crept into our February article on W2 cars in the USA. On page 4, the length of the new line along the river bluff at Memphis lost its decimal point. The trams use 3.2 kilometres of the line, not 32. In the table on page 6, car 586 in San Francisco has not yet been restored. It is understood that the possibility of a fleet of W2 cars in San Francisco was seriously considered at one point. The inability to obtain them killed the idea and the PCC cars from Philadelphia were obtained as an alternative.

## Hobart News

Hobart's tourist tramway is set to become the next project in the Tasmanian capital's development hot spot on the waterfront. A report presented to the Hobart City Council has put a \$6.43 million top price on the two-stage project, this cost being for the 'Rolls-Royce' version.

Alderman Darlene Haigh, who chairs the On Trac working group, is confident a tram service will be established within three years. Expressions of interest

for the tramway scheme were likely to be sought nationally during 1998. Hobart's waterfront is now the target of local and national developers, and the tramway is expected to attract strong interest interstate.

The technical and costing report was prepared by Tasmanian consulting engineers Johnstone McGee & Gandy Pty Ltd in association with Connell Wagner Pty Ltd, leading engineering consultants in light rail and tramways. They recommended a base route using one double-decker tram with a terminal at Salamanca Place and an overhead electrified service running to Hunter Street via Morrison Street, Brooke Street, Franklin Wharf, Argyle Street, and the area between Constitution and Victoria Docks and Davey Street. The cost of establishing the initial stage would be \$2.61 million.

The second stage would see tracks extended to the existing railway line and provide another tram, spare parts and 'depot shelters'. Costs were based on building trams from scratch and they would be lower if existing suitable trams could be bought. The stage-two development would provide for return services of less than one hour, using the main railway line to the Royal Tasmanian Botanical Gardens. A gauge of three feet six inches was recommended, being the gauge of the original system in Hobart, and was also recommended, as it would allow trams to run on the main railway line.

## Late News From Hobart

A tender headed 'Sullivans Cove Tramway' appeared in the Hobart *Mercury* on 4 April 1998 and in other capital city newspapers after that date. Hobart City Council is now seeking expressions of interest from parties interested in financing and developing the tramway project.

Hobart City Council approached the Tasmanian Transport Museum at Glenorchy regarding use of the restored body of Hobart double deck car 46. It is understood that car 46 will not be made available to run on the proposed tramway.

## Melbourne News

Victoria Parade was completely relaid with concrete sleepers and a new shunting configuration at the Brunswick Street siding during January 1998. Trams operating services on routes 12 and 109 shunted at the crossover in Brunswick Street while the work was being carried out.

B class trams continue to be used on both route 22 (Arts Centre-Moreland) and route 12 (Brunswick Street-South Melbourne & St Kilda Beach) but only when a shortage of Z3 class (for route 22) or W class (for route 12) cars occurs.

### Hawthorn Depot Open Days

Open days at Hawthorn Depot were again organised for 28 and 29 March, billed as 'Trams in Hiding'. Organised as part of the Victorian Heritage Festival, the open days were sponsored by the National Trust, the Department of Infrastructure, Swanston Trams and Yarra Trams.

Most members of the historic fleet were on display inside or outside the depot, some being brought from Preston or Essendon for the occasion. W2 504, painted by Clifton Pugh as the first tram in the Transporting Art program, was brought outside - a strange sight with side panels undercoated following accident repairs some years ago.

Cars HTT 8, V 214 and X2 676 were in operation, running round trips from the depot to Burnley, Glenferrie Road and return.

Regrettably the leaflet prepared by the National Trust and provided to visitors contained numerous errors and omissions, and made no mention of the TMSV or its role in the preservation of several of the trams being displayed or operated.

Other Melbourne news has been included in an update to our feature article.

### Sydney News

During February 1998, promotional advertising for the 10th anniversary of the Darling Harbour development was applied to car 2104.

During March a low portable stainless steel fence was erected alongside the tracks in the Haymarket area. There were gaps for access in the fence-line near the two light rail platforms. The fence was erected to prevent pedestrians from walking and running in front of trams in this busy pedestrian area which is located adjacent to Paddys Market, the Entertainment Centre and Chinatown. It appears to have been in place only during Senior Citizens Week activities. The fence remains behind the inbound platform at Haymarket, possibly to prevent pedestrians from tripping over the step to the low platform.

### Brisbane News

Thirty trams are proposed to service the new Briztram project, the majority of which will be articulated vehicles with a distinctive Brisbane look. Approximately ten will be replica Phoenix cars for use on the CBD loop. The use of heritage trams is detailed in our news report from Ferny Grove.

The connection to the University of Queensland at St Lucia will be by means of a 'green' bridge across the Brisbane River. The bridge would be open for trams, pedestrians and cyclists only.

Three alternative routes for the proposed network have been placed on public display for comment. The map appearing in the February issue of this magazine showed an indicative option which is not the final version.

The Briztram Internet site is -  
<http://www.briztram.qld.gov.au>

### Late News from Brisbane

The Brisbane City Council has vowed to withhold \$15 million in funding from the Briztram project unless key issues were resolved. These include possible problems integrating trams and the public transport network, lack of public consultation and little demonstration of the need for a bridge to the University of Queensland. Deputy Mayor, Councillor Tim Quinn was reported as saying the project is not a priority in terms of the city's public transport or traffic management needs. He did not dismiss the possibility the BCC would bid, either alone or with the private sector group which will provide \$100 million towards the project, once expressions of interest for operating Briztram were called. The expressions of interest are expected to be called on 1 May 1998.







## FERNY GROVE

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

From John Lambert

### Briztram Project

On Monday 24 November 1997, the Queensland Premier announced State Cabinet's decision to build a 15.2 kilometre light rail network for inner Brisbane. The proposed network is intended to link the major activity centres in the inner city and surrounding suburbs. The network will encourage and support urban renewal and revitalise the Valley and City centre. The need for a light rail network has arisen from a number of sources including increased inner city living, increased traffic congestion and the need for an integrated land use/transport vision for Brisbane. The proposed system is seen as a core element in providing a comprehensive, integrated central city public transport system and the proposed date for the commissioning of the system is October 2001.

The November announcement was made three days after the Society's Annual General Meeting and although the Society Directors were aware of the

Government's upcoming announcement, they had been sworn to secrecy and as such were unable to advise ordinary members. The announcement was due to be made prior to the Society's AGM. However it was delayed one week for marketing reasons. In February 1998 a special social meeting of the Society was held to update all members as to the status of discussions between the State Government's Briztram task force and the Society.

Museum Directors John Lambert and Peter Hyde are the Society's task force and represent the Society in any meetings relating to heritage trams and the Briztram project. They have been extremely busy with discussions and proposals since the Society was originally contacted confidentially by the State Government in June 1997.

The details and overall history of all discussions held over the past 12 months would most likely fill an entire issue of *Trolley Wire*. However, a brief outline of the Society's involvement in the Briztram project to early April 1998 is as follows:

## Heritage Trams

The State Government, with the approval of the Society, has decided that heritage trams performing a tourist type service similar to Melbourne, Ballarat and Bendigo will be operated on the light rail system. These would run mainly on Sundays when the public transport demand of the light rail system would be at its lowest compared with during the week. A proposal has also been submitted for an 'operational window' of between 10:00am and 2:00pm and after 7:00pm to cater for the expected charters of heritage trams by specific interest groups.

The heritage trams are to have access to the entire light rail system and the system is being designed to enable the trams to be operated with only minor modifications. It is proposed that the trolley wheels will be replaced with carbon shoe slides identical to those used in Melbourne and the traction overhead will be compatible with both trolley poles and pantographs, also as used in Melbourne.

