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INSIDE: GEELONG'S TRAMWAYS

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The body of O class 1111 has been raised on jacks and the bogies are driven out from under the car under the watchful eyes of Sydney Tramway Museum members on 5 December 1998.

Bob Merchant

Front Cover:

Members Bob Cowing and Bill Parkinson hold the ribbon and chairman Howard Clark applauds as the Sydney Tramway Museum's founding member, Norm Chinn cuts the ribbon to mark Sydney C class 290's return to active service as a passenger-carrying tram on 28 November 1998.

Robert Merchant

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The Bendigo Trust's car 26 with driver Ken Powell is seen in McCrae Street in October 1998. Built in 1917 by Duncan and Fraser, it was the last tram from Eaglehawk when services under State Electricity Commission of Victoria ownership ceased in April 1972. It is still carrying passengers 26 years later.

Dennis Bell

Back Page Bottom:

The Sydney Tramway Museum's restoration of O/P class car 1089 has reached an advanced stage. It was photographed in the depot yard at Loftus on 5 December 1998.

Robert Merchant

GEELONG'S TRAMWAYS

By H.P. James and J.M. Moore

This article was the text of an address given by H.P. James to the Ballarat Historical Society in 1944. Mr James, a Tramway Inspector at Ballarat in the 1940s, retired through ill health and passed away in the early 1950s. John Moore, who was Tramway Superintendent at Geelong from 1952 to 1956, updated the original article. Some minor corrections have been made by Ross Willson.

The Melbourne Electric Supply Company began production and distribution of electricity in Geelong on 3 May 1901. Later in the same year, street lighting was successfully introduced to replace the gas lighting, which had been in operation since 1861. Public interest was so stimulated that by 1904 approaches were being made to the company regarding the possibility of introducing an electric tramway system.

The company was not happy at the prospect of setting up a system of electric traction for a population of approximately 25,000 people when advice from England and the Continent advocated that a minimum population of 50,000 was required to ensure the financial success of a tramway undertaking. At this time the people of Geelong were being transported from the city to the suburbs in double-decker horse-drawn buses. In the wintertime these vehicles, due to the very muddy conditions, were strewn with fresh-smelling straw each day for the passengers' comfort. The majority of these vehicles at the turn of the century were operated by Cobb & Co., which is remembered for its famous coach services to the goldfields of Ballarat and Bendigo. Many stirring stories are recorded in the history of Victoria of their early conquests of the rough bush tracks, overcoming the obstacles of bushfires, floods, landslides and bushrangers.

Mr Alexander Dawson, one of the principals of the original company, resigned as resident engineer and was succeeded on 19 March 1904 by Mr G.C. Jobbins. Mr Jobbins soon established himself as one of Geelong's leading citizens, and was elected to the council of the Geelong Chamber of Commerce in 1905. He was manager of Geelong's electricity supply and tramways through practically the whole period of its pioneering and development days. The quality of his 23 years' management is measured by the high standard and excellent shape of these undertakings when they came under the control of the State Electricity Commission in 1930. Mr Jobbins capped off a brilliant career by eventually becoming the Engineer and Manager of Electricity Supply Department, Melbourne, and finally chairman of the State Electricity Commission of Victoria.

In 1907, the company became party to a preliminary agreement with the Geelong municipalities, Town of Geelong, Boroughs of Newtown and Chilwell, Geelong West and the Shire of South Barwon. This was signed on 27 January 1907. Application was then made for an Order in Council under the Tramways Act, 1890. As this particular Act had been designed to suit the special requirements of the Melbourne cable trams, it took several months for the necessary alterations of the engineering features to be suitably amended and included.

On 29 May 1907, Messrs Harwood and Pincott, solicitors for the Council, drew up an agreement that provided for a £200 deposit of good faith. Included was a further guarantee of £300 that work on the new tramway system would be commenced by the MES Company and run uninterrupted, so that within a period of two years the trams would commence running to the satisfaction of the councils concerned. The period of franchise was 30 years.

This original document was signed by the Mayor of Geelong, T.E. Bostock; Mayor of Newtown and Chilwell, H. Bloomfield-Brown; Mayor of Geelong West, Robert W. Dalton; and the President of the South Barwon Shire, A.G. White, with their respective Town Clerks.

The local newspapers featured the contents of the agreement on 15 June 1907, a summary of the most important clauses being:

- Cars to proceed from West Geelong or Newtown to the station or wharf to deal with rail or boat traffic.
- A service to be in operation on all routes from 7:00am to 11:00pm. A minimum service of 15 minutes to be maintained during the busiest part of the day, thus giving from station or wharf a five minute headway or twelve cars per hour, in addition to the pioneer service which would be run by buses on East Geelong.
- A through fare of threepence with transfers, twopence and halfpenny sections. Children half fare, with at least one working man's car to run before 7:30am, a threepenny ticket entitling the bearer to a

return journey over the same route at any time during the day. The tram routes to be brilliantly lit by arc lamps similar to Melbourne tramways.

- The tram rails to be laid on concrete as at Bendigo and Ballarat. The road surface between the rails and for 18 inches each side to be maintained by the Company.

Subsequently, the principal agreement was signed on 27 July 1908, with amendments and variations on 27 July 1909, 6 March 1910 and 25 May 1910.

The newspapers started a controversy fed by a certain section of the public which advocated petrol buses, and offers soon came from individuals who were prepared to operate them. This controversy reached a climax in 1909 when, to put the case completely to the community, the MES Company commissioned Messrs Henwood and Dancey, printers, to publish a 29-page brochure containing the facts concerning motor buses versus electric tramways. In this the company, which by this time had all preparations made to introduce a tramway system, declared itself in favour of the electric trams.

Work on the tracks commenced in 1911 and orders for seven trams given to Duncan & Fraser of Adelaide. These were of the single truck type with the Duncan & Fraser bodies mounted on Brush trucks with

Metropolitan Vickers electrical equipment. They arrived in Geelong by train in packages and were assembled at the Geelong depot; they were numbered from 1 to 7. Four trailers for these cars were purchased at the same time and numbered 1 to 4. These were coupled to the trams at peak loading time and doubled the capacity of the loading.

The depot was laid out to accommodate these vehicles and tracks 1 and 2 were constructed, the trams being assembled on the western side against the brick wall of Walker's horse stables. Walker at that time ran the service to Newtown with horse-drawn carriages.

Mr Tilbury H. Thomas, who had tramway experience in Durban, South Africa, and was engaged by the North Melbourne Electric Tramways and Lighting (NMET & L) Company as Superintendent, transferred to Geelong in June 1911 as Tramways Superintendent. He prepared the first roster for the West and Newtown services to run to Station or Wharf as required, and also for the East bus service, which was run with Milnes-Daimler petrol buses with solid rubber tyres, three of which had been imported direct from Germany. Mr Thomas continued with the MES Company and remained in charge of tramway operations when the State Electricity Commission took over the Tramways Branch in 1930. He was transferred to Melbourne in 1936 as Tramway Superintendent of the Geelong, Ballarat and Bendigo



Car 25, converted for one-man operation, has just arrived at the Newtown terminus.

Photographer not known

tramways, and on retirement in 1950 his association with tramways had covered a period of 48 years. Mr A. Mawby, who had been District Tramway Superintendent at Ballarat, succeeded Mr Thomas.

The cars were assembled and the trucks completed by January 1912, and after trials had been carried out, all preparations were finalised to commence services. The tracks had been laid with 90lb. British Standard grooved rail on concrete foundations. The overhead supply was provided at 550 volts dc through 3/0swg grooved copper trolley wire which was supported by steel centre poles in the heart of the city and by wooden span poles over the remaining part of the system. Trackside telephones provided a direct link to the depot and a £5 per year Commonwealth licence was necessary to operate them. A Baker electric lorry was purchased, which was operated by large batteries and used by the supervisors for many years on supervision and repair work. The chassis of this old vehicle was made into a trailer. It was still, in the 1980s, in use by the Distribution Department carrying oil for transformer refills.

Geelong declared a gala day for the official opening on Thursday, 14 March 1912. Shops liberated their staff, school children received a half-holiday, and the crowd which thronged the city was enormous (Geelong's population was about 25,000 at that time).

The four cars, which made the circuit of the routes, were gaily decorated by the respective official women's organisations from each Council. The Geelong City car carried the coat of arms and latticed streamers along the side; all ornamentation was made in artificial paper flowers. Newtown and Chilwell had a blending of pale blue and green, and the Borough names on each side with silken flags fore and aft. Geelong West's colour scheme was red and white; cherry and pear blossoms white red and white ribbons and name badges on the sides. The Company's car, driven by Miss Jobbins, was green and gold with miniature sunflowers and Japanese marigolds on a white background.

The Chairman of the Melbourne Electric Supply Company, the Hon. Agar Wynne, officially opened the tramway at 2:30pm with a ceremony at the depot. All cars were then boarded and proceeded to Ryrie Street. Here the Mayoress of Geelong, Mrs R. Williams, granted permission for trams to enter the city and cut a ribbon barrier across the tracks. The silver scissors with the Company's monogram were presented to the Mayoress. Three cheers were given and the tramway

service, which was to serve Geelong faithfully for 44 years, commenced.

The Newtown car had been halted a few yards around the corner in Pakington Street where Mayoress Clutterbuck cut a ribbon barrier and the Mayor performed a ceremony similar to that in the city. Mrs Clutterbuck then drove the car to Newtown terminus via Retreat Road.

Car No. 4, the official West Geelong car, led the way around Pakington Street junction where it proceeded to Villamanta Street driven by the Mayoress of West Geelong, Mrs Dickins, supervised by Mr G.G. Jobbins. A ribbon barrier was cut and the scissors and a bouquet were presented to Mrs Dickins, who then drove the car to the terminus at Church Street. On arrival at the terminus, the white, green and gold car of the Company, which had followed the West car out, assumed the lead for the return to the city. On arrival in the city at 3:45pm, souvenir hunters reduced the decorations to tatters.

On arrival at the depot, there were a few brief speeches followed by a social afternoon, with the ABC Company providing the refreshment. Mr Rintoul was in charge of the gentlemen's corner. Metropolitan visitors included Messrs F.W. Clements, MES General Manager; W.V. Mountain, Secretary; and Mr J.A. Dawson, the first Geelong Company Manager.

Mr Agar Wynne mentioned the wonderful work of a previous Mayor of Geelong, Councillor Bostock. He had performed what is known in cricket as the 'hat trick', as during his three-year term in office, trams, sewerage and water supply were brought prominently forward, and he was, indeed, the greatest statesman Geelong had produced.

Mr Jobbins mentioned that apart from the parent capital there was £150,000 in local share holdings, and that there were 2000 applications for work with the company, many being from those wishing to settle in Geelong; he therefore predicted a great future for Geelong. Mr Williams, Secretary of the Company, highly praised Mr Jobbins' part and congratulated him on the successful opening of the tramway services.

Cars resumed running just before 6:00pm and patronage to the suburbs was heavy. In the evening, the cars were so heavily loaded that fare checkers were withdrawn.

The original staff comprised Mr T. Thomas, Superintendent, 10 motormen, 10 conductors and two

bus drivers. Mr W. White was elevated from Motorman to Traffic Inspector on 22 May 1912 and, in 1936 when Mr Thomas transferred to the SEC's Melbourne office as Tramway Superintendent, Mr White became Superintendent in Geelong, a position he held until retiring on 31 July 1938.

The two bus drivers, Will Hambling and Charles Stafford, were employed at one shilling per hour, and were the drivers who opened the East bus service from the Station or Wharf via Ryrie and Garden Streets to McKillop Street and Ormond Road corner. This service commenced simultaneously with the tram services on 14 March 1912 using the three Milnes-Daimler buses imported by the Company. Two buses were used in peak periods and one at other times. Meal reliefs were done by Mr White, Inspector, from 11:00am to 12 noon and from 5:00pm to 6:00pm. The only incident of the opening day was provided by one of the buses striking an overhanging limb, slightly damaging the canopy.

The buses ran several routes to determine where the best loading lay, and at one time ran along Malop Street. They continued in service until replaced by electric traction in 1922. The buses were very unpopular with the non-passenger public. Their solid rubber tyres cut into the road surfaces, which were not sealed in those days. They also had noisy exhausts, were accompanied by a pall of dust, and frightened every horse in the district. The eastern suburbs were only sparsely settled in those days.

The buses were housed where the coal yard elevators later were, and were filled twice a day when in service. A total of 104 miles daily was run using 28 gallons of Pratts benzine, which came in 4 gallon tins. This required a store to be kept on hand and each tin was test-weighed at 28lbs. Any deficiencies were claimed for. When the buses were dismantled the bodies fell to pieces and the chassis were sold to Blakiston & Co. for trailers.

After opposition from the Victorian Railways had been overcome, work commenced early in 1913 on the tracks along Moorabool Street to the north side of Barwon Bridge. The engineering difficulties of crossing the railway tracks were finally overcome by the Company paying the Railways £15,000 towards the cost of the viaduct and embankment for the railway crossing.

At this stage, a further six conductors, five motormen and one motor bus relief driver were employed ready for the opening of the extended service. This commenced to Fyans Street on

11 December 1913, and subsequently to the new terminus at the north side of the Barwon River, apparently by the end of the year. A lot of track material had been on hand for this work, having been ordered in anticipation of further development.

Work commenced on trailers 1 and 4 to convert them into open type (toastrack) cars. These when finished were numbered 11 and 12. As the loading developed on the existing routes, three more Duncan & Fraser cars, similar to the first batch and numbered 8, 9 and 10 arrived in 1915 and were assembled in the depot. Two additional track roads were laid in the depot to accommodate the increasing fleet, now a total of 12 trams, 2 trailers and 3 buses.

During the period 1920 to 1922, new electricity generation equipment with a much higher output was installed and a 600 feet twin conduit for cooling purposes was constructed to the sea. The original chimney from the powerhouse was demolished and a new one built; the foundations were 20 feet into the ground and its height above was 165 feet. The base walls were 4 feet thick and the top section tapered to 9 inches. Due to the location of the boilers only the top 80 feet was used. The first Ljungstrom Turbine (the condenser and bed weighing 16 tons) was pulled up to the pit by car No. 10, and was pulled into the engine room with a snatch block and tackle.

On 12 October 1922, the Milnes-Daimler bus service was replaced with tramcars, running along Ryrie Street from the corner of Moorabool Street to Garden Street. Work on the tracks continued: the trams reached Humble Street on 25 January 1923, and the line to Boundary Road, including the loop at Humble Street, opened on 1 March 1923. The population of Geelong had increased to 36,500 by this time.

Depot track No. 5 was installed late in 1923 and the No. 2 depot established for repairs and painting purposes.

Two single-truck Birney safety cars were imported from America in 1924 on which the Company paid a total of £3000 duty. These had Brill 79E trucks, dead man control, safety doors and electric braking. They came in large packing cases and were assembled in the depot. The bodywork was carried out by foreman carpenter Mr Joe Wilks and carpenter Tom Miller. Mr Vic Phipps, the Depot Foreman, assembled the truck sections.

Mr Phipps was employed as shed foreman in April 1913, having had previous experience with the NMET & L Company's tramways. He graduated to Depot

Foreman in 1915 and served in that capacity until his retirement in 1953.

In 1925, eight cars numbered from 16 to 23 were purchased new from Pengelley & Co. in Adelaide. They had Brill EB1 Radiax trucks and Metropolitan Vickers 55hp motors. Thompson's Engineering Works at Castlemaine made the wheel and axle sets.

With the arrival of the Pengelley cars, the converted bodies of 11 and 12 were scrapped and the chassis sold to Blakiston & Co. for conversion to trailer units.

On 18 August 1926, a new concrete and steel bridge over the Barwon River was opened to traffic. Work commenced on the extension of the Belmont track from Barwon Bridge to Roslyn Road, a distance of 1.2 miles. This was completed at a cost of £7000 and the service was opened on 16 December 1927. The President of South Barwon Shire, Mr A.G. Cameron, officially opened the route and in company with his wife, drove the first car, No. 23, over the bridge to Belmont. When the Belmont route closed on 25 March 1956, it was the last tramway route to operate in Geelong and Mr Cameron had the honour of driving the last tram over the bridge and the Belmont route.

