

TROLLEY WIRE



No.275

NOVEMBER 1998

\$7.00

Print Post Approved PP245358/00021



INSIDE: LAW AND ORDER ON THE BALLARAT TRAMS

TROLLEY WIRE

AUSTRALIA'S TRAMWAY MUSEUM
MAGAZINE

NOVEMBER 1998

No. 275 Vol. 39 No. 4 - ISSN 0155-1264

CONTENTS

| | |
|--|----|
| LAW AND ORDER ON THE BALLARAT TRAMS... | 3 |
| SEASHORE TROLLEY MUSEUM, USA..... | 9 |
| HERE AND THERE..... | 11 |
| MUSEUM NEWS..... | 22 |

Published by the South Pacific Electric Railway
Co-operative Society Limited, PO Box 103, Sutherland,
NSW 2232.

Editor.....Bob Merchant
Subscriptions and Distribution.....Peter Hallan
Bulk Sales.....Laurie Gordon

Subscription Rates (for four issues per year) to expire
in December.

| | |
|-------------------|----------|
| Australia | \$A27.00 |
| New Zealand | \$A30.00 |
| Elsewhere | \$A35.00 |

All correspondence in relation to *TROLLEY WIRE* and
other publishing and sales matters should be forwarded to:

PO Box 103, Sutherland, NSW 2232
Phone: (02) 9542 3646 Fax: (02) 9545 3390

The opinions expressed in this publication are those of the
authors and not necessarily those of the publishers or the
participating societies.

Typeset by National Advertising & Design Studios - Canberra
Telephone: (02) 6239 6287 Fax: (02) 6239 6693

Printed by National Capital Printing - Canberra
Telephone: (02) 6280 7477 Fax: (02) 6280 7817



Deputy Prime Minister, Tim Fischer and Federal Member
for Hughes, Danna Vale on the platform of C class 290 at
the Royal National Park terminus on 17 September 1998.

Bob Merchant

Front Cover:

New York's Third Avenue Railway System 631 is one-man lightweight car built by the company's 3rd Avenue shops in 1939. After the TARS closed, 631 saw service in Vienna, Austria, from where it was repatriated by the Seashore Electric Railway in 1981. It is seen here on the balloon loop terminus at the end of Seashore's main line in the Maine woods in September 1998.

Ian Dunn

Back Page:

From 1 October 1997, the Melbourne tramway network was divided into two independent operating businesses within the Public Transport Corporation of Victoria. Swanston Trams manages Brunswick, Essendon, Glenhuntly and Malvern Depots, while Yarra Trams manages Camberwell, East Preston, Kew and Southbank Depots.

Public Transport Corporation

LAW AND ORDER ON THE BALLARAT TRAMS

By Alan Bradley

This article was prepared for a 'Law and Order' exhibition organised by the Central Highlands Historical Association in 1997. It takes a very broad view of law enforcement on the Ballarat tramways: attempted robbery, hijacking and other incidents involving the trams, prosecutions of the tramway operator, regulations aimed at employees and passengers, and relationships with the police.

The police first arrived in Ballarat about three weeks after the announcement of the discovery of gold in September 1851. After a brief period near the site of the present Post Office, the police camp was relocated to Camp Street (named after the police camp), where it is still located today.

Some of the streets in the city area later traversed by trams (Sturt, Lydiard and Armstrong Streets) were named after police officials of the early 1850s, as were some of the streets crossed by the trams (Doveton, Dana, Mair and Eyre Streets). Police Commissioner Doveton was the one who, when confronted by diggers protesting against the gold licence, uttered the immortal words: "I am not come to make the law, but to administer it, and if you don't pay the licence fee I'll damned soon make you pay it".

In those early goldrush days the 'Goldfields Police' were one of seven separate police forces that had jurisdiction in Victoria. In 1853 these seven forces were combined to form the Victoria Police Force.

Crime on the Horse Trams

Prior to the horse trams Ballarat's public transport needs were served by horse cabs and horse buses, which could carry only a small number of passengers. The double-deck horse trams, operated by the Ballarat Tramway Company Ltd (BTCO) from 1887 to 1902, were licensed to carry 44 passengers but in reality 80 or more were packed on board during busy periods.

The crowding of people inside trams presented a great opportunity for pickpockets. In January 1888, about a month after the horse tram service started, a lady travelling in a crowded tram had her pocket emptied of several valuables, including her purse.¹

The moneys collected from passengers also tempted would-be thieves. One evening in August 1890 two men stopped a tram and attempted to take the farebox, but they fled at the sight of a burly tramway employee who happened to be a passenger at the time.²

The BTCO's By-laws

When horse tram No.1 was being reconstructed during the late 1880s a set of the BTCO's by-laws was found in its original position on an interior bulkhead window. These by-laws were passed by the Ballarat City Council in April 1889 for 'preventing the commission of any nuisance' and 'for regulating the traffic' in any of the BTCO's trams.

The 25 sections of the by-laws prohibited actions such as smoking, being intoxicated, playing musical instruments, swearing or carrying loaded firearms. Some sections were frequently breached: those prohibiting travel on the steps between the decks, or those that allowed only two passengers on the back platform and four on the front platform.

Cabmen were frequently prosecuted for overloading their cabs, but there was only one instance where the BTCO was prosecuted for overloading. On Boxing Day 1890 two constables noticed the trams going to the Gardens were overcrowded, and one tram had so many passengers that the horses could not pull the tram. The constables then forced some of the passengers off the tram. The following month charges against two BTCO employees were heard at the City Police Court. 'Traffic Regulator' Mortimer Buckley was charged with knowingly permitting two horses to be overloaded, and driver Job Nicholls was charged with driving the overloaded horses. The two constables said the tram carried at least 100 people, and a witness, a well-known jeweller, verified this. The tram conductor said the tram only carried 44 passengers (which happened to be the legal limit!). Nicholls was fined two pounds two shillings plus costs. Buckley insisted that the tram was not overloaded when it left the terminus, and the case against him was dropped.³

Takings on the Last Tram

The Electric Supply Company of Victoria (ESCo) took over the BTCO's horse tramways in 1902, and in 1905 opened the first electric tramway in Ballarat. Around 1907 a large shelter was built at the bottom of

Sturt Street (at the corner of Grenville Street). As well as providing shelter for passengers the building provided an office for inspectors, a pay-in office for fares collected on the trams, and a meal room for traffic crews. Each night the last tram leaving the city carried the day's takings to the View Point powerhouse, where the ESCo's office was located, and the tram was parked there overnight on a siding that had been built into the powerhouse yard.

The police were concerned that the practice of carrying takings on the last tram could attract an attempted hold-up. One night in July 1932 spikes were placed on the track near the corner of Macarthur and Drummond Streets, apparently with the intention of holding up the last tram. Fortunately the tram driver saw the spikes and stopped the tram safely.⁴

In 1934 the State Electricity Commission (SEC) took over operation of the tramway from the ESCo, and during the mid- to late 1930s renewed the track, overhead wiring, and rolling stock. During this period a shute was placed in the wall of the SEC's city office in Sturt Street. Moneys could be placed in the shute, thus ending the practice of carrying takings on the last tram.

Policing Employees

All three of the Ballarat tramway operators had regulations for their employees, but each was influenced by the industrial climate of the time. During the BTCo era there was no tramway union. Unionism began during the ESCo era, and became stronger during the SEC era.

The ESCo was a stern taskmaster, where suspensions were frequently given for minor offences. Alec Moss (who worked on the Ballarat trams from 1923 to 1966, and the Bendigo trams from 1966 to 1972) recalled that an inspector reported him for under-charging a 12-year-old, and as a result he was suspended for one day.⁵ There were numerous casualties who could step in whenever an employee was suspended.

One of the ESCo's inspectors would suddenly appear from behind trees or poles and demand that the

A group of 'trammies' outside the large shelter at Grenville Street. From here the day's takings were delivered by tram to the powerhouse siding.

George Netherway





On 28 August 1937 the Mayor of Ballarat officially opened the extension of the Lydiard Street North line to the new cemetery. Naturally there was a police presence to preserve order during the proceedings.

George Netherway

tram stop so he could board it. At the time the ESCo had placed power consumption meters in its trams to check on excessive power use, so the drivers were naturally annoyed that this inspector's habit would cause unnecessary stopping and re-starting of their trams.⁶

In 1913 the ESCo introduced one-man operation. Fare boxes were placed at each end of the trams, and these featured a mirror that showed the coins sliding into the fare box - a convenient way of checking that drivers were not pocketing the coins. Early in 1922 the ESCo decided to introduce plain clothes 'spotters' on its trams to check on their employees' activities; this was a common tactic amongst tramway companies at the turn of the century. But following the threat of a strike, the ESCo withdrew use of the 'spotters'.

A few years ago the ESCo's employee register was donated to the Ballarat Tramway Museum. The register lists those employed and why their services

were terminated. Motorman J. Tippet was 'caught in act of removing coins from farebox. Was arrested and prosecuted and fined 17 pounds and costs'. Conductor D. McGregor was dismissed in 1911 - 'Prosecuted for fraud 18/12/11 and sentenced to three months hard labour'. The register shows a few other employees sacked for fraudulent activities:

- 'Instructing recruit conductors in dishonesty, most unsatisfactory. Bad case'.
- 'Defrauding the company'.
- 'Altering the journal'.
- 'Discrepancy re tickets'.
- 'Using cancelled tickets and allowing boys to ride in the back of the car free'.

Over the years drinking amongst its crews was a problem for the tramway operators in Ballarat. In January 1907 a plain-clothes inspector boarded trams to see if any of the staff were 'over the influence'. He saw a motorman throw a bottle from the tram, so the inspector put him off the tram, took charge and drove the tram back to the depot.⁷ The ESCo register shows that employees were dismissed for 'reporting in an intoxicated condition', 'being under the influence of drink while in charge of the car', 'unsatisfactory work and taking liquor on duty', 'intoxication' and 'insobriety on duty'.

During the SEC era employees caught drunk on duty were usually given 'alternative duties' in the depot or at the powerhouse, rather than being sacked. The tramways union was stronger, and perhaps the management more benevolent, that during the ESCo era.

For many years employees were known to have a drink while on duty at the Royal Mail Hotel, located conveniently right beside the Sebastopol tram terminus. During the later SEC era the local Tramway Superintendent planned a 'raid' on the Royal Mail, but no one was caught there because Inspector Dave Kellett had given a tip-off that the raid was coming.⁸

The Battle at the Galloway Monument

The Great Depression that commenced in 1929 caused massive unemployment and social distress in Ballarat, as it did everywhere else in the industrialised world. In 1932 the unemployment rate in Victoria was 26.5%. Communists were active amongst the local unemployed, preaching that only radical change could relieve social distress. The radicals saw police as enemies of the people helping to prop up the established order. To make matters worse Chief Commissioner Blamey (an ex-military man, and later a Field Marshal during World War 2) ordered police to crush any agitation by the unemployed.

The trams became involved in a dramatic event on 1 April 1932. A crowd of 'several thousands' demonstrated at the Galloway monument in lower Sturt Street over the 'work for sustenance' scheme (which was similar to today's work for the dole scheme). Trams backed up unable to pass, and police tried to break up the demonstration. Some members of the crowd remembered how electric flashes from the trams' trolley poles scared cab horses, and so took the trams' trolley poles off the wire in an attempt to create flashes and scare the police horses. After a brief fight with some demonstrators the police dispersed the crowd, with some arrests. The Ballarat *Courier* blamed young Communists from the industrial suburbs of Melbourne and 'local extreme labourites' for the disturbances.⁹

At about the same time the Victorian Government was considering the funding of the rehabilitation of the Ballarat and Bendigo tramways. One of the reasons to fund such a scheme was that it would create jobs for many of the unemployed men of Ballarat.

Police and MPs

Police officers were entitled to free rides on the trams. According to Norm Lorensini (who worked on the

Ballarat trams from 1945 to 1971), "You knew every copper in Ballarat. The majority travelled on the trams. They wouldn't book you if they didn't have to, if you worked on the trams they wouldn't touch you".¹⁰ During most of the tramway era the police mainly worked on foot and knew virtually every businessman and 'no-hoper' in their area, as well as every 'trammie'. During the ESCo era there were frequent Police versus Tramways sporting events. The two occupations had a lot in common - police and 'trammies' were uniformed men drawn from the 'lower classes' who became widely known in their communities, and were expected to answer numerous questions from the public and display an encyclopaedic knowledge of their district.