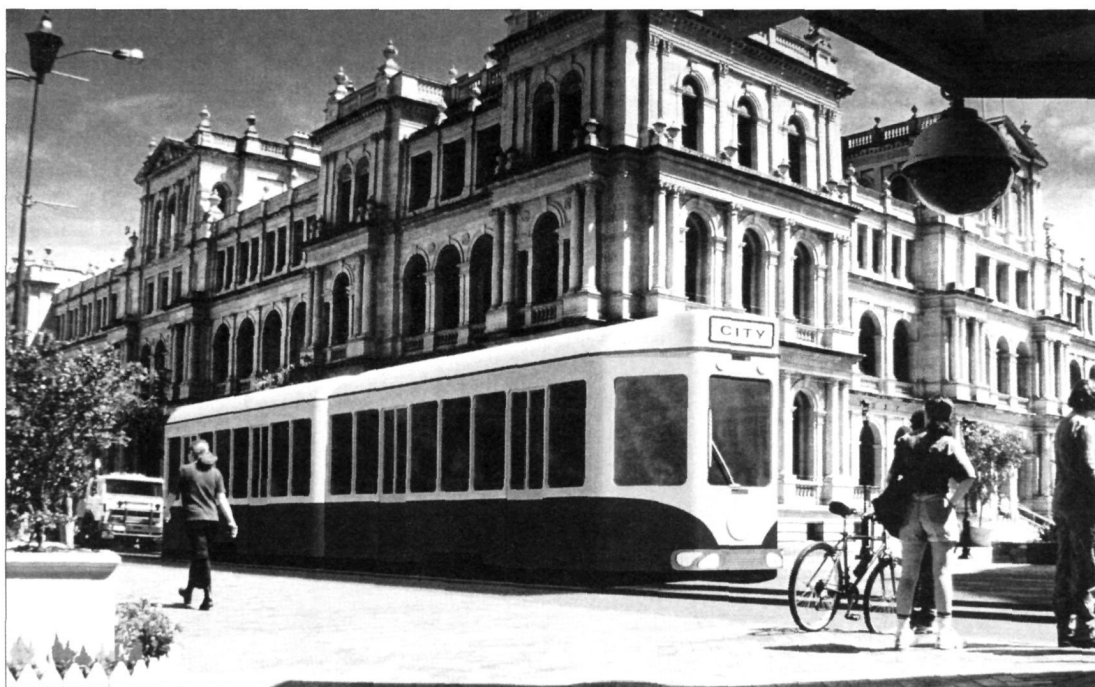
The system voltage is still presently under discussion and will most likely be 750 volts DC. However the design engineers are aware of the voltage

tolerances for a 600v heritage tram.

The State Government has requested an initial eight heritage trams to be ready for service on the light rail system when it is commissioned in October 2001. It is proposed that initially the eight trams will consist of four Four-Motor and four Dropcentre cars. Other restored trams will follow these cars into the city as they are overhauled for a fully operational street service.

## Ferny Grove Site

The tramway museum will be remaining at Ferny Grove and a major upgrade of facilities is being planned by the State Government to enable the overhaul of heritage trams for operation on the light rail system. The existing workshops building is to be demolished and replaced with a 35 metre long, 30 metre wide, 7 metre high building complete with gantry crane, 20 metre long pit, tram spray-paint booth and general workshop. The building is to contain four tracks divided into two identical bays containing body and paint roads on the southern side and mechanical and electrical roads on the northern side. The entire workshops track fan is to be redesigned and rebuilt to



Artist's impressions of Brisbane's new trams. Page 23: The replica Phoenix car. This one is numbered 411. Opposite: The articulated low-floor car with a 'Phoenix' type front. Above: A generic articulated car pictured in George Street at the Queen Street intersection. Courtesy Briztram Project

cater for the proposed four-track layout plus a bogie storage track and minor servicing area. Two of the proposed six tracks will be exposed and outside the new building. The two depot buildings are also to be re-roofed as the present roofing has reached the end of its useful life. Minor building repairs and painting are to be performed to all other buildings on the museum site.

The terminus area in the museum grounds, together with the access road and the members' carpark, are to be sealed with asphalt due to the proposed increase in vehicle traffic over the coming years. Building work is to commence in mid 1998 so that the new facilities will be ready for use in early 1999.

### Transporter Vehicle

To enable the heritage trams to be transported between Ferny Grove and the light rail system, a roll on/roll off transporter vehicle is to be designed and built with loading ramps/docks to be constructed at both of the above locations. It is envisaged that this will be a modern day version of 'The Lizard' that was used in Sydney tramway days for the transport of trams between the various parts of the Sydney system. The entrance to the museum will also be reshaped to allow ease of access to the site and the loading ramp for the transporter vehicle. Trams will most likely be

transported in the early hours of the morning when traffic conditions permit the use of oversize/over length vehicles on Brisbane roads.

### City Depot

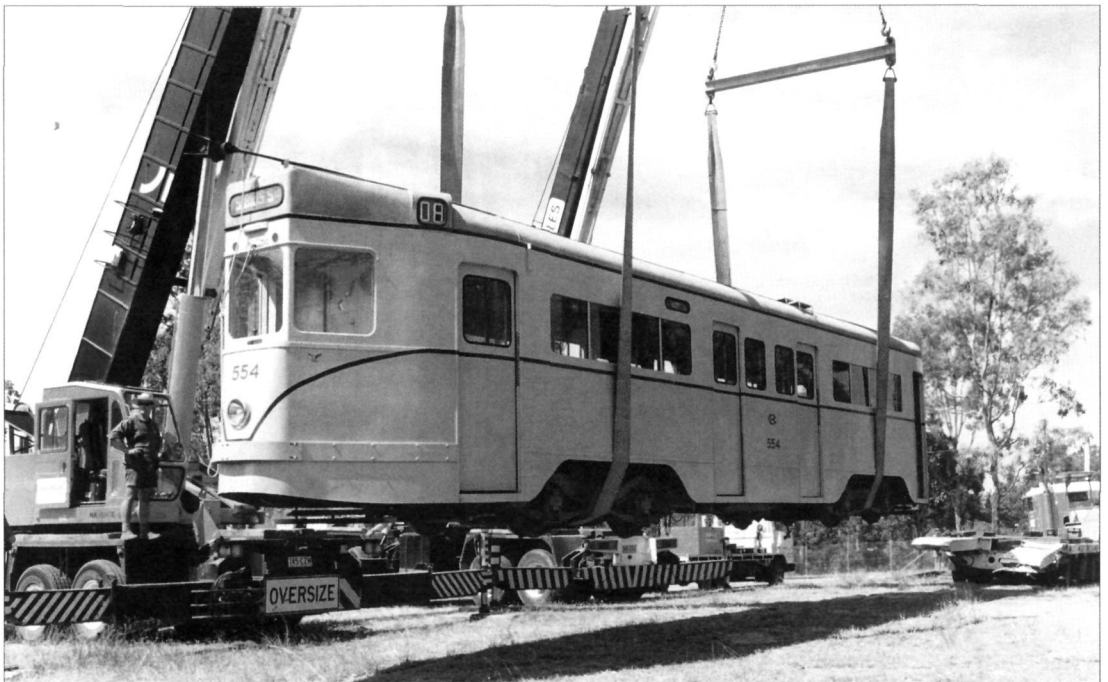
Up to eight heritage trams will be stored in a new undercover security depot to be constructed adjacent to but separate from the light rail depot in the City. Trams will be interchanged between Ferny Grove and the light rail system via the transporter, most likely on a rotational basis, the timing of which has yet to be decided.