Also in 1927, work commenced on widening the western side of High Street by six feet. This was completed in 1928 and had the effect of making the tram tracks off centre, with the result that many head-and-side-on collisions were caused, making claims recovery very difficult.

The track extension along Pakington Street from Aphrasia Street to the Fyans and Pakington Streets corner, a distance of 0.6 miles, was completed and opened on 30 September 1927. The route was called Chilwell but it actually ran in common with the Newtown route for one mile. Service cars usually passed on the Retreat Road loop. This loop is believed to have been installed in 1914 when the Newtown tram route was changed from Retreat Road and Pleasant Street to Aphrasia Street when the Council bought a vacant block of land on the south side of the Town Hall to allow Aphrasia Street to connect directly with Pakington Street.

The Chilwell route was through-routed to East Geelong with a 15-minute headway; this position changed in March 1952 when, with the introduction of new rosters, it became an individual route serving alternately or to the best advantage, the Station or Eastern Beach.

To the north, tracks were completed as far as Bell Parade, a distance of 1.82 miles, and the route opened for service on 6 July 1928. An extension along Melbourne Road Victoria Street, 0.18 mile, was completed and operated from 14 June 1929. A further extension to Separation Street was completed on 20 December 1929. During the war years different bodies sought to force an extension to the northern industries, but technical difficulties of bridging the railway tracks, and the rapidly deteriorating overall condition of the tramway equipment, were sufficient not to justify this step.



Birney car 14 at the Eastern Park terminus. This short line opened on 10 September 1930 and was purely an extension of 0.49 miles along Ryrie Street

Photographer not known

Seven single truck trams were bought second-hand from the Melbourne system in 1928. They were originally built for the Prahran & Malvern Tramways Trust by the Meadowbank Manufacturing Co. in Sydney. They rode on 21E trucks with Westinghouse electrical equipment and, after reconditioning, were numbered from 24 to 30. After a period of service in Geelong, 27 to 30 were transferred to Ballarat. No. 25 was involved in two serious accidents and was renumbered 28 in 1951.

The body of a former NMET & L Company trailer was bought for £20 in 1928 from the Melbourne & Metropolitan Tramways Board and was converted into a track cleaner car. The truck from trailer 11 was converted for this purpose. This vehicle remained in service until 26 March 1956.

The North and Belmont routes were through-routed on the introduction of the North service and remained so until the services were terminated in March 1956. Due to the unequal mileage (Belmont, 2.11 miles and North, 2.81 miles), efficient rostering was difficult. Twenty minutes running time was given to each route, which was five minutes in excess of that required by the Belmont side. This resulted in the crews sitting for five minutes at the terminus and again at the City. This was corrected in March 1952. The population had now reached 45,250 and approximately 3 million passengers were being carried annually.

The Eastern Park route, opened on 10 September 1930, was purely an extension of 0.49 miles along Ryrie Street from the Garden Street turn-off of the East route. It was put down with rails and other material secured from the tracks to the wharf when they were lifted.

In 1930, the City Council by-laws and regulations were amended to comply with the 1928 Motor

Omnibus Act and came into force in Geelong in June 1931. Buses then operated on prescribed routes, for which the State Electricity Commission's approval was necessary. Due to rapid development in Geelong, applications for new and altered routes were frequent. This resulted in the old policy of no competition within 880 yards of the tram tracks to be generally reduced to a quarter of a mile, which was to be regarded as the tramway sphere of influence. This had the effect of a gradual encroachment by the bus operators on to previous tramway territory. Despite frequent approaches to the Council to better police the by-law regarding the not picking up of passengers at the tram tracks on in-bound trips, and similarly the non-setting down of passengers on out-bound trips, the bus operators continued this practice, causing heavy losses in tramway passengers.

The Belmont route was equipped with track telephones in 1930-31 and the track was converted from concrete stringer to sleeper packed rail with agricultural under-drains. Along the track, 2400 feet of overhead wire was placed to defeat the severe electrolysis of the telephone cables. Kerley Street depot yard was completed and occupied in 1931. No. 3 feeder was installed to boost the voltage and to be able to isolate sections. There were 34 motormen and 35 conductors, 9 staff, 5 substaff, 8 depot employees, 9 on track and permanent way, and one overhead man - a total of 101 tramway employees.

Four of the Meadowbank single truck cars, Nos 27, 28, 29 and 30 were despatched to Ballarat in 1935-36.

In 1935, the depot foreman, Mr V. Phipps, was sent to Adelaide to inspect and report on the condition of four Birney safety cars, Nos 301 to 304. These four trams had been purchased by the Municipal Tramways Trust in Adelaide at the same time as the MES

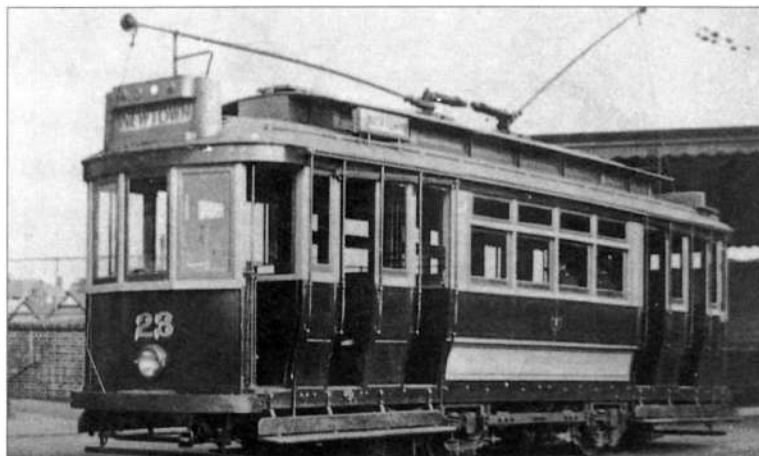


Belmont-bound bogie car 38 in Moorabool Street.

Noel Reed

Pengelly car 23 at the railway station in the 1930s. The eight cars of this type were the largest single-truck cars in Australia.

Ray Pearson



Company imported the two Birney cars for Geelong. They were subsequently purchased and entered service in 1936 numbered 27, 28, 29 and 30 in the Geelong fleet.

Eastern Beach was the last track extension made and was in operation on 19 October 1940. This was an extension of 0.17 miles to assist beach traffic to the newly developed Eastern swimming beach.

By 1940, with the general increase in passengers due to industry swinging into a war effort, plus petrol restrictions, a much heavier than usual loading was forced onto the tramways. The population had increased to 50,500 and the normal 32 million passengers increased by 1 million during the first year of the war. From 1942 to 1948, a steady 62 million passengers were carried yearly for a population of 56,000. This traffic loading, coupled with the lack of materials, deferred maintenance and shortage of manpower wrote *finis* to the Geelong tramway services.

To cope with the loading which continued during the post-war years, ten maximum traction bogie trams were purchased secondhand from the M&MTB. They arrived at intervals over a period of years and were numbered 31 to 40. The first four arrived in 1947, with two more in 1948 and the final four in 1951. Duncan & Fraser had built them between 1913 and 1916 for the Hawthorn Tramways Trust (cars 31-35) and the Prahran & Malvern Tramways Trust (cars 36-40).

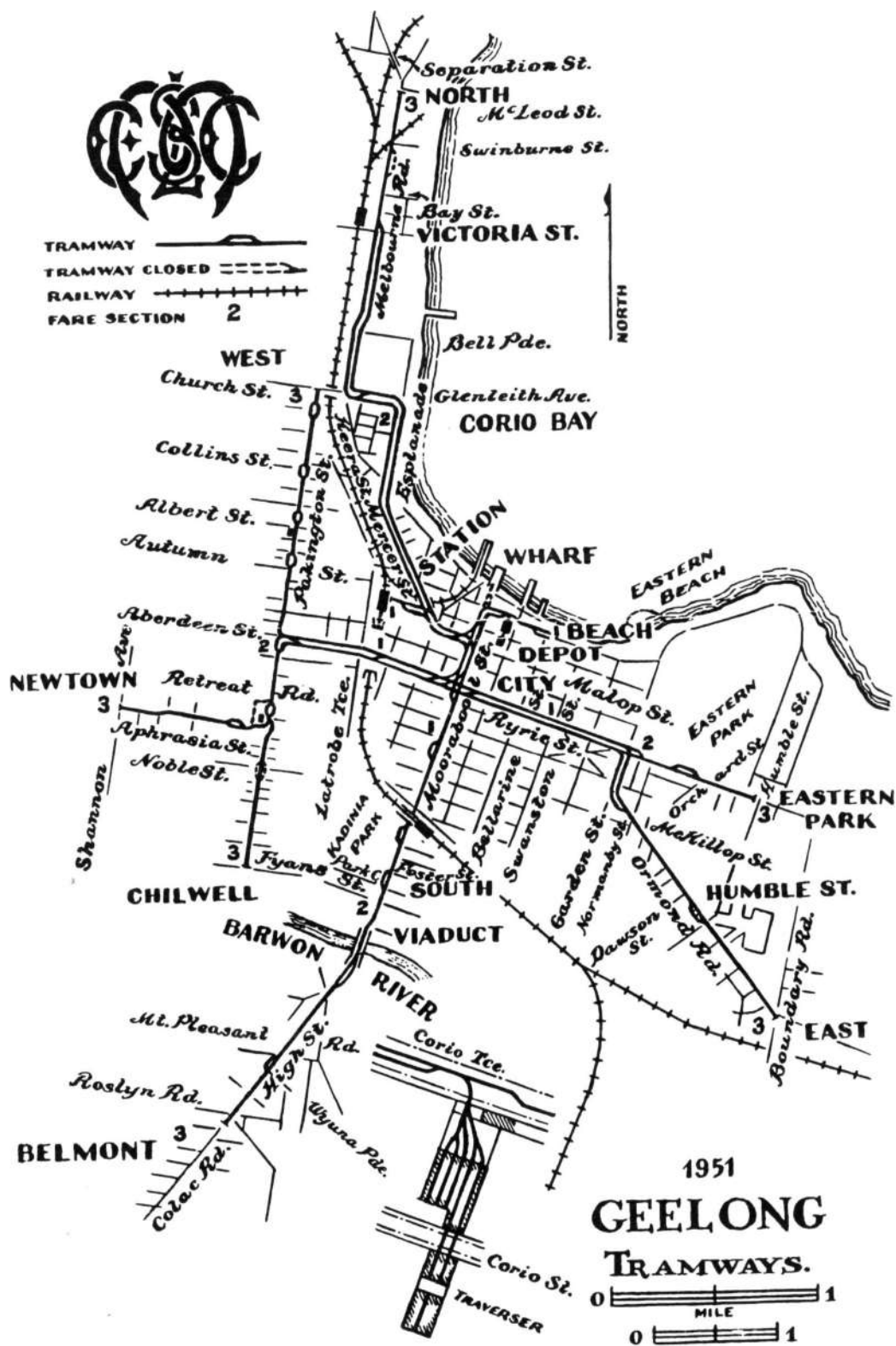
The ex-Adelaide Birney cars were sent to Bendigo in 1947, replaced by the higher capacity bogie cars from Melbourne. Birney cars 14 and 15 followed in 1947 and 1948 respectively.

In 1948, traffic experts found that, rather than renew and replan the whole tramway system it would be better to operate a modern bus service. Looking at this decision eight years later and considering a population of 85,000, just double that of 1930, one cannot but wonder how the tramways bore the brunt of this period, particularly the post-war years.

Car No. 39 was converted for one-man operation in 1953 but the Union declared they would not operate it as such. The necessity did not arise and car 39 was not used for one-man operation in Geelong.

The take-over of the routes began on 9 January 1956, when Trans-Otway buses commenced running on the East and West routes, and Benders buses on the Chilwell route. This was achieved quietly and without any public statements other than praise for the new service. On 23 January, Eastern Park was taken over by Trans-Otway, and the Newtown route by Benders Busways, with a similar result. On 5 March, when the North route was taken over by Benders Busways, the public gave No. 6 (the last car to run on the North route on Sunday night, 4 March) quite a rousing farewell, with motor cars following the tram to the terminus, blowing horns. A party of students from the Teachers' Training College, who rode out on the last trip, added to the liveliness of the occasion.

The remaining route, to Belmont, was taken over by Corio Bus Lines on Monday, 26 March 1956. On Sunday, 25 March, car No. 4 was chosen to make the last official trip in service to mark the closing of the last tram route. To mark the occasion, No. 4, the first tram to run in Geelong, was decorated with large posters wishing 'Farewell and Good Luck' to Geelong and other flag decorations. It left the depot at 10:00pm with an official party on board and proceeded to



A bogie car enters Corio Terrace from the depot on 8 January 1956 while Pengeley 19 waits in the siding. Zebra stripes and dash lighting were carried by bogie cars 31 to 35 and 37.

G.A. Grant



Moorabool and Malop Streets corner. On arrival it was given a rousing reception and the Mayor of Geelong, Councillor (later Sir Roy) Fidge and the Mayoress, boarded the car. With the mayor at the controls the last trip to Belmont commenced. As thousands of people had gathered, three bogie cars were required to cater for those wishing to make a last trip.

A running commentary was recorded by officers of radio station 3GL who travelled on the last trip, which was driven by Stanley Parker, who had 32 years of service, and conductor Eric Sweeten with 37 years service. They were highly regarded veterans who had assisted to make the Geelong tramwaymen so popular with the public.

When the tram commenced its last journey, it was followed by hundreds of motor cars, and amid the motor horns and clanging bells the tram travelled to Barwon Bridge, where Cr. Cameron of the South Barwon Shire boarded. It was the same place he had been picked up 29 years before when, as President of the South Barwon Shire, he officially opened the Belmont extension and drove the first tram over the new line. He was welcomed on board by Mr T.A. Farr and invited to drive the last trip to Belmont. It was indeed a pleasure to see Mr Cameron's delight at this very thoughtful gesture. When the tram reached Belmont, Mr Farr added further to Cr. Cameron's delight by presenting him with the bell from tram No. 23, which was the car he had driven to mark the opening of the route in December 1929. Cr. Cameron very suitably replied and praised the tramway service and personnel.

Some difficulty in clearing the crowds to enable the return trip to be made was encountered; fortunately large crowds had been expected and 17 police officers had their hands full. On the return journey, motor cars three deep as far as the eye could see followed the tram

in. At the Palais Royal, the tram made a temporary stop as the Palais band played 'For they are jolly good fellows' and 'Auld Lang Syne' before proceeding to Moorabool and Ryrie Streets corner.

The tram, which had been driven from Belmont by the Mayor of Geelong, Cr. Fidge, came to a standstill amongst a very large crowd. Mr Farr made another typical presentation to the Mayor, It was the second bell from tram No. 23, chromed and mounted as a gong, suitably engraved for the occasion. In reply, the Mayor said he was sure he spoke for everybody in Geelong when he expressed his appreciation of the service the trams had provided in the past, their gratitude to the State Electricity Commission, and the men that ran them.

Souvenir hunters appropriated anything that was moveable on the cars. However, the final trip was run safely and without mishap. The car returned to the depot and the depot gates closed behind it, with the shouts of well wishers and cheering still sounding outside.

All tramway staff with 20 years and over of service was retained within the SEC and assistance to secure outside employment was given to others who had not secured a position. This had the happy effect of all personnel being able to secure employment without loss of time.

At the conclusion of the services, all trams were disposed of. A number of maximum traction bogie cars saw further service on the SEC's other tramways. Cars 32-36 were sent to Bendigo, while 37, 39 and 40 were transported to Ballarat. Other cars were sold by tender, after the trucks and other equipment had been salvaged for sale or disposal to Ballarat and Bendigo.