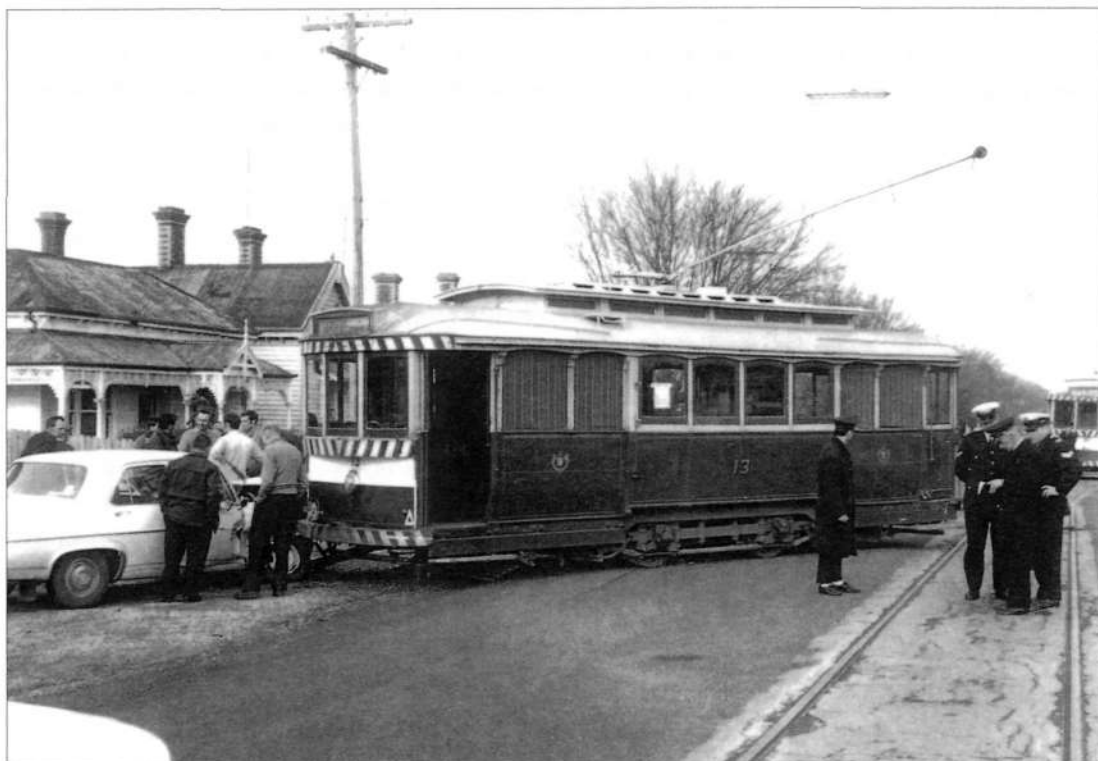
Norm Lorensini told the story of old Bob, an elderly Irish policeman, who intervened when some young men pulled the trolley pole off the wire one night resulting in the tram losing power and the lights going out. This occurred at the corner of Macarthur Street and Wendouree Parade. Two young men were seen running away, and old Bob chased them onto a nearby jetty. The two jumped off the jetty into the cold waters of Lake Wendouree, while old Bob yelled out; "I'll come after you and give you a hiding!"¹¹

During World War 2 a camp was set up in Victoria Park for American marines. This meant that another law enforcement agency was seen in Ballarat - the white-helmeted military police (MPs). Jean Maxwell (who was a conductress on the trams from 1943 to 1946) recalled that one night there was a 'closed camp', meaning that all American marines had to be in camp that night, and MPs wandered the streets looking for absentees. One marine boarded a tram, and Jean saw some MPs waiting at a stop. The marine hid under a seat, while Jean told the MPs there were no marines on board. Afterwards Jean told the marine how to make it to camp via the back way.¹²

Jean recalled another time when she was conductor on a tram, that a marine was misbehaving and two MPs were whirling their batons in an attempt to restore order. Jean told the MPs that she was in charge of the tram and asked them to leave - which they did, to the cheers of the marines on board.¹³ The marines and MPs left before the end of the war, and there were no conductresses left on duty in Ballarat by the end of 1946.

'Out with a Bang'

In September 1970 State Parliament approved closure of the Ballarat tramway system, and the closure was scheduled for the August-September school holidays



An important part of police duties was attendance at accident scenes. After this 1970 collision in Drummond Street North, the police (in white-topped caps) consulted the tramway inspector (in dark-topped cap).

The Courier, Ballarat

in 1971. On the evening of 29 July 1971 Ballarat experienced its first (and last) tram hijacking. Eleven young men boarded a tram at the Mt Pleasant terminus, and the driver was told to take the tram down the hill. Later he was forced to reverse and drive in the other direction, and at Humffray Street he was tied up. A man claiming to be one of the hijackers said it was done as a prank 'to make sure the trams go out with a bang'.¹⁴

Based on experience in other cities the last day on each tram route had the potential for trouble. In 1937 when the Port Melbourne and South Melbourne cable tram lines closed, detonators were exploded, unruly mobs broke parts off the 'last trams' and hurled rocks through windows, and police reinforcements were called.

The last tram from Victoria Street on 22 August 1971 carried a crush load of passengers, as did the last tram from Mt Pleasant on 5 September 1971. But police cars followed as an escort, and there were no incidents. When tram No. 39 ran the last trip from Mt Pleasant the police car followed it, through the loops and around the curves, staying on the tramline!

Naturally the last day of service on the Sebastopol and Lydiard St North lines on 19 September 1971 attracted the most attention, as it was the final day of tram operation in Ballarat. As trams 39 and 40 crawled down to Sebastopol terminus for the last time with capacity loads it was predicted that 'something interesting' might happen to them. The crowd waiting at Sebastopol terminus was estimated at between 5000 and 6000 people, but the only incidents involved some youths throwing flour bombs and pulling the trolley pole off the wire. Police were busy sorting out the car traffic at the terminus, and as tram No. 40 left as the official last tram it was escorted by two police cars in front and two behind. At one stage police stopped No. 40 because some youths were riding on the footboards. Police had to sort out heavy vehicle traffic along the tram route, especially in the area in Wendouree Parade next to the tram depot where a large crowd waited for the trams to arrive.

Apart from the odd sign or bell being souvenired trams 39 and 40 made it back to the depot unscathed, and both cars are now in the Ballarat Tramway Museum's depot.

At about the same time the Victoria Police was undergoing a change of its own - moving from the local presence on foot, to a more distant presence in a patrol car or 'divvy van'. The presence of the police cars escorting the last trams out of town was as much a form of symbolism for the police, as it was for the trams. Both forms of the old order - the local policeman on foot patrol, and the tram trundling through the streets - have their supporters who want them back.

Further Reading:

Robert Haldane, *The People's Force*. Melbourne, Melbourne University Press, 1986. (A history of the Victorian Police Force)

References:

- ¹ *The Courier*, Ballarat, 20 January 1888
- ² *Ballarat Star*, 23 August 1890
- ³ *The Courier*, Ballarat, 14 January 1891
- ⁴ *Sun News-Pictorial*, Melbourne, 30 July 1932
- ⁵ Mansfield, Jenkins, Murphy and Stoddart, *Ballarat and District 1920-1940 - An oral history - Volume 3, Transport*, Ballarat City Library 1983, p. 74
- ⁶ *The Courier*, Ballarat, 2 February 1911
- ⁷ *Ibid*, 22 January 1907
- ⁸ Interview by Alan Bradley with Dave Kellett and Norm Lorensi
- ⁹ *The Courier*, Ballarat, 2 April 1932; reminiscences quoted in Lahey at Large in *The Age*, Melbourne, 1 April 1992
- ¹⁰ Interview by Alan Bradley with Dave Kellett and Norm Lorensi
- ¹¹ *Ibid*
- ¹² Interview by Alan Bradley with Jean Maxwell
- ¹³ *Ibid*
- ¹⁴ *The Courier*, Ballarat, 30 July 1971

The Courier

BALLARAT

FRIDAY, JULY 30, 1971

PRICE 6 CENTS

TRAM HIJACKED: DRIVER TIED UP



Eleven young men hijacked a tram in Ballarat late last night and tied up the driver after forcing him to drive them around.

The "hijack" occurred at the corner of Barkly and Cobden streets just before midnight.

The tram driver was tied up by the hijackers when they abandoned the tram at the terminus in Barkly street.

A man who claimed to be one of the hijackers said he and a group of 10 others took over the tram as a prank.

"We wanted to make sure the trams go out with a bang," he said early this morning.

Earlier, a phone call was received by Courier reporters. The caller, also a man, said: "There's been a bit of trouble between a car and a tram in Barkly street."

Later another caller said: "There's been a tram hijacked in Mt Pleasant," and hung up.

The man who claimed to be one of the group involved said that when the tram stopped at the corner of Barkly and Cobden streets the driver had to get out to change the pole.

He said driver signs were placed at intersections behind and in front of the tram while the hijackers forced the driver back into the tram.

"We told him to drive the tram down the hill."

"We knew there would be with a bang," the man said an inspector at the corner of Lydiard and Sturt streets so before we got to Main road we told the driver to stop and turn back.

"We went back to Ilmoray street where we tied up the tram driver. We made sure not to hurt him."

"We did it as a prank so that the trams would go out with a bang."

Police interviewed near the scene of the hijacking and later at the police station refused to disclose any information about the incident.

The driver is not thought to have been injured.

Ballarat tram services will go out of service between August 22 and the end of September.

*All troops
home in
February?*

CANBERRA (AUP). Federal Cabinet has set a tentative date for the withdrawal of all Australian combat

SEASHORE TROLLEY MUSEUM, USA

By Ian A. Dunn

A recent visit to the Seashore Trolley Museum at Kennebunkport, Maine, USA revealed much progress and many interesting exhibits.

The museum was founded in July 1939 as the Seashore Electric Railway, initially to save and preserve Biddeford and Saco Railroad open car No.39. It was formally incorporated as the New England Electric Railway Historical Society Inc. in 1941. In the ensuing six decades, 237 vehicles have been accessioned, and a number of unique exhibits have been restored. In addition the Museum has 34 non-accessioned vehicles.

The museum itself consists of several hectares outside the southern Maine coastal village of Kennebunkport (summer home of former President George Bush and many other notables), in a region that is very busy in the summer and autumn tourist seasons. The main building is a 'depot' (station), reconstructed in typical US interurban style, which houses the operating offices, administrative staff and bookshop.

Outside the depot is a balloon loop, and yard trackage leading to several separate large sheds, which contain the bulk of the exhibits. By separating the sheds, the danger of an all-embracing catastrophic fire is lessened. There is about two miles of yard and access trackage. Beyond the yard and storage area is the main line, which is laid on the roadbed of the former Seashore and Atlantic interurban line, and runs about 1.8 miles (3km) into the Maine woods to a balloon loop terminus.

The accessioned collection comprises 96 city and suburban trams, 20 interurban cars, 28 rapid transit cars (mostly from Boston), 11 trolleybuses, 22 motor buses, 8 snow removal vehicles, 11 electric locomotives and freight motors, and 40 assorted other vehicles. As with all voluntary museums, restoration is a long-term and slow process, but 26 vehicles have been fully restored and 20 are under active restoration, while 156 vehicles are in essentially as-received condition. Because the majority of the cars are from the New England area, which is subject to very harsh winters, many of the unrestored cars are in need of a lot of work. Nevertheless, there are 75 vehicles currently in operating condition.

The exhibits range in age from an 1884 Boston and 1886 Fitchburg horsecars through several 19th century early electric cars, a wide cross-section of suburban and interurban equipment from the 1910-1930 period, to significant cars from later periods. A few highlights are:

- the two cross-bench open cars from Newport, Rhode Island, and Saco, Maine;
- a New Orleans Perley Thomas car;
- New York Third Avenue car 631 (recovered from Vienna, Austria);
- a Pacific Electric 'Hollywood' car;
- a Brill 'Master Unit' from Roanoke, Virginia;
- Brill 'Bullets' from the Philadelphia and Western;
- a Chicago North Shore heavyweight interurban, and
- a superbly restored wooden heavyweight interurban from Montreal, Canada.



Closed horse car No.10 from New Bedford, Maine was built by J.G Brill in 1885 for the Union Street Railway Company. It is the oldest passenger car in the Museum's collection.

Ian Dunn

While the collection concentrates on equipment from the New England region, there is good representation of most other areas of the USA. Overseas vehicles include cars from Berlin, Blackpool, Budapest, Dunedin, Glasgow, Hamburg, Leeds, Liverpool, Nagasaki, Rome and Sydney.