### Overhaul/Restoration

It has been proposed that approximately six full-time employees under a working supervisor will be based at Ferny Grove for an initial period of approximately two years for the overhaul of the initial eight heritage trams for the light rail system as previously mentioned. The overhaul program is expected to commence in early 1999, following completion of the building work for the new workshops.

*FM car 554 being lifted in preparation for transport to South Brisbane on Thursday afternoon, 12 March 1998. Each of the cranes is rated at 50 tonnes and the webbing boat slings are 25 tonnes SWL.*

Alan Marment





*Phoenix tram 554 stands in the bus stop outside the Briztram office just after sun-up on Friday, 13 March, in preparation for the official opening of the site office. Karen Knox from Queensland Transport gives the tram a final clean and polish.* John Lambert

## TAFE Involvement

The Northpoint TAFE College is also becoming involved and present indications are that there will be up to fourteen apprentices from various trades on block release training plus lecturers on site at Ferny Grove to assist with the overhaul of the heritage trams. All work done on this project by TAFE students is to be classed as experience towards the attainment of a trade certificate.

A separate facilities building for TAFE personnel and students is to be constructed comprising classroom, student facilities, lecturer facilities and other sundry items. TAFE expects to commence courses at the museum working on the heritage trams and other tramway vehicles early in 1998. The new workshop is to be a joint BTMS / TAFE operated building.

At present the museum sewerage system is a septic tank system. A connection to the local sewer line several hundred metres away across Tramway Street

and behind the Police Station will be necessary to allow for the required increase in capacity.

## Project Funding

On Friday 13 March, the Prime Minister officially opened the Briztram Site Office in Melbourne Street, South Brisbane, and Peter Hyde, John Lambert and Murray Lawrence represented the Society. At this function the Prime Minister was pleased to allocate \$65 million of Centenary of Federation funding from the Commonwealth Government for the light rail project which has been given the number one priority by the State Government for the federation centenary.

The State Government is also providing several million dollars towards the overall cost of the light rail project of which a couple of million is reserved for the overhaul of the heritage fleet and associated infrastructure as mentioned previously. The entire heritage tram and associated infrastructure section of the overall light rail project is not going to cost the Society any money as funding is to come from both the State and Federal Governments as part of the Briztram project.

## Tram Movements

As part of the official Briztram funding launch, the State Government borrowed Phoenix tram 554 for



about 36 hours. The tram was loaded onto a Brambles low loader utilising two 50 ton Brambles cranes at Ferny Grove on the afternoon of Thursday, 12 March, and in the early hours of Friday morning travelled to South Brisbane via a roundabout route to avoid the low railway bridges in Countess Street. The tram was positioned in the bus stop outside the Briztram office where it remained for the official function later in the day.

In the early hours of Saturday morning the whole procedure was reversed with the tram arriving back at Ferny Grove and unloading just on daybreak. The presence of the tram caused one accident when two taxi drivers who were watching the tram and not the roadway collided in the nearby intersection with minor damage to both vehicles.

### Special Thanks

A number of persons outside the BTMS have assisted with this exciting project and as such have to be thanked for their tireless efforts and valuable assistance to the BTMS project team. They are:

Graham Jones, Melbourne -  
Tram overhaul information/costings and workshops layout.

Bill Kingsley, Melbourne -  
Track infrastructure/design and compatibility between heritage trams and light rail vehicles.

Craig Tooke, Melbourne -  
Overhead infrastructure/traction system design and compatibility between heritage trams and light rail vehicles.

Alan Marment, Brisbane -  
Tram overhaul information and workshops layout.

Noel Blackmore, Perth -  
Electrical tolerances for heritage trams.

Howard Clark, Sydney -  
Photos of 'The Lizard'.

### Future Developments

Further information on the heritage trams section of the Briztram Project will appear future issues of *Trolley Wire*. Any immediate inquiries regarding heritage trams should be directed to the Heritage Tram

Task Force at the Brisbane Tramway Museum, PO Box 94, Ferny Hills, QLD 4055, telephone (07) 3351 1776. Meanwhile, back at Ferny Grove...

### Track Extension/Engineering

The proposal for a tramline extension to the Ferny Grove Railway Station has been placed on indefinite hold given the exciting developments which will result in the operation of heritage trams in a street environment on a working light rail system. John Lambert has carefully filed all relevant data and correspondence for this project in the museum's archives and records for possible future use.

### Workshops

Bevan Burnes and Bob Deskins, together with Jim Campbell, have almost completed minor maintenance to Dropcentre 341 and it will be returned to traffic service in the next few weeks. Baby Dreadnought 99 was scheduled to enter workshops after 341 for major overhaul. This work has now been postponed due to the requirement that the workshop be vacated so that the building can be demolished to allow for construction of the new workshops. John Lambert is exploring ideas as to where and how to store the trams presently located in the workshops building. The most likely solution is to construct temporary track from the depot points to Road 6 in Depot 2, remove all the trams from this road which are bodies only and store the complete trams from the workshops on Road 6. The tram bodies displaced by this move could then be stored in the open but under tarpaulins on the temporary track while the demolition and new construction is carried out.

### Yatala Trams

The last four dropcentre trams from the defunct amusement park in Burnside Road at Yatala, south of Beenleigh, disappeared earlier this year and it is believed that they were broken up and scrapped by the owner of the site which is being prepared for redevelopment. The owners of this park bought a large number of dropcentre trams when the tramway system was winding down in late 1968. The bodies were used for various tasks around the amusement park. The Society has been able to recover considerable spares for the museum over the past several years. The last 'raiding party' was in October 1997 when final parts available were able to be salvaged, including complete tram ends. The numbers of these last four trams were 313 (last tram to Enoggera), 374 (last tram to Stafford), 372 and 376.



*Dropcentre cars 313 (left) and 372 at Yatala during the demolition of the surrounding house. The drivers' cabs on these cars were removed when they were built into the house in late 1968.*

John Lambert

*Trams 376 (left) and 374 at Yatala. These are the ends furthest from Burnside Road. The Society was able to recover some drivers' cabs but this end of 376 is badly infected with termites.*

John Lambert



# LOFTUS

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

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From David Cooke

## In the Workshop

Our restoration project with O/P 1089 was put on hold at the end of November once our workshop team completed the installation of tongue and groove matchboard sides to the car. It was temporarily put in the display hall to make way for the special outside project involving ex Newcastle museum R car 1892.

Our workshop team has done a great job working alongside Harry's staff in transforming 1892 into a take-away restaurant concept, specialising in pies for residents of Newcastle. The result of several months of work has been staggering and the car is now close to finalisation in a burgundy colour scheme similar to our C cars and Christchurch 244.

The important issue though is the benefit of the work put into the project by our hardworking team led by Brian. There were numerous people involved in this project, particularly Jim, Derek, Hans and Joe. The outstanding efforts they have put into the project have provided much needed funds to enable the Museum to proceed with various other important projects. These include extensions to 8 road, the 2 road maintenance pit, improvements to the traverser area, completion of the workshop toilet block, the acquisition of tools and the provision of professional painters to assist in maintenance work on the site. We are extremely grateful to our workshop team for their hard work with this project, which has enabled various other projects to be completed earlier than our normal cashflow would have allowed. A great job by all!

## Works Report

Urgent repair work is being carried out on the points in the yard. To date the points leading to 12 Road has been attended to. The points to 12 Road have been completely rebuilt and are now working satisfactorily. This area is to be concreted and once done it will prevent dirt entering the mechanism. The next to be tackled will be 3 Road points.

Rail has been selected for the Sutherland extension and stacked at the rear of the Railway Square waiting shed. The track is to be assembled into panels using steel rod to maintain the gauge. In order to drill holes

in the web for the rod, a new drill chuck and bit was purchased. Cost? A cool \$280.00. The track panels are scheduled for completion by early May.