Thus came to an end a service that had greatly assisted in the development of Geelong.

HERE AND THERE

NEWS ITEMS OF INTEREST FROM ALL OVER

Obituary

The death occurred in Adelaide on 25 September 1998 of Sir Alwyn Bowman Barker, aged 98. Born in South Australia, he was educated at St Peters College, Geelong Grammar School and the University of Adelaide, prior to a distinguished career in electrical and automotive engineering, both in Australia and abroad. Later he was to apply his talents in the service of management and education.

Barker was production manager of Holden's Motor Body Builders at Woodville, SA, between 1925 and 1930 when sixty W class tramcars were being constructed at the plant for the new Melbourne and Metropolitan Tramways Board. However, he was not directly involved, his supervision being of the automotive line.

For a time in the early 1930s, he was the electrolysis engineer of the Adelaide Electrolysis Investigating Committee, a statutory body principally concerned with the detecting and reporting of any damage caused to underground pipelines and cables by stray currents emanating from the operations of the Municipal Tramways Trust.

By 1953, as one of the State's leading industrialists, Barker was appointed chairman of the MTT which had been reconstituted by an Act of Parliament from a municipal to a government trust, though the name was

not changed. It was at this time that a decision was taken to gradually replace trams with motorbuses.

In 1957, the founding members of the Australian Electric Transport Museum in Adelaide requested, and arranged with the MTT for one of each type of Adelaide tramcar, amounting to seven in all, to be put aside for future preservation. Over the years the vehicles nominated, plus subsequent acquisitions, were transported to the museum site at St Kilda, north of Adelaide, where they were restored and placed in operation on the 2km long line there.

Known to his close friends as 'Nap' Barker, he was awarded the CMG in 1961 for his support of civic activities, and knighted in 1969 – a year after his retirement from the MTT board. He maintained an interest in public affairs until 1983 as deputy chairman of the Australian Mineral Foundation, which he had helped to establish two decades before.

Until a few years before his death, Sir Alwyn was engaged in his love of managing a small grazing property near Monarto in the Adelaide Hills. He was an active man to the end.

Predeceased by his wife and son, Sir Alwyn is survived by his daughter and two grandchildren, to whom we extend our condolences.

C. Steele



This 1/10th scale model of an Adelaide dropcentre car has been transferred to the Australian Electric Transport Museum at St Kilda and is seen after its arrival at the Museum in December 1998. For more details see page 36.

Neville Smith

The Demise of 366 - Again!

The body of Glenelg tramcar 366 was scrapped and sold late in 1998. However, it is not the first H car bearing the number 366 to be scrapped. The original 366 was scrapped along with the original 377 in 1968 to provide more room at City Depot. No. 354 was renumbered 366 and number 353 was renumbered 377 in May 1968 to enable the 26 remaining cars at that time to be consecutively numbered from 355 - 380. (H 352 was scrapped in 1957 following an accident, 351 was renumbered 359 and 359 renumbered as 380 in 1960. The original 380 was scrapped in 1959). So the second 366 to be scrapped was originally numbered 354.

The interior of cannibalised H 366 at Glengowrie depot before being sold late in 1998.

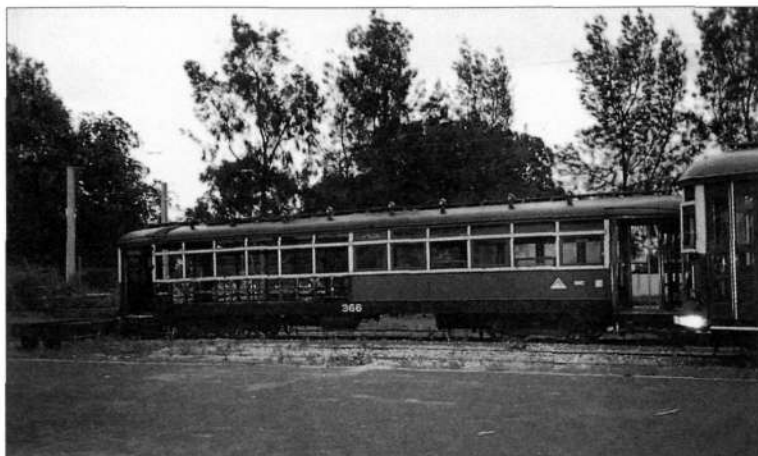
Ian Seymour



The current fleet stands at 21 including the luckless restaurant tram, which is apparently going to return to restaurant service again. Cars 355, 360 and 362 are at the Australian Electric Transport Museum at St Kilda, SA, and the body of 356 is at the Tradesmen's Union Club in Canberra.

The South Australian Government has approved funding for a further six H cars to be refurbished to the 1980s / 90s style (refer Trolley Wire, August 1987). Eleven cars have already been refurbished to this style. The following table shows the status of the current Glenelg trams.

Car No.	Former No.	Refurbished	Notes
351			Renumbered 359 from 1960 to 1979
357		Yes	
358		Yes	
361	363	Yes	Cars exchanged numbers in 1971
363	361		Renumbering allowed coupling with refurbished 364
364		Yes	
365		Yes	
367			
368		Yes	
368		Yes	
370			
371		Yes	
372		Yes	
373		Yes	
374			
375			
376			
377	353		
378		Yes	Restaurant tram, body disposed of 1986, retrieved 1989
379			
380	359		



The cannibalised shell of the second H 366 (originally 354) at Glengowrie depot before being sold late in 1998. Ian Seymour

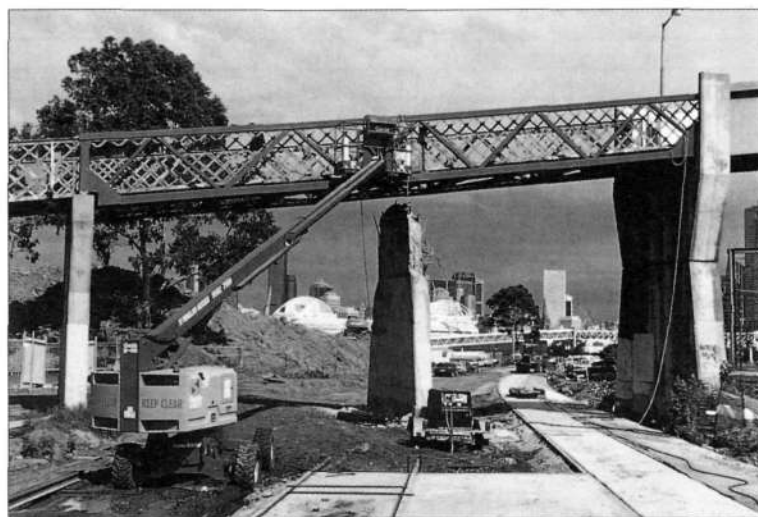
Melbourne News

Work on the deviation of route 70 has commenced. When complete, trams will leave Swan Street just west of Punt Road and follow the railway corridor to opposite Exhibition Street, where they will join a new road-over-rail bridge at that location. The deviation will link the sports precinct tram service and route 70 with the CBD, via a new junction at the corner of Exhibition and Flinders Streets. Route 70 trams will continue along Flinders Street to a new terminus to be built west of Spencer Street.

When the deviation is completed, the existing line to Batman Avenue terminus will be closed. The major benefit of the new line will be that crowds will be able to get safely to the Melbourne Cricket Ground and the Tennis Centre without having to cross roads.

The existing Melbourne Park footbridge will be upgraded, servicing both the MCG and Melbourne Park. A new light rail station will be built at Melbourne Park. The deviation will have provision for a separate tram storage track to enable trams to clear after-event crowds more quickly, with minimum disruption to the normal route 70 services.

Temporary fencing and buildings have been erected on the rail corridor behind the Tennis Centre. The area through which this portion of the new line will pass was the site of the former Electric Running Depot for the maintenance of Melbourne's suburban trains. The contractor undertaking the works has uncovered many interesting finds in this area. These include old water mains, power cables, track drains, sewers, and even ash from the days of steam operation. There have been



This pedestrian overpass near the Melbourne Cricket Ground was modified to allow removal of this pier. It was to be demolished later the same day this view was taken, 29 January 1999. Dale Budd

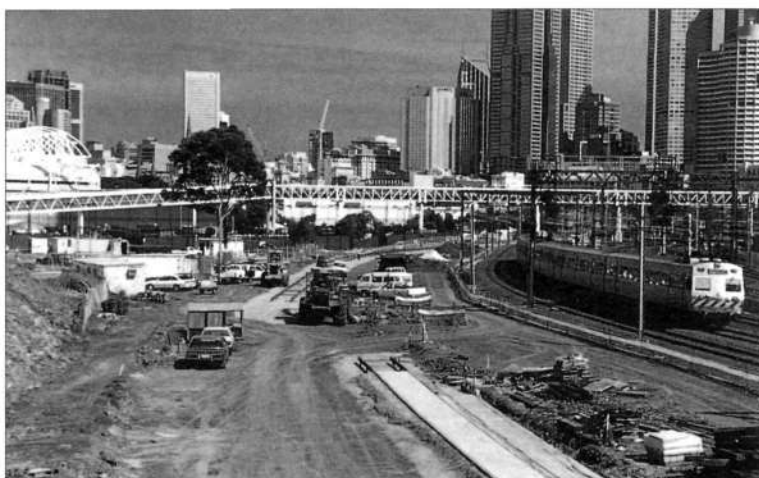
A view taken on 29 January 1999 looking east from the pedestrian overpass located to the south-west of the Melbourne Cricket Ground. The tennis centre is to the right.

Dale Budd



This view looks west from another pedestrian overpass, located to the south-east of the Melbourne Cricket Ground. A large area is being prepared here – more than is required for two tracks.

Dale Budd



Looking north from Swan Street, showing the curve which brings the new track alongside the railway lines.

Dale Budd





The newly constructed junction in Flinders Street at Exhibition Street showing the new tracks turning to cross the railway yards. This view was taken on 15 November 1998.

Ray Marsh

Below:

On 18 October 1998, there was plenty of earth-moving machinery at work preparing for the reconstruction of the tramline in Dandenong Road.

Ray Marsh

other interesting finds on the site: the area was once swamp and was later part of Melbourne's first tip.

Tracklaying on the deviation is well under way, and is expected to be completed by the end of March. Installation of overhead wiring should then allow the new line to be opened in mid to late May.

Destination Box Hill

On 28 October 1998 the Victorian Minister for Transport, Robin Cooper announced a \$42 million upgrade to Melbourne's public transport system, as part of the privatisation process. It was announced that a 2km extension would be added to the Mont Albert line (route 42) from Union Road to Station Street, Box Hill. This project has been costed at \$9 million. The new terminus would be in the vicinity of that of the former Box Hill to Doncaster tramway, which ran intermittently from October 1889 to January 1896. It is expected that this extension will link tram services with the train and bus interchange operated at Box Hill Central. Construction is planned to be completed by June 2002.

Other projects announced include a \$2.5 million tram terminus/interchange at Clarendon Street, South Melbourne, to meet increased demand in the Southbank precinct near the casino. The largest project is a \$27 million 4km extension of the suburban electric train service from St Albans to Sydenham to be completed by June 2001.

The Minister stated that "making capital works a condition of letting franchises will ensure that Victoria's transport system is modernised and maintained."



Brisbane Light Rail

The Queensland State Government is proceeding with a light rail proposal for the Central Business District of Brisbane. This proposal has been named *BRISBANE Light Rail* and is similar to the previous Briztram project that was scrapped following the June 1998 State election.

The Federal Government has given the project the green light by committing itself to providing \$65 million from the Centenary of Federation Fund. There were initial concerns in some areas that the Federal Government might withdraw the \$65 million previously promised for the Queensland Coalition's scrapped Briztram project.

The Directors of the Brisbane Tramway Museum Society have had meetings and discussions with the Government, regarding the possible use of heritage trams on Sundays in this new proposal. At this time (early January 1999), it is not known if the heritage trams will play a part in the future *BRISBANE Light Rail* system.

The first phase of public consultation is due to close on 12 February 1999, and expressions of interest for private sector involvement will be called soon after. Consultation and planning will continue through this stage.

Like past proposals, the network is proposed for the City, Fortitude Valley, Teneriffe, Herston, South Bank and West End, but will not cross the river to St Lucia or extend past the Melbourne Street roundabout. Areas which attract large numbers of people, including South Bank, the Botanical Gardens, Royal Brisbane Hospital and the Queensland University of Technology's Gardens Point campus will be targeted by the network. The system is to be built to 1067mm gauge, to allow possible future inter-running on Queensland Rail tracks.

Further information can be obtained from the Internet at: www.blr.qld.gov.au

Wellington Trolleybus Golden Jubilee

The Golden Jubilee of the Wellington, New Zealand, trolleybus network is being celebrated from 25 to 28 March 1999.

The events and attractions include:

- Buses from all former new Zealand systems operating in the streets of the capital,
- Major commercial vehicle rally and display,
- Unique photo opportunities,
- Tours of workshops – see the push button route setting in operation,
- Opportunities to drive a trolleybus!
- Grand Parade of vehicles through the central city,
- Visit to Wellington Tramway Museum's Kapiti Coast Tramway,

- Visit and ride some of the capital's many private cable cars (and the real ones as well),
- Visit the cable car museum and winding house,
- Social gatherings, film, slide and video showings.

More details can be obtained from:
1999 Celebration, PO Box 9801, Wellington,
New Zealand.
Email: obnz@ihug.co.nz

IATM Conference, New Delhi, November 1999

The 31st Conference of the International Association of Transport and Communications Museums (IATM) is being hosted by the National Rail Museum in New Delhi, the capital of India, between 14 and 19 November 1999.

Mr Rajesh Agrawal, Director of the National Rail Museum, has expressed great enthusiasm for building relationships with kindred organisations in other countries, especially Australia. In particular he is keen to see Australian delegates attend the 31st Conference.

The Conference theme, 'Museums in Education – Perspectives for the 21st Century' will provide an excellent opportunity for interaction of all Museum communities and persons to come together for a better tomorrow. The meeting will be held in the facilities of the Vigyan Bhawan – the host of various Heads of State level meetings. Befitting décor, modern projection facilities and eight language simultaneous interpretations makes this an ideal convention venue. The language of the Conference will be English.

The Keynote Address will be Learn from yesterday, visions for tomorrow. Sub-themes include Development of Engines, Science and Technology, Learning through Museums, Museums to stretch your imagination, History and Tomorrow, Heritage and Research, Respect for the Old, Preserving the past for a better future, and Interactivity in Museums.

Some key dates are:

- 5 March 1999 – Call for papers closes
- April 1999 – Registration papers distributed
- 9 August 1999 – last day for registration at earlybird fee
- 3 September 1999 – last day for registration at standard fee
- 14 November 1999 – 31st IATM Conference commences
- 19 November 1999 – Conference concludes.

An invitation is extended to any delegate wishing to present a paper at the Conference. Presentations will be welcomed on the main theme or on the sub-themes. The closing date for expressions of interest in presenting papers, along with a short abstract of the subject matter, is 5 March 1999.

Delhi, the main hub of northern India, has direct service links with major international carriers. Domestic airlines and Indian Railways link most of India with Delhi. The weather in November will be cool and pleasant with temperatures varying from 15 to 22°C.

The Organising Committee look forward to extending their traditional warmth and hospitality to the delegates of the 31st IATM meeting and making their stay both comfortable and memorable while experiencing the splendour that is India.

Please direct all inquiries to Ms. Minakshi Bindra, Thomas Cook (India) Ltd., 85-A Rishyamook building, Panchkuin Road, New Delhi-110001, India.
Telephone: + 91 11 374 7404 / 336 3111
Fax: + 91 11 334 4152 / 336 7469
E-mail: tcook@del2.vsnl.net.in

BENDIGO

The Bendigo Trust

1 Tramways Avenue, Bendigo, Victoria 3550

From Len Millar

Rails Back into the Paint Shop

During November, the tramway track mileage in Bendigo increased by some 40 metres. John Bullen, our Depot Foreman, supervised the reinstatement of rails and a set of points that connected the system and the paint shop, which is attached to the eastern side of the depot.