The museum is open daily in summer (May to end of September) and weekends in fall (October). Entry is \$US8.00, which includes unlimited rides on the main line. The bookshop is particularly well stocked, and is

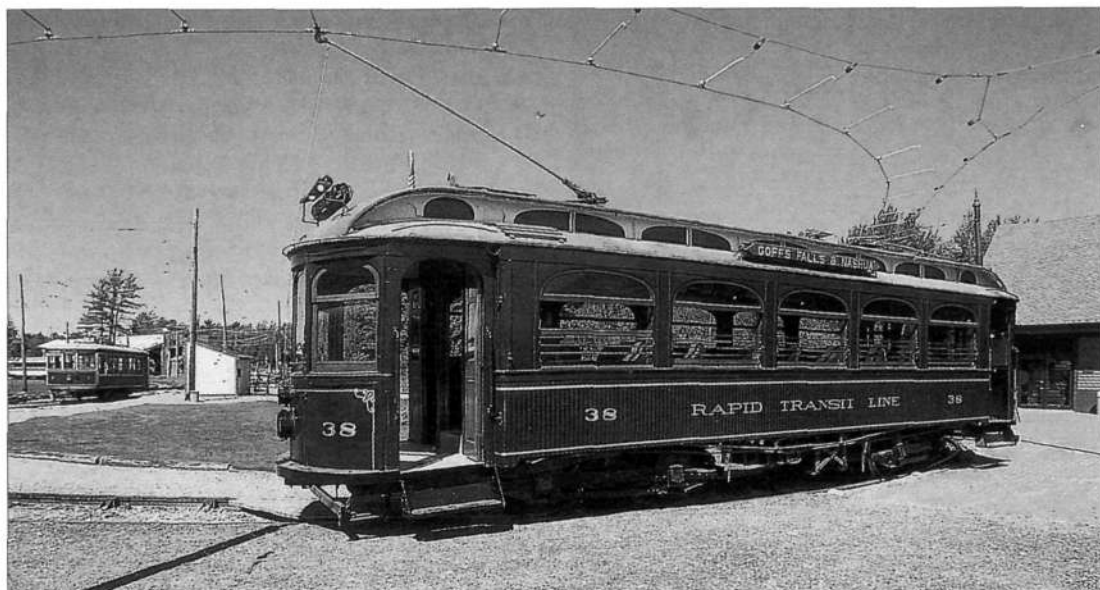
accessible online at Seashore's website: <http://www.gwi.net/~carshop/trolley>. For those visiting the area, autumn is particularly worthwhile, as the fall foliage is spectacularly colourful, and Maine's world-famed lobsters and clam chowder are readily available. The small fishing ports which cluster along the Maine coast are very picturesque and local accommodation is plentiful at about \$US40 room per night. Seashore Trolley Museum is very welcoming of visitors, and a should-be on the itinerary of any rail-oriented tourist to New England.



Third Avenue Railway 631 stands outside the visitors centre at the Seashore Trolley Museum in September 1998.
Ian Dunn

The Laconia Car Co built car 38 in 1906 for the Manchester & Nashua Street Railway. It was obtained in 1940 and was the second car acquired by the fledgling museum group.

Commodore Cards/P.R Hornby Photographic Trust



HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Tram Proposals around Perth

Subiaco City Council is looking at linking the north end of the city with the University of Western Australia and Sir Charles Gairdner Hospital with a tramway. This is similar to the old tram route, which ran from Perth, out Hay Street to Rokeby Road to Hampden Road and Broadway to Nedlands jetty.

Subiaco Council's Executive Manager of Development and Community Services, Charles Johnson, and Councillor Mark Tonti were to visit New Zealand for a conference in October 1998, and hoped to obtain more information when they visited Christchurch.

Mr Johnson said that the Council has asked for a 'pre-feasibility' report on trams, light rail and buses. "There is clearly a romance in the idea of transport that moves on rails. It is very appealing." He said there was a revolutionary suggestion that money from Subiaco's paid parking could be used on a tram service. The idea was being raised with the Department of Transport, the Subiaco Redevelopment Authority and the Department of Tourism.

The last tram from Subiaco left Rokeby Road in April 1958.

From Mosman Cottesloe Post

Stirling Mayor Tony Vallelonga is open to the idea of a light rail line along a widened Scarborough Beach Road, linking northern suburbs train commuters with Scarborough Beach and the Innaloo shopping area, via Glendalough railway station.

Councillor Vallelonga suggests a mini-rail line be built after the Scarborough beachfront area is revamped. His argument is to make Scarborough more attractive to families and tourists and then build the rail line. As mayor of the city he has a role in encouraging debate, and his council would probably be called upon to contribute funding to any rail project.

Professor Newman has influenced Councillor Vallelonga. The professor, whom the Councillor heard speak at a recent conference for Local Government Week, has worked as a consultant for cities overseas

and favours rail to link Perth with Kwinana and suburban sub-centres. Councillor Vallelonga said the professor spoke very well and what he says makes sense. "It is about time we (State Government and community leaders) talk to him about the future of transportation in Western Australia."

From Stirling Times Community

Melbourne News

The Victorian Minister for Transport, Robin Cooper, on 12 August 1998 announced a proposal that will see the former Hawthorn Tramways Trust building, on the corner of Riversdale and Wallen Roads, become a heritage tram depot after more than 33 years of inactivity.

The Urban Land Corporation (ULC) has been engaged to facilitate redevelopment of a large portion of the 8800-square metre property in a manner that is sensitive and appropriate to the historical significance of the depot buildings. Following 'in principle' support from Boroondara Council earlier in August, the ULC will work with the Council and Heritage Victoria to determine the form of development and make sure that it meets the widest range of interests practicable.

The Minister said the project would include the heritage tram depot that will display and house a magnificent collection of heritage trams. The Government is committed to maintaining a fleet of heritage trams and this decision reinforces the long-term commitment. Development of the building in a manner that respects its heritage value will ensure that the community is able to enjoy heritage trams in a premier heritage building.

Hawthorn Tram Depot opened in April 1916 and is on the Heritage Register. It was closed as an operational depot in 1965 and its services and cars were distributed between Kew, Malvern and Camberwell depots. The depot remained in use for storage, the drivers' training school and the Uniform Branch.

The Minister has asked the Department of Infrastructure to develop a management plan for the

heritage tram fleet, some of which are more than 85 years old and fragile. The Department will work with the Tramway Museum Society of Victoria, owners of some of the trams, and the National Trust of Victoria to develop the best ongoing management arrangements.

The ULC will consult extensively with the local community and host a public meeting to outline the development process and invite community input before plans are drawn up. No specific use was currently planned for the site and an expression of interest process would be conducted to determine market response. By developing part of the site, funds will be available for the preservation of the heritage tram fleet and the refurbishment of the heritage buildings.

Tram Conductors

Private companies bidding to buy Melbourne's tramway system believe conductors could boost passenger safety and cut fare evasion. Melbourne had 1300 conductors but the last of them was put off in May 1998, sparking a public outcry.

It is understood that revenue on some tram routes has dropped up to 60 per cent since automatic ticketing

was introduced. The government states that fare dodging is only 8 to 10 per cent but the Public Transport Union believes as many as 50 per cent of tram travellers are not paying and up to 80 percent are not validating tickets.

In a report tabled in parliament in May the Auditor-General said fare evasion and automatic ticketing threatened public transport standards and revenue. An audit dealing with fare evasion is to be tabled in the next session of parliament.

Up to 10 foreign-dominated groups are expected to bid for parts of the Public Transport Corporation. Most have confirmed they will consider bringing back conductors although no promises to do so are being made until government figures on patronage and revenue are examined. Conductors may not be reintroduced on the basis of one for each tram.

Unmodified SW6 class car 918 negotiates the grand union at Balaclava Junction on 6 May 1998. All unmodified W class cars were taken out of service on 13 May 1998.

Steven Altham





A class 252 stands at the new extended terminus at Port Melbourne in July 1998. The entrance to the Tasmanian ferry wharf is behind the tram.

Ray Marsh

Three of the groups are UK train and bus company FirstGroup, whose bid is being led by former PTC chief executive Ian Dobbs; Serco, which is leading a bid with the Macquarie Bank and the Singapore Transit Authority; and the French consortium Melbourne Transport Enterprises.

Expressions of interest in the public transport system were to be called in October 1998 and bids called in January/February 1999. The process will be finalised by 31 March.

Tram Crash Safety Report

A crash safety report on driver-only W series trams was completed without the engineers who conducted the review inspecting the trams.

The report was completed by R2A Risk & Reliability Associates Pty Ltd, a firm highly regarded in the field of

vehicle risk and safety analysis. The report was commissioned by the Public Transport Corporation (PTC) on behalf of Swanston Trams and Yarra Trams after requests made by the Rail Tram and Bus Union in the Industrial Relations Commission to have the vehicles' driver's cabins crash-tested.

The report, which basically gave the trams a clean bill of health, was meant to identify whether extra equipment and modifications to the driver's cabin to make it easier to operate the trams on a driver-only basis would endanger the driver in a collision. But under specifications set out by the PTC, the company did not inspect the trams and used only information such as crash incident data and expertise supplied by the Corporation.

In late August the union challenged the report in the Industrial Relations Commission, which then ordered the Corporation to conduct a further review involving unions and other safety authorities. The results of the latest tests, which involved union occupational health and safety officers and WorkCover Authority officials, were finalised in September.



Track reconstruction – concreting in progress on the curves at Flemington Road and Abbotsford Street on 14 June 1998.

Ray Marsh

News Briefs

All modified W series trams were withdrawn from service on Saturday, 27 June 1998 pending modifications for ticket machine operation. Only the eight City Circle W cars continued in service. These cars do not require ticket machines and were already operated by one person.

Drivers at Southbank depot have since agreed to drive the trams, but drivers at Malvern still claim they are unsafe without conductors and that the extra equipment placed in the drivers' cabins would increase the likelihood of injury or death to drivers in a collision. About 30 W class trams at Malvern depot are not in service.

Overhead workers remove temporary arms and replace the original refurbished bracket arms in Fitzroy Street, St Kilda on 13 June 1998.

Ray Marsh





W7 class 1011 in Latrobe Street at Swanston Street displaying the side commemorating the Howard Florey Centenary.
Steven Altham

Pantograph-fitted Z3 class trams have been redeployed to Glenhuntly Depot and are in service on routes 78 / 79 and 67. The conversion of the overhead for pantograph operation on Glenhuntly and Malvern routes continues.

Vintage trams Y class 469 and L class 104, used on the Sunday and public holiday service from Elizabeth Street to the Zoo and a casualty of the removal of conductors are in store at Preston Workshops. The Zoo service is now operated with Z3 class cars.

The temporary single track in Sturt Street on route 1 has been removed and double track reinstated.

The former South Melbourne tram depot in Kingsway has been demolished. The tram shed and offices were completely removed in June 1998 and the whole site levelled for use as a temporary car park prior to redevelopment for retail and residential purposes.

Late news:

Malvern-based W series trams recommenced running on 20 October.

The centre poles in Fitzroy Street, St Kilda, have been refurbished. Temporary poles were used whilst this work was being carried out.

Recent track relays include Dandenong Road, St Kilda Road, the Flemington Road/Abbotsford Street curves, the Racecourse Road/Flemington Road curves, and Cotham and Glenferrie Roads.

The Port Melbourne line now terminates to the south of the former station building and the area has been landscaped.

The body of W2 class 491 is now in the employees' car park next to the Stanhope Street Hall at Malvern Depot. It has been purchased by Norm Maddocks, curator of the tramway memorabilia museum housed in the hall.

W7 class 1011 was launched on 4 September 1998 decorated for the centenaries of Howard Florey (1898-1998), and Macfarlane Burnet (1899-1999), winners of the Nobel Prize in 1945 and 1960 respectively. The car has one side and end dedicated to each man and was to be used on the City Circle service for about four weeks.

A mock-up of the front of a Y1 class tram painted in City Circle livery and numbered 728 (an SW5 class) has appeared in the foyer of an empty building at 448 St Kilda Road. It is thought that the mock-up appeared at the Royal Melbourne Show some years ago.



The body of W2 class 491 in the car park at Malvern Depot next to the Stanhope Street Hall.

Steven Altham

W7 class 1011 about to turn into Victoria Parade from Nicholson Street on 7 September 1998. It is displaying the Macfarlane Burnet Centenary side of the car.

Steven Altham





Pantograph fitted Z3 class 182 is seen at left in St Kilda Road at the Domain Road interchange. B class 2100 in overall advertising for the Melbourne Zoo is arriving at the interchange terminus.

Ray Marsh

Sydney Light Rail

In August 1998, CGEA Transport Sydney Pty Ltd took over the ownership and operation of the Sydney Monorail and became the majority shareholder in and operator of Sydney Light Rail. Kevin Warrell is General Manager of the new company.