Following the completion of the track panels, attention will then be directed to the points and then the single slip. Now that cooler and less humid weather is approaching, the trackwork tasks will be made much easier.

Work has also commenced on preparing the track bed for the extension of 8 road in the display hall. R 1892 is generating funds for this important work.

Joe Kirchberger has been preparing the steelwork for the pit on 2 road. As part of the preparation, it was necessary to provide a camber in the steel beams. This was achieved by welding one end to rail in the workshop and then placing timber along the floor at suitable intervals. To achieve a camber it was then necessary to load the free end with weights. It was thought the heavy anvil would suffice, but it hardly made a dent, so all manner of heavy steel objects were then commandeered and placed on the free end. Eventually the 15 m long beams touched the ground.

The traverser pit has had some of its rail concreted into position. This work is being carried out gradually using our revamped concrete mixer. This enables small sections to be completed at a time.

John Matts has repainted the Miranda Waiting Shed and it now presents a better impression to arriving visitors. Poles along Tramway Avenue are also receiving a well-deserved coat of paint. A major painting task to be tackled is the Railway Square Waiting Shed.

Other works in hand include the completion of the amenities block in the workshop. The concrete roof of this block will provide room for the pattern / timber store. The office adjacent to the workshop is also seeing some further work being carried out. Electrical conduit has been installed and plans are afoot for a lined ceiling and walls. A new timber floor will be provided.

Some time ago Tom Tramby was able to acquire a quantity of lightweight low height shelving. Some of



*Weed control in progress. D class scrubber 134s propels the weed spraying trailer along the main line from the Army crossing. The spray is controlled from the cab of 134s.*

Bob Merchant

this was erected at the back of I road in November and it now holds all the material previously stored in Brisbane 71. Some other components are being modified for use in the depot next to the railway line. The modified shelving will be used for overhead equipment. This will enable all the overhead gear to be stored in one place and release other valuable shelving for storage of heavier items.

While on the subject of storage, the Museum has been successful in purchasing further heavy pallet storage racking. When erected this will also alleviate the storage situation.

Bob McKeever has turned up newly cast wheels for the weed trolley. The old wheels, which had the wrong profile, were definitely elliptical in shape, and while this may have assisted in agitating the chemicals, it played havoc when traversing some of the pointwork. Mounting the tank onto 99u while the trolley was out of service enabled weed spraying alongside the track to

be carried out. The trolley is now back on its wheels and this important maintenance task is now made easier.

Overhead for Cross Street is currently being made. Pull-offs for the National Park line continue to be installed.

Friday night 6 March saw the removal of transformers and other items of electrical equipment from the yard to the old substation building at Sutherland. The next day the petrol store container was relocated. With judicious placement of pallets, the yard area was cleared in preparation for point assembly. Four sets of points will be needed for the Sutherland extension and assembly in the yard will be more convenient.

John McFadden, ably assisted by Allan Marshall, continues the important task of beautifying the area. Their efforts are appreciated by all and sundry, especially the public.

## Car News

When Brisbane 550 was being rebuilt for Perth, the comment was made that not too many years ago the



*Joe Kirchberger completely rebuilt the tip tray on our yellow truck. This versatile unit is now fully operational again, and with a tray like new.*

Bob Merchant

*Greg Sutherland, Tom Tramby and Luke Cowing work on the points in the depot yard on 21 February 1998.*

Bob Merchant





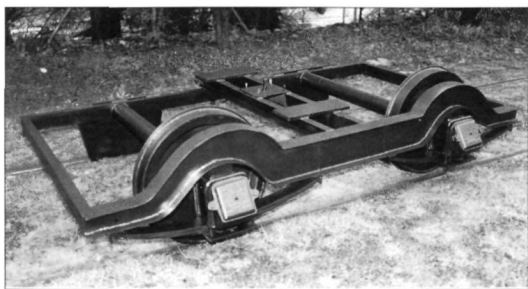


*The stairs to what will become a pattern and timber store above the toilet block in the workshop building.*

Bob Merchant

*A 'Sydney No. 12 1/2' bogie at Loftus ready for use under 1892 in its new role. These bogies are guaranteed never to suffer from wheelslip! The wheels and frames were completely fabricated from steel sheet by Joe Kirchberger, with only the axle boxes being original.*

Howard Clark



rust would have been removed and the resultant spaces filled with panelbeater's bog. With the expertise of Joe we were able to replace the entire sides of this car, resulting in a far better finish.

The new owner of R 1892 wanted the car to have the appearance of being mounted on bogies. As we had no bogies spare, the next best alternative was to build some. Again Joe's expertise came to the fore and two new Sydney No.12 bogie side frames were manufactured. These were of lighter section than if the car was needed to be used in service, but they none-the-less demonstrate that we have the know how to build our own equipment when and if necessary.

C 290 made its trial trip along the main line to the North terminus on Saturday 21 February. Later in the afternoon it conducted some braking trials on the National Park line. When crossing the Princes Highway the looks on the motorists had to be seen to be believed. One cyclist, despite the dazzling paint on the car, removed his dark glasses in order to obtain a better view. The car bounced somewhat on the main line, but rode superbly on the National Park line. Thanks are due to all of those who took part in this car's restoration. Special thanks are due to John Matts and Ian Hanson (painting); Bill Parkinson and Mal McAuley (mechanical / electrical); Brian Hague and Derek Butler (internal finishes); and to Chris Jacobs, Graham Bellar and Dad's Army for assisting those mentioned above. Some minor faults became apparent during these trials and have been rectified.

Tired of waiting for the CSO workers to repaint the D series Bedford Tower wagon, Brian and Jimmy tackled the cabin recently. The truck now looks splendid. Chris Olsen in the meantime is working wonders with the electricians. Maybe by the next Engadine Show we shall have two tower wagons in the parade!

## Heritage Week

Heritage Week this year will run between Sunday 26 April and Sunday 3 May. Normal Sunday running will operate on these days. In addition, on Wednesday 29 April, three trips to National Park will be operating on the following timetable. Depart Loftus 10:15, 12:15 and 2:15, returning at 10:30, 12:30 and 2:30.

The Royal National Park Rangers will be conducting guided tours commencing at the Visitors Centre and terminating at Audley on both Sundays and the Wednesday. These tours will commence shortly after the arrival of trams at National Park station.



On Saturday 2 May the Sutherland Heritage Tramway Festival will be held. This event is our contribution to Heritage Week and is held in conjunction with the Sutherland Shire Council, Chamber of Commerce and Rotary. Stalls will be located in Sutherland. Community buses will also be running from Sutherland to the tram stop at the army depot entrance. Community buses will also operate between Royal National Park station and Audley. These trips will be free.

Sunday 3 May will see the operation of heritage buses provided by the Museum and the Historic Commercial Vehicles Association. These buses will operate on two services. One will be between the Museum and Woronora Cemetery, thence Sutherland School of Arts, and the Woodturning Guild premises at Oyster Bay via Jannali. The return journey is via the Sutherland Entertainment Centre.

The second service operates to the Cemetery, School of Arts and then to Hazelhurst Cottage Gymea, where artworks will be on display. This bus also returns via the Sutherland Entertainment Centre.

The Museum will be providing a photographic display at the School of Arts.

### Easter and Anzac Day

The Museum operated a normal timetable on all four days of the Easter break, not just the Sunday.

*Tongue and groove matchboard siding is being applied to the side of O/P class 1089. Only 21 L/P class (the 'low-sided' cars) and 7 O/P class cars built between 1918 and 1920 used this siding material.*

Bob Merchant

Anzac Day, Saturday 25 April also saw operations running to a normal Sunday timetable.