The original straight track, from which branch the five depot roads, has been extended, a set of points installed and curved track laid to run into the paint shop. Readers will be glad to hear that the Bendigo Tramways are heavily into recycling! We recycle old tram tracks whenever we can. In fact we relaid the original track in this case. John Bullen (who in his former job with the late State Electricity Commission supervised the pulling up of the track into the paint shop in the late 'sixties) supervised the relaying of the original rails in their previous position. The hardware had been carefully stored out the back of the Depot all those years ago – and now it's back in the ground.

The relevant trolley wire evaded the demolition gang thirty years ago, and will be extended (under new trolleying) into the paint shop. It is intended to put the shop to good use, including jacking up trams for

inspection, working on or removing bogies, and housing the Cafe Tram (No.976).

The two buses that have been stabled in the paint shop (until we saw the light) have been removed to lesser places on the premises.

The irony of supervising the re-installation of tram tracks that one had supervised the removal of (albeit with a 30 year gap) is not lost on John!

Cafe Tram 976

Work has started on converting former Melbourne illuminated advertising car No.976 into 'meals on wheels'. Once plans and space testing were finalised, the conventional passenger seats were removed. A compartment was then created at the driver's cab end of one saloon and the drop centre floor level raised to that of the saloons.

Two-and-one seats have been installed on trial, with their accompanying tables, and look just fine. One door will remain on each side of the tram, unlike the Melbourne restaurant trams, which have a door on one side only. The Ministry of Transport has kindly

Dennis Bell inspects progress of the paint shop track construction, November 1998.

Courtesy Dennis Bell



Dennis O'Hoy (left) and Keith Kings inspect the progress of the track relay work.

Dennis Bell



Below:

John Penhall (left) and John Bullen stand with cars 18 and 21, the first trams on the newly laid paint shop track at the depot.³

Dennis Bell





Bendigo's café tram was being fitted out during November 1998. Here Chris Ruedin (foreground) and Ted Bowles work on raising the dropcentre floor level. Dennis O'Hoy



W6 class 976 is being fitted out by Chris Ruedin (pictured). The 2-1 seating for 30 diners is evident, as is the catering compartment at the end of the car behind the driver. Dennis Bell

provided some financial assistance for an inverter to run the various cooking / heating appliances as well as the air-conditioning plant.

Local sponsorship is being sought for the main conversion and finishing works, which will include a major repaint, probably in the Bendigo Tramways corporate livery.

Tram Spectacular, Bendigo Fashion

On Friday, 4 December ten of our tram fleet rumbled out into McCrae Street and Pall Mall to celebrate the 26th Anniversary of Bendigo's Vintage Talking Tram Tours.

Your correspondent, as an occasional motorman, has carried a modest number of the 1,250,000 (plus) passengers on the old trams since 1972, and one of the delights of the job is the joy evident on the faces of

junior passengers experiencing, perhaps, their first tram ride. To hear comments from more senior passengers that they enjoyed getting to grips with Bendigo's colourful and varied history is fine, too. But the best part is to be congratulated on helping preserve and operate such a wonderful and valuable part of our transport heritage. Ah! Now that's music to one's ears.

Invasion!

On Sunday, 6 December, 14 Ballarat Tramway Museum members descended on our happy operation – and took over, almost! With your correspondent as the perpetrator (and driver), a tour of the system on Birney 302 was enjoyed, a mild demonstration of the effect of letting go of the dead-man's handle was experienced, and a tram fan's detailed investigation of the Gasworks and main depots was conducted.

The public likes to look at old trams, but a tram fan knows what to really look for! Restoration progress, tram numbers at the Gasworks Depot, external signs of maintenance standards, and so on. We're all 'experts', aren't we?

The day was warm and sunny, and the tourists thoroughly enjoyed themselves – and expressed many thanks to Tramway Superintendent Dennis Bell at the end of the visit. The tourists then headed off to the Kilmore cable tram and the Bylands Museum, courtesy of the Tramway Museum Society of Victoria.

LOFTUS

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

From David Cooke

Annual Dinner

The Society's Annual Dinner was held on Saturday, 24 October 1998 at the Sutherland Sports Club and the evening was an enjoyable one. The guest speaker was Peter King, chairman of the Australian Heritage Commission, who outlined the Coalition Government's attitude and policy towards heritage items. The evening ended with the usual return journey by museum tram R1 class 1979, the first time a Sydney corridor car has been used for the after dinner run.

Parade

The Museum once again took part in the annual Engadine Lions Parade on Saturday, 1 November 1998. Showing the flag for the Museum was our Bedford tower wagon driven by Geoff Olsen, and Leyland Tiger TS7 half-cab bus 275 driven by Bill Parkinson. Ken Butt and Chris Olsen prepared our vehicles for the parade. The bus and tower wagon were placed on display with other parade vehicles in the Cooper Street Reserve until 5:00pm.



The Bedford tower wagon and Leyland Tiger single deck half-cab show the flag for the Museum in the annual Engadine Lions Parade. Bob Merchant



Bob Cowing tidies up the pit steps on 16 January 1999. The edging and reinforcement for the top of the western side of the pit has still to be completed before being concreted.

Bob Merchant

C 290 Recommissioned

The recommissioning of C class 290 was held on the members' open day, Saturday, 28 November 1998. Our guest of honour was Norm Chinn, our founding member, and his wife, daughters and their families were present to take part in the event. Norm spoke of the Museum's achievements over the past 49 years, the problems encountered with various government bodies, how the Museum survived the trials set before it and how we have grown into the organisation we are today.

The Museum's Chairman, Howard Clark, presented Norm with a small plaque to be affixed to the car to commemorate the restoration. A Certificate of Appreciation was also presented to Norm's wife, Marge, acknowledging the part she has played in the Museum's development. The plan to make a presentation to Norm had been known to only a few Museum Board members and Norm was taken by surprise. He was lost for words, but only briefly! On cue, Norm produced a pair of scissors, cut the white ribbon and declared C 290 back into service as a fully functioning passenger carrier in the Museum's fleet.

Norm and his family then joined 290 for a run to National Park. Other members followed in R1 class car 1971. The C then ran several photographic trips along the National Park line for the benefit of members.

Works Report

Greg Sutherland has completed the western wall of the traverser pit and Geoff and Chris Olsen have installed conduit and run wires to a junction box on the side of the traverser pit wall in preparation for

permanent wiring of this facility. Concreting of the traverser rails continues, using surplus concrete from other jobs.

The pointwork at the entrance to the yard has been repaired and checkrail height and clearances improved. Drainage has also been attended to. Tom Tramby, Mike Giddey, Greg Sutherland, and Bob and Luke Cowing are among those who worked on this project. Concreting this pointwork was carried out on 23 November 1998 with Bob and Douglas Cowing, Bill and Craig Parkinson, Allan Marshall, Vic Solomons, David Cooke and Bob Merchant assisting.

Some time ago, the roadway on the western side of the main shed was excavated in preparation for the laying of track into road 15 in the upper storage depot. There it lay until Bob Cowing and Mike Giddey laid a panel of track to take advantage of any surplus concrete which might be brought in by Concrete, our regular concrete supplier. No sooner had this track panel been laid than a delivery of surplus concrete arrived, but not one truck – four turned up! This resulted in the track panel being concreted in position, but left us once again without a site to make use of any surplus concrete. Since that date, and through the summer heat, Mike Giddey, Tom Tramby and others have been selecting and cleaning lengths of rail, aligning and positioning them with the result that track is in place from the door of 15 road to the front of the main shed. If more surplus concrete is offered, there is now be plenty of space in which to deposit it. Road 15 will eventually be connected to the lead connecting 12, 13 and 14 roads to the main system.

On Thursday, 7 January 1999, the eastern side of the road 2 pit top surrounds was concreted. Some 4.6

cubic metres were poured in this section and for the stairs leading down to the pit floor. To complete the stairs a further 0.5 cubic metres was mixed at the Museum. As usual, it was a hot and humid day and the pour was carried out by Bob Cowing and Tom Tramby, ably assisted by Bob's son, Luke. The western side is having the edging and reinforcement completed ready for concreting.

Work has been proceeding on the traffic and general office, which is located over the substation next to the workshop building. The internal walls have been painted and a ceiling installed. Flooring is to be installed shortly. When complete, this facility will allow the transfer of many of the office functions currently being carried out in R1 class 2044.

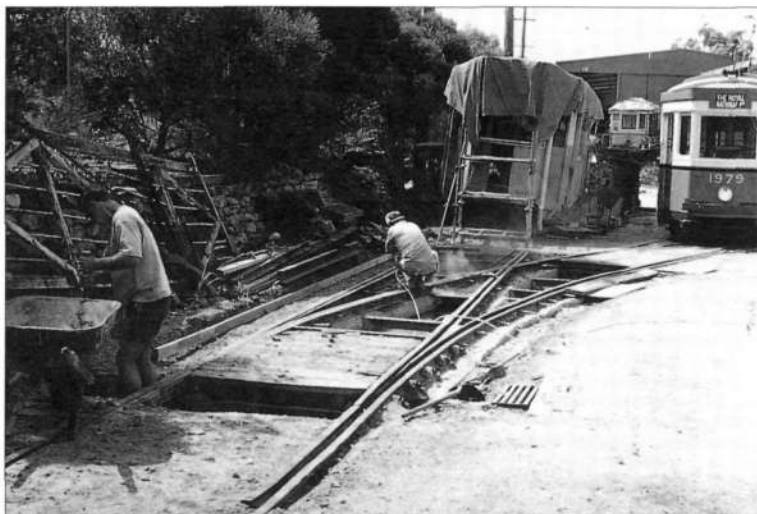


Above:
*Ken Stockdale at work on
16 January 1999 making new
bell straps for N class car 728.*

Bob Merchant

*Greg Sutherland and Tom Tramby
work on the points into the yard
on 21 November 1998.*

Bob Merchant



In the workshop building, Derek Butler has been busy erecting a new internal wall near the Cross Street entrance. This wall is in the form of a display area and will have, among other things, photos of restoration projects as well as details of current projects.

Work has resumed on the extension to road 8 in the main display hall. The lengths of grooved rail previously dragged into the area have been cleaned by one of our CSO workers. When complete the additional track space will permit a better distribution and layout of the trams in the display hall. Funds have been donated for the completion of this work.

Overhead

David Rawlings is busily sorting out the overhead gear and has the task well in hand. A variety of shelving has appeared and many small items are now more easily located.

The overhead work over the scissors crossover in Tramway Avenue has been adjusted and hopefully will be more easily negotiated by trolley poles. Final work on this can not be carried out until the overhead in Cross Street has been erected.

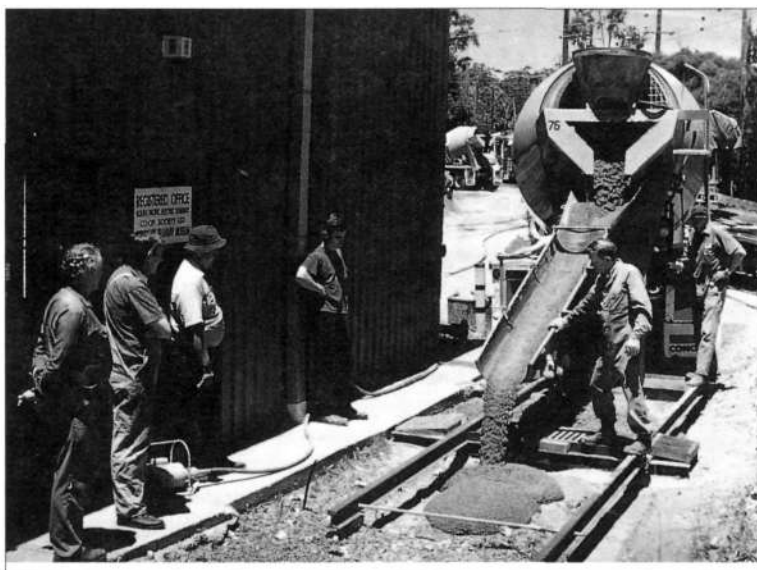
Paintshop

Some time ago, Ian Hanson donated a commercial paint mixer which needed a little attention to make it work. On Saturday, 1 August 1998 Bob McKeever took his tools to the paintshop and repaired the machine. Paintshop Supervisor John Matts can now say he wants his paint shaken, not stirred.

The paintshop has been housed in an old railway LCL container, which has outlived its usefulness for this purpose. The framework of a new paintshop was erected by Bob Cowing and cladding and fitting out with benches and shelving was carried out by a CSO carpenter under Bob's supervision commencing the weekend of 17 and 18 October 1998. Second-hand ex-hospital stainless steel sinks have been installed for the cleaning of brushes and other items. These sinks are not connected to the drainage system but have buckets or drums under the drains so that the waste liquids can

be disposed of properly. A sink with hot and cold water is provided for normal washing purposes.

Chris Olsen installed power outlets and the lighting in the new complex, which is located in the top shed adjacent to road 13 and next to the toilet, shower and electrical store. The Paintshop Supervisor has a 3m x 4.7m workroom for paint preparation, cleaning of equipment, and storage of specialised paints. A 3m x 1.9m store is provided for general paints and materials used by workshop staff and others.



Four loads of surplus concrete arrived all at once on 21 November 1998. Members watch as the first truck unloads and a second truck can be seen in the background. Bob Merchant



The approach to shed road 15 as it appeared on 16 January 1999. This will be concreted and form part of the roadway from the top Pitt Street gate. Road 15 is at a lower level and will eventually house the Museum's Hobart double deck car. Bob Merchant

On 25 January the paintshop was transferred to its new premises. The old LCL container previously used as a paint store is to be moved out of the top shed to make way for a small storage area for level crossing signal parts and equipment. Shelving for this has already been erected. John McFadden and Allan Marshall will be claiming the LCL container as a gardening store after some major roof repairs have been carried out.

Car News

Side destination boxes and roof steps have been constructed by Brian Hague and Vic Solomons and fitted to O/P 1089. The roof has been painted by Vic Solomons, John Matts and Norm Chinn.

Work has been continuing on the conversion of the tamper to an electrically operated vehicle. Brian Hague and our weekday workers completed the major structural item, the roof, which was lifted into place on Saturday, 5 September 1998. Bill Parkinson, Chris Olsen, David Bennett, Glen Killham, Bob McKeever, Mal MacAulay and others have been assisting with the wiring up of the vehicle, putting lights and horns in place and testing it to ensure that it works. The vehicle has been numbered 147s, taking the next number in the former Sydney works fleet. Its old railway number, TDX 45, has been recorded inside the vehicle as a reminder of its origin.

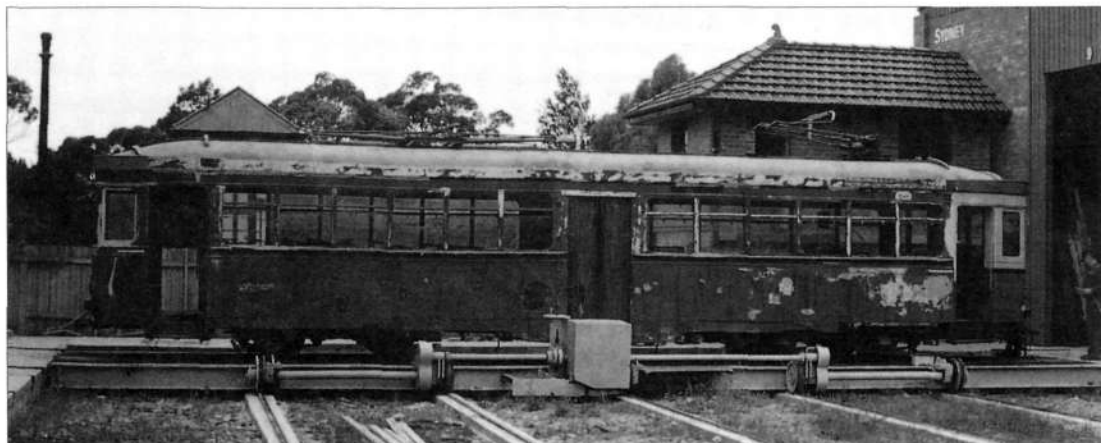
R1 class 1951 is seen on the traverser prior to entering the workshop on 5 December 1998 for internal restoration. The car has German and Japanese pantographs on its roof; it was found to be a convenient place to store them.