CGEA (Compagnie Generale d'Enterprises Automobile) is a subsidiary of the Vivendi Group. It operates in France, Germany, the United Kingdom, the Netherlands and Finland as well as in Australia (Perth and Sydney).

CGEA Transport is Europe's leading private operator of public transport systems and is a recognised leader in the provision of transport services, both directly and on behalf of government. CGEA was the first foreign company to be chosen by British authorities to operate a British Rail franchise and now operates two of the twenty-five franchises.

CGEA operates approximately 14,000 vehicles and rolling stock, and employs more than 30,000 worldwide. Each year it is responsible for more than 600 million passengers worldwide.

Vivendi, which was previously known as Compagnie Generale des Eaux, CGE, was established in 1853. Originally it provided water to French cities and towns. Vivendi's contemporary role includes interests in water management, waste management and collection, telecommunications, multi-media, energy and construction. Vivendi's other Australian interests include Perth Bus, Adelaide Water, Pearl & Dean, and Collex Waste Management.

Late News

The NSW Government announced on 9 November 1998 the decision to approve an extension of the light rail line to Lilyfield in Sydney's inner west. The decision to extend to Catherine Street, Lilyfield coincided with the announcement that Sydney Light Rail and the Sydney Monorail would be renamed Metro Light Rail and Metro Monorail respectively.

CGEA expect the construction of the extension to Lilyfield, which will utilise part of the disused goods rail line, to start within a few months and be operating by the end of 1999, although the Minister for Transport, Mr Scully announced it would be by 2001.

The Transport Minister also announced a proposal to extend light rail along the goods line from Lilyfield to Lewisham, then to Ashfield station via Summer Hill. He also referred to a branch to tap the café area of Sydney's Italian district, centred on Norton Street, Leichhardt.

In a spirited debate on the occasion of the Lilyfield extension announcement, the Minister said that extension of light rail through the Central Business District is not going to happen. He cited traffic congestion as an excuse. It would appear that State Transit, Sydney's government-owned bus operator, has convinced the Minister that an extension of light rail to Circular Quay would have an adverse effect on the financial viability of their operations. The Minister has said that an extension of light rail through Sydney's CBD would be reconsidered after completion of the proposed road tunnel crossing the city east-west under Park Street, construction of which was announced recently.

CGEA is aware of the debate about light rail in the CBD and is prepared to work with local authorities, businesses and the community to ensure construction impact is minimised.

CGEA is Europe's leading private operator of public transport systems and has extensive experience in providing efficient, reliable and environmentally friendly public transport. The company has a reputation for working closely with government and local community, and delivering accessible, convenient and cost-effective transport.

Open Week

Vivendi is holding an Open Week from Saturday 7 to Friday 13 November 1998 to mark its entry into Sydney's public transport arena. CGEA Transport Sydney has invited participation in the Open Week with pre-booked guided inspection tours of its monorail and light rail operational and maintenance facilities at Pyrmont.



VIVENDI week
Open

VIVENDI welcomes you at its nearest place to you
Sydney Monorail & Sydney Light Rail
OPEN WEEK 7th-13th November

CGEA Transport Sydney, the new owner and operator of the Sydney Monorail and Sydney Light Rail, invite you to participate in their forthcoming Open Week. Guided tours of the operational and maintenance facilities will be held daily. Come and see behind the scenes. Bookings are essential and groups are limited to 15 persons. To participate call 9660 5288.

Sydney Light Rail 2101 in overall advertising livery for Holden as official automotive partner for the 2000 Olympics is seen in Hay Street on 2 November 1998. The livery is red, yellow and blue.

Bob Merchant





Holden 2000 liveried Sydney Light Rail 2101 is about to cross George Street as car 2102 approaches the intersection from the western side.

Bob Merchant

A view of Harry's on Hunter at Newcastle. This view shows former R class 1892 from the eastern end. The panels filling the former end entrances display photographs of famous people who have been served at Harry's Café de Wheels pie stall in Sydney.

Bob Merchant





Letter to the Editor

From Glasgow, Scotland, Mr H.N McAulay writes:

The Tramway System in Toronto, Canada, article in the August 1998 issue of *Trolley Wire* was well written, very readable and well illustrated, but as a life-long Toronto streetcar enthusiast I feel moved to point out certain fundamental errors in the text, mostly in relation to routes and vehicles.

Routes:

On page 5 it is stated "In 1997, the tramway system consists of 12 routes," etc. This is not quite correct, the following being the situation:

- Routes 501, 504, 505, 506, 510 and 512 operate all day seven days of the week.
- Route 502 operates Monday to Friday only, 6:00am to 6:00pm.
- Routes 503 and 508 operate Monday to Friday rush hours only. (508 only consist of three journeys from Long Branch to Downtown in the am peak, and five journeys Downtown to Long Branch in the pm peak.)
- Route 507 is currently an unused number following the extension of 501 from Humber to Long Branch in 1995.
- Route 521 is a special service that only operates during events held at the Canadian National

Another view of Harry's on Hunter. This view shows 1892 from the western end. The tram is located across the railway from the Honeysuckle redevelopment and halfway between Wickham and Civic railway stations.

Paul McDonald

Exhibition. It runs from the end of the morning rush hour between Exhibition Loop via Bathurst and King to a Downtown loop at Church, Queen, Victoria, Richmond and Church. This route runs till end of evening service as required.

- Route 509, which is currently blank, will probably be used for the proposed route from Union Station via route 510 to Spadina, then via new trackage along Queens Quay West to Exhibition, linking up with existing route 511 trackage at Bathurst.

Vehicles:

There are only 196 CLRVs, not 200 as stated. Cars 4000-4005 were built by SIG, and 4010-4199 locally. 4006-4009 were never built.

There are actually 52 ALRVs, 4200-4251, not 50 as stated.

Other Matters:

Roncesvalles and Russell depots are known as Carhouses, and are on Roncesvalles Avenue and Connaught Avenue respectively. Nobody really knows why Russell is known as such – it should really be



Toronto CLRV 4026 on a route 504 service to Broadview Station.
Raymond Johnson

Toronto ALRV 4231 on Queen Street negotiates the junction at Victoria Street (three-quarters of a grand union) on Route 501 service to Long Branch. Ian Dunn



known as Connaught, which is what is actually shown in the destination blinds. (The photograph on page 8, August *Trolley Wire*, of 4133 shows '510 Connaught' just showing at the bottom of the destination blind.)

The workshops are known as Hillcrest, not Hillsdale, and are situated on the non-revenue trackage section of Bathurst Street, which ties in the 512 St Clair route to the rest of the system, and is used for the Roncesvalles Carhouse runs. The Bathurst Street route, 511, actually terminates south of Hillcrest Shops at Bathurst Subway Station Loop.

Following the events of 1972, which decided on the retention of the streetcar system, two routes were abandoned:

- Rogers Road, in 1974 – converted to trolleybus, and
- East of St Clair Subway Station to Mount Pleasant loop at Eglinton, in 1976 – also converted to trolleybus.

The 512 western terminus, shown in the blinds as 'Keele' is actually one block west of Keele, at Maybank Avenue, and is known as Gunn's loop, not Maybank Loop.

I would stress that I found Colin Boylan's article very readable and concise, but simply wished to set the record straight.

LOFTUS

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

From David Cooke and Bob Merchant

Deputy Prime Minister's Visit

On Thursday, 17 September 1998 the museum received a visit from the Deputy Prime Minister, Tim Fischer, who was on the Federal election trail. The Federal Member for Hughes, Danna Vale, in whose electorate the museum is situated, accompanied Mr Fischer.

After an all too brief look around the museum, Mr Fischer and his party joined C class car 290 for a run to The Royal National Park, followed by representatives from the local press and some museum members in R1 class car 1971.

Mr Fischer was invited to take the controls of 290 from driver Bill Parkinson on the return journey and competently drove the car back to the highway level crossing. Mr Fischer is a keen enthusiast of rail transport and this visit was, by necessity, a short one.

As this issue goes to press, it is understood that Mr Fischer has accepted an invitation for a return visit to show his young son the sights to be seen at the Sydney Tramway Museum. At least there will not be the pressures of an upcoming Federal election to contend with next time!

Depot Pit

A large hole dug by our excavators, Alex Canini and his son David, appeared on road 2 over 10, 11 and 12

C class 290 rolls across the Princes Highway level crossing on 17 September with Federal Member for Hughes Danna Vale, Deputy Prime Minister Tim Fischer and Museum Chairman Howard Clark accompanying driver Bill Parkinson on the platform. Dale Budd





Deputy Prime Minister, Tim Fischer and Federal Member for Hughes, Danna Vale on the platform of C class 290 at the Royal National Park terminus on 17 September 1998.

Bob Merchant



The Deputy Prime Minister, Tim Fischer drives C 290 along the Royal National Park line. This view was taken from the rear of R1 class 1971.

Bob Merchant

A load of concrete is being poured onto the floor of the pit to concrete the beam footings on 1 August 1998. The rails are in place on the beams and temporary crossbeams support the beams.

Bob Merchant



June. Due to the discovery of poor foundation material in parts of the excavation, which was affected by a small spring located in the centre of the hole, David Canini returned on 27 June to remove the offending material down to bed rock.

The pit construction progressed quite quickly. The beams to carry the rails were prepared by Mike Giddey and were dragged into position on 18 July supported by temporary beams of scrap quality across the excavation. Rails were bolted into position and set to gauge using temporary tie-bars, then adjusted for straightness and level. Reinforcing for the floor and walls was installed with assistance from our CSO workers. The pit floor was concreted on 22 August, by which time there was some 35 tonnes of concrete in the bottom of the pit. Our concrete suppliers, 'Concrete', provided the initial foundation layer with small lots of surplus concrete left over from other jobs over a period of some weeks at no cost to the museum.

The spring in the centre of the excavation was piped to a sump in one corner of the excavation before the concrete was poured. The sump pump managed to cope with the additional water caused by a week or two of heavy rain during August. It was pleasing to note that the water was running clean, and not carrying any silt.

Trams (Brisbane ten-bench open 71, Sydney L/P class 154 and N class 728) which had been trapped on road 2 since early June, were carefully driven out across the pit on 29 August. There was no movement in the beams at all. The temporary beams were cut and removed on 5 September.

A CSO bricklayer constructed the concrete block walls of the pit and he worked during the week to get his community service hours up. This enabled the construction work to proceed at a good pace. Concreting the southern end of the pit around the step area was carried out on 10 October 1998.

Bob Cowing, Mal MacAulay, Greg Sutherland, Dick Clarke and numerous others assisted with this project and we acknowledge Concrete's welcome donation with gratitude. This pit will be used for running maintenance and free the pit in the workshop for other uses. The new construction is sufficiently wide to enable our

Chris Jacobs handles the wandering lead as ballast motor 99U backs out from as yet unwired Cross Street with Melbourne W5 class 792 in tow on 17 September 1998.

Ken Butt



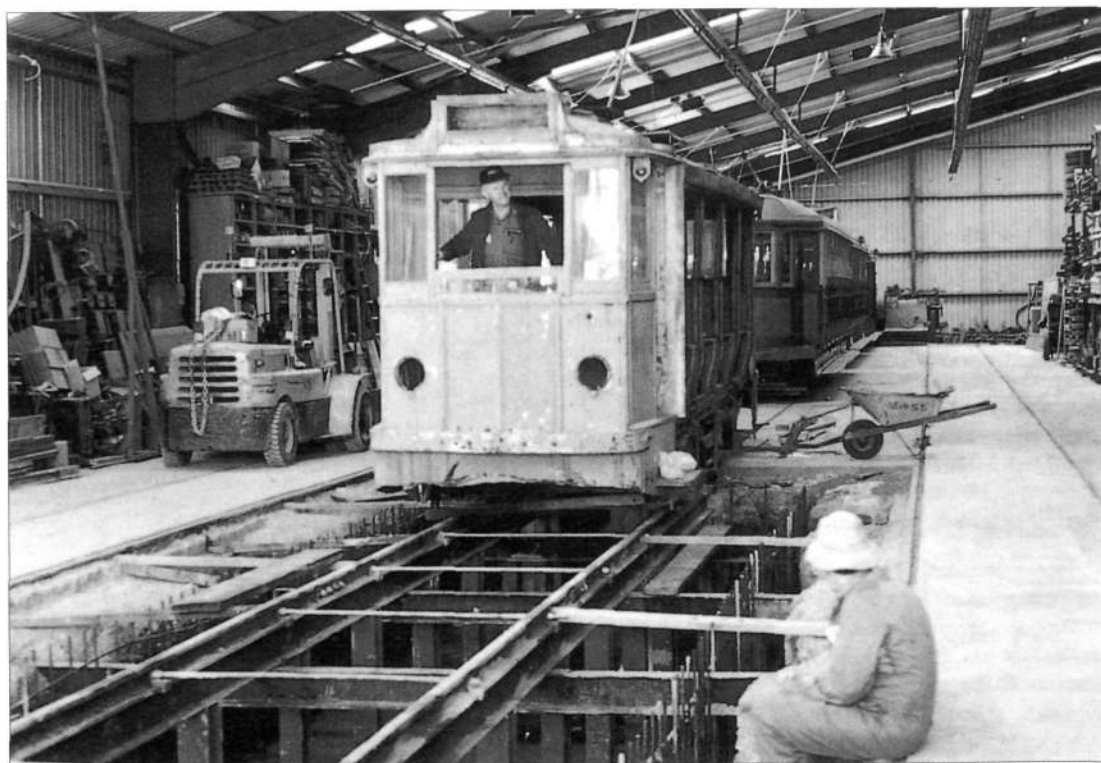


Greg Sutherland constructs the western wall of the traverser pit on 13 September 1998. Backfilling will be followed by concreting to the nearest rail of road 3 to provide dry walkways all around the traverser.