### Visitors

Two charters were held recently. On Friday night 20 February, we played host to the Sutherland Shire Historical Society. This organisation was very impressed with the level of workmanship evident in our restoration work.

The following day, a return visit by St James Rail was made. This group enjoys good food and wine and several of our members were noted assisting this group with their endeavours. Not the ideal way to lose weight, but as one said, "I enjoy my food". St James Rail is a group of parishioners from historic St James Church in Sydney. They were intending only to have their lunch at the museum and to have afternoon tea at another location but decided to stay at the museum for the whole afternoon.

Sutherland Rotary also made a recent visit on a Tuesday night. Like most people they left with a good impression of the Museum.

# ST KILDA

**Australian Electric Transport Museum**

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

## Salisbury 150 Celebration

As part of the Salisbury Council's 150th anniversary celebrations, the AETM held a special day to commemorate 40 years of the Tramway Museum at St Kilda in the Salisbury Council area. The first trams actually arrived at St Kilda in August 1958. However the March date fitted in better with the Council's celebration plans.

The event took the form of an Arbor Day celebration with trees being planted at the Museum to commemorate old schools in the Salisbury District. The reasoning behind this is that the Museum is on the site of the former St Kilda Primary School, which was closed in 1947.



*Silver Glenelg tram H 362 is now a regular traffic car at St Kilda. Also seen in this photo on 15 February 1998 are E1 111, B 42, W2 294 and F1 282.*

Colin Seymour

*Mr Jess Palmer who, at a sprightly 100, is a former teacher at Salisbury Primary School, and two other special guests during the tree planting ceremony at St Kilda.*

Neville Smith





*AETM President, Colin Seymour, congratulates Brad Rumsey and Mrs McNichol, a former resident of St Kilda on the planting of the tree to represent the former St Kilda school which was located on the Museum site.*

Neville Smith

In 1957-8 very few suburban councils were happy about old trams being kept in their areas and it was some time before a site was found with the aid of Salisbury Councillor, Dan McLusky. At that time the site was a water reserve vested in the Salisbury Council following the closure of the St Kilda school.

The Salisbury Historical Society set up a display in the tram display shed depicting the local hay industry and local transport. The hay industry display reminded us that the Salisbury area provided hay for Adelaide's horse trams. Steamranger also had a display and a model tram track was set up for children to drive a model tram. Neville Smith set up a display on the horse trams of Adelaide in Ballarat 21 in the depot yard. A Clydesdale coach service was also run in the Museum grounds.

Serco provided two free buses from Salisbury Interchange and the Road King doubledecker again brought passengers from the city centre. The 12 minute tram service was again in operation utilising B 42, C 186, E1 111, F1 282, H 362 and the freshly painted W2 294.

*The horse bus awaits passengers for a ride around the Museum grounds on the Salisbury 150 day. Car 111 can be seen in the background returning to the Museum. This may well have been a familiar sight on the flooded Henley Beach Road in by gone days.*

Neville Smith







*Freshly repainted W2 class car 294 enters the depot yard on the Salisbury 150 Celebration day, 15 March 1998. The car is painted in the 1940s colour scheme.*

Neville Smith

At 2.00pm President, Colin Seymour welcomed special guests from a number of old schools in the district. One special guest was Mr Jess Palmer who is 100. Jess was a former teacher at Salisbury Primary School. Local councillor, Donna Bennie, representing the Mayor of Salisbury, returned thanks. The guests then moved to the site of the former St Kilda school near the Museum entrance gates for the Arbor Day tree planting ceremony.

Eight trees were planted to commemorate a number of old schools in the Salisbury district, in most cases by former students, with assistance from current students where the schools still exist. Special plaques were staked into the ground next to each tree.

Following afternoon tea, the centenarian, Mr Jess Palmer was invited to take a ride on E1 111. "No. I want to ride on the toastrack," he exclaimed, looking across to car 42. The toastracks were last used in the late '20s or early '30s and there is not too many people left who actually rode on them.

The Salisbury Philatelic Society released a special Salisbury 150 envelope with an attached sticker commemorating 40 years of the Museum at St Kilda. The special envelopes are postmarked with the Salisbury 150 postmark and are on sale in the Museum bookshop.

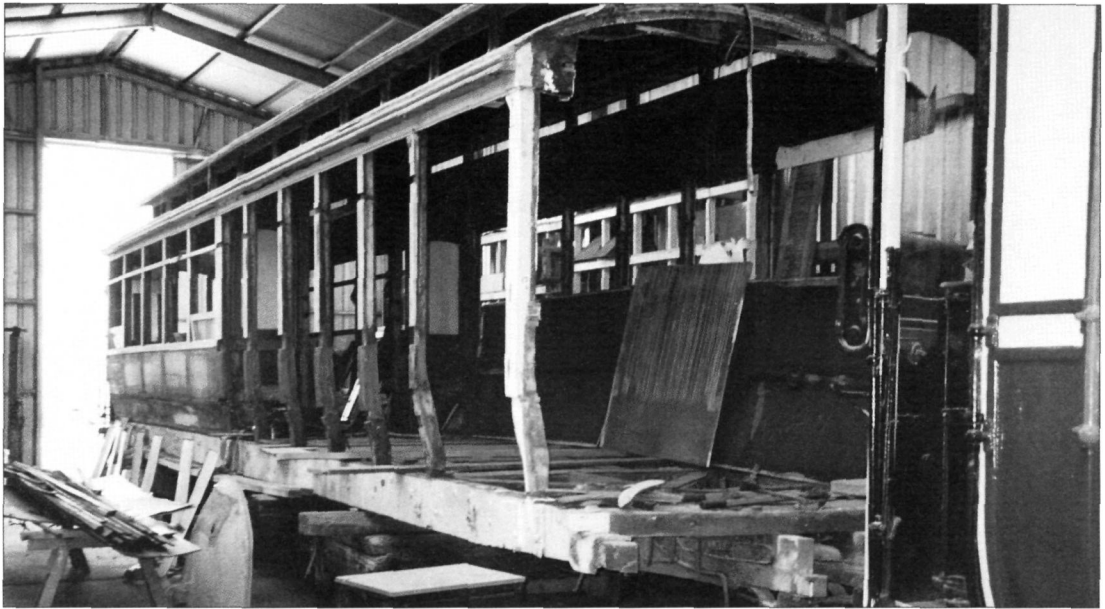
## W2 Class 294

Melbourne W2 class 294 re-entered service in January 1998 after its refurbishment which included gutter repairs, varnished saloon ceilings and a repaint in the 1940s M&MTB colour scheme. Special thanks to Len Millar from Ballarat and Bendigo museums for printing the permanent 'St Kilda Beach' signs for the side destination boxes. The main players in 294's refurbishment were John Pennack (painting), Peter Keynes and Barry Fox (ceilings), and Kym Smith and Colin Woods (coachwork and roof).

## A Type 1

The faulty motor from A 1 has been removed and sent away for rewinding. The split frame motor has worn bearing housing mating faces. The empty casings from B 42's original truck have been taken to the rewinding firm for a 'transplant'. The bearings are worn and the armature shafts tapered.





The motor remaining at the Museum has had the armature shaft turned parallel on the Wilson lathe. The commutator has been skimmed to (hollow in centre) to minimum clean up and manually undercut. The bearings are to be white metallised to new sizes.

The gear wheel on the faulty motor was severely worn, so the best wheels, axle and gear from 42's truck have been swapped over along with motor suspension bearings, spring loaded oiler pads and one coil spring.

The truck frame has been cleaned and the axle box hornways rebuilt with welded in shim. The brake hangers have been cleaned and re-greased. The axle boxes and all the truck and motor bolts have been cleaned inside and out after two weeks of kerosene soaking.