Bob Merchant

R1 class 1951 has been brought into the workshop for internal restoration for which a significant government grant was received. For the time being, the exterior will remain as is, although some enthusiastic members are contemplating doing some cleaning back work on it. When the interior work is complete 1951 will return to the main shed. To allow this work to proceed O/P class 1089 has been temporarily placed in the display hall.

O class 1111 is receiving some long overdue attention to its bogies. They have been removed from under the car and currently one bogie has had countless years of muck and grime cleaned from it. Vic Solomons, Tony Cody and Tom Tramby have been involved with the cleaning operation. The bogie bolsters have been removed and new rubbing plates installed. The old pivot plates atop the bolsters have been machined and look new. When reinstalled the bouncing and rocking ride associated with this car will have disappeared. Some memory jogging was conducted by Norm Chinn who recalled that the bogies delivered to the Museum with the car in 1959 were not the ones that were removed when the car body was lifted at Randwick Workshops. This explains the unusual and uneven wear of the rubbing surfaces.

In order to bring the tyres back to pristine condition, Bill Parkinson devised a method of grinding utilising the workshop motor generator set. It was connected to the motors, which were then turned slowly while Bill used a hand-held grinder to remove surplus material. Brian Hague has also attended to a number of small body repairs whilst the car is in shops. Some small repairs were made to the roof canvas, after which the roof was repainted with Emerclad by Vic Solomons, John Matts and Norm Chinn. This should stop any leaks and provide a sound roof for many years.



WHITEMAN PARK

Perth Electric Tramway Society

PO Box 257, Mount Lawley, Western Australia 6050

From Michael Stukely

WAGT E class tram 66

PETS and the Australian Railway Historical Society (WA Division) signed an agreement on the long term loan to PETS of Perth E class tram 66 on 2 December. Negotiations were completed on a very positive note, and we record our thanks to ARHS President, Dr Paul Collin and the ARHS Council.

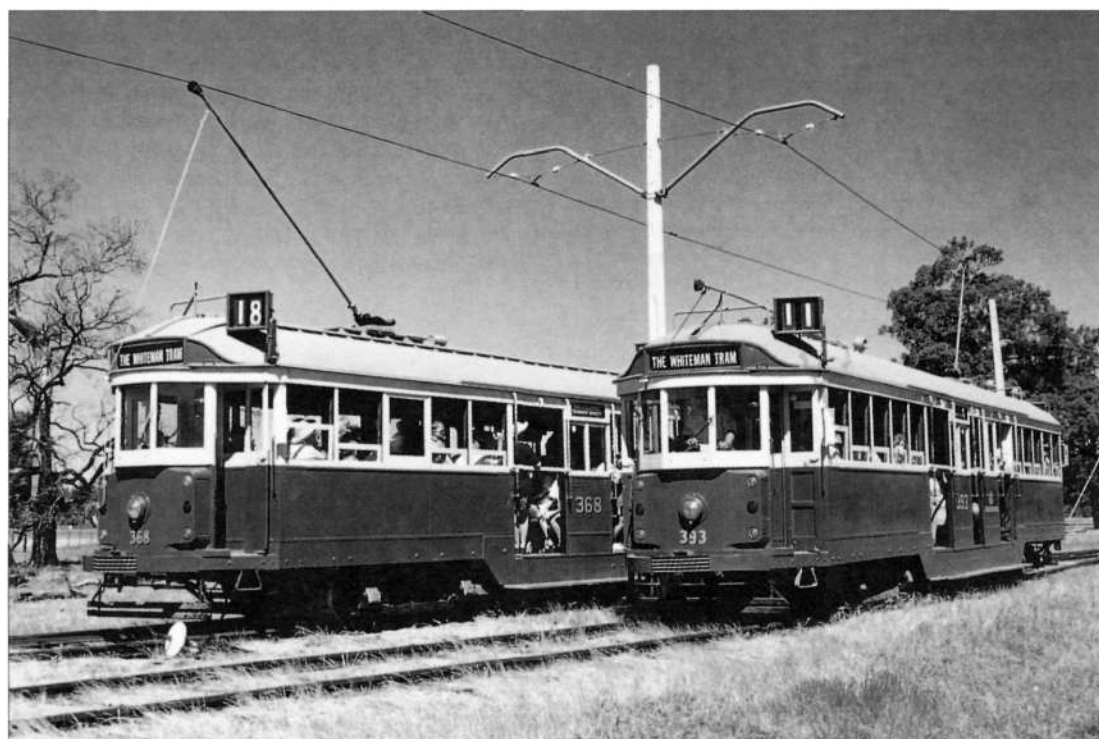
No. 66 was the official Last Tram to run in Perth when the WAGT system closed on 19 July 1958. After serving for several months as a 'yard mule' to shunt other trams awaiting disposal in the carbarn precinct, it was transferred complete to the Zoological Gardens at South Perth for open-air, static display. Redevelopment plans at the Zoo over a decade later meant that a new home had to be found for the tram, and it was moved to open storage at the then new ARHS Rail Transport Museum at Bassendean.

Early in 1986, tram 66 was transferred to Whiteman Park, where it was intended to remain on long term loan to PETS for restoration to operating condition. However, our work on it was stopped soon after the body had been stripped down and the full extent of its structural deterioration was revealed. Agreement could not be reached between the two organisations at that time on the future of the tram, and it has sat 'in limbo' in our carbarn ever since.

Following the signing of the new agreement on 2 December 1998, the rebuilding of tram 66 by PETS can now proceed in earnest. Due to the very poor condition of major body structural components, these

Two trams making a welcome return to service for Country Capers day on 15 November 1998, W2 class 368 (left) passes W2 class 393 at Stockmans Loop.

Michael Stukely



Fremantle Station early on Saturday, 7 November 1998, looking west from the eastern footbridge. The five narrow-gauge sidings from which track materials were recovered by PETS are at right; the standard gauge line to Leighton is further left, while a suburban EMU set from Perth can be seen standing at the platform at far left.

Michael Stukely



must be replaced, and to achieve this we are contributing components from sister E class car 67.

During the last two years, the body of car 67 has been fully stripped down and refurbishment work progressively carried out on its structural members. By now using these refurbished components from 67 (rather than all-new 'replica' materials) we will be maximising the use of genuine E Class tram parts in rebuilding car 66. The restored tram 66 will indeed be the most complete Western Australian tramcar that it will ever be possible for us to operate, as it is also the only WA tram whose original running gear, control equipment and internal fittings have survived. Our restoration effort will now focus on E class 66, and we hope to display the body at an advanced stage of restoration for the celebration of the centenary of the opening of Perth's first electric tram route in September 1999.

Track Materials Acquired

We have acquired from Westrail over 1 km of track (60 pound per yard rail), plus seven sets of points, on permanent loan. PETS members assisted the contractors in a large-scale track recovery operation at Fremantle over the weekend of 7-8 November, and with the unloading of materials at Whiteman Park which continued on the Monday and Tuesday. (An additional quantity of materials for the ARHS was recovered and awaits collection at the Park).

The track was recovered from the five remaining narrow-gauge goods sidings situated directly opposite the platform at Fremantle Station and between the two footbridges to Victoria Quay.

These materials will be used for future extensions and upgrading of our track, and should meet our

The area below the western footbridge at Fremantle station is a hive of activity early on 7 November 1998 as the contractors, assisted by PETS members, lift the first set of points from the sidings. Two heavy forklifts made short work of the lifting. Michael Stukely





Neatly stacked on the hardstand area at Whiteman Park on 15 November 1998 are the seven sets of points (foreground) and some of the rail recovered the previous week from Fremantle. These materials are on permanent loan to PETS from Westrail.

Michael Stukely

foreseeable needs. The Whiteman Park Board of Management contributed 50% of the contract cost, for which we are most grateful.

Robert Pearce put in a lot of work behind the scenes in ascertaining the availability and location of rail suitable for our needs. He arranged the permanent loan with Westrail, obtained quotes for the recovery job, liaised with the contractor to plan the operation, and ensured that we had appropriate accreditation for members to work on site at Fremantle.

Track Supervisor, Kevin Clarke, organised our workforce for the operation – ten members worked at Fremantle on the Saturday and seven on the Sunday, while another team was available over the full four-day period to unload the materials onto our hardstand area at the Park.

General

The general reassembly of the overhauled No.1 truck for W2 class 368 was completed by the Wednesday team early in October and the truck was reinstalled under the tram with final testing on 11 November. Repairs to two resistor banks on W2 class 393 were also finished by early November, enabling both of these cars to be returned to service.

Patronage on the trams continues to be lower than at the same time last year. The Bennett Brook Railway's Friends of Thomas the Tank Engine day on 11 October resulted in two trams being hired for the day (this was the second of these days for this year). On 15 November the Ellen Brook Country Capers, now an annual event, was held at Mussel Pool. Two trams

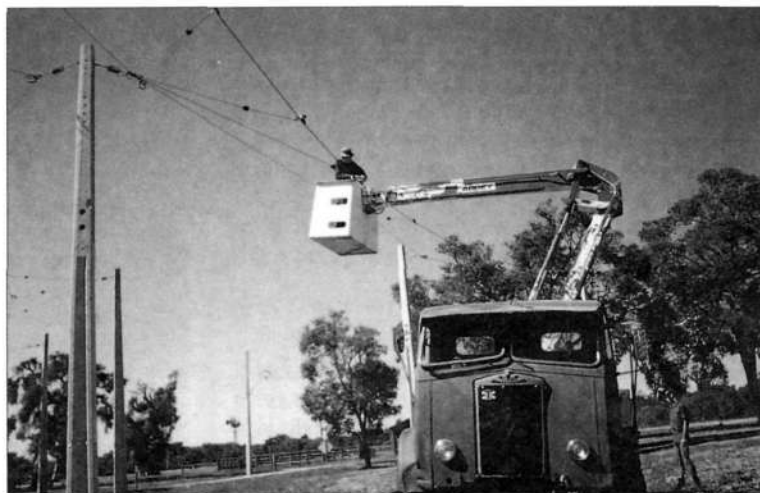


A bird's eye view from the top of the service tram as ballast is levelled for the replacement of three sleepers at the southern points of Stockmans Loop on 29 August 1998 – Michael Stukely (left), Lindsay Richardson and Martin Grant.

John Shaw

One of the first outings for the cherry picker / Albion truck took place on 12 August 1998, when adjustments were made to the overhead at Stockmans Crossing. Here Noel Blackmore works from the bucket while Trevor Dennhardt (right) awaits the next move on the ground.

Vic Sweetlove



coped comfortably with moving the crowds to and from the Village between 9:30am and 6:00pm. Swap Meets continued to be held at Lord Street Entrance on selected Sundays during spring.

Interior mirrors have been fitted to the cabs of the W2 and W4 trams, to assist motormen especially with one-man operation. It has also been necessary to fit keyed locks to the cab-to-saloon doors in the W cars.

Another four pallet racks and shelving have been erected in the spare parts storage shed and further quantities of parts have been moved from the Oketon Geddes Car barn and WP Pennington Workshop.

Following the clearing of the site for the new vehicle storage port, three gates have been installed in the perimeter fence and the fence extended to line up with the end of the transformer compound.

Track maintenance work has been carried out at Bennett Brook stop and eastwards, and on the Car barn to Mussel Pool section. Between Mussel Pool and Bennett Brook, 13 sleepers were replaced on 31 October, with a further six renewed there on 22 November.

Repairs to the overhead have been done at Bennett Brook culvert, Farmgate Curve, Village Junction Curve, and Stockmans Crossing.

Congratulations to Eddie Vagg who was nominated by Council as our Volunteer of the Year for 1998. Whiteman Park Board Chairman, Dr Avril O'Brien presented Eddie with an award at the Park Christmas Party on Saturday 5 December. This is the first time the Society has nominated an individual member for one of these annual awards.

PARRAMATTA

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

From Peter Stock

Annual General Meeting

The 26th AGM (the 44th AGM since the Society's inception) was held at the Valley Heights Locomotive Depot Heritage Museum on Saturday, 31 October 1998. A good attendance was recorded and the Annual Report for the year 1997-98 was tabled.

The new Board for the year 1998-99 comprises Peter Stock (Principal Executive Officer and Chairman), Frank Millier (Deputy Chairman), Cliff Currell (Secretary), Bruce Irwin (Treasurer), Craig Connelly (Works Manager), Paul De Vries (Assistant Works Manager) and David Lewis (Public Relations). Frank Moag was reappointed Society Archivist.

Parramatta Park and all that

The Society had, at its own expense, removed all the remaining rolling stock from the tramway. The rolling stock was transported to secure storage in the leased area at the Valley Heights Locomotive Depot Heritage Museum. This move occurred on 4 February 1998. All that remained in the park was the tramway itself, three containers of reclaimed parts and the overhead water tank.

For a period after the movement, no contact was made by the Parramatta Park Management other than a scheme to remove the track 'as part of Clean-Up Australia on 1 March 1998. An estimate of the sleepers to be moved equated to 16 x 4-tonne truck loads'. This matter lapsed.

The Board of Directors had for some time been concerned that the final clearance of the tramway should occur. At the last AGM members also expressed their concern on this matter.

Two Board members, Cliff Currell and Peter Stock, waited on the relevant Minister at Parliament House prior to the AGM to seek clarification of the present position. A cordial meeting took place. This was duly reported to members.

On Friday, 27 November 1998, the Society was advised that the National Parks and Wildlife Service would start removing the tracks the following Monday, 30 November 1998. An on-site meeting on Sunday, 29 November 1998 resulted in an arrangement being



Steam motor 103A, minus a cab, is seen at the Rail Transport Museum, Thirlmere in September 1998. The bunker of the Stephenson locomotive can be seen at left.
Peter Stock

An era ends. The final removal of the Parramatta Park steam tramway in December 1998. Note the water tank ready to water motor 103A or Stephenson 2 – but waiting in vain. The view is looking north towards the site of the depot. The area has been levelled and trees planted.

Peter Stock



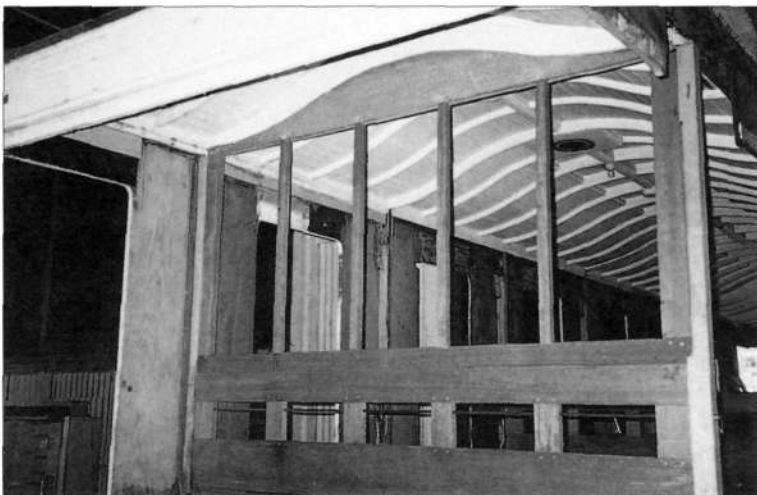
By June 1998, seat backs were in place in steam trailer 93B.

Peter Stock



One of the new partitions secured in place in steam trailer 93B. Whilst original components are used where possible, a significant number have had to be made.