Bob Merchant

Bob Cowing watches for any movement in the beams as Bill Parkinson gingerly drives Brisbane 71 over the pit construction work on 29 August 1998.

Bob Merchant





maintenance crew room to attend to equipment mounted on the outside of the bogies.

Other Works

Alex Canini also dug out material for the wall at the western end of the traverser pit and Greg Sutherland is constructing this wall.

Our gardeners, John McFadden and Allan Marshall, have been busy transforming the museum grounds. John has been using the traverser pit as a propagating area. A memorial rose garden is gradually being built against the highway fence opposite the picnic area. Alan was able to retrieve a rose bush from the former Tempe tram depot prior to the depot's garden areas being removed. This bush is to be transplanted into the new garden, thus preserving yet another link with the tramways. This rose is an old variety, which in these days of hybrids is quite rare.

John Matts, Ian Hanson and others have been busy repainting various static items in Tramway Avenue. These include the tramway poles at the museum entrance, the police call box, which looks quite bee-like in its yellow and black, the roof of the signal box (repainting the complete signal box will follow), the pergola at the entrance to the picnic area and the picnic shelters.

The exodus of all trams trapped on Road 2 across the uncompleted pit on 19 August 1998 provided a brief diversion from our normal Saturday work. No deflecting movement was recorded in any beams. L/P 154 is seen being driven out of the depot.

Bob Merchant

Our new member, Ernie the signalman, surveys the scene from his position in the elevated signal box in Tramway Avenue. Allan Marshall constructed Ernie, who wears a shirt, tie and jacket, but no trousers!

Bob Merchant



Signalman

Allan Marshall has provided a new staff member for the museum. He is 'Ernie', a dummy signalman carefully crafted by Allan and now ensconced in his new abode overlooking Tramway Avenue. Ernie has already been the attention of visiting school children. They ask how he goes to the toilet when he is on duty. These elevated signal boxes were equipped with a WC in one corner, since removed from ours, but one wonders how the signalmen managed it at a busy city intersection!

Car News

Our two operational R1 class cars have been into shops for some tender loving care recently, as has PCC 1014.

Tony Cody and Vic Solomons have commenced cleaning rust and loose paint from Berlin 3007 prior to it receiving a repaint. The harsh Sydney UV and sunlight, as well as the sea voyage, has played havoc with the orange paint. It would appear that the car received paint of different wearing qualities as some panels have faded quite dramatically while others still appear in a rich bright colour. Traces of the original German all-over cream have been found and samples taken for eventual analysis and duplication by our paint suppliers, Pascol.

Work continues on the reconstruction of our O/P class car in the workshop. The roof was canvassed during August and this has enabled the gutter rails and other items to be fitted. Brian Hague made patterns based on photographs of the original handrail fittings, which vary from the normal type fitted to Sydney's trams. They were only fitted to the cars constructed

with matchboard tongue and groove siding, the seven O/P cars built, and the 21 L/Ps converted from L cars, between 1918 and April 1920. The finished product has met with the approval of Norm Chinn and Bob Merchant. They insisted that the correct handrail fittings be used, as the O/P was the only car in the Museum's collection which had these handrails fitted.

Other News

To mark the 40th anniversary of the closure of the North Sydney tramway services, a photographic display was mounted in the Sydney Harbour Bridge pylon lookout visitors' centre. This location is quite a popular tourist attraction and resulted in the Museum gaining further publicity. A small article also appeared in the North Shore Times. We thank Allan Marshall, Peter Kahn and Frank McQuade for organising the display and to the Roads and Traffic Authority for making the space available.

The museum held a well-advertised giant 'garage' (actually a 'tram shed') sale on Saturday, 5 September from 10:00am to 3:00pm. This was a first attempt at this activity and, although a little disorganised, proved to be most successful for both the members who provided items for sale and the museum, which sold off unwanted material and took a percentage of the takings.

The Museum's sales stand in the Trams section of the Age of Transport display to mark Discover Public Transport Week at Sydney Terminal Station. It is near the closing hour on Sunday, 11 October 1998. Bob Merchant



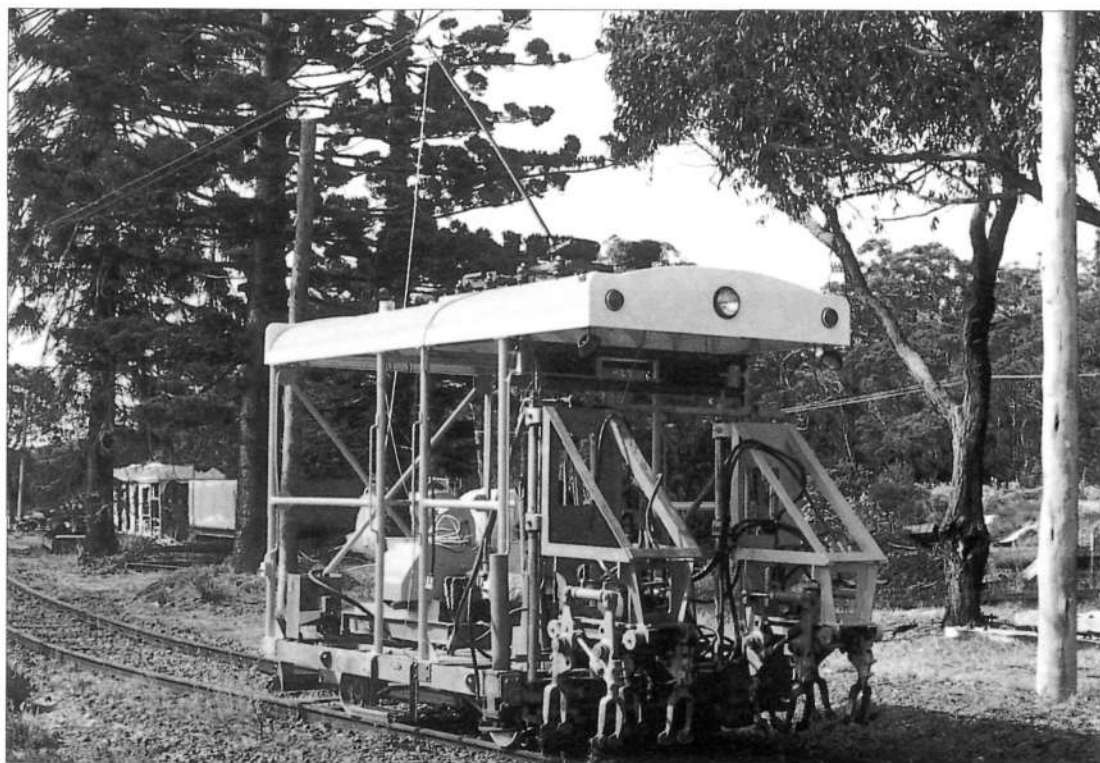


Our CSO bricklayer constructing the walls of the pit on 13 September 1998. The bricklayer also worked during the week on this job to clear his community service hours, putting this work in advance of its projected time schedule.

Bob Merchant

Not previously mentioned in these pages is ex-Railways Tamper Vibratool model VT, serial 437552. It has undergone rebuilding over a number of years, fitted with a 600 volt DC motor drive, trolley pole and roof. On 26 September 1998 it was taken along the main line towards the highway crossing to check the electric drive.

Bob Merchant



The museum's barbecue was also in operation during the day manned by Douglas, Luke and Jenny Cowing selling sausage sandwiches, tea and coffee.

The museum once again manned its sales stand at the annual AMRA model railway exhibition at Liverpool over the Labour Day holiday weekend, 3 to 5 October 1998. This was immediately followed by a sales stand on the Sydney Terminal station concourse to mark Discover Public Transport Week, 6 to 11 October 1998. A display of photographs (trains, trams, buses, ferries and taxis), a heritage train display, a city parade of some 50 vintage buses and taxis, and a bus 'roadeo' at wharf 13, Pyrmont, were some of the events on the week's calendar.

A Special Thank You to Shoreline

Bill Parkinson visited the USA during his annual leave in March 1998. During his stay he had the opportunity to visit a number of US trolley museums. One museum visited was the well-known Shoreline Trolley Museum at Branford, Connecticut, where he spent the afternoon riding the cars, and inspecting some of the carbarns and the treasures within.

Bill Wall, Shoreline's workshop supervisor, informed Bill he had a gift for him and presented Bill with two fare boxes and stands for our PCC car 1014. When Bill queried the gift of two boxes (PCC cars carry a fare box next to the motorman when in traffic), Bill Wall replied that 1014 is "a double-ended car, isn't it? You will need two of them. You don't want to have to take the fare box when you change ends".

Our Bill realised he would have a problem getting them home due to their size and weight, and promised that he would make arrangements to have them shipped to Sydney after he arrived home. In May, a letter arrived from Bill Wall advising that the fare boxes and stands were already on their way to Australia via the US Postal Service.

The fare boxes arrived safely and within a fortnight had been cleaned, repaired, repainted in Muni's dark green and installed in 1014. The fare boxes were originally painted blue and fitted to New York buses.

We extend our sincere thanks to Bill Wall and our friends at Branford for this generous donation and for the trouble taken to ship the fare boxes and stands to Sydney.

GLENORCHY

Tasmanian Transport Museum Society
GPO Box 867J, Hobart, Tasmania 7001

From TTMS Newsletter

Site Works

The Tuesday team of Dick Bowe and Eric Onn make their presence at the Museum. Recent achievements include the overhaul of the main doors on the Electric Traction building (they slide easily now!) and fitting protective mesh screens over the rear windows of the roundhouse.

Launceston Tram No.13

Roy Davies, Peter Patman and David Jones are applying the finishing touches to the tram after about three years' work. The centre saloon is now nearly complete with windows installed, all new woodwork cleaned and finished, and new hanging straps fixed. The end panels have been fixed to both drivers' cabs, and doors and windows fitted. The technique of graining has been successfully used on the paintwork of some metal and wood surfaces.

The finished coats of paint have been applied to most exterior surfaces but the task of lining, applying LMT monograms, lettering signs, etc. will be a long and arduous process. The fitting of the open compartment seats will be carried out when the metal end panels are painted and lined. Hopefully funds will be forthcoming to allow the casting of some brass fittings that were a special feature of Launceston trams.

It is hoped to adapt an ex-railway wagon bogie as a temporary truck to enable the tram body to be mounted at the correct height above the rails so that steps can be fitted.

Anniversary

It is 30 years since the Metropolitan Transport Trust replaced the last Hobart and Launceston trolleybuses with petrol buses. In 1968 the Museum ran tours of the entire trolleybus system in both cities to mark the occasion.

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

A Visit from the Feds

Tuesday, July 21 saw a high power visit to our quiet tramway. The Federal Minister for Transport and Regional Development, Mark Vaile, called in on us in the august company of the local Federal MP, Bruce Reid, who is about to retire, and the nominated Liberal candidate for the forthcoming election, Max Turner.

Mr Vaile took the controls of tram No.18 from the Fountain at Charing Cross down to the Central Deborah Gold Mine terminus. Tramway Superintendent Dennis Bell presented Mr Vaile with his honorary tram-driver's certificate, which he said would be proudly displayed in his Canberra office.

The Minister was in town for a Cabinet meeting and local entities raised the proposed Great Australian Trunk Rail scheme (Darwin to Melbourne via Queensland) with the Minister, with the plea that Bendigo becomes

the southern hub. Local aspirations were diplomatically dealt with by way of a comment that the litmus test of each scheme was its economic viability.