### **E type 118**

The remnants of the number 1 (high) end bulkhead have been removed and patterns have been supplied to a contractor to construct a new bulkhead. The floor has been lifted from the toastrack end. The original saloon is being stripped of windows and fittings in preparation for refurbishment.

A strange wiring pattern has been revealed under the side plywood, which indicates the car originally had sidelights below the clerestory windows, rather than on the clerestory ceiling plywood. A wiring diagram has been found which confirms the original

*Dismantling parts of E 118 for refurbishment was well under way in February 1998. Ceiling veneers can be seen resting on the side pillars. D 192, which is receiving a repaint, can just be seen at the right of the photo.*

Colin Seymour

lighting. However, with a 200-volt headlamp required, further investigation is needed to see if the lighting style can be re-created.

### **Other Tram Work**

The repainting of D type 192 is progressing well and is at the final coat stage.

Silver liveried Glenelg tram H 362 is now a regular traffic car and some minor repairs have been carried out to ensure its suitability for traffic. These include fixing up the air systems and hooters and replacing hand straps.

### **In the Workshop**

An Archdale milling machine has been purchased and donated to the Museum by Ian Seymour. It has been placed in between the slotting machine and the vertical borer. It was purchased from Perry Engineering, builder of many South Australian steam locomotives. Ian would be pleased to hear from any one knowing the whereabouts of a maintenance manual for the machine.

# BENDIGO

## The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

### 25 Years of Delighting Tourists

Saturday, 6 December 1997 was a red-letter day for the Bendigo Trust. It marked the 25th anniversary of the commencement of Bendigo's tourist trams. Deputy Premier Pat McNamara broke a bottle of local red wine over the apron of freshly repainted Birney 30.

Only 25 years ago, then Premier (now Sir) Rupert Hamer launched the Talking Trams venture in an identical manner. One and a quarter million passengers later, Mr. McNamara drove Birney 30 from the Central Deborah Gold Mine terminus up to the Alexandra Fountain at Charing Cross for official celebrations to salute the happy event.

Then followed a ten-tram cavalcade behind No.30 up to the Tram Depot/Museum for appropriate refreshments. The Birney looked a treat after its refurbishment, which was generously funded by the Myer Foundation.

*Speeches marking the 25th anniversary were made at the Alexandria Fountain on 6 December 1997. Cars 30, 17, 19, 25, 21, 18, 26 and 44 are lined up at left.*

Dennis Bell

The Trust and its Tramway Committee had earlier held a celebratory spit roast for the tramway volunteers and staff - at the Depot, of course!

### Our One and a Quarter Millionth Passenger

On January 21, Peter and Shelley Walker, dairy farmers from Merrigum in Victoria's Goulburn Valley, stepped on to the service tram and were presented with a surprise prize for being landmark patrons. They received a return trip for two, plus accommodation, to Christchurch, NZ. Congratulations to Peter for being a very important passenger in our history!

### Thank You to The Met

Late in 1997, the Bendigo Tramways had quite a few profitable dealings with Big Brother in Melbourne. Our ex-M&MTB tower truck returned from the 'big smoke' after being on hire to the Met for work on its overhead system. The \$2,000 earned was unbudgeted, but most welcome!

Then John Bullen and Ted Bowles visited Southbank Depot and were given some specialist instruction on tram servicing. And a week later, John Bell and Garry Hartley attended classes for Driver Training Driver



Instructors at Transport House, followed by two days 'hands on' at Malvern Depot under the guidance of Senior Driver Instructor Peter Bardho.

### At The Depot

A new audiotape for use on the trams has been completed. It has been prepared for our junior passengers - who are not quite so interested in some of the esoteric elements of Bendigo's history as their elders. When you are pigging into burgers and thickshakes on the McFun Tram (Birney 15) with your mates on a birthday party tour, boppy music is more the go!

Swanston Trams and Yarra Trams despatched their senior driving instructors to Bendigo for a tour and Christmas break-up beano at the Central Deborah Gold Mine Cafe.

And at the end of December, the Australian Railway Exploration Association organised a visit to our fair city, using V/Line trains and, of course, our trams! Members on the tour enjoyed rides on several of our trams and a lunch at the Mine Cafe. Your correspondent (an AREA member) drove for part of their journeying and was at the receiving end of much jocular treatment. The group had coverage in the next day's *Bendigo Advertiser*, complete with a photo of one of the group looking fondly up at a Birney.

### It's not What You Know, It's...

Federal Opposition Leader, Kim Beazley was accorded an Honorary Tram Driver's certificate on 30 January after successfully piloting tram 18 on our tramway.

### Dead Slow!

Our drivers have been instructed to adhere to a new speed limit of 3 km/h over all facing points at the Depot gates. Three km/h is akin to a slow walking pace. Pedestrians and speeding cyclists just outside the gates present an ongoing problem, as do some of our sets of points.

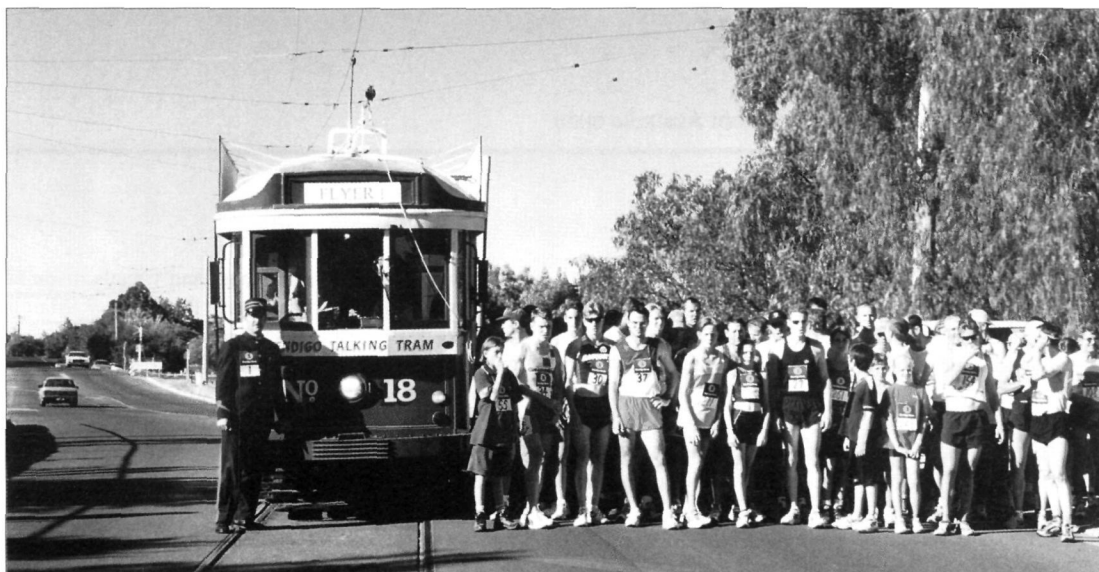
### 1996/7 Patronage

From the Bendigo Trust's Annual Report, patronage for the financial year was 58,571. April was the strongest month, with 6,957 passengers enjoying a ride back through history. The previous year's record total of 62,799 was not quite matched, but we'll work on it! Tramway Committee chairman Dennis O'Hoy

*Trams representing 23 years of the tram-builder's proficiency sitting in the sun on the depot fan. Still going strong are (left to right) 808 (1937), 470 (1928), 23 (1916), 18 (1914), 15 (1924) and 19 (1920).*

Dennis Bell





*'Flyer 1' (aka No.18), driver Dennis Bell and the 130 competitors line up at the start of the Great Bendigo Bank Tram Race.*

Dennis Bell

thanked the tramway staff of drivers, conductors, maintenance crew and attendants, and he specially thanked the volunteers, thirteen of whom each devoted over 100 hours to the cause. John Penhall eclipsed several others by clocking up 1,007 hours!