Peter Stock



made to transfer the sleepers to Valley Heights Loco Depot for interim storage and for the society to dispose of rails, etc. The clearance of the tramway commenced on 30 November 1998 and 22 dump truck loads of sleepers were conveyed to Valley Heights. The water tank and other material were also conveyed in separate loads making a total of 24 trips. The rails were conveyed to Lithgow for storage pending disposal, this entailed three semi-trailer and one low-loader loads. The last semi-trailer departed the park just after 11:00am on Wednesday, 9 December 1998.

The Society wishes to record its appreciation to the State Mine Museum at Lithgow for its cooperation at short notice in allowing storage of the rails on their property.

It was with a tinge of sadness to members, particularly members of long standing, to witness the

destruction of their tramway after tenure of 44 years and 6 months (11 June 1954 to 9 December 1998). What could one do? Kick some dirt, turn your back on the uprooted park, wipe a tear from the eye and walk away.

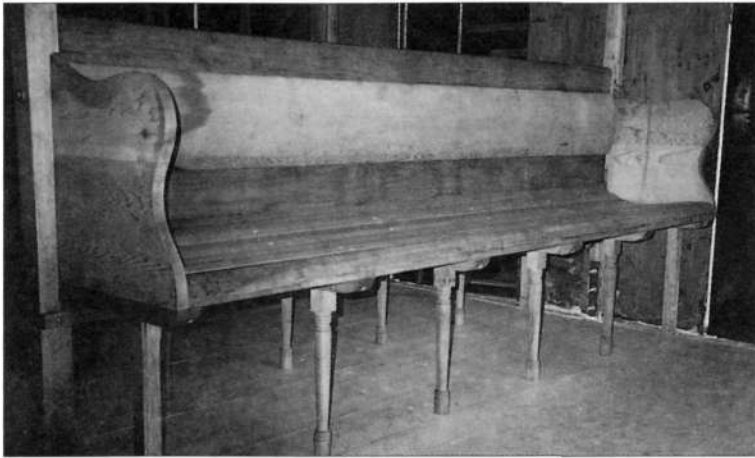
Vale to the tourist attraction of Parramatta Park.

Vale to the blinkered visionaries who opposed the steam tram.

Vale to the Parramatta Park Steam Tramway!

Rolling Stock

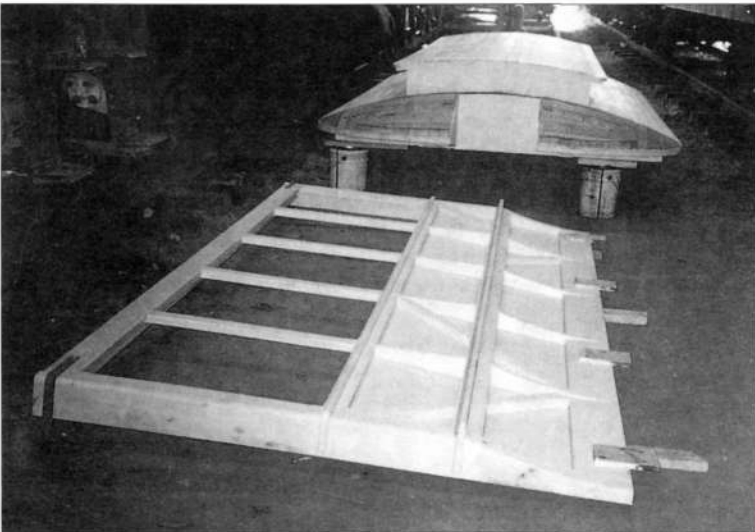
On 14 February 1998, the Society received into its collection end-loading railway passenger car CBI 1073 at Valley Heights. The car has been placed on temporary bogies and will, in time, be the replacement for FA 1864 that was destroyed in the depot fire in 1993.



In December 1998 the first seat was installed in steam trailer 93B. It was constructed from recycled timber using original drawings.
Peter Stock



Some of our members try out the new seat. From left to right are Bruce Irwin, Peter Stock, Craig Connelly and John Webb.
Peter Stock



Steam motor 103A's cabin roof and one side, seen at the Rail Transport Museum, Thirlmere. The other side and cab ends are stored elsewhere at the museum.
Peter Stock

Eames Vacuum Brake components are being prepared for use under all the Society's cars. Some of the components are laid out at the Valley Heights loco depot in June 1998. A beheaded Frank Moag is standing by.

Peter Stock



The CBI car is being restored and will ultimately be part of a 'Camden Tram' presentation.

Steam trailer 93B

Work is progressing well on B type car 93. On Saturday 12 December 1998 another milestone was reached in its eventual completion, a complete seat was fitted and secured. Several bulkheads have been rebuilt and fitted.

Stephenson Locomotive No 2

This locomotive is essentially complete mechanically. It is awaiting final certification, which will allow the final painting to take place.

Steam Motor 103A

The major part of its mechanical restoration has taken place but will need final steam tests yet to be completed prior to certification. A brand new cabin has been constructed and is on site awaiting fitting. Once the Stephenson has been moved to Valley Heights, the motor will be placed in a position to effect completion.

N Class Cars 685 & 619

N car 685 is steadily being restored. Major work is involved with the uprights, etc. The frame / sills are OK and need only maintenance.

Unfortunately N class 619 was not in the same condition as its sister. Over the past 18 months the Board has been concerned with its condition. The Museum's membership agreed to delete the car as it is now in danger of collapse. The decision has been made to dismantle the car for spare parts. The decision has not been taken lightly. The Sydney Tramway Museum was offered the car but following an inspection by their representatives the offer was declined. In addition an informal contact was made to another tramway group but this offer was declined for other reasons.

Replica Double Deck Car

Extensive work has taken place on the drawbars. The old light headstocks have been removed and replaced by heavier timber. New drawbars have been attached to new mountings and the safety chains have been anchored to the new headstocks. The car has been reassembled after its transfer from the Powerhouse Museum's storage depot at Castle Hill.

New Operating Title

As it was apparent that the Society would always suffer bureaucratic frustration in Parramatta Park through a 'hostile landlord' scenario, the Board invited members early in 1998 to submit ideas for a new operating name. Several suggestions were received and voted on accordingly. The name that proved popular is Valley Heights Steam Tramway. The legal name of the Society has not changed from Steam Tram and Railway Preservation (Co-op) Society Ltd.

Volunteer Work Hours

The following work hours have been spent on Society restoration projects and other activities for the year January to December 1998:

Still showing signs of its last corporate sponsor for the now defunct annual Waratah procession, replica double deck trailer No.1 awaits the replacement of its dash panel and brake wheel once the headstock has been replaced at Valley Heights Loco Depot Heritage Museum in September 1998. Steam trailer 93B can be seen behind the replica.

Peter Stock

Steam trailer 93B	958
N class car 685	136
N class car 619	36
End-platform car CBI 1073	135
Steam tram motor 103A	244
Stephenson locomotive CPC2	75
Replica double deck car No.1	313
Steam trailer 72B	23
4-wheel open wagon S 4360	2
Other Activities	682
TOTAL	2604



The Society's Collection

Steam tram motor No 103A
 Stephenson locomotive No CPC 2
 10 class saddle-tank locomotive No 1022
 13 class tank locomotive No 1308
 4-wheel S class open wagon No 4360
 4-wheel LV class louvre van No 1478
 4-wheel dummy truck No 1625
 Steam tram trailer car No 93B
 Steam tram trailer car No 72B
 N class electric tram car No 685
 N class electric tram car No 619
 End-platform composite car No CBI 1073
 Replica double-deck trailer car No 1

under restoration at RTM Thirlmere
 undergoing steam trials at RTM Thirlmere
 awaiting restoration at RTM Thirlmere
 awaiting restoration at RTM Thirlmere
 at Valley Heights (receiving cosmetic attention)
 at Valley Heights (restoration yet to commence)
 at Valley Heights (restoration yet to commence)
 being restored at Valley Heights
 awaiting restoration at Valley Heights
 being converted to trailer car at Thirlmere
 at Thirlmere (being dismantled for spares)
 under restoration at Valley Heights
 being restored at Valley Heights

ST KILDA

Australian Electric Transport Museum

GPO Box 2012, Adelaide, South Australia 5001

From Colin Seymour

Glenelg Tram 360

The South Australian Minister For Transport, Diana Laidlaw, Minister for Transport and Urban Planning has provided funding to enable the Museum's H 360 to be refurbished to circa 1929 appearance for the 70th anniversary of the Glenelg Tram line in December 1999. Car 360 is currently in the silver livery and has not been used since arriving at the Museum in 1982. It is understood that car 360 will be used on the Glenelg line for the anniversary before returning to St Kilda. The other H car that arrived in 1982, car 362 was repainted in the silver livery at St Kilda and is used in Museum service. The Museum also has the body of H 355 on motorless trucks.

Work has commenced on overhauling the door motors. The motor, puller valve and rotary valves on one door have been removed, all cylinders and passageways cleared out and re-greased and new gaskets, piston cups and pipe union washers installed. The surrounding door motor ledge area was air blasted clean of dust and kero washed.

All the other door motors will be attended to in the same manner. The emergency valve has been cleaned out, being accessible from the side of the tram.

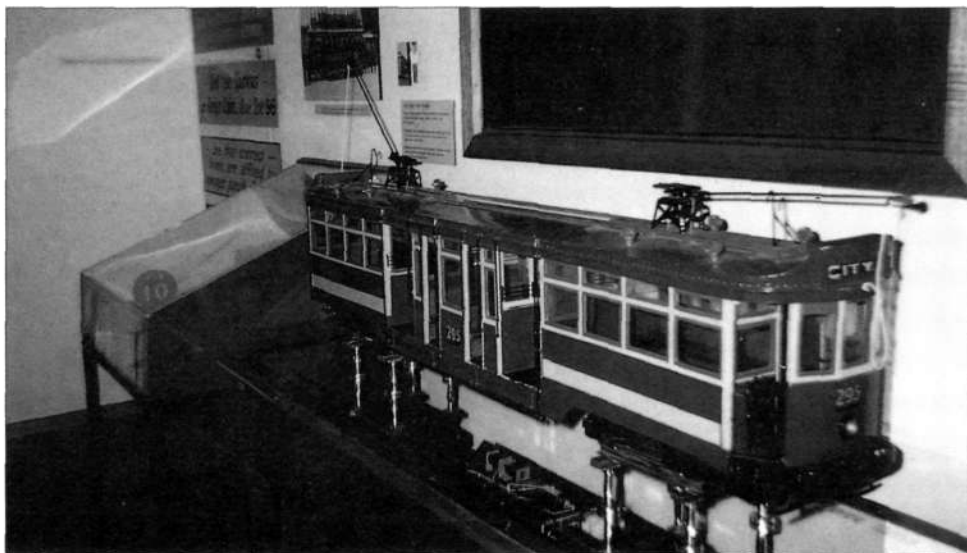
Other Car News

D 192 returned to service on 13 December 1998 after its repaint and minor overhaul. This now brings the number of cars repainted or refurbished since 1994 to seven and the number of available traffic cars to 13. As part of the overhaul two journal bearings were re-metalled and the motor suspension bearing had worn dowel pins replaced.

The roof of E 118 has been stripped of the old canvas and all other roof fittings in preparation for re-covering. A start has been made on scraping the varnish from items from the saloon. 'Blackout' paint is being removed from the clerestory glass. Repairs to the 'high end' chassis are progressing. The new bulkhead, which was constructed off site by a contractor, is being prepared for fitting.

Dropcentre 295 after being placed in the Display Gallery. The mirror enables viewers to appreciate the level of detail in the chassis.

Neville Smith



Works car W2 class 354 has had a roof platform constructed for overhead work. The proposed metre-high platform fence is well within the height loading-gauge.

Another Dropcentre

The AETM took delivery of its third Adelaide dropcentre tram in December 1998. However, this dropcentre is a large model and has been placed in the Display Gallery. The model is 1/10 size scale and was built by MTT apprentices for the British Empire Exhibition at Wembley in 1924-5. The model had resided in various MTT / STA / TransAdelaide offices over the years and had recently been on display in TransAdelaide's Head Office in North Terrace. However, with the devolving of many head office activities to the individual bus, tram and train depots, the time was right for it to be relocated to the Tram Museum.

It is interesting to note that the model is numbered 295. The last dropcentre built was 284 in 1929. This

would suggest that it was intended to build further dropcentre trams. Construction of dropcentre trams by Pengelley & Co. ceased after No. 282 in late 1928 to enable the construction of the 30 H-type Glenelg trams (cars 283 and 284 were constructed by the MTT at Hackney). By the time the Glenelg trams were all constructed in late 1929 the depression had taken effect and any thoughts of further dropcentre trams had gone.

Port Adelaide Day

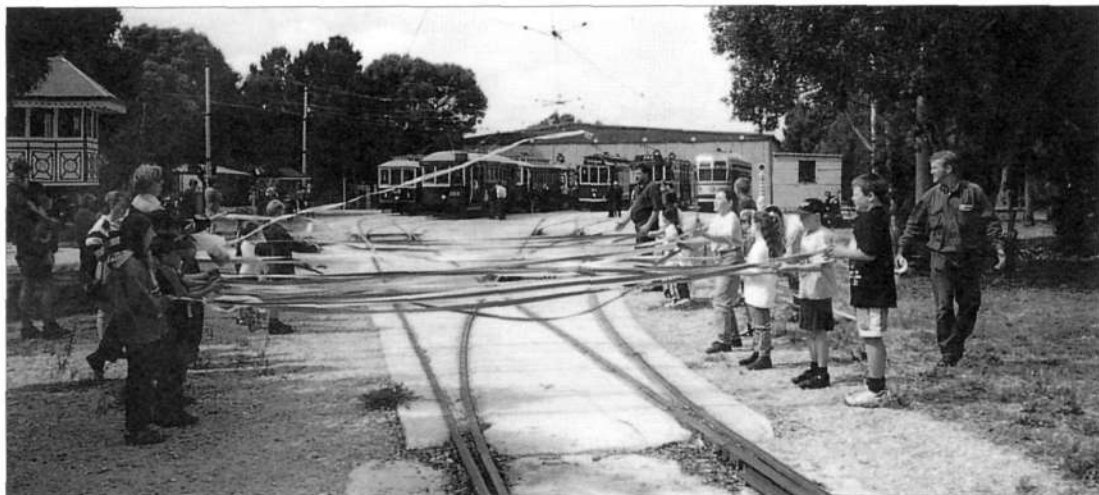
Our 18 October 1998 Special Event Day commemorated the Port Adelaide trams and trolley buses. Invited guests included the Mayor of Port Adelaide and Enfield, Joanna McLuskey and former Test Cricket umpire, Max O'Connell who grew up in the Port Adelaide area. Displays were set up in the Tram Display Shed by the Port Adelaide Historical Society, the Aviation Museum at Port Adelaide and the Port Dock Station Museum. Mike Church set up a theatre in H 362 and showed videos of trolley buses. The Birdwood Motor Museum provided 1920s MTT



The recent placing of the model of F type car 295, built by Hackney for Sir William Goodman in 1923, on display at St Kilda, is not the first time it has been displayed on behalf of the AETM. It was previously borrowed from the MTT to form part of a display arranged by John Radcliffe and Christopher Steele at

the Royal Adelaide Exhibition, which ran from March to May 1957, to attract interest to forming a branch of the (as it was then) AETM in Adelaide. Nineteen expressions of interest were obtained from visitors, five of whom still remain members today.

John Radcliffe



Students from Port Adelaide Primary School re-enact the opening of the Port Adelaide electric tramway system by holding streamers across the track in readiness for the official convoy comprising cars 186, 42 and 303.

Neville Smith

The Mayor of Port Adelaide and Enfield, Johanna McLuskey rides in the front cabin of car 186 alongside Ian Seymour as it breaks the streamers on the Port Adelaide Day, 18 October 1998.

Neville Smith



MTT Garford double-deck bus No. 208 and a penny-farthing bike and rider at the Port Adelaide Day.