Bit like proposals to put trams back into city streets, isn't it?

Mr. Vaile, armed with his honorary tram-driver's certificate, then proceeded to board one of the Bendigo City Circle Heritage Tour ex-Sydney Atlanteans for the trip down to the Cabinet meeting in View Street.

Federal Minister for Transport and Regional Development, Mark Vaile, at the controls of No. 18 during his Bendigo visit on 21 July 1998. Behind him stands retiring local MP, Bruce Reid, and to his left is nominated candidate Max Turner. Dennis Bell





Tramways Superintendent Dennis Bell is about to hand Minister Mark Vaile (centre) his honorary tram driver's certificate. The City Circle sightseeing tour by ex-Sydney Atlantean bus leaves from the Central Deborah Gold Mine tram terminus. The proprietors of the bus company have recently started a similar operation in Ballarat.

Dennis Bell

Restaurant Tram

Victorian Minister for Transport, Robin Cooper, visited us again on August 3 and became the first person

to have a cup of coffee on our proposed Restaurant Tram. Plans and trials for waiters from the Gold Link Cafe (at the Central Deborah Gold Mine terminus) are under way.

An announcement is expected soon on funding for the development of our 'Meals on Wheels'.

While he was with us, Dennis Bell (ever on the lookout for likely candidates to fill the driving roster) gave Mr. Cooper a refresher course to update his honorary tram-driver's certificate at the helm of the Minister's favourite Bendigo tram - 18!

BALLARAT

Ballarat Tramway Museum

PO Box 632, Ballarat, Victoria 3353

From Dave Macartney

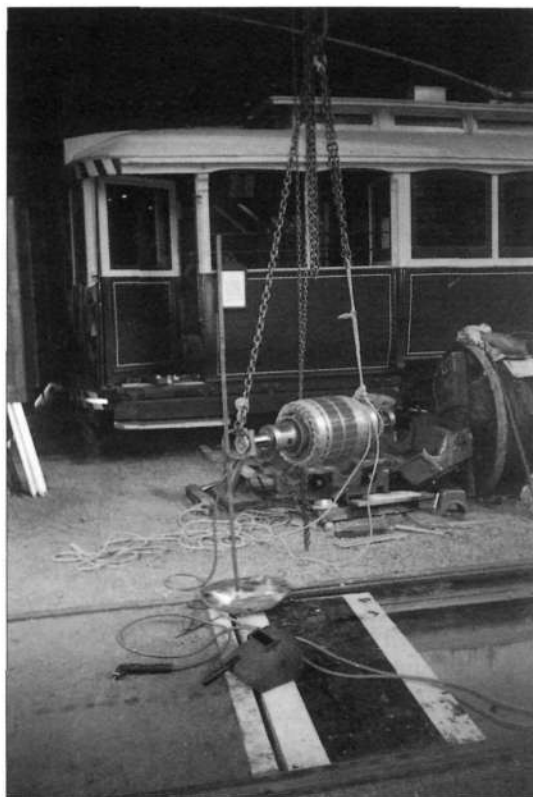
Tram No.40 returned to service on 19 September, 27 years to the day since it closed the SEC system. The motor case had been returned to AC/DC in Adelaide to rectify some problems with the field coils. The car is now back running after its prolonged absence. Meanwhile, No.18 was out of service for only three

weeks after running the white metal in an axle hearing. It also came back into service on the weekend of 19/20 September, a good weekend indeed!

No.28 makes slower progress. The motor ex-car 13 that it is to receive has been test run and, following

some adjustments to the armature balance weights is ready for use. Before this can happen the truck will need to be rebuilt and the wheels turned, and this will depend on progress on refurbishing the body. The weekday groups are putting their time in on this. During some paint stripping work on the internal bulkheads, it was discovered that they had never been painted red, as had the exterior of the car, but were still in the gold-lined chocolate of the M&MTB on the upper panels. The lower cream panels had been painted over with an unlined dark brown, not quite matching the original in colour or quality. This will be reproduced in the restoration; it's something that doesn't show in the photographs. We had assumed that the SEC/ESCO would have repainted the whole car inside and out.

A major grant to assist the restoration of car No.12 from the Wendouree Charitable Fund has fallen through, which means that a speedy finish to this job will not now happen. The Fund is part of the Timken organisation, which has just closed its Ballarat manufacturing facility, so the failure to attract a grant was not entirely unexpected. The car may be restored as a static exhibit in the short term. Much remains to be done to reach even this stage.

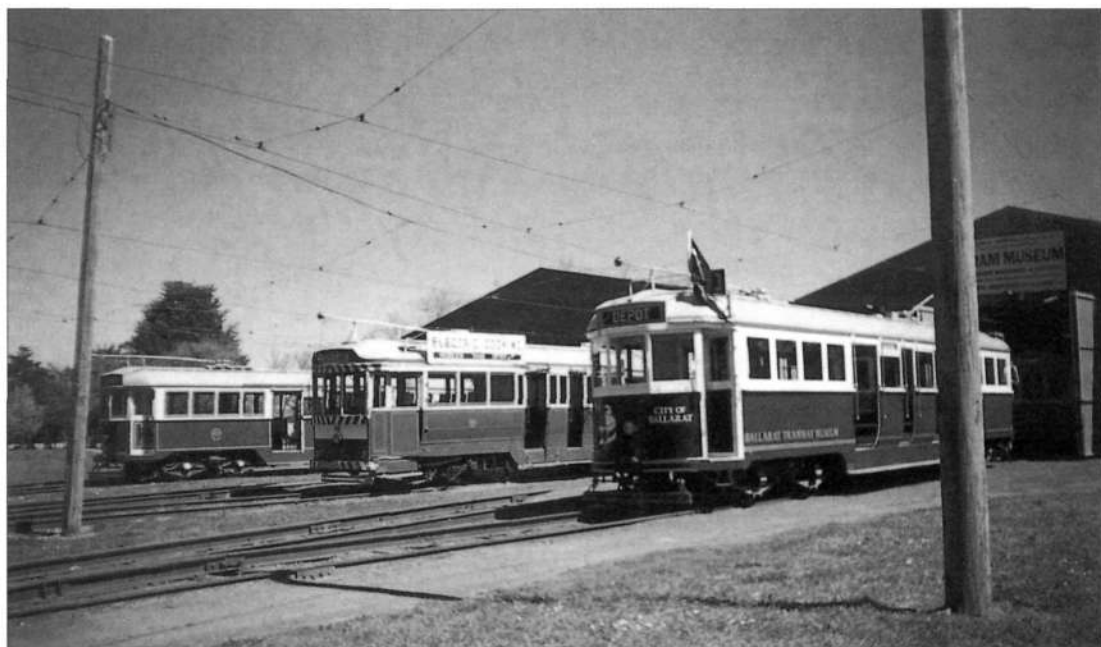


Bogie cars 661, 40 and 671 are seen standing on the fan outside the depot on 20 September 1998.

Alastair Reither

The reconditioned armature for car 28 is lowered by block and tackle into the overhauled motor case on 20 September 1998.

Alastair Reither



One of the outbuildings from the old SEC depot has been located on a local property, and matters are currently in hand to acquire it for a storage shed at Bungaree. It had been used as a bicycle shed in its latter tramway days. A large quantity of steel shelving has been obtained from the Metropolitan Fire and Emergency Services Board, also for use at Bungaree. The search is on for a suitable building for the site capable of accommodating several trams, as the current depot is fully utilised now.

Work started in late September on the complete reconstruction of Gillies Street past the back of the depot. This will become a four-lane affair with grassed median strip and decent lighting - long overdue. During the reconstruction a water main will be laid across to the depot as the first stage towards eventual installation of a sprinkler system.

Keen (some would say too keen) junior members Paul and Alastair recently reached the required age to be trained to move trams around on their own. It took them only a few weeks of their newly acquired status before they had No.38 off at the 2 road points. Needless to say, darkness was falling, as was the rain, while several of the more senior members spent two hours wrestling a stubborn set of maximum traction pony wheels back onto the rails. Alastair did not help this. He tripped over an electrical lead and plunged the whole area into darkness. They certainly learned a thing or two, not least why all the senior maintenance staff is going (has gone) grey! There were no volunteers to drive No.38 up to the shed at the conclusion of proceedings, nor have there been quite as many requests to carry out elaborate shunts for no particular reason. Derailments are not all they're cracked up to be.

WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6050

From Michael Stukely

Annual General Meeting

The 17th Annual General Meeting of the Society was held on Saturday, 12 September in the Whiteman Park Administration Building. The following Officers and Councillors were elected: President, Michael Stukely; Vice-President, Kevin Clarke; Secretary, Robert Pearce; Treasurer, Martin Grant; Membership Secretary, David Brown; Councillors, Ric Francis, Geoff Morrison, Lindsay Richardson, John Shaw, Roy Winslow.

The Annual Report recorded the year's achievements and the following results are of interest:

Forty-five members gave over 8,500 hours of voluntary work in all areas of the Society's activities during 1997-98. Total financial membership at 30 June was 74, which is slightly below the previous year's level.

Gross traffic revenue for the year was higher than last year, but this was also the first full year on the new fare structure. The total of 27,142 passengers carried was significantly below the previous year's total (this figure does not include special occasions and charters when passenger numbers could not be recorded because 'free' rides were provided).

The trams travelled over 13,450km on 282 running days for the year and only two running days were lost

(one due to fire damage and one to a fire ban). Total distances travelled by our trams were as follows:

| | |
|---------------|---------|
| FMT 29 | 1,111km |
| W2 class 329 | 3,932km |
| W2 class 368 | 0km |
| W2 class 393 | 4,047km |
| SW2 class 426 | 3,732km |
| W4 class 674 | 628km |
| Ballarat 31 | 0km |

40th Anniversary of WAGT Closure

The Society commemorated the 40th anniversary of the closure of the last surviving lines of the Perth tramway system on Sunday 19 July. Services were extended from the usual terminus at Mussel Pool to the Carbarn, and special all-day tickets were sold on our service trams on the day. These entitled the holders to a guided tour of the vehicles housed in the Oketon Geddes and Lindsay Richardson Carbarns. John Shaw and Michael Stukely conducted the tours.

Three trams, of very different appearance, were used in rotation -- Fremantle 29, W2 class 329 (chocolate and cream livery) and W4 class 674 (green and cream). Passengers arriving on one tram would remain at the carbarn for the tour while that tram ran its second trip;



An eager young visitor discusses our display with John Shaw (right) in the Oketon Geddes Carbarn on 19 July. W5 class 766 (left) and W2 class 393 are visible in the background.

Michael Stukely

on its return the next group began their tour, and another car entered service in place of the first to convey the first group of passengers back to the Village.

The occasion received some advance publicity in the local press and although numbers of visitors were not large due to wet weather, the tours created a good deal of interest and were well received. To complete the day, videos showing Perth trams in service were shown to members after a barbecue.

General

Patronage on the tramway in July was down on the equivalent period last year, due to poor weather. Conditions improved in August and September, however. Swap meets are being held again at the Entrance on selected Sundays through spring. The first was held on 2 August and resulted in relatively good patronage, with 50 per cent of the day's passengers boarding there.

W2 class 329, Fremantle 29 and W4 class 674 stand ready for service on the carbarn fan, for the commemoration of the fortieth anniversary of the closure of Perth's tramways on a rather dreary Sunday, 19 July 1998.

Michael Stukely





Lindsay Richardson (left), John Shaw and Kevin Clarke removing rotten sleepers for replacement at the Stockmans North points on 4 July. Fungal rot and termite attacks are ongoing problems with our older sleepers.

Michael Stukely

Major work has been done at the Entrance with the realignment of the track following the removal of the former 'inside' road at the terminus. The points were removed on Saturday 4 July. The crane was then used on the Sunday to lift the points clear and slew one track section to its new alignment. On 14-15 July, slewing of the track was continued, with removal and repositioning of sleepers, and placement of rail on the new alignment. This work continued on 26 and 29 July with the final slewing, rail sawing and drilling of fishbolt holes with our renovated machine. An enlarged track team of Lindsay Richardson, Kevin Clarke, John Shaw, Martin Grant, Ric Francis, John Stone, Noel Blackmore, Trevor Dennhardt and Michael Stukely were involved at various stages. The new track alignment was ready, as planned, for the first swap-meet traffic on 2 August.