### **The Great Bendigo Bank Tram Race**

With excellent pre-event publicity build-up, Bendigo Bank organised the inaugural competition between 130 of Bendigo's finest fitness enthusiasts and bogie tram No. 18. Why pick on a defenceless tram, your correspondent ponders? Just because the Bendigo Bank reckons an obviously unequal race between man and beast is an excellent fund-raiser for the local Mirridong Home for the Blind and the Bendigo Trust.

Trust General Manager Jim Thompson was quoted in the *Advertiser* as saying "The City is excited about the prospect of a large crowd challenging one of its famous vintage trams over the 4 km route. Our 84 year-old 'bogie' tram (No.18) has been selected from our field of 33 trams as the one to beat," he said.

Late nominations in the 14 classifications were accepted at the Central Deborah Gold mine on

Saturday, 21 February by 5pm. The entrants were then conveyed in several trams up to the start of the race near the North Bendigo terminus ("Fares, please!"). The unruly mob scorched off ahead of the hapless No. 18, driver Dennis Bell, who wasted precious milliseconds turning the hazard lights on! The destination indicator showed FLYER 1. The *Advertiser* on the following Monday reported that "the field was buffeted by a head wind for most of the race." No mention of 18's six-plus square metres of front being a handicap!

Eleven minutes 32 seconds later, only one human could best the Mean Machine! Aching at every axle box, groaning at every window sash, No. 18 managed to beat 129 humans. No mean feat, especially since driver Bell obeyed every one of the traffic lights along the route - something the runners wouldn't have done.

One David Meade, a triathlon ace, pipped No. 18 at the post. Driver Bell was summarily dismissed for 'not trying' and the competitors were treated to tucker and drinks at the Mine's Cafe for the prize giving.

Next year, your correspondent hopes to report victory at the hands of a real 'flier', SW5 No.808. Four motors, 120kW of power (and seasick tablets to the driver to counteract the excessive rocking and rolling!). All traffic lights are to show only a green 'T' light - although that won't faze some Bendigo motorists.

Well done, 18!



# WHITEMAN PARK

**Perth Electric Tramway Society**

PO Box 257, Mount Lawley, Western Australia 6050

From Michael Stukely

## New Acquisition - WAGT K Class 130

The body of the last tram built for Perth, K class 130, has been acquired by the Society and arrived at Whiteman Park on Saturday 7 March. This is another very significant addition to our collection.

No. 130 was completed in 1933-34, the final car of the five K class (Nos. 126-130) built at the WAGR Workshops at Midland Junction. It was in fact the last tram to be built at the Midland Workshops (no Fremantle cars were built there after No. 29, in 1921). All cars of the K class survived until the Perth system closed in July 1958. The body of No.130 (together with 2nd E class 125) was then sold to the general store owner in Bullaring, a wheatbelt rail siding some 230km south-east of Perth, where it was put to good use as workers' accommodation.

Robert Pearce discovered the location of Nos. 130 and 125 in the early 1980s, and our interest made known to the owner. However, it was not until late 1997 that we received notice of their availability, and arrangements were quickly made to recover 130 (with No.125 expected to follow soon).

No. 130 is in outstanding condition, having been very well protected from the elements over the last 40 years by a gabled, corrugated iron roof attached to free-standing pillars, and sheeting which covers many of the saloon windows. The car was well supported at the bolsters and its stress bars are still intact, resulting in a very straight body.

A contingent of ten members and friends made an early morning departure from Perth on 7 March, meeting at Bullaring with Trevor Phillips who had driven his low loader direct from Bunbury. Preparations and loading were fairly straight forward, and the convoy left for Perth by 1:30pm. The low loader arrived at Whiteman Park about 5pm, and after some quick work on the hydraulic jacks by our now well-practised team, 130 was safely resting on a set of ex-Kagoshima 77E trucks before dark. The writer was left quite stunned when informed by Trevor that, no, there would not be a bill in the mail, as this job was free! This tremendous support by Trevor is of enormous assistance in meeting our major goal of acquiring representative Western Australian tram bodies for preservation and ultimate restoration. Thank you again, Trevor!

## Classic Car Show

The 1998 Marlow's Classic Car Show was held very successfully in Whiteman Park on Sunday 15 March. W2 class 393 and SW2 class 426 entered service at 9:30am, running between the Village and Mussel Pool, where the main exhibits were located, and crossing at Stockmans Loop. They were joined by W2 class 329

*Perth K class 130 leaves Bullaring for Whiteman Park on Trevor Phillips' low loader, 7 March 1998.*

Michael Stukely





and W4 class 674 soon after as the crowds increased. With carparks rapidly filling, parking was extended to the area south of Stockmans Crossing. Fremantle 29 began running a shuttle service between there and Mussel Pool from about noon, trailing each pair of fully loaded Melbourne cars as they passed through from the Village and then leading them back from Mussel Pool to Stockmans. The Village cars were achieving a 15-minute turn-around, and the crowds were moved very effectively.

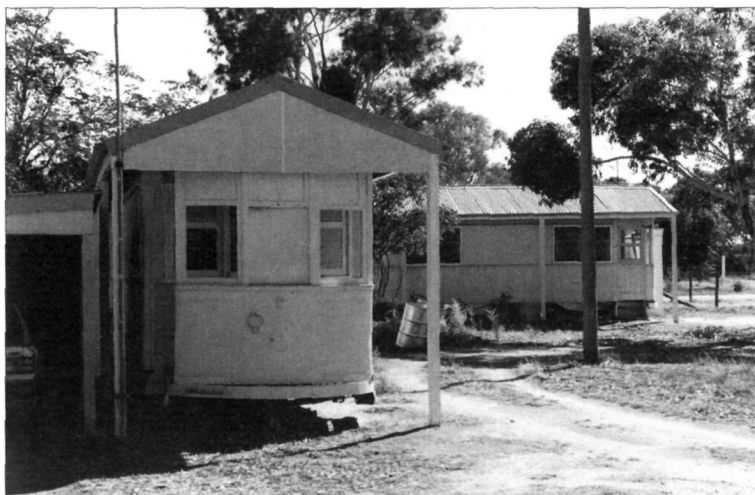


*The well protected body of WAGT K class 130 in use as workers' accommodation at Bullaring, 15 May 1990.*

Michael Stukely

*The two Perth trams at Bullaring, 15 May 1990: 2nd E class 125 (left) and K class 130.*

Michael Stukely



*Perth K class 130 back on the rails at Whiteman Park on 14 March 1998.*

Michael Stukely



Official estimates indicated that visitor numbers were up by about 30% on the 1997 total, with around 11,000 to 12,000 people attending. 'Free' rides were offered on the trams, which were chartered for the day by Park Management, and they proved very popular. Twenty members gave their time to assist, so crews could be relieved regularly and the day was enjoyed by all.

## General

The track team of Lindsay Richardson, Kevin Clarke, Trevor Dennhardt, John Shaw and John Stone put in a huge effort on 14 March. Fourteen sleepers were replaced on the Stockmans-Village section in the fire-damaged area between Red Dam and the cattle grid. Ray Blackmore gave welcome assistance with packing to finish the job and enable the speed restriction (imposed on the section after the December fire) to be lifted in time for Classic Car Show the next day. Maintenance work has been concentrated on this section in recent months.

Two traction motors have now been overhauled with major work being required on their beatings. However, time ran out for the overhauled motor to be fitted to W4 class 674 in time for Classic Car Show. This car

was therefore temporarily modified by Noel Blackmore to run on two motors (80hp total) and was tested successfully in traffic on 8 February. It performed well on the big day, and did not cause significant delays.