Neville Smith



Garford double deck bus 208 for display. A gentleman on a penny-farthing bike was also floating around.

After the usual speeches from the President, the Mayor and Max O'Connell, a convoy of cars 186, 42 and 303, our former Port Adelaide trams, headed for the Beach. Car 186, the lead car broke through streamers held across the track by students from Port Adelaide Primary School. The students then boarded Birney 303. This was a re-enactment of the role played by students during the opening of the Port Adelaide Electric Tramways on 3 April 1917. Car 1, which recently returned to service after major motor repairs, crossed the convoy on its return trip.

The Museum's latest publication *Trams and Trolleybuses In And Around Port Adelaide* was also released on this day and costs \$5.00.

Wheel Lathe

The acceleration problem has been solved and adjustments made to two portions of the electrical control cabinet. The movable headstock motor has been re-connected, the air pistons on the tool posts have their new cups in and re-assembled, and all gears have their guards on. Further cleaning, checking of oil systems and small adjustments are taking place. The first work undertaken on the lathe will probably be the maximum traction trucks for car 118.

Other News

After nearly 12 months of negotiations, 19 former MTT overhead poles were donated to the Museum by the Electricity Trust of SA and arrived on site in December 1998. Most of the poles were recently

removed from Unley Road near Greenhill Road.

The Brill railcar trailer, which was being refurbished at St Kilda by members of Pichi Richi Railway Preservation Society, was relocated to their depot at Quorn in December 1998.

Better bird proofing has been installed on the south walls of the Tram Display Shed and the doors have been improved.

Ian Seymour has been sorting through our collection of spare trolley wheels, and re-turning them to the correct profile. All regular traffic cars have also had their wheels checked and re-turned where necessary. Some of the spare wheels were found to be below the condemning line, and will be cleaned for sale in the bookshop as paperweight ornaments at \$10.00 each.

Displays

A number of displays were mounted in the Port Adelaide area in early October to advertise our Port Adelaide day.

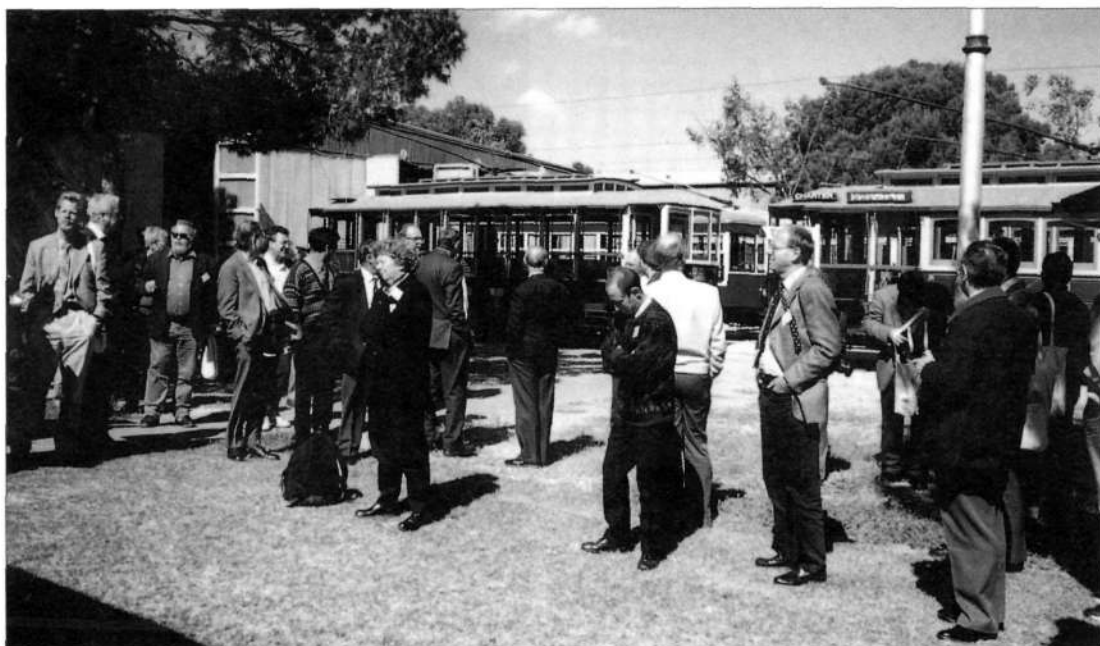
A display was set up at Port Dock Station Museum as part of their 10th birthday celebrations from 4 to 11 November 1998.

An extensive display was set up in the Masonic Hall in Semaphore on Sunday, 6 December 1998 for the Semaphore Christmas Street Party Day. The display area was sponsored by the Semaphore Traders Association who covered the rent of the hall for our display and that of the Port Adelaide Historical Society. A lot of interest was shown and a number of books and souvenirs were sold.



Neville Smith explains a display photograph to a visitor to the Museum's display at Semaphore, 6 December 1998.

Bev Smith



Delegates attending the International Association of Transport Museums Conference in Adelaide visited the

Tramway Museum at St Kilda on 6 October 1998.

Neville Smith

BALLARAT

Ballarat Tramway Museum
PO Box 632, Ballarat, Victoria 3353

From Dave Macartney.

Fare Increase

Fares were raised from 1 November, the first rise since July 1991. A ride on the tramway now costs \$2 for adults and \$1 for children, nice round figures for some of our more mathematically challenged conductors. In conjunction with this, some new display boards have been prepared, replacing those which go right back to the early days of the Museum, and look it. The new ones have the added bonus of being lighter than the chipboard originals. With eleven signs to be loaded and unloaded each day, this is much appreciated by the older brigade.

The fares are still more than competitive with other attractions in the Gardens area, so patronage has remained steady. The first day of the new fares coincided with the annual Springfest Festival, with a record 793 passengers being carried. Cars 26 and 40 did the bulk of the work.

Accreditation

The long and involved process of obtaining rail safety accreditation came to its conclusion on 28 November 1998, with an inspection by representatives of the Department of Infrastructure. Approval was subsequently granted, the Museum becoming the first Victorian preservation group to be passed with no non-compliances. Before anybody could get too smug about this, the Depot Manager of a well-known private main line rail operator observed that 'a tin-pot little 20km per hour tramway operation should go in with a clean sheet'. Little has changed at the depot since accreditation, as the procedures have been heading in that direction for the last couple of years. The most obvious change is a new and more comprehensive sign-on book, giving a more detailed account of the day's activities.

Road Works

Alterations are currently under way with the traffic control arrangements in Wendouree Parade. Parking is being revised, and more line marking is appearing on the road surface. New concrete kerbing is springing up everywhere. The Depot Junction stop has been incorporated into some of this kerbing, with passengers no longer having to step off into a puddle which seemed to be constantly there.

The tram now runs out into the Parade through a dinky little traffic island all of its own. Meanwhile, at the back of the shed, the reconstruction of Gillies Street continues. The water main for the fire service at the depot is now in place, but will not be connected up in the short term due to the pressure of other projects on museum finances.

At the Depot

The annual tram floor repaint was completed by the end of the year. Air compressors have been misbehaving in recent times, but some repairs to worn components and a change to a lighter grade of oil seem to have solved these problems. No. 28 has now had its truck dismantled with the wheels to be reprofiled. The body has been lowered back down to its normal level for the ongoing work on it to continue. No. 33 is still out of service with some motor work required, and will not see much activity until No. 28 is back on its wheels later in the year.

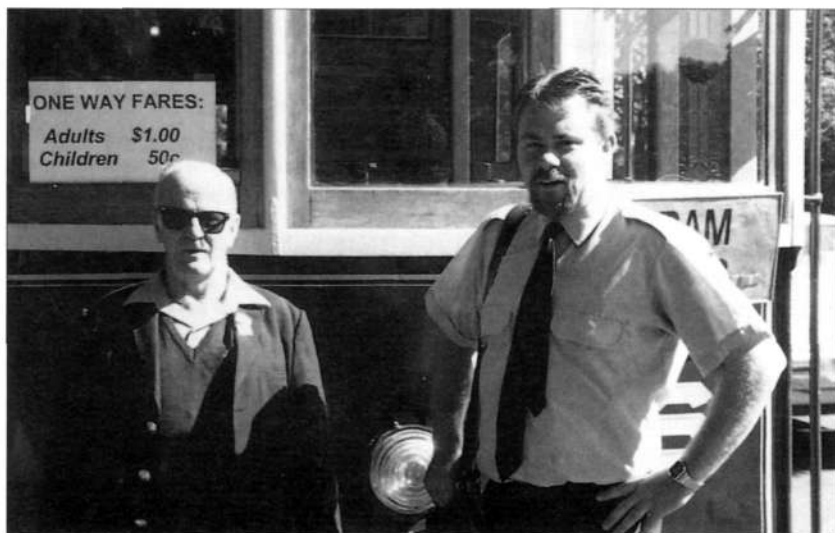


Retirement at last for the Museum's original Tram Ride signs, in service for over twenty years and looking like it. New signs have been introduced with the fare rise to \$2.00 / \$1.00.

Richard Gilbert

On Springfest Day in early November, Motorman O'Neil and Conductor Giles stand with their charge, car 26, ready for the onslaught.

Richard Gilbert

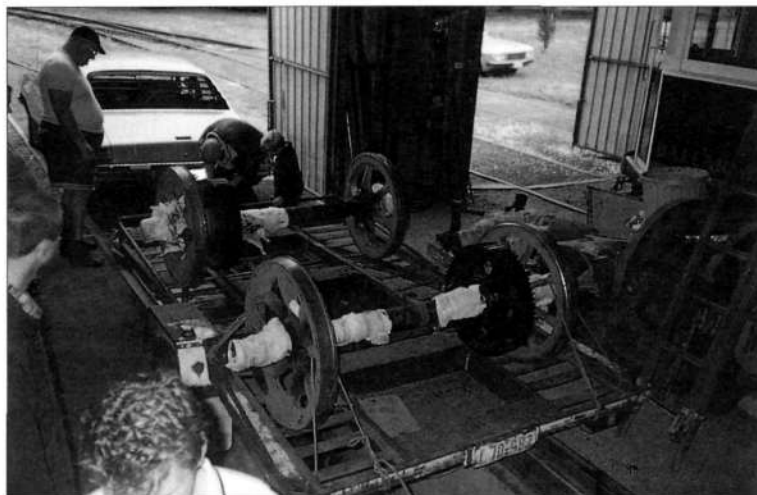


The motor cases from car 33 are currently residing on the trolley for cleaning. Here Al and Dave are relocating them to the bottom of road 3, with assistance from our youngest and keenest member, Danny Edwards. Richard Gilbert



Car 28's wheels and axle sets have been loaded on John Clawe's trailer for transport to our friends at the AETM in South Australia for wheel reprofiling.

Darren Hutchesson



Below:
Ballarat Tramway Museum members toured Bendigo and Bylands on 6 December 1998. Here, the tour group is posed with former MTT Adelaide Birney 302, which was used for a tour of the Bendigo Trust's tramway.

Darren Hutchesson



FERNY GROVE

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

From John Lambert

Workshops

Bevan Burnes and his team have been continuing work on Baby Centre Aisle tram 99. Progress has been slow due to the Christmas / New Year holidays, with most members taking a well-earned break from museum duties. It is expected that the pace will again pick up early in 1999.

Infrastructure

Mick Topp, John Lambert and Wayne Chaseling hauled electrical cables into the new conduits between the substation and the members' facility building, with some assistance from Bevan Burnes. The submain distribution switchboard located in the meal room is now live. Early in 1999, the buildings in the lower part of the museum will be 'cut over' to this switchboard, so as to provide conduit relief between the workshops and the facilities building. As previously mentioned in *Trolley Wire*, the new conduit track travels around the existing workshops building. Special polyethylene-sheathed electrical cables were used for this project, which enabled them to be hauled with a minimum amount of friction inside the conduits. The polyethylene sheath will also provide additional protection should any overhauling (installation of additional cables) be required within this conduit at some time in the future.

During the past several years, the Oregon pine overhead troughing in Tram Depot No 1 has been

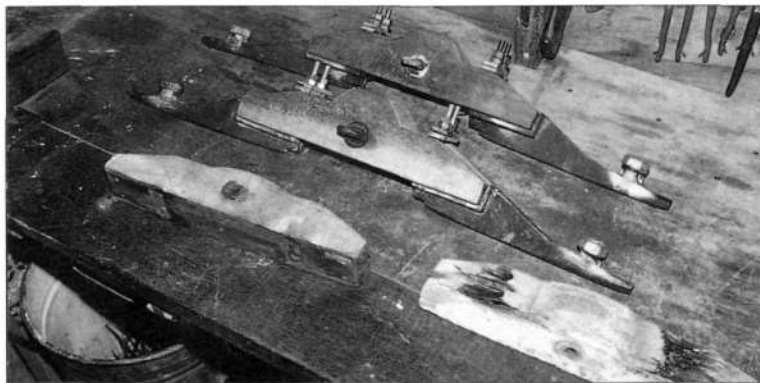
failing due to dry rot in the outer ends where they are exposed to the weather. Peter Lambert, (John's father) fabricated new hardwood timber ends 1.5 metres long and these were subsequently soaked in linseed oil by Bob Deskins. In early December 1998, the old rotten ends were cut off and the hardwood ends installed by Mick Topp, Peter and John Lambert and Wayne Chaseling. Due to the weight of the troughing ends some additional attachment within the depot is required and will be installed early in 1999.

During discussions about rotten timber, Peter Lambert offered to rebuild several timber section insulators, as those presently in operational service are not in the best condition and the available spares are not much better. Two have been completed, with others on the production line.

Track Extension

Bill Kingsley and John Lambert are again discussing the design work on the track extension project. Bill and John are presently investigating possible alterations to the proposed route. John has taken video and photos of these alterations and forwarded them on to Bill in Melbourne for his viewing. It is envisaged that these alterations will enhance the appeal of the line as it travels through the parkland.

Sel Churchward has also expressed interest in becoming involved with the design work on this extension. His experience as a draftsman and surveyor will be invaluable to the overall project.



Two 'new' section insulators are being built by Peter Lambert. The running strips have still to be fitted.
John Lambert

Grounds and Gardens

During a Brisbane thunderstorm in December, the museum was hit by severe wind squalls with the result that the large (20 metre high) gum tree in the picnic area was blown over and ripped out of the ground. Fortunately, it fell between the facility and display buildings without hitting either structure and the roots did not damage the nearby underground cables when torn out of the ground.

As mentioned previously in *Trolley Wire*, several other trees around the site had been felled for safety

reasons. However this particular tree was considered to be strong and healthy.

Society Anniversary

The Society was 30 years old in August 1998, and this was celebrated with a combined Christmas / Birthday function at the museum in December, which was well attended by members. Unfortunately this was the night of the storm mentioned above and proceedings were delayed for an hour until the storm had passed. Fortunately, the only casualty of the storm was the above-mentioned gum tree.

BYLANDS

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

From Running Journal

Safety Accreditation – We've got it!

The Society has achieved accreditation under the Transport (Rail Safety) Act 1996. The final step of this lengthy process was achieved on 26 November 1998 when the Public Transport Safety Directorate accepted our application together with the documented policies and procedures for operating our museum tramway at Bylands.

Our General Manager, Russell Jones, was particularly relieved to have finally received this accolade. The whole effort could not have been made without the assistance of a number of people, in particular Tricia Brett from the PTSD who went out of

her way to make the whole process as simple as possible. Members and others who made major contributions to the effort include Rod Atkins, Geoff and Vicki Dean, Barry Brooks, Richard Lamprell, Graham and Aileen Jordan and Doug Prosser.

The TMSV is the first Victorian tramway museum to achieve accreditation under the new legislation. The introduction of the new safety regime governed by our new policies and procedures has meant some adjustment by members, together with additional and, unfortunately, unavoidable paperwork. Generally this has been received with good grace by running staff, who have only grumbled a little about the forms that have to be filled out.

Rod Atkins is seen at work painting W3 class 667 at Bylands on 3 January 1999.