Heavy maintenance was also required on the curves between the cattle grid and Entrance terminus due to deterioration of sleepers in the wet conditions. Ballast has now been cleaned off the surface of sleepers to

facilitate drying out of the wood. A total of 15 sleepers were replaced here in August and additional gauge ties welded on the curves. Lifting and packing was carried out on several sections of track. Again, a larger number of hands made the work progress a lot faster. Work including sleeper replacement has also been done at Stockmans Crossing, Bennett Brook and Farmgate Curve. The regular greasing of the curves and points by John Mitchell makes a very noticeable difference to the ride, and significantly reduces wear.

The failure of a resistor bank on W2 class 393 has necessitated its rebuilding by Noel Blackmore. This has involved obtaining new mica tubing, making new copper washers, and refacing the cast grids; the latter job has posed some problems, but a solution is in sight. Good progress has been made. A second resistor bank on that car also requires attention.

The truck overhaul for W2 class 368 is progressing well. The motor gear case seals have been completed, and the general re-assembling of the truck by Eddie Vagg and the Wednesday team is continuing. The overhauled truck frame has been swapped for the old unit, which will be overhauled when time permits.

An order has been placed with Siemens for ear hanger insulators, which will be used to provide double insulation where steel poles are used to support the overhead.



The body of WAGT K class 130 (the last tram built for Perth) was towed out of the W.P. Pennenburg Workshop for public viewing on 19 July. It is mounted on Brill 77E trucks, ex Kagoshima, Japan. A start has been made on rubbing back one of the remaining side panels (second from right) to reveal the car number.

Michael Stukely

The points at the Entrance terminus were removed on 4 July. Here, Ric Francis (left) and John Shaw loosen fishbolts, while John Stone (far left), Kevin Clarke, Martin Grant and Lindsay Richardson are busy removing spikes.

Michael Stukely





Following the slewing of the track to its new alignment on the site of the Entrance points, a new rail is cut to length with the rail saw by Noel Blackmore (right), watched by Lindsay Richardson (left) and Martin Grant, on 26 July 1998.

John Shaw

Geoff Morrison has made good progress with the installation of PVC electrical conduits in the walls of the maintenance pit. This will allow concrete infilling of the walls to proceed soon.

Components for a further five pallet racks for the Spare Parts Storage Shed were acquired by Lindsay Richardson at a disposal sale at the MetroBus Kensington Street Workshops. Four more sets are also to be purchased; the Oketon Geddes Trust Fund funds all of these. These units are being progressively erected, and shelving installed by Bill Gilbert. Our stock of spare parts is gradually being sorted and stowed in this new facility and some surprising discoveries are being made!

Gates and posts for the proposed vehicle port have been obtained, and the blackbutt tree removed ready for preparation of the site at the southeast corner of the compound.

The new eastern end apron has been fitted to the body of Perth G class 35 by Ric Francis. Reconstruction of the framework of the central section of the clerestory deck roof is complete, ready for new roof planks to be attached. Work is continuing towards the no. 1 end. Evidence of early colour schemes was found on the window frames and surrounds of the clerestory.

All exterior steel side panels of K class 130 (except the centre ones) have been removed, and careful rubbing back of the centre panels has revealed the original car numbers in a remarkable state of preservation. Frank Edwards has excised and filled small pockets of dry rot along the lower edge of the longitudinal beam, which is generally in very sound condition. Bill Gilbert and David Secker are removing the black overlay material on the saloon floor.

The patterns for the Brill 39E truck side-frames have been completed. The next stage will be the casting of side-frames by a foundry.

Vic Sweetlove reports that the cherry picker mounted on the Albion truck has been successfully operated. Vic has kindly donated a high-pressure washing unit for cleaning the motor vehicles and trams, which will be most useful.

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

Tram No. 1

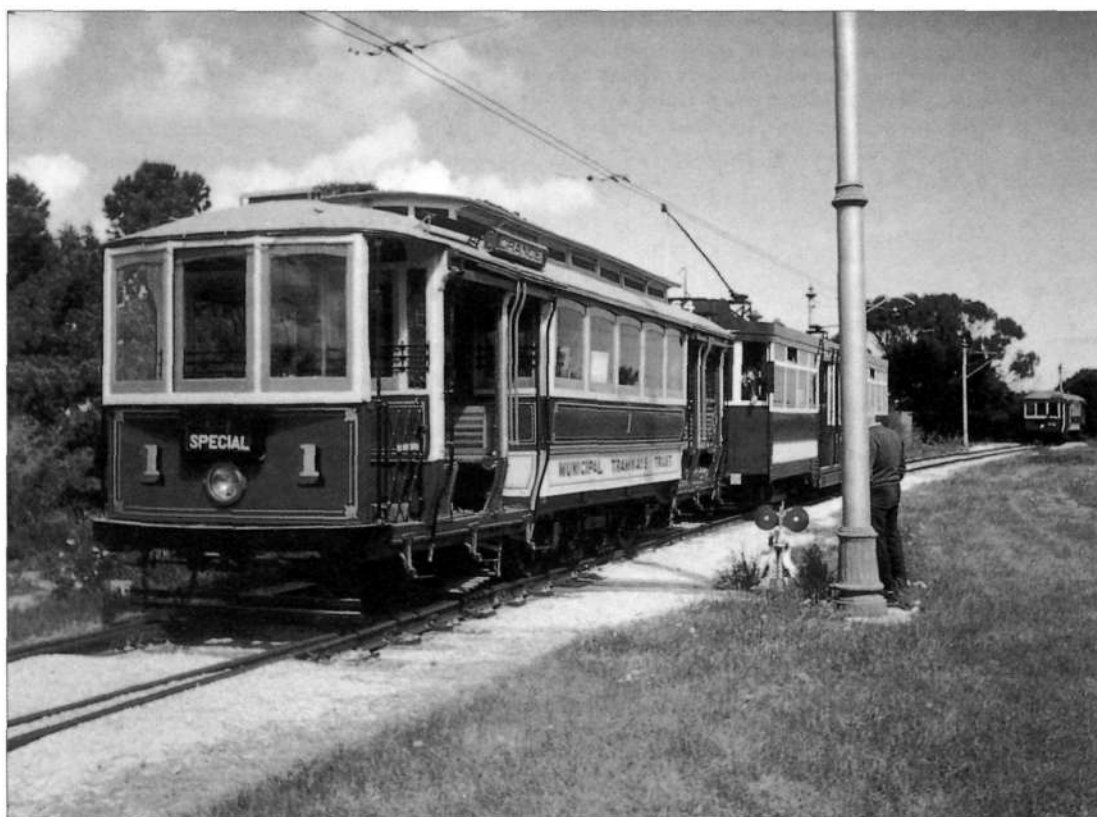
Late Friday, 4 September 1998 saw the arrival of the overhauled motor for A type tramcar No.1 at the Museum. In the mean time Ian Seymour had overhauled No.1's 21E truck at the rear of Road 2 in the workshop. Upon completion of the re-installation of the overhauled motor in the truck on Saturday, 5 September, the truck was pushed around to Road 8 in the Display Shed where the body of No.1 had been raised on the beam jacks. After mating the body and truck, the car was pushed back to Road 2 for re-connection of all mechanical and electrical items.

A few test runs took place on the Sunday afternoon and the following weekends. The gear cases had been steam cleaned to remove the grease build up inside and

out, along with portions of gear teeth found in the faulty motor's case. The reverse barrel on the eastern end controller developed a fault but our spare A type controller 'carcase' was relieved of its barrel to fix that problem. That, along with parts from the former truck of car 42 saved the project from expensive new items. The project still cost approximately \$12,000 of which members donated \$9,000.

Car 264 was used to push car No. 1 to the workshop for completion of mechanical and electrical connections between the truck and the body.

Kym Smith





The body of car 1 has been raised with beam jacks ready for the overhauled truck on the right to be re-united with it.

Kym Smith

Members admire the overhauled motor in No. 1's truck on road 8 in the display shed shortly before it is re-united with the body on 5 September 1998.

Kym Smith



The tram is noticeably smoother in operation. Moving off, it is hard to get used to no clunking of gears and motors, as was previously the case. Ian Seymour is to be commended on an excellent job. The tram was officially returned to service on 6 October 1998 as part of the IATM Conference. As it is Adelaide's first electric tram and is our only non-air brake car, it is planned to use it on the first Sunday of each month for at least the next 12 months.

IATM Conference

The International Conference of Transport and Communications Museums was held in Adelaide from 4 to 9 October 1998. As part of the Conference, delegates visited our Museum on Tuesday, 6 October 1998 from 2:00pm to 4:00pm. Upon arrival at the Museum, the delegates were welcomed by Museum President, Colin Seymour who handed car No.1's ceremonial controllers (used to launch the tram on 9 March 1909) to IATM President, Dr. Michael Fopp. Michael used the special controllers to co-drive No.1 with Ian Seymour, thereby officially returning the tram to service.

Four trips to the Beach were despatched at approximately half-hour intervals. Each trip consisted

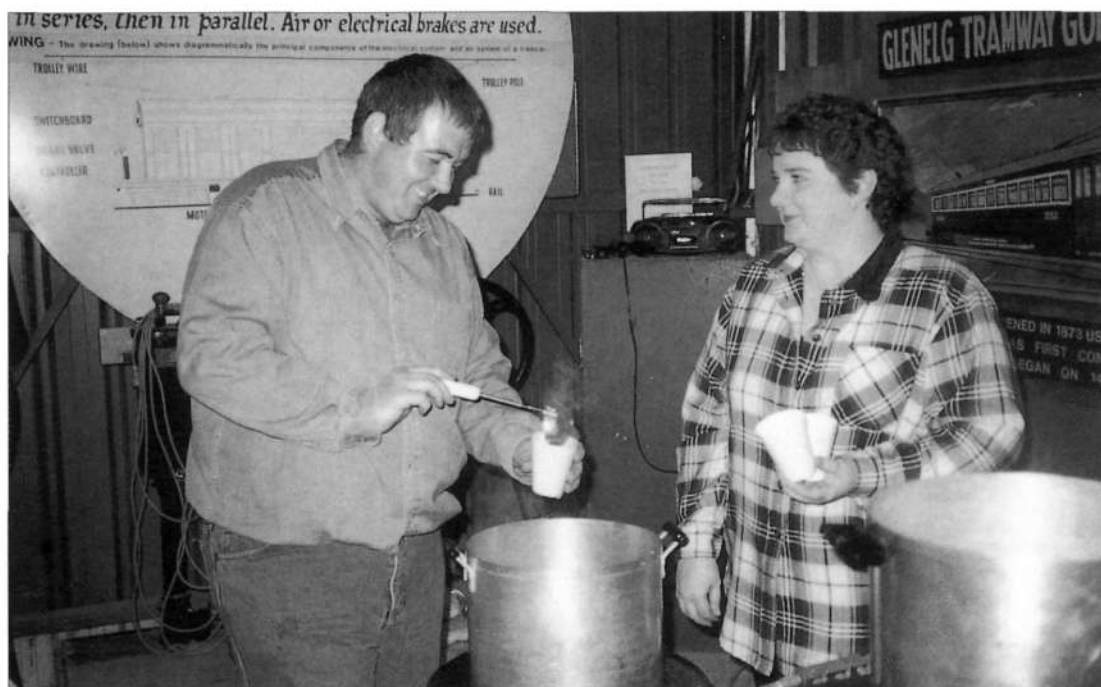
of a convoy of two trams. By changing trams at the Beach, this gave delegates the opportunity to travel on eight of our trams - cars 1, 42, 111, 186, 264, 294, 303 and 381. Not all delegates rode every trip, many preferring to peer into the many sheds and displays. Sheds not normally open to the public were opened to give delegates the best possible behind the scene look. Museum staff were located in each shed to provide information to our guests. The Museum provided the delegates with afternoon tea and the bookshop did a roaring trade.

Working Together Seminar

Seven members attended the inaugural CHRTSA (Council of Historic Railways and Tramways of South Australia) Seminar titled 'Working Together' on Saturday 15 August 1998. All agreed that it was a very worthwhile event and look forward to future seminars.

The body of E 118 was pushed out the rear of the body shop for steam cleaning. The tram storage shed built a few years ago is in the background. Ian Seymour





Kym and Alison Smith serve soup in the tram display shed during the St Kilda Progressive Association progressive dinner on 12 September 1998.

Kevin Collins

Other News

The replacement bulkhead for car 118 has been completed by the contractor and delivered to the Museum. The tram has also been pressure blasted to remove the dirt. Scraping and chassis works continue.

There has been a tidying up of the back yard and replacement sleepers have been acquired for track improvements near the gas pipeline not far from the terminus.

The St Kilda Progressive Association held their annual Progressive Dinner on 12 September 1998. The Museum participated in this event by picking up the party of about 100 at Shell Street in cars 264 and 294 and providing the first course of Soup. The Mayor of Salisbury, Tony Zappia was in attendance. The party was later returned to Shell Street in cars 111 and 362 to continue their Progressive Dinner.

FERNY GROVE

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

From John Lambert

Workshops

Baby Centre-Aisle tram 99 has been moved into the workshops and is presently undergoing body repairs. One end of the tram has been completely removed in

order to fully ascertain what work is required. Bevan Burnes is supervising the repairs and it is hoped that they will be completed later this year. Derek Sharpe and Bob Deskins together with Jim Campbell have



been stripping one of the tram ends salvaged from Yatala to provide a supply of vitally needed parts, especially the roof slats. Bevan Burnes and Nicholas Clark have been busy stripping 99 itself in readiness for repairs to be performed. Mick Topp has removed the controller and tagged all of the associated electrical wires. The controller in this end of 99 was one of our spares as the original became faulty and had to be exchanged. Subsequently, the original has been overhauled and it will be returned to 99 when repairs are completed.

It was mentioned in the last issue of *Trolley Wire* that the workshop was undergoing a massive clean out and this project still continues. The initial area tidied up was in the vicinity of tram 99 in order to provide a less congested working space for repairs. Bevan Burnes (as Rolling Stock Supervisor) is continuing to 'set up' the workshop to his preferred layout without interference from other sections of the museum. Basically, it is 'his workshop'; and he is responsible for its efficient operation and organisation of plant and equipment.

Infrastructure

The old absorption trenches on the Museum's septic system finally failed during early 1998. Repairs were not effected pending the intended connection to the Brisbane City Council sewer as part of the proposed

Jim Campbell strips one of the spare canopies obtained from Yatala for parts for baby centre-aisle tram 99.

John Lambert

State Government infrastructure upgrade, which was part of the now scrapped Briztram proposal. When the infrastructure upgrade was halted, new absorption trenches were installed in the area between the members' facility building (the old house) and the display building. The new trenches are operating most satisfactorily and have been designed to cater for the present usage pattern of the museum toilets, which is mainly on Sundays and very little throughout the weekdays. A qualified plumber and drainer performed all the necessary work.

A new conduit track has been installed between the substation and the members' facility building. The route length is 145 metres and consists of a total of five conduits for the full length, these being 1 x 63mm, 2 x 40mm and 2 x 25mm plus seven large underground jointing / hauling pits. Including the side 'spurs' into the Depot 2 building, the store building, and the workshop building, a total of over 920 metres of conduit was laid in two working days. The conduit layout is designed to allow all electrical and communications cables to be diverted past the workshops building in order to rearrange the electrical loading within the museum



Nicholas Clarke is seen removing corner brackets from baby centre-aisle car 99 during its overhaul.

John Lambert

The old Queensland Railways CMS class railway van being loaded onto Simsmetal's trailer. It had outlived its usefulness and Simsmetal were contracted to remove and dispose of the van.

John Lambert





precinct. This layout will also permit any future demolition of the workshop building to be performed without interrupting services within the museum. At present, all electrical and communication services work through the workshop building and there is also no spare capacity remaining in the existing conduits and cable network. Cable hauling is expected to be performed in the coming months.

As part of the site clean-up, tram 94 was relocated closer to the workshop building to allow crane access to the side of the old CMS railway wagon. Simsmetal removed this wagon, which had housed the majority of our bus spares, from site in early August. After clearing the remaining debris from the area of the rail wagon, the installation of the new conduits, as mentioned above, commenced.

Track Extension

Following the scrapping of the Briztram proposal by the State Government, the museum has reactivated design work on the proposed track extension from the museum, through the parkland to the Ferny Grove railway station. John Lambert is again in contact with officers of the Brisbane City Council and others involved in this project, such as Bill Kingsley.

Richard, our plumber from McTaggart Plumbing, is installing the new sully line in the trench.

John Lambert

Grounds and Gardens

Several large and potentially dangerous eucalyptus trees were recently felled on site to increase safety to members and visitors. One tree felled was immediately adjacent to the museum substation and could have possibly fallen during one of the 'ripper thunder storms' that Brisbane experience during the summer months. A quantity of this timber was disposed off site while Denis Crump (our Grounds Supervisor) used the larger diameter and longer lengths to commence construction of another native garden bed. This new garden is located between the workshops track layout and the depot feeder track in what is presently an under utilised area. General comments to date indicate that this new garden will improve this area, as it presently is somewhat barren. Water pipes and additional taps will be installed in the future.

Special mention must be made of Denis' landscaping abilities around the site and his tireless

work in keeping the museum precinct extremely presentable, and mowing 'that damn grass'. The museum volunteers are only present on site at certain times and our past experience is to keep the site tidy as you do not know who might happen to look over the fence while the museum is not staffed.

Derek Sharpe (left) and Bevan Burnes are repairing the timberwork of the front apron of baby centre-aisle car 99. The lazy tongs are part of the front windscreen mechanism. The '66' seen behind Bevan is on the centre dash panel from car 99, upside down.

John Lambert



BYLANDS

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

From Running Journal

Annual General Meeting

The Society's Annual General Meeting was held on Friday, 29 August 1998 at Tram Fleet Operations in Fitzroy. Prior to the commencement of the meeting, Brandon Mack of the Department of Infrastructure and Matt Faubel of the Urban Land Corporation gave those in attendance a presentation on the Hawthorn Depot developments and proposal.

The Society's Annual Report was endorsed by the meeting. Rod Atkins was re-elected as Chairman,

Geoffrey Dean as Deputy Chairman, with Graham Jordan, Jeff Stocco and John Walker as Board Members. K.L. Paroissien and Associates were once again reappointed as the Society's auditors. We were also pleased to welcome to the meeting Craig Tooke, the new Executive Officer of the Council of Tramway Museums of Australasia (COTMA). Craig presented to the Society several books on electrical substation equipment from the former M&MTB, which date back many years. We thank Craig and COTMA for these items.

Immediately following the closure of the AGM, a Special General Meeting commenced. This meeting was necessary to approve necessary amendments to the Society's Rules in respect to recent changes to the Associations Incorporations Act (1981) as amended in 1997. Following the closure of this meeting, Aileen Jordan and Karen Chapman provided a superb supper. To conclude the evening, John Walker screened several short movies from his collection.

W3 667 Progress

Doug Prosser, with the assistance of others, has made substantial progress towards bringing this car back to operation. To date the trolley bases have been replaced, route number boxes re-wired and several mechanical and other faults corrected. An initial test run has been performed which has highlighted some areas that still require work or repair. This is now being attended to as time permits.

Sleepers

The Society has recently taken delivery of a quantity of sleepers to maintain the track at Bylands. Recently several areas of the main line have required replacement of sleepers, mainly due to their age and unserviceability. With the implementation of Rail Safety Accreditation, it will be necessary that our entire infrastructure be maintained in good condition. Sleepers have been laid out ready for installation in the main line between poles 24 to 26. It is also planned to commence the new trackwork associated with our new vehicle maintenance building in the near future.

Vehicle Maintenance Building

Plans and designs for the construction of the pit and concrete foundations for this building have now been completed and forwarded to several contractors for estimates. Once completed this building, which will consist of the former Elwood depot bus wash building (suitably modified), will be for the maintenance of our tram and bus fleet. To date this work has been undertaken in often cramped and extremely uncomfortable conditions.

The building is to be erected between the main line and the bus shed at the northern end of the site. Entry to the building will be via a spur from the proposed double track, which will commence in that area. This building will also be used as the store for 7W. This will finally place this car under cover, and therefore place the last remaining externally stored operating vehicle on site safe from the elements.

Overhead Wire

The Society has recently been the beneficiary of a grant from the State Government for the supply of new overhead trolley wire. This wire has already been purchased and will shortly be delivered to Bylands, and will be used to wire all remaining unwired depot roads. The Society would like to express its gratitude to the Minister for Transport, the Honourable Robin Cooper, for his assistance in obtaining this much sought-after commodity.

Once this wire is in place, hopefully our much used wandering lead can be put away for a long holiday.

Operations

Congratulations to John Walker for successfully passing his tram driver's exam. John and his wife Margaret have been regular additions to the roster in recent months.

Volvo bus No 850 recently had its roadworthy check completed by Fleetcheck at the North Fitzroy depot of National Bus Company. It was surprising to see the faces of National employees when our bus arrived. They were astonished at the excellent condition of our Swedish beauty.

Museum Works

Work continues around the site to clear areas of accumulated articles, which will give a better presentation to the public. All rubbish and scrap metal have been accumulated in one area away from general public access, prior to disposal. It is planned to go through the scrap metal pile to ensure that no useful bits and pieces have accidentally ended up there.

New steel spouting has been obtained to replace that at the front of No.2 shed. The old spouting is now well past its use-by date.

The new drainage installed late last year at the rear of both tram sheds is now showing its usefulness, with the back of the No.2 shed now incredibly drier in comparison to previous years.

Work on the overhead above the depot fan has seen a considerable improvement in this area. Several span wires have been retensioned or replaced and the trolley wire adjusted in readiness for the installation of the remaining overhead in roads 1, 3, 4 and 6. Some span wires have been altered or repositioned. This will allow the removal of several surplus wooden poles

within the fan. The position of some poles has been of concern as they limit general access and hamper operations. Overhead ears have been installed in the ex-Elwood troughing on roads 4 and 6 with preparations now in progress to erect the overhead wire on all the current unwired depot roads. It is also intended to upgrade and refurbish the rail-mounted tower trolley for use in this project.

Bylands can be a very dark place when the day draws to a close. Recently two new exterior lights have been installed on the north end of the kiosk building which brighten up this area at night. A time delay light switch has also been installed so that the lights stay on until visitors and members alike can get safely to the car park.

Bogie cable trailer No.190 recently retrieved has been unloaded in the vehicle storage building beside VR tram No.52. It is hoped that this car and cable trailer No.336, which is stored behind No.190, will eventually be transferred to the cable tram shed when material presently stored there is removed.

Servicing of the depot pointwork has continued. Several sets of points have been cleaned, oiled and had all mechanisms repaired or adjusted. They now work much better and are easier to 'throw'. All curves and checkrails have been cleaned out and lubricated to reduce wear on both rails and wheels.

Work has commenced on clearing the site for the soon to be built Vehicle Repair Shed. This building is an urgent necessity, as without it we may not be able to continue to operate under the Rail Safety Accreditation legislation. It is expected that construction of the concrete pit and foundations for this building will commence in early October 1998. The Board has appointed a local construction company, Danesbury Constructions, for these works. This company has had a long association with the museum over many years. Once the pit and foundations are finished, the Society's volunteer workforce will erect the steel frame, followed by the roof, wall cladding and the provision of rail access.

Around the Depot

In between other Museum works, a small but dedicated team continues with repairs and maintenance on the vehicles at Bylands. Regular maintenance is necessary to maintain sufficient trams for regular service or external display. In addition, with the implementation of Rail Safety Accreditation we are required to document the status of all vehicles and whether they are of the

acceptable standards required for operation. Some of the recent tasks undertaken have been:

- Continued upgrading of W3 class 667. Will require an external repaint before being available for service.
- Location of a minor air leak on W7 class 1001.
- Location of a minor air leak and initial oiling and adjustments to SW6 class 902.
- Initial oiling and adjustments to Ballarat No.36.
- External advertising signs have been removed from several bogie trams.
- Servicing and brake adjustment to X1 class 467.
- Brake adjustment to W1 class 427.
- Work continues on the change over of the motor of Mk VI bus No.759.

Not only do we need to keep our vehicles in good working order, they also need to be kept clean to give a good presentation to the public. In recent months member Margaret Walker assisted on occasion by others, has spent many hours cleaning all internal and external surfaces of various cars both operating or non operating. This has resulted in an impressive improvement to many vehicles and reflects the care being applied.

Safety Accreditation

New operating procedures came into effect on 30 August 1998. Two seminars were held around this date to familiarise all our running and traffic staff with the new procedures and documentation requirements. This was viewed with some trepidation by various members, but after the seminars most agreed that the changes would only be beneficial to our operations from both a safety and professional aspect. The general feeling was that the additional paperwork required was minimal, but was genuinely worth the extra effort of keeping it up to date, especially as it means the difference between staying open or closing up shop.

An initial review by the Public Transport Safety Directorate was held in early September, which outlined some additional requirements and changes which will be made shortly. The next step is to have these changes reviewed again, followed by a physical audit in October 1998, after which we would expect to receive accreditation to continue operations – providing, of course, we comply with our own procedures, and have our pit constructed.

Swanston Trams
Yarra Trams