Noel Blackmore reports that the upgrade of the Entrance terminus has continued, with the lightning arrester being serviced and tested, the terminal pole insulator replaced, and fittings ordered for the installation of double insulation in the troughing. It is planned to install double insulation in the carbarn troughing at a late date.

Progress on the restoration of WAGT E class 67 has been delayed while detailed carpentry work on the new sub-floor transverse beam for the eastern end of the saloon is carried out. Meanwhile, Bill Gilbert has completed the replacement of the rotted wooden bases and corroded anchor bolts of the window pillars along the north side. Working on WAGT G class 35, Ric Francis has nearly finished the reconstruction of the western end platform, and is now making good progress on the eastern end.

*The cherry picker is lowered onto the Albion truck chassis, 8 February 1998.*

Michael Stukely





*Ex-WAGT 'Canton' trolleybus 38 on display in the Village at Whiteman Park on 22 February 1998 following restoration of the body by members of the Bus Museum of WA.*

Michael Stukely

The cherry picker was lifted onto the Albion truck chassis on 8 February, and Vic Sweetlove and Ray Blackmore are working to make this unit operational as soon as possible.

The installation of shelving in the spare parts storage shed has been started. Following the slewing and refixing of the perway shed to the concrete pad, storage here has also been improved with the installation of two new steel storage units. Further extensions to the perway materials hardstand have also been completed.

Another panel of track has been laid on the new bogie storage siding by Lindsay Richardson, John Shaw and Trevor Dennhardt. Final crowing of the reverse curve to align with the pit road is now required.

Nine steel traction poles donated by the Cottesloe Bowling Club, where they had been used to support the floodlights over the greens, were delivered to the Museum on 25 March.

## **Congratulations to the Bus Museum**

Former WAGT trolleybus 38 made its public debut in Whiteman Park on Sunday 22 February, following its cosmetic restoration over the last two years by a team of Bus Museum of WA (BMWA) members led by Pat Hallahan.

The Leyland TB5 chassis of No.38 was one of a batch of 70 ordered for Canton, China, in 1937. Due to the declaration of war with Japan, delivery could not be effected. Eighteen of the chassis were ordered by the WAGT, Perth, in 1940 and others went to Adelaide and Hobart. Bodies were built at the WAGR Midland Workshops and the buses became Nos. 23-40 in the WAGT fleet, where they were known as 'Cantons'. Their numbers followed on from the 22 three-axle Leylands obtained by the WAGT in 1933 (Nos 1-3) and 1938 (Nos. 4-22).'

On 22 February following a morning tea 'launch', a resplendent looking No. 38 carrying a near-capacity load of excited BMWA and PETS members, was towed from the BMWA workshop (behind the PETS complex) to the Village by BMWA's preserved Leyland tow wagon 4. No. 38 was displayed for the rest of the day near the Park Administration building and the Village tram stop. It made another appearance beside the tramline near the Motor Museum on Classic Car Show day, 15 March. We congratulate our friends at BMWA on this significant achievement.



# BALLARAT

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

From Dave Macartney

The 1998 Begonia Festival featured above average crowds for the tramway, with good weather throughout ensuring that passenger figures were consistently strong over the full ten days. On Sunday 8 March, 1547 passengers were carried, while on the following Sunday, the day of the street parade, the tally was 1024 passengers, a record for a procession day. Wendouree Parade was closed off to motor traffic for the full duration of the Festival, which enabled the tramway to fulfil its function of carrying 'real' passengers even more than in previous years. As usual, the track telephone cable was damaged during the setting up for the Festival, and the service had to be run without it. With changes to ticketing arrangements on the Melbourne trams, the traditional methods in use at Ballarat are becoming a further attraction in their own right. At the end of the ten-day Festival period, the passenger tally stood at 6179 carried, 350 up on the previous record set in 1996.

Over the weekend of 28 February/1 March the Ballarat Engine and Machinery Preservation Society held a display of machinery manufactured in Ballarat at the Ballarat Showgrounds. Our horse tram No. 1 was locally built (twice), and was welcomed as an exhibit.

Accordingly, Bob Butrimis and Bruce Roberts arrived at the Depot on the Friday evening with their White Road Commander and gooseneck trailer, and soon had No. 1 on view at the Showgrounds, among the Jelbart rollers and Ronaldson and Tippet oil engines. A sales table was set up in a nearby display hall, and a tidy sum raised over the weekend in sales. An unexpected bonus at the conclusion of the weekend was the award of the Judges Special Prize to No. 1. This was most welcome; at least we weren't awarded the Most Original Exhibit prize, which went to a pile of unrestored rusting metal! Next to our table was a display of hand tools from the Phoenix Foundry, which had returned to Ballarat only the day before after an absence of ninety years. These had been the property of the last Works Manager at Phoenix, who had presided over the closure of the Foundry in 1906, then taken up an appointment as Assistant Manager at Randwick Tramway Workshops in Sydney. With his steam background, he would no doubt have supervised the overhauls of the remaining steam tram motors.

*No.1 loaded on the White Road Commander's trailer for the return to the depot on 1 March 1998. Ballarat City Council's Jelbank road roller can be seen at right in this view at Ballarat showground.*

Warren Doubleday



The Victorian Branch Assessment Panel of Museums Australia paid a visit to the Depot on Friday 20 March. They travel the state examining museums of all shapes and sizes with a view to establishing standards for display and presentation. The workshop area was a bit of a culture shock, as a tram or two in dismantled state creates a great deal of mess and a lot of tired timber and metal components. Not something you can display in a glass case. One member of the panel of four had worked as a conductor at Glenhuntly in the 1950s on arrival from England, so we were able to reunite him with 661, a Glenhuntly car at that time. The four-hour visit covered all aspects of museum operation, and left us with a clearer idea of our strengths and weaknesses in these areas.

The Heritage Branch of the Institute of Engineers, Australia held a seminar in Ballarat between 15 and 17 March. Museum Services Manager Warren Doubleday presented a paper on the restoration of No. 12, while the group paid a visit to the Tramway on the Monday morning.

Around the depot, a new display board has been set up adjacent to the horse tram, showing the various stages in the restoration of this car. This board replaces an earlier more home spun affair, and was completed just in time for the Accreditation Panel's visit. No. 12's board was also dismantled at this time, but has yet to be replaced.

The area at the back of the original shed was asphalted on 13 March, as was the strip between the rails on No. 2 Road. This has further reduced the amount of dust around the shed, particularly in the

change room, which was impossible to keep clean. All the shelving at the back of the shed had to be moved for the first time in many years, and is currently being reinstalled in a more logical layout.

Tram No. 13 has been returned to service after receiving a motor from No. 28, which is still in the middle of a lengthy overhaul and repaint. The dud motor out of 13 still needs repairs before being installed in No. 28.

No. 14 has had a spell in the workshops, initially to have some new timbers installed behind the bumpers at one end. No sooner had this task been completed than it was found that the white metal in the axle bearings was in need of replacement, so a further period out of action followed. The newly metallised bearings were finally installed on 5 April, just in time for the forthcoming Easter and school holiday traffic. No less than six single truckers will be available over this period.

The developing business in catered operations in conjunction with Lake Lodge continues to take form. No. 671 is the preferred tram, and can be quickly fitted up with tables, serving counters and canned music for the entertainment of the masses. A number of these charters have now been run, not only to the financial benefit of the Museum, but we have even recruited new volunteers from them!

*Our tram crews during the Begonia Festival on 15 March. From left are Peter Winspur, Travis Jeffery, back: John Phillips, John Clowes, front: Anita Bagley, Alastair Reither and Len Millar.*







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