Colin Seymour



The legislation requires that all railways and tramways of two-foot gauge or more in Victoria be owned and operated by organisations that have received accreditation under the Act. This includes owners of rolling stock, not just operators. If a body not accredited under the applicable regulations contravenes this requirement, heavy fines and penalties apply. So having achieved accreditation enables the Society to continue its operations at Bylands.

The inconvenience of the additional paperwork will return a long-term benefit to the Society in terms of better record keeping and a higher standard of tramcar operation and maintenance than has previously been the case. We are encouraging our members to peruse the documentation, which is kept in the kiosk at Bylands, and we are open to any suggestions for improvements to policies and procedures.

National Community Link Awards

The Society was nominated for the National Community Link Awards 98, a program developed by the National Australia Bank Group to assist Australian communities, families and volunteer organisations.

The Awards are designed to recognise the efforts of clubs and organisations active in local communities. Any club, organisation or group that consists mostly of volunteers and conducts a volunteer-based program or project that serves their local community is eligible to enter. The awards are presented at both a State and a national level under six individual award categories.

Unfortunately the Society was unsuccessful in receiving an Award. However we did receive a Certificate of Recognition, which now hangs proudly in the kiosk.

Cable Trailer No 228

Some months ago the Society was offered the body of former Melbourne cable tram trailer No 228 which had been used as an outbuilding in Gippsland. Following an inspection of the vehicle it was found to be in reasonable condition except that the lower part of one side had deteriorated and no longer had any supporting timber frame below the window sill. Also the floor and one end were incomplete. It was decided however to take the car with a view that if it could not be restored, to maybe use as a source of parts for future restoration of other vehicles already at Bylands.

In order to move the car timber bracing was installed to take the place of the missing sections. The car was loaded onto our tri-axle trailer by a small crane and taken to Bylands.

Before the tram could be unloaded, the Society received a request from another group as to the availability of a cable trailer for their project. They intended to fully restore the vehicle to operating condition.

The Board believes that the opportunity to have the car retained and restored would be more worthwhile than to dismantle it for parts, and readily agreed to the request. The tram was collected by its new owners in October 1998 and is now under restoration.

Museum Works

Work continues on the vehicle repair shed. Graham Jordan has prepared and completed all the necessary drawings that detail all facets of the construction of this building including foundations and the pit. The contractor, Danesbury Constructions has inspected the site, which has been marked out. Presently we are waiting on building permits and approval. Once this is obtained the contractor will commence immediately.

In order to raise the remaining funding required for stage 1 of this project, or face the possibility of ceasing operations until funding came to hand, the Society's Board made a decision in relation to the disposal of several surplus assets. This generated enough capital to proceed. However in order to proceed with stage 2, that is the erection of the building, funding will be required to purchase new timber purlins for the walls and roof, steel cladding to complete the sidewall that was incomplete when we acquired the structure and fibreglass sheeting. Stage 3 will see the trackwork installed and a connection with the mainline. Stage 4 will see the fitting out of the building with shelving, workbenches and the like, also the installation of electrical cabling and pit lights. So you can see we still have along way to go.

Work continues on upgrading the main line with the replacement of sleepers. Work has been undertaken between poles 21 to 24 and is now being concentrated between poles 24 to 27. Once this area is completed and apart from the odd sleeper in other sections of the line also to be replaced, it is intended to commence the preparation of the trackwork associated with the vehicle repair building.

The general clean up of the site continues. Tram body parts, acquired from W2 class 248 last year, have now been placed in covered storage. The firewood pile is gradually disappearing thanks to those members who have good old reliable wood fires.

Following years of use, the lower (eastern) front gate at Union Lane finally decided it was time to retire. Fortunately a near-new replacement was found stored on site, this being hastily installed. Attention will now be given to the main museum (western) gates to improve the entrance to the property.

With the onset of the warmer months upon us, it has been decided to trial a new location for our picnic tables at Bylands. For years they have been located on the level ground adjacent to the main line between the

kiosk and No.2 tram shed. Unfortunately there is no shelter or shade in this area. The tables have been moved to the top of the embankment outside the kiosk under the trees.

Peter Carwardine continues his one-man effort to control or eradicate the weed population at Bylands. Peter (with the assistance of others from time to time) has also surveyed the whole of the museum site and prepared a detailed drawing showing all buildings, track, poles and the like.

HADDON

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

From Craig Tooke

It has been some time since details of activity at Haddon appeared in these pages and it is pleasing to report on our continued progress in many areas.

Machine Shop

Our restoration work, particularly on tram bogies, saw the need for improved workshop facilities to allow engineering work to be carried out. A decision was therefore taken to construct an annex to the northwest corner of the running shed large enough for use as a machine shop. The annex, which measures 8m x 5m has been completed and work is now under way in fitting it out as a workshop.

This work involved the construction of the structure, laying a concrete floor and providing electricity connections. Storage has been provided for tools and other engineering components used in the workshop and shelving has been fitted for storing components such as bolts and other fasteners.

The drill press and grinder have been relocated to the new annex from the old workshop and our previously acquired lathe has also been installed in the building. The lathe is being overhauled ready for use.

The increase in space and improvements in working conditions have already greatly assisted our restoration projects.

The north west curve has been dismantled and is seen prior to relaying to a greater radius.

Tony Smith



Meal Room

The old workshop area has been redeveloped and turned into a recreation and meal area for members. On the western end, a loft storage area has been constructed. This is being used to store the many small components removed from a tram prior to their overhaul and refitting.

Welding Trailer

The overhaul and reconstruction of the generator and motor, and reassembly of the portable welding unit has been completed. This unit is mounted on a trailer. The welder has been used in recent track work and it is already proving to be of immense value through being portable.

Rail Safety Accreditation

We have devoted a considerable amount of time and effort over recent months towards achieving Rail Safety Accreditation. Although we are not yet open to the public on a full-time basis, we are required to ensure our management system and operational procedures are in place and fully documented. This process is now complete and we are proud of our achievement.

Our accreditation now awaits formal confirmation from the Public Transport Safety Directorate. This is expected to occur within the next few weeks.

Tramcar Restoration

The restoration of L class 103 is reaching a very advanced stage. The overhaul of the Brill 77E trucks is complete and they are awaiting the fitting of traction motors. Considerable wear was found in the brake mechanism of these trucks and engineering work was undertaken to correct these problems.

Internally, the bulkheads have been stripped of many layers of varnish, a tedious but necessary job, and work has begun on the revarnishing. The lined ceiling has also been repainted.

Externally, the quarter panels and other body panels and components have been stripped back, filled where necessary and undercoated. Repainting the exterior will commence shortly. It is hoped that the work will be completed and the tram available for traffic operations by the end of the year.

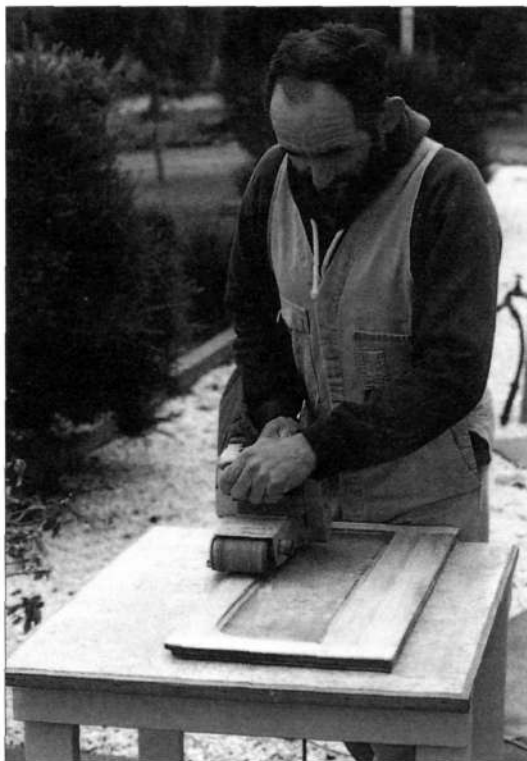
North West Curve

Problems were experienced with some of our trams on the north west curve due to its tight radius. After careful examination it was determined that there was room to ease the radius of the curve. The existing rails have been dismantled and realigning the formation to accommodate the increase in radius has commenced. The results should overcome our problems in this area.

Official Opening

We are pleased to announce that at long last plans are afoot for the official opening of our museum to the general public on a regular basis. Although the timing of the opening is dependent on a number of factors, it should occur in the later part of this year. We will certainly ensure that the opening is marked in an appropriate manner.

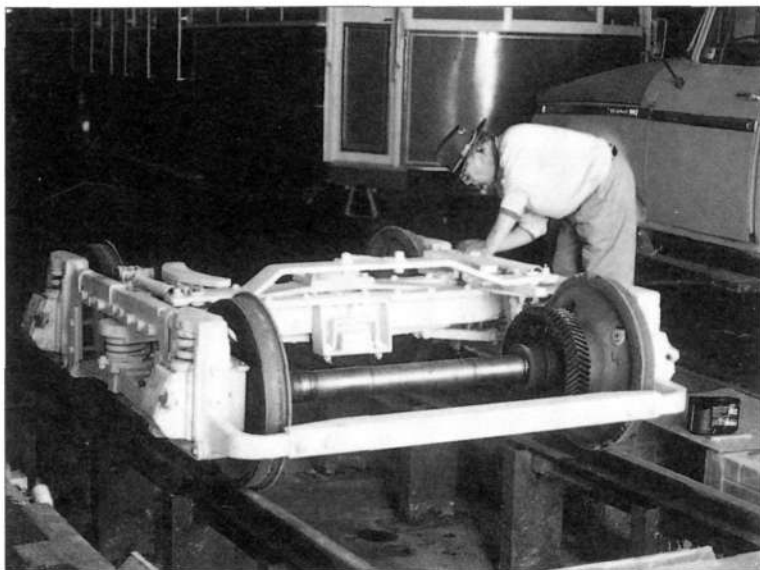
This year will see considerable progress at Haddon and we look forward to reporting our continuing progress throughout the year.



A belt sander is being used by Arthur Ireland to sand the external body components of L class 103.

Tony Smith

John Withers works on the reassembly of a Brill 77E truck for L class 103. Tony Smith



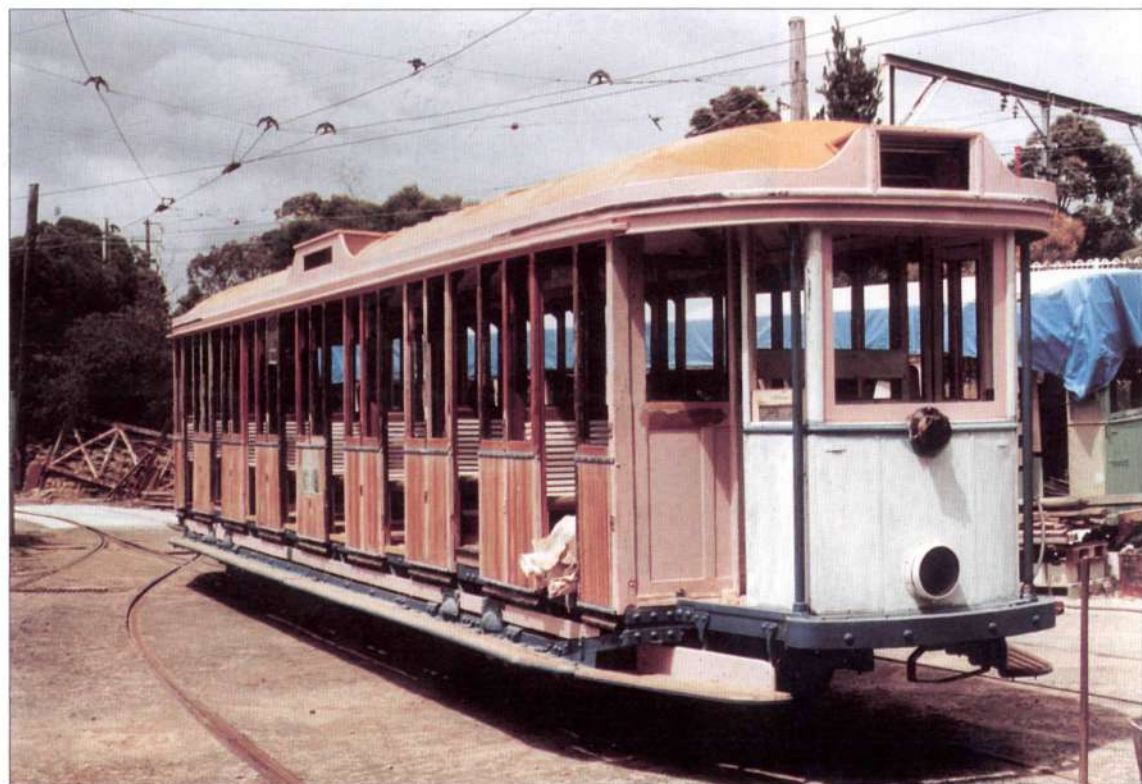
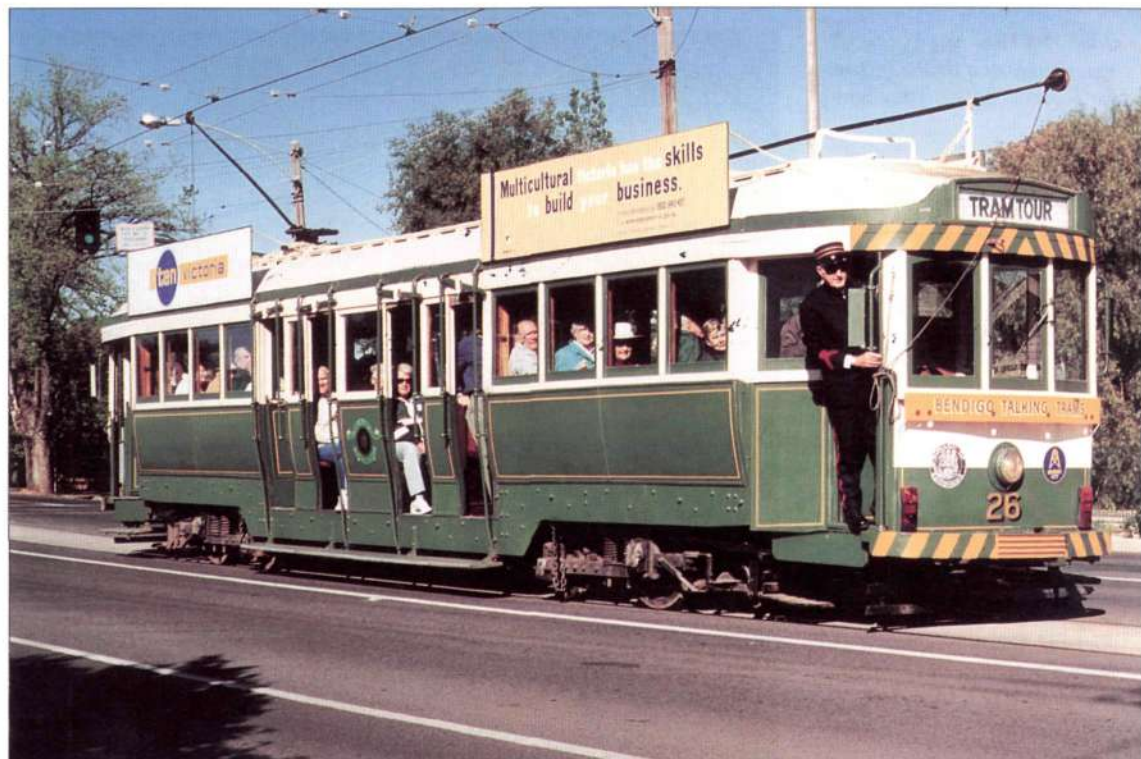
Richard Gipps is using a gas burner to remove old paint from the exterior of L class 103.

Tony Smith



The completed Brill 77E trucks prior to the fitting of traction motors. Tony Smith





